

The  
Dover  
Society

# Newsletter

No. 41

August 2001



January 2001. Flooded Alkham cricket ground from the road opposite the village hall.



# 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 CBE

## VICE-PRESIDENTS:

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

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Jeremy Cope, Tessa George, Lesley Gordon, Mike McFarnell,  
Audrey Wood, Leo Wright

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## *The Objectives of the Dover Society*

*founded in 1988.*

- to promote high standards of planning and architecture
- to interest and inform the public in the geography, history, 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 16th April the Dover Society held its thirteen Annual General Meeting. There were several changes to the executive committee, with the appointment of a new Vice-President, Jack Woolford, a new Chairman, Terry Sutton, a new Secretary, William Naylor, and a new Projects Co-ordinator, Hugh Gordon. The retiring Chairman and Secretary, Jeremy Cope and Leo Wright, remain on the committee and are joined by a new member, Tessa George. All the details of the meeting are reported here by Lesley Gordon, who has also described the talk which followed the interval, 'General Elections in Dover 200 years ago' by the Rev. Michael Hinton.

This issue also includes reports of the March meeting and of the first of the summer outings to the London Eye in May. Our date of going to press is too late to include an account of the very successful trip from Gravesend to Chelsea on the MV Pochahontas in June, so this will appear in the next Newsletter.

We are grateful to all members who have happily adapted to our new system for booking trips and events. After a short initial period of some confusion over the booking of the first trip of the summer the idea seems to be working. The editor apologises for the fact that the last Newsletter gave two different times for the pick-up points for that trip. There was a change of departure time the day before we went to press and only one entry was altered.

Please remember to look at the two back pages of every Newsletter to check on forthcoming events. In this issue there are two proposed trips in September, one to London and one to Zeebrugge and Bruges. Members will need to book direct with Joan Liggett for either of these.

We have up-dated our page of Websites. Some members have suggested new ones. If you have any to add to the list get in touch with me or with Mike McFarnell. Also Mike would like your comments on the Dover Society site.

The next indoor meeting of the Society, at St. Mary's Parish Centre, will be on Monday, 15th October, at 7.30pm. Forms for outings or events will be available at all indoor meetings.

This issue does not carry our usual historical article by Ivan Green. This was to have been an account of Dover in the reign of James I,

continuing Ivan's series. However, since the publication of the last Newsletter it has been decided to publish a book of Ivan's articles, which he has presented to the Society as a gift. It will include some of his articles on the Romans and the Tudors, which have already been printed in past Newsletters, but also many more, covering all the monarchs from 1066 to 1688, and will be called 'Dover and the Monarchy. From Conquest to Glorious Revolution'. The committee extends its thanks to Ivan for his generous gift.

This is not the only new book by a Society member. Look out for one by Joe Harman and another by Peter Burville. Full details appear on page 21.

Two very interesting, unsolicited articles turned up in time for this issue, both by writers who are new to us, F.G. Thomas and John Foot. The latter has written an account of an adventure experienced by one of our members in 1963 - which makes a gripping and graphic tale! The article by F.G. Thomas is about the six months of the wettest winter in Dover for decades. The weather always makes a fascinating topic.

Many members will remember the Society's preoccupation with water supply ten years ago, with St. Mary's Hall packed to capacity to hear speakers from the Environment Agency, the National Rivers Authority, Friends of the Earth and our local

water supply company. In five Newsletters following that Leo Wright kept us informed of other meetings he attended with Sister Ambrose, supporting her argument for more water in Kearsney Manor lake. It was suggested that it would be possible to compensate a shortfall there by carefully controlled extraction, the repair of wasteful leaks and reservoir storage at Broad Oak. What happened to the last suggestion? No doubt in 2001 we have deplored the volume of Dour water flowing, unhindered, to the sea!

Derek Leach has written of the St. George's Day service and the museum exhibition on the Zeebrugge Raid. Sheila Cope also wrote of her impressions of the exhibition. The St. George's Day events coincided with the installation of another Society plaque, which Sheila reports. Derek went on the most recent cemetery walk, led by Martyn Webster (see page 24). It seems he is becoming our regular reporter on 'Grave Matters'.

The March meeting is reported by Jack Woolford and Maurice Wilson and the trip on the London Eye by Elizabeth Senyard, all Society members. Many thanks to all our contributors, old and new, to all our advertisers (and welcome to two new ones) and to our hard-working distributors.

*Editor*

**DEADLINE for contributions**

The last date for the receipt of copy for issue 42 will be Monday 8th October 2001. 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. *Publication in the Newsletter does not imply the Society's agreement with any views expressed, nor does the Society accept responsibility for any statements made. All published material remains the copyright of its authors, artists or photographers.*

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# 13th Annual General Meeting

30th April 2001

In front of a large audience, Chairman Jeremy Cope welcomed President Maurice Atherton and three Vice Presidents to the thirteenth Annual General Meeting at St. Mary's Parish Hall.

The previous year's minutes having been approved as a correct record, members observed a short silence in memory of the six members, including committee member Budge Adams, who had died in the last year.

In his report the Chairman commented on a busy year for the society, whose membership now stood at 423, a rise of 16 over the year. He thanked all committee and sub committee members for their hard work. Budge Adams' obituary was in the April edition of the newsletter. Leo Wright was standing down as secretary, but would be remaining on the committee, with Bill Naylor taking over as secretary and minute taker. Barry Late, the projects co-ordinator had to stand down for the time being, due to commitments. Hugh Gordon was taking his place and Tessa George has agreed to serve on the committee.

The President was thanked for his role as the ultimate longstop and supplier of wise counsel. Thanks to the treasurer's caution and good sense, the society's funds were in surplus, giving security for future projects. The various committee members would report on publishing and the newsletter, historic plaques and current projects. Terry Sutton had ensured an excellent year's press coverage. The social secretary had devised a very successful series of outings and events, with the Town Mayor singing at the Christmas feast and samples of beer being made freely available at one talk. Help with teas, raffles and booking of speakers was greatly appreciated. The society relied entirely for success on its members without whom there would be no modest profits to further its work.

Relations with the Town and District

Councils, and the Dover Harbour Board remained good, even though the society was critical where necessary. The plan to commemorate the late Philomena Kennedy had been modified and discussions were taking place with the Girls' Grammar School who were enthusiastic about the offer of an art prize.

This would be his last report as chairman. He thanked his wife, Sheila, for her forbearance and was pleased to note that all committee places would be filled in the coming year.

The treasurer, Mike Weston, commented on the end of year accounts which had been made available to the meeting. The Millennium Project was now complete financially and a 'trail' leaflet had been printed. The deficit on the scheme shown in the previous annual report now showed as a surplus of over £500, with all grants received and only one plaque outstanding. One outing and a few winter meetings had operated at a loss but, overall, activities showed a profit, thanks to the hard work of Joan Liggett. Raffles had made £398, slightly up on the previous year, thanks to Sheila Cope and her helpers. The newsletter, costing £800 per issue, virtually outstripped income from subscriptions. More sponsors, like Pfizers who contributed half the cost of one edition, and more advertisers were needed. The society was very grateful to them all, and to Merrill Lilley and her husband Bruce, who worked hard to attract them. The society had made a donation as usual to the Crabble Mill Trust from the proceeds of the Wine and Wisdom evening and a further grant of £30 to the same cause. Two further flagstones for Pencester Gardens had been purchased this year, financed primarily from donations from members. Interest on society funds had been substantially increased following a switch to the Charity Aid Foundation.

Merrill Lilley, Editor, expressed her

grateful thanks to all contributors, advertisers and distributors involved with the newsletter. Two new advertisers and two new contributors had been found for the next edition but more were always needed. She reported that Jeremy and Sheila Cope had taken over the membership database and the labelling and distribution of newsletters following the death of Budge Adams. As to publications, the society's first venture had been "Dover's Hidden Fortress" (the Western Heights) in 1996. A millennium project, 'Dover Collected Memories of a Century', published in November 2000, was based largely on articles written by members for the newsletter. Ivan Green had kindly gifted all his own articles which have appeared in the newsletter, plus other writings, to the society, and these would be the basis of this year's publication. It would be about Dover's place in history, related to the monarchs between the years 1066 and 1688. She put on record the society's thanks to Ivan. Next year a memorial to Budge Adams was being planned. This would take the form of a book or CD, or both, based on his collected writings or slides. She finished by announcing that back copies of most newsletters were available for purchase, if required.

An update on the society's latest project - the clearance of part of Cowgate Cemetery, was given by Hugh Gordon. Two teams of helpers had commenced work on this long term project and results could already be seen by visiting the cemetery. Teams met on the second Thursday or third Saturday of each month from 9am to noon. Grass clearance would cease after May, when the teams would concentrate on removing surplus trees. New volunteers would be very welcome. His wife was investigating the availability of burial records for the cemetery with Dover District Council, which might make recording of headstones unnecessary.

The chairman of the Planning Committee, Jack Woolford, updated the meeting on the report he had presented the previous year. Amongst other things, he reported that the Buckland village project

was back to square one. It needed a costed and feasible plan if it was to progress. The application to have the Buckland Paper Mill building listed had been refused by English Heritage. Party politics persisted in the new District Council cabinet system. Dover Town Council remained the sole elected body dealing exclusively with Dover matters. He reported a greater uptake in conservation activity in London Road but the St James area had failed thus far to attract developers. The decriminalisation of parking had proved less disruptive in the town than expected. The society had made representations on a number of planning and licensing issues. The fate of the White Cliffs Experience was still unknown and the Harbour Board's 'Westport' proposals were still subject to reservations and the finalisation of the local plan. He finished by appealing for a replacement on the committee for the newly appointed projects officer.

Terry Sutton was able to report that the Millennium Plaques project was all but complete. The last of the ten plaques was awaiting a decision about redevelopment proposals for the corner of Bridge Street and London Road. Together with the leaflet about the plaques, the project had cost a little over £900. The Society had also initiated a scheme for cleaning the wall plaque on the Town Hall about the Zeebrugge raid and had also commissioned a new smaller plaque which had been unveiled on St. George's Day.

At this point, the President, to warm applause, made a presentation of a print of Shakespeare Cliff to Leo Wright, retiring secretary to the society. Now over 85 years of age, Leo had been secretary for the previous ten years, missing few meetings and working tirelessly for the society.

The Chairman then submitted a proposal from the committee that Jack Woolford be appointed a vice president of the society in view of his untiring work on its behalf. He had been its first chairman, serving until 1998 and was currently Chairman of the Planning Committee and responsible for booking speakers, as well as giving talks himself. His had been a most

6 consistent and deserving long term contribution. The proposal was duly passed with acclaim. In response, the new Vice President spoke of his keen sense of pleasure and pride in his service to the society.

The election of the committee passed without dissent, as follows

#### OFFICERS

Chairman &	
Press Secretary	Mr. Terry Sutton
Vice Chairman	Mr. Derek Leach
Treasurer	Mr Mike Weston
Secretary	Mr. William Naylor

#### COMMITTEE MEMBERS

Membership Secretary	Mrs Sheila Cope
Editor	Mrs Merril Lilley
Social Secretary	Mrs Joan Liggett

Chairman of the Planning Committee	Mr Jack Woolford.
Projects Coordinator	Mr Hugh Gordon
Archivist	Dr. Glyn Hale

Also Mr Jeremy Cope, Mrs Lesley Gordon, Mr Mike McFamell, Mrs Audrey Wood, Mr Leo Wright and Mrs. Tessa George (new committee member).

There being no other formal business, the former chairman reminded members of the dates for work at Cowgate Cemetery and drew attention to a (paper) boat race, due to take place in Pencester Gardens in aid of the Carnival and a number of charities. He asked interested members to contact Mike McFarnell.

The meeting closed with members looking forward to a talk by Michael Hinton after

## *General Elections 200 Years Ago*

• • • Report by Lesley Gordon • • •

FOLLOWING THE FORMALITIES of the AGM, members relaxed in anticipation of a talk by Dr. Michael Hinton, well known as former head of The Boys' Grammar School, as scholar and as vicar, active in the community on behalf of the Church for many years.

He drew on his researches for his Reading University Doctorate to conjure up for his audience general elections held in 1806 and 1807 and compare them with more recent manifestations of the electoral process.

In the early nineteenth century, before the Great Reform Bill of 1832, there were 651 MPs for the United Kingdom and the whole of Ireland. Now there are 659 including N. Ireland. Whereas today all constituencies return a single member and a good two thirds of the entire population is eligible to vote, in 1806 most constituencies returned two MPs. In the counties, only landowners had the vote, whereas in boroughs, the electorate varied from one to many thousands and bore no relationship to the actual population. Westminster had 12,000 voters, Old Sarum 1, none of whom were

women. Today, general elections usually hinge on 90 or so marginals, and a majority of votes does not necessarily guarantee the success of a party. Although the results in a large number of constituencies are a foregone conclusion, it is a matter of honour that major parties contest every seat. In the early 19th century, contested seats were rare - only a quarter of constituencies were put to the vote. Party candidates were also rare as candidates valued their freedom. Today, voting usually follows first a party, then a leader and only then, individual policies or candidates. Then the ruling considerations were first, bribery and threats, with persuasion a poor second.

The existing government in the early 19th century invariably won general elections, which were a lot less decorous and dull than today's. They could be rowdy and violent and evasions of the law were commonplace. Then, in 1806/7, as now, the House of Commons represented the state of the nation. Power in Parliament lay with the Crown, the aristocracy and county landowners. A quarter of the House was made up of peers or their relations and a third of



landowners, whose power made seeking an official government position unnecessary. About a fifth were merchants, (there being no real industrialists then). Today, the professional middle classes dominate, with a large sprinkling of teachers, trade union officials, and women. The working class is still poorly represented.

Two hundred years ago, the absence of well oiled party machines made seats more available, but only to the rich and well connected, for not just votes, but whole constituencies could be bought - by buying the land and houses of the voters. £80,000 then (£2m today) was enough in some cases to ensure a constituency was beholden to you for life - over a quarter of MPs were returned in this way. Alternatively, £4000 - £6000 bought a single seat for one election from the owner. (40 seats, especially Cornish ones, were sold in this way in 1806 and 1807). Obviously, a contested seat could prove more expensive than buying an uncontested one. People owning property in the constituency were bribed with jobs, allowed to overcharge or paid for services. Job offers were disallowed later in the century, to the detriment of the government of the day who had jobs to give, (rather as in America today). Bribery, (paying for votes) and treating (paying voters' expenses) were rife in 1806 and 1807. Only the latter was legal and, as voting took place at the hustings which could last several weeks and involved voters travelling (even being herded) to the appointed place, their food and lodging expenses, met by the candidate, could be enormous. Contests were extremely expensive, rowdy and often resulted in litigation. (Police and troops were not allowed near the hustings). Candidates would visit the local hostleries, generously contributing to the expenses of potential voters. Daily barracking at the hustings was common and the candidates raised private armies to protect themselves. For the voter, jobs, tenancies and trade could be lost if the wrong person was voted for.

Today there are limits on the amount candidates can spend and election laws against bribery are stringently enforced, although the rich can still fund the

candidates themselves. Money still talks.

Dover in 1806/7 was a borough of freemen who had the vote, though half did not live in Dover. The local corporation could make freemen by birth, marriage or apprenticeship. Freemen loved a contest. The money flowed - in the form of jobs from the Government who were big employers and other inducements from candidates. The Lord Warden of The Cinque Ports, who appointed pilots, was likewise influential and not necessarily on the same side of the government. In 1806, one government supporter and a cousin of the Lord Warden became MPs, a third candidate was defeated. In 1807 a London merchant was elected, not the candidate supported by either the government or the Lord Warden.

Issues of the day sometimes influenced voting in affected constituencies - in 1806, the abolition of the slave trade was of concern to Liverpool and in 1807, 'No Popery' supporters brought influence to bear, even though Catholics were ineligible as MPs. Today the issues are more questions of self interest. 'What's in it for me' is usually the biggest issue of recent elections.

'Elections 200 years ago were rough and ready', concluded Dr. Hinton, 'much influenced by wealth, power and property, but then, as now, they reflected the state of the nation and the political will of the country'.

In response to questions from the floor, Dr. Hinton surmised that the cost of being elected in the past was worthwhile for the influence it gave. It was a passport to jobs, patronage and making money - and MPs could not be arrested for debt. General elections were held at least every 7 years by law. Shorter intervals were unusual. MPs were not paid until 1911 and university MPs were abolished after the Second World War.

In thanking Dr. Hinton, Wendy Atherton recalled dipping into some tomes on the history of Parliament, while pursuing her interest in the history of Dover Castle and finding military orders of 1752 requiring troops to march to 'the next place' three days before the election and not return until after it. She thanked Dr. Hinton for his fascinating talk, a sentiment echoed by the warm applause of the audience.

## The Dover Society

An extract from the Accounts for the Year Ended 31st March 2001

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).

	2001	2000
<b>CURRENT ASSETS</b>		
Society Badges	75	75
Debtors and Prepayments	47	0
Cash at Bank and in Hand	<u>11,310</u>	<u>9,348</u>
	11,432	9,423
<b>CREDITORS</b>		
Amounts falling due within one year	<u>(1,156)</u>	<u>(945)</u>
<b>NET CURRENT ASSETS</b>	<u>10,276</u>	<u>8,478</u>
<b>NET ASSETS</b>	<u>£10,276</u>	<u>£8,478</u>
<b>FUNDS</b>	<u>£10,276</u>	<u>£8,478</u>

# Statement of Financial Activities for the Year Ended 31st March 2001

	<u>General Fund 2001</u>	<u>General Fund 2000</u>
<b>INCOME</b>		
Subscriptions	2,244	2,130
Donations	47	113
Social Events	222	413
<b><u>TOTAL INCOME</u></b>	<b><u>2,513</u></b>	<b><u>2,656</u></b>
<b>EXPENDITURE</b>		
Members and Meeting Expenses	49	-9
Administrative Expenses	577	805
Newsletter Expenses	1513	1644
Other Items	-368	-277
Millennium Projects (Plaques)	227	678
<b><u>TOTAL EXPENDITURE</u></b>	<b><u>1,998</u></b>	<b><u>2,841</u></b>
<b>NET (OUTGOING)/INCOMING RESOURCES</b>	<b>515</b>	<b>-185</b>
Total Funds Brought Forward	<u>5,403</u>	<u>5,588</u>
<b><u>TOTAL FUNDS CARRIED FORWARD</u></b>	<b><u>£5,918</u></b>	<b><u>£5,403</u></b>

*Capt. M. H. Weston*

# THE MARCH MEETING

## BEER

*By Jack Woolford*

On 12th March Councillor Frank Woodbridge, Leader of Dover District Council who was to have spoken on 'Life in Dover in World War 2', gave ample notice of unavoidable absence abroad. Vice-Chairman Derek Leach suggested contacting Faversham Brewery's Shepherd Neame for a substitute speaker. Shepherd Neame immediately nominated Chairman Ian Dixon who compiled an address on a sophisticated combination of video projector and CD Rom but also became unavailable two nights before 12 March. So Head Brewer (no less) Julian Herrington was drafted (draughted?) in, brought with him ample samples, to our surprised delight, and improvised the Dover Society's most unusual address ever.

After appointing four eager volunteers (including Chairman Jeremy Cope and Vice-Chairman Derek Leach) to distribute samples, and briefly lauding the purity of Faversham's water supply from artesian wells, so pure that it had made Faversham's population second only to that of London in the reign of Queen Mathilda (1135-54 on-and-off), Mr Herrington cheerfully told a tale of woe.

National production of beer 1977-99 was down from 40 million barrels a year to only 36 million. What had been formerly bought and downed in pubs was increasingly sold in off-licenses, including supermarkets, and drunk at home. Much more wine was drunk, particularly in restaurants rather than pubs. There was also 'Red Square' (whatever that is). The word 'smuggling' was heard from the audience and Mr Herrington agreed that this was a special problem in Kent although it was now decreasing because of increased ferry and tunnel fares. Germany

had a similar problem because of the higher drink duties in Scandinavia and Finland.

During the same years the number of national brewers had shrunk from seven to four and of these only one, Scotco, was wholly owned in the UK. It had 34% of the market. Others, including Bass and Whitbread, now Belgian-owned, had 36%.

Regional breweries, including Shepherd Neame which could brew only 200,000 barrels a year, had only 14% and it was consequently difficult to make money. Because of the economies of scale their pint was 10p dearer. Their fermenters brewed only 500 rather than 2000 barrels, but raw materials, labour, customs and VAT were no cheaper.

Marketing regional brands like Shepherd Neame's 'Spitfire' nationally on TV was prohibitively expensive. Eighteen regional breweries had closed since 1997. One reason had been the continental lager trend. It was more refreshing and better-brewed though the gap had now been closed here by independent inspection. Beer and stout drinking had halved. Lager was the preference of the younger generation.

Although by this time the audience was not exactly in tears, before speaking lyrically on the actual brewing process itself, Mr Herrington unleashed his volunteer pourers with a round of samples of 'Early Bird', a lightly golden brew starring East Kent Golding hops. Some of them (no names, no pack-drill) poured much more generously than others.

'Early Bird' was followed by 'Bishop's Finger', a darker, stronger brew (5.4% alcohol) starring crystal malt. Meanwhile Mr Herrington spoke of mash tuns and malting, barley and liquor, cask beer and keg beer, finings and pasteurising, carbon dioxide and nitrogen, 'Kingfisher' lager and beer from Bangalore.

It was not only a home-brewer of 30 years standing like me (also, hint hint, a connoisseur of bitter whose favourite is Shepherd Neame's 'Spitfire') who relished this copious flow of inside information. The level of conversation in the body of the hall waxed from murmurings to competitive volume and Mr Herrington graciously passed from speaking to answering the flood

of questions from every part of the floor. Acknowledging the praise which surged from the Chairman and John Owen, he told us to help ourselves to the remaining bottles and retired to tumultuous applause. I myself managed to seize the last bottle of 'Bishops Finger'. Thanks (*hic*), Mr Herrington. Thanks also to Cllr. Woodbridge who has, of course, been re-booked for 14 January 2002.

\* \* \* \* \*

**A talk by Dr. Frank Panton,  
12th March 2001**

## A TALE FROM CANTERBURY

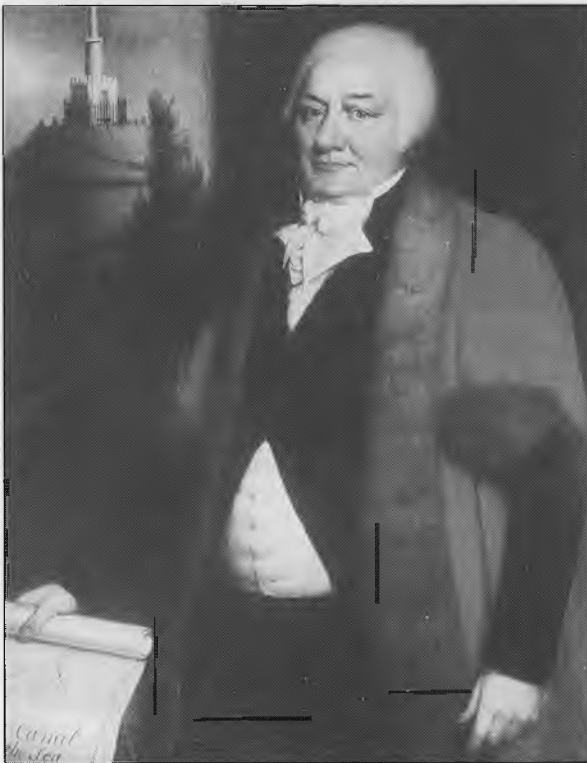
*Reported by Maurice Wilson*

James Simmons was born in Canterbury on the 21st January 1741 and became a pupil at King's School from 1750 to 1756. Then he went to London to serve an apprenticeship as a stationer, becoming a Freeman of the City before returning to Canterbury in 1767 where he also became a Freeman of Canterbury by virtue of his father being one before him, at the time of James' birth.

So with his London apprenticeship, James set about founding a stationers' and printing business. His aim was always high and he attacked with determination and skill, his primary aim being to provide Canterbury and East Kent with a quality newspaper. Naturally he was opposed by established printers and stationers in Canterbury who did their best to spoil his plans, but after one or two initial setbacks he started the Kentish Gazette on 26th May, 1768. This paper is still being published today.

The story of this man, James Simmons, one time stationer, publisher, patent medicine seller, librarian, banker, councillor, alderman, mayor, MP, was the very interesting subject of Dr. Panton's talk to us as the second part of our meeting on the 12th March.

In those days, the late 1760s, the Gazette was published twice a week and at an initial cost of 2d. per copy the broadsheet of



James Simmons

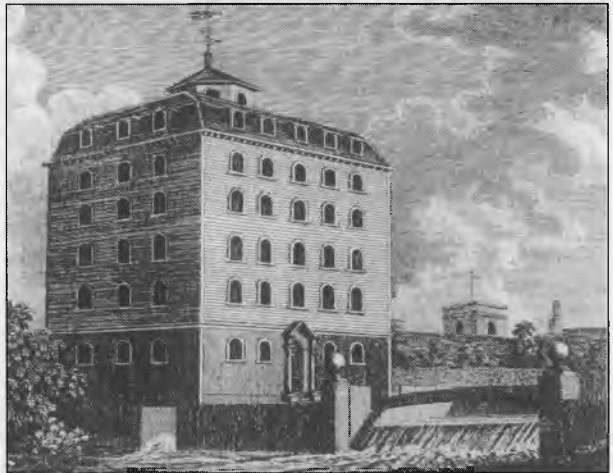
12 four sides, in easily readable print, remained substantially unchanged, despite inevitable price rises, during the 39 years of Simmons' ownership. The paper consisted mainly of advertisements of local significance, business arrangements and local sales but each issue also included dispatches on the wars and affairs in the American and other colonies, as well as the European continent; accounts of parliamentary proceedings, a London newsletter giving court and society news and a Canterbury column which collected short news items from most parts of East Kent.

Simmons believed in diversification, for apart from the printing and publishing side (and the supply of all the usual stationery items) he supplied patent medicines (advertised in the Gazette - and delivered to outlying parts with the paper delivery!) started a circulating library and brought out some notable publications, in particular the first edition of Hasted's History of Kent in four volumes.

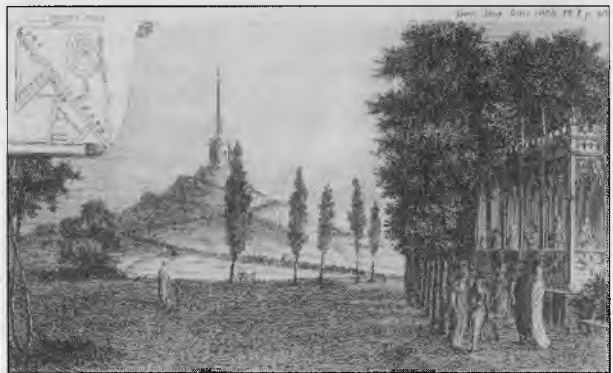
By 1769 he was sufficiently established to be elected to the Common Council of Canterbury, serving as sheriff in 1772/3, becoming alderman for Riding Gate Ward in 1774 and Mayor in 1776 - the year in which he married a young lady from Tenterden. His most significant civic work started in 1787, however, when he became Treasurer of the Pavement Commissioners whose remit was to realign, clear, and straighten the roads of the town, beginning with the High Street. All this was paid for by tolls on carriages and horses entering, and a duty on coal, coke and ash being brought into Canterbury.

They also took care to dispose of rain water in proper gutters and drainpipes and provided for lighting and cleansing. It is said that in two years Canterbury was transformed from medieval squalor to Georgian excellence, Simmons being the prime mover.

In July 1791, in partnership with Ald. J. Royle (former mayor and distiller by trade) Simmons rented King's Mill and Brown's Mill (later Abbott's Mill). Then, starting in 1792, Simmons built a completely new mill on the Abbott's Mill site, an imposing landmark in Canterbury.



Abbot's Mill, rebuilt by Simmons in 1792 at a cost of £8000 to a design by John Smeaton



The Dane John Field. This print from the Gentleman's Magazine of 1808 shows a 'Gothick' archway which has long since disappeared

The designer was John Smeaton and the mill had six working floors and could grind up to 500 quarters of corn weekly, yielding a yearly revenue of £40,000.

After his second term of office as Mayor and appointment as Alderman of the ward of Northgate, he embarked on his great project, the improvement of the Dane John Field, obtaining a lease at a peppercorn rent for 2½ years on the understanding that the ground would be levelled (with the exception of the existing mound) and gardens laid out. As a result a pleasant and greatly frequented promenade was created for the inhabitants, with trees and flowering shrubs.

By 1802 King's Mill had been pulled down and Simmons had a house built on the Kings Bridge site, next to All Saints Church. (see illustration).

A project which occupied much of Simmons' attention in the last twenty years of his life was the plan to cut a canal from Canterbury to the North Kent Coast near Reculver but, before this

came to fruition, it was frustrated by the Napoleonic Wars and, although various ideas were put forward, even after his death in 1807, nothing developed, perhaps because the building of the Canterbury and Whitstable Railway found favour instead.

His life as an M.P. for Canterbury was short, as he was elected in October 1806 and died on the 22nd January 1807. He is buried in a vault in the churchyard of St. Mildred's, Canterbury.

*Photographs from Frank Parton's book on James Simmons.*



Kingsbridge House, built by Simmons in 1801-2 on the site of the King's Mill. The Regency All Saints Church is alongside.

## *A visit to* **THE LONDON EYE**

**Report by Elizabeth Senyard**

**W**ednesday, 23rd May promised to be beautiful right from the start, and it never faltered for a moment; the weather was absolutely perfect from beginning to end.

The bus was fully loaded to its 52 passenger capacity, and we set off on our journey, full of anticipation for this great experience. Despite our worries about the London traffic, we arrived on time and were parked just a short walk away from the wheel. Suddenly, it came into view - this famous London Eye, slowly winding its

endless journey round and round, far up into the sky.

The wheel doesn't actually stop at all, but travels very slowly, so that passengers have plenty of time to board and disembark without difficulty. However, there are many attendants available to help if necessary. The propelling mechanism consists of several huge wheels. These are set on the main wheel, and as their massive tyres are turned round by an enormous motor, this causes the Eye to rotate. It makes the foreground-style big wheel seem very small



indeed. The pods which carry the passengers are oval-shaped, and are made of very strong clear steel-framed plastic, giving a clear view in all directions.

Our group were excited, if a little awed, by this project, but fears were soon forgotten as we became part of the carnival before us. The sky was a beautiful blue, decorated faintly with traces of white pebbly clouds, and the sun never stopped shining. There were people everywhere - some watching the passengers mounting and dismounting, some waiting their turn, and plenty milling around just enjoying the general hubbub. Everywhere were sellers of ice cream, hot dogs, memorabilia, etc. all of which contributed to the fun of the occasion.

The view from the wheel was really spectacular. The Thames moved slowly along, supporting its constant burden of small boats plying their trade up and down. Across Westminster Bridge the Houses of Parliament and Big Ben looked fantastic, with their golden spires glittering in the sun. And all the time the wheel kept on turning, giving a constantly changing scene. It's not difficult to see why so many foreigners love to visit London.

The whole operation took about half-an-hour, after which most of us stopped for a coffee or early lunch, before commencing our chosen afternoon activity. There is so much to do and see from this part of the

South Bank, starting with the Royal Festival Hall. The Tate Modern is a few minutes walk away, as is Somerset House, and many of the group chose to visit them. Boat trips on the river were very popular, with about thirty of the party taking their choice of trips to the Tower, Greenwich and the Thames Barrier. For museum lovers there were many within easy reach, The Garden Museum, Florence Nightingale Museum and the Imperial War Museum. A few members visited the Globe Theatre. Some went

shopping; some visited friends.

Altogether it was a most successful day. The trip on the Eye was just a fun thing to do - pure enjoyment - and, when aided by warm sunshine and happy companionship, it was perfection.

*Photographs by Elizabeth Senyard.*





WE HAVE THANKED Hugh Gordon for his contributions to our deliberations and we welcome Mrs Patricia Jukes who takes his place.

Our pending file is growing. We continue to await Dover Town Council's decision on the scope and funding of the Buckland Village project. The same is true of Dover District Council's Neighbourhood Management project (in the deprived Castle, Priory and Town and Pier Wards) and Local Government reform we are not persuaded of the merits of a possible elected mayor. The same is also true of Dover Harbour Board's Westport project and the reviving prospect of a Watersports Centre on the Granville Gardens site.

We very much welcome DDC's delayed decision to permit some public participation in the work of the Planning Committee, limited though it is. We are delighted by the refusal to permit 42 flats in Salisbury Road, and even more by the decision to demand architectural detailing in future planning applications.

On this subject we have addressed DDC in these terms:

"We note with approval DDC's intention to require design statements in planning applications as reported in the May 31 issue of the 'Dover Express'. I am instructed to comment as follows on recent additions to Dover's architecture. The Society is aware of the Council's dilemmas between accepting inferior designs (eg. Woolworths) and disappearance of developers (eg. MFI) if they do not get their own way. Furthermore, although we attempted, in vain, to improve the design of the 'Premier Lodge', Marine Court, we did not comment on the design of the new surgeries in the High St. Nevertheless we offer appraisals.

PREMIER LODGE Although it is true that the scale and colouring of the building attempts to complement the listed buildings at the western end of the promenade, the use of industrial building concepts - repetition *ad nauseum* of window shapes, factory-type roofing and walls sheer and unadorned, mostly of concrete block - is negatively striking. There is an attempt at variation on the east end with a cylindrical attachment which could have rescued the overall design had it been handled imaginatively, but dismally failing and looking like an industrial water tower with no redeeming feature. Apart

The work of the  
**PLANNING**  
Sub-Committee  
Reported by JACK WOOLFORD, Chairman

from the wave-like portico roof there is nothing sympathetic for the eye to settle on and there has been little consideration of its position and relationship to the Gateway, itself an undistinguished building of

which the architect was ashamed, and whose apparent purpose (like the subsequent A20) was to cut off Dover from its own seafront.

HIGH STREET SURGERIES Almost any new building would improve London Rd. and, unlike the Hotel, it does relate in its brickwork to adjacent buildings. However, the guiding principle again seems to have been economy with minimal invention or attention to detail. Architectural details such as the weather boarding above the two entrances seem to have been attached with little regard to longevity. The juxtaposition of rooms on the ground floor to the pedestrian pavement barely 18 inches away gives no protection against possible vandalism. Furthermore, one wonders if these windows will have to be permanently screened and permanently shut against pollution and noise. Finally, railings along the side and at the entrance which could have lifted the appearance from purely utilitarian had it been considered, are of the cheapest grade.

Dover has some better achievements the redesign of LIDL prompted by English Heritage, the quiet inoffensiveness of the new Amusement Arcade and the visual restraint imposed on the Sex Shop. However, further redevelopment of the St. James and York St. areas will, as we have always asserted, inevitably be piecemeal. DDC's future design requirements must be firm indeed."

We welcome the creation of the Western Heights Residents Association in response to proposed housing on the Western Heights. Our concern for the White Cliffs skyline which prompted our successful appeal to the parliamentary ombudsman against the Home Office for the new residential block (as had our predecessor, the New Dover Group's, equally successful appeal about the destruction of the Victorian Powder Magazine) will persist.

We are also involved in Kent County Council's proposal to erect a waste incineration plant on the former Astra Fireworks site at Richborough. We wonder if waste recycling is the better option.

# ST GEORGE'S DAY 2001

Reported by Derek Leach

THE TRADITIONAL ST. GEORGE'S DAY ceremonies in Dover to commemorate the historic and heroic raid by the Dover Patrol on the German U boat and naval base at Zeebrugge on 23 April 1918 had an extra ingredient this year which was the official unveiling of the new oval plaque on the Town Hall. This was the outcome of

wording and Dover District Council's Conservation Officer obtained the necessary listed building consent. Whilst unveiling the plaque the Town Mayor, Councillor Gordon Cowan, read the inscription.

The ceremony was preceded by an inspection by Colonel Smith, Royal Marines, of those on parade in front of the War Memorial - some 50 members of the Royal British Legion including twelve standard bearers, plus Jack Hewitt, representing the Scout Movement and, strangely, three members of the Dover Society who had also been put 'on parade'.



discussion amongst Dover Society members and in the local press about whether the Zeebrugge Bell and its associated stone panels mounted on the Town Hall were sufficiently prominent for passers-by to notice them and to realise what the bell represented. Various alternative sites for the Bell were mooted but it was decided that an additional plaque at eye level plus cleaning and relettering of the original stone panels would suffice. The Dover Society took the lead in the project and part funded it. Dover District Council, Dover Town Council and the City of Bruges also contributed. Dover Museum approved the



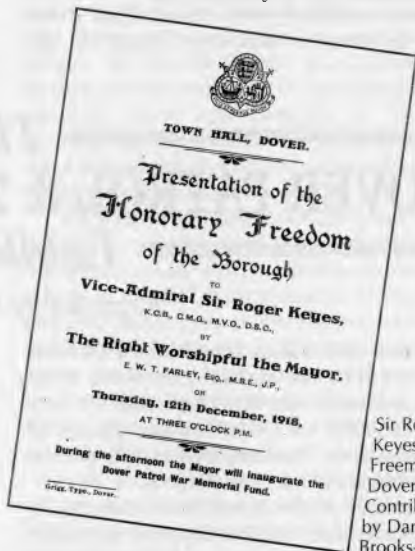
Ceremony at the Town Hall

Following inspection and the halting of the traffic, the parade was ordered to march to its position in front of the Town Hall. Unfortunately, the three members of the Dover Society were not keeping in step and were asked discreetly to drop out - which we did with relief!

We waited in silence for noon when the Town Mayor tolled the bell from the balcony and two young sea cadets from T. S. Lynx sounded the Last Post and Reveille. This was followed by an oration which mentioned that, whilst the success of the raid might be debated, there was no doubt about the audacity of the plan nor the bravery of all those who took part - endorsed by the number of decorations awarded. Finally, the Revd. Michael Hinton led us in prayer before the new plaque was unveiled. It was, as always, a short but moving ceremony marred somewhat by a failure of the public address system and by some passers-by. Perhaps in future the organisers could ensure that the pavement opposite the Town Hall is kept clear of onlookers (who could stand in the road in safety) to allow pedestrians who insist on passing through to do so without interfering with the ceremony.

Two coaches then took the whole party to St. James's Cemetery. On arrival the Royal British Legion representatives formed

up in front of the Zeebrugge memorial and graves with the standard bearers on the hill behind. The dignitaries, led by the Town Mayor and Lord Keyes, son of Admiral Lord Keyes who led the raid, processed through the cemetery to the memorial.



Sir Roger Keyes made Freeman of Dover, 1918. Contributed by Daniel Brooks-Laurent

After the buglers again sounded Last Post and Reveille, the oration was repeated and Father Hinton led us in prayer.

Wreaths were then laid, first by the Town Mayor, then by Lord Keyes who also laid a wreath on his father's grave, by Colonel Smith, then by the mayors of Deal, Folkestone and Bruges, followed by the Royal British Legion, the Royal Naval Association, the Royal Society of St. George and the Dover Society which had chosen a striking wreath of red, white and blue flowers.

We returned to our coaches which took us to the Dover Museum



Zeebrugge Memorial St James' Cemetery

18 where we were able to view the special exhibition on the Dover Patrol and the Zeebrugge raid.

After 83 years it is good that Dover (and Zeebrugge, where a similar parade and commemorative service took place the previous weekend) still remembers those brave servicemen and can reflect on the

horrors of war and pray that one day war will be a part of history but not part of the present or the future.

*Footnote: If there is anyone not aware of the details of the Zeebrugge raid, Newsletter 38 included a report of the talk to the Society by Donald Sykes about the raid.*

*Photographs by Derek Leach.*

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## The

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# DOVER PATROL & ZEEBRUGGE RAID

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## Exhibition

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*Reported by Derek Leach*

I visited the Dover Museum exhibition on 1st June during half term week when the Museum was holding a Family Day. It was crowded with families and groups of Brownies with Museum staff at full stretch answering their many questions.

The story of the Dover Patrol during the First World War will be familiar to Dover Society members but this exhibition helps to take the mind back almost a century to those momentous years for Dover, the British Navy and the country. Beginning as a very small naval unit, the Dover Patrol grew to be one of the most important and famous of the war with its key roles of protecting Channel shipping and supply routes (both to and from France as well as the essential convoys through the Straits), chasing submarines, manning the mine and net barrage across the Channel, bringing back wounded soldiers, bombarding German positions in Belgium and culminating in 1918 with the Zeebrugge Raid, perhaps the most famous raid in British naval history which is still commemorated every year in Dover on its anniversary, St. George's Day.

The exhibition was an interesting and varied mixture including paintings, photographs, artefacts (including an incendiary bomb), posters, permits, medals, sheet music (A Long Way to

Tipperary), poems, models of ships and a non-stop video film of the Zeebrugge Raid. I was particularly impressed by an excellent model of Zeebrugge Harbour showing the positions of the British ships, the actual wooden memorial to the Trawler and Minesweeping Patrol containing 300 names thought to have come from Old St. James' Church after it was damaged during the Second World War, a first-hand account of the raid from the actual diary of a leading seaman, a Dover Freeman's Casket made in 1919 for Lloyd George from decking and fittings of HMS Vindictive that played a leading role in the raid, Vindictive's grappling iron recently moved from the Sea Front on its way to a new location and a fine portrait of Sir Roger Keyes, the Vice-Admiral in command of the Dover Patrol and the Zeebrugge Raid.

The exhibition also included a section on Dover itself during the First World War but, as I am booked to give a talk to the Society on that subject later in 2002, I shall refrain from going into any detail.

In all this was an excellent effort by Museum staff to make today's Dovorians more aware of the role Dover and the Dover Patrol played during the First World War. The exhibition is on until 9 September, so if you haven't seen it yet, do go along.

# ZEEBRUGGE BELL PLAQUE

By Sheila R. Cope

When this plaque was installed below the bell on the Town Hall on 20th April 2001 in time for the annual commemoration ceremony of the Zeebrugge Raid held on St. George's Day we felt that recognition of an important historical event had been properly restored. Refurbishing the existing stone explanatory panels was a first step and the new plaque provides further detailed information at eye level.

Our contractors, CJ Cloke scaffolders and Cleverley & Spencer masons, fulfilled their schedules, essential because of our tight deadline. Warren Kennett of Durrants even broke into his holiday to install the plaque on time.

Finance was mentioned in our April 2001 newsletter and we are most grateful to Society members who contributed. Many people co-operated over the installation of this plaque and particular thanks are also due to James Summerfield, deputy clerk of Dover Town Council, for his liaison work with the manufacturers and with Bruges and other authorities.

The Dover Patrol and the Zeebrugge Raid exhibition at Dover Museum until 9th September 2001 well repays an hour's visit. Most Doverians are familiar with the memorial obelisk at Leathercote Point and may have seen

its twin at Cap Blanc Nez. This exhibition illustrates the crucial part the Dover Patrol played in the 1914-18 war.

The display reveals how civilian life in Dover was similar during both wars. In 1914 Dover was declared a fortress, special passes were issued and evacuation plans made. The first bomb, commemorated by the Society's plaque in Harold Street, was followed by further air raids resulting in the setting up of a warning siren and hanging of blackout curtains together with the use as shelters of the caves behind the oil mill in Snargate Street and the establishment of domestic life in them.

For those who missed Donald Sykes' talk to the Society on 17th April 2000 and reported in newsletter no.38, this exhibition explains by means of models, contemporary photographs and information panels the reason, action and result of the Zeebrugge Raid carried out by the Dover Patrol. No doubt many local men were involved and the mementos of Leading Stoker Albert Terry, born in the Pier district in 1895 and who survived the raid and was awarded the Croix de Guerre, have a particular significance. We are also reminded that on 9th May 1918 HMS Vindictive returned across the Channel to attempt to block the canal at Ostend. This mission was only partially successful and terrible losses were sustained. Most of the Dover Patrol was stood down after the Armistice and many destroyers moved to the Grand Fleet, but 16 drifters remained to clear the minefields and stayed in Dover until September 1919.

## MEMBERSHIP NEWS SUMMER 2001

In this Newsletter I express again my annual thanks to those who pay their subscriptions on time or by standing order. Reminders are being sent out later than usual this year because of database revision but input now should reduce time and effort in future years. For example, hand writing of addresses will be replaced by windowed envelopes.

We are delighted to announce the arrival of two potential recruits to the Society. We congratulate members Clare and Joe Bevan on the birth of Josephine in February and Fiona and Chris Tapley whose daughter was born in June, just in time to be included here.

We welcome to full membership:- Mrs A Hall, Mr H Cleaves, Mrs L Jones, Mr C Fletcher, Mr R Donnelly, Mr R Greenhalgh, Mr S Webb, Mr M Burton, Mr T Bones, Mrs L Roberts, Mr M Miles, Mr N & Mrs A Humphery-Smith, Mr J & Mrs C Cotton and Mr J Graeme. This provides an excellent increase in our numbers to 430. We greatly appreciate the efforts of those who work hard to introduce the Society to their friends.

*Sheila R Cope*

*The*  
**PHILOMENA KENNEDY**  
*Memorial*

AN UPDATE

By Jeremy Cope

MEMBERS WILL BE AWARE from the report of the Annual General Meeting held on 17th April 2000 that the intention was to install a plaque in memory of our founding member. Practical difficulties in realising our plan have caused us to reconsider the matter and your committee decided to investigate one of the alternative ideas originally put forward. Philomena was Arts Mistress at Dover Grammar School for Girls for many years and a permanent trophy awarded annually as an art prize, with its direct connection with young people, seems very appropriate.

I wrote to the school and received an enthusiastic response from Mrs Thompson, Head of Sixth Form, on behalf of the Head Teacher and the school, welcoming our proposal. Mrs Thompson was warm in her praise of Philomena who had taught her. A meeting was arranged and the upshot was that the Lower Sixth art students are to be targeted with the award centred on their exhibition held in June. You may have recently read of AS levels and the sense of drudgery they can induce. There are few prizes to encourage students in this year and the award will be a welcome addition to the school prize list.

In our discussions with Mrs Thompson we both had very similar memories of Philomena's qualities and style. Any award needed to reflect the Philomena we knew and would have to be special. The Society has the job of finding and providing a "suitably imaginative trophy" and the obvious thing that springs to mind is one of Philomena's pictures or tapestries. Do any of our members know of the whereabouts and availability of such a work of art?



**THE**  
**GURKHA**  
**FESTIVAL OF MUSIC**  
**2001**

By Merrill Lilley

ON SATURDAY, 19 MAY, 2001, the Gurkha Festival of Music was held at Dover Cruise Terminal 2, at the Western Docks. The venue was supplied by Dover Harbour Board and a stage was erected especially for the occasion. The departure hall was packed, every ticket sold.

The Festival was launched as a result of a 'one-off' concert, held at Cruise Terminal 1 in May, 2000. This was such a success that it was decided to hold an annual event, so this was the official launch. The concert was given by the Band of the Brigade of Gurkas, stationed at Shorncliffe Barracks, Folkestone, and also included the forty strong Snowdown Male Voice Choir. The aim of the festival was to raise funds for the Gurkha Welfare Trust and for local charities.

The programme included a wide range of music, from traditional Nepalese dance music to Elvis Presley, and from Verdi to Shirley Bassey. The Snowdon choir contributed with a section of three songs in each half of the programme, including *Alexander's Ragtime Band* and *Land of my Fathers*. Each half of the programme ended with a joint performance of band and choir with a finale of *Rule Britannia* and *Land of Hope and Glory*, followed by the evening hymn, *Now the Day is Over*, and the last post. All were well received by an enthusiastic audience.

The Band of the Brigade of Gurkha was under the direction of Captain Neil Morgan and the Snowdown Male Voice Choir under the direction of Michael Lewis.

# Forthcoming Publications

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## **MY DOVER.....By Joe Harman**

Following the great success of *The Life and Times of a Dovorian Lillian Kay*, Derek Leach has produced a new book about another well-known Dovorian. Joe has lived all his 86 years in Dover. He was a tram conductor, a bus driver and an ambulance man and was in Dover throughout the Second World War. Throughout his life he has been a keen photographer and observer of Dover life and has been actively involved in it as well as researching many aspects of Dover's more recent history. This book tells his own personal and often amusing story interwoven with his research, much of which has been published over the last twenty years in *Bygone Kent* and the *Dover Society Newslette*. The book is lavishly illustrated and most of the photographs come from Joe's own collection.

**PROJECTED LAUNCH - AUGUST 2001.** You can order a signed copy now.

The book costs £10 and can be ordered from Derek Leach, 24 Riverdale, River, Dover CT17 0QX (823926). Delivery is free in the Dover area. Postage and packing outside Dover is £1.50. Cheques should be made payable to D. A. Leach. Copies will also be available in Dover from W.H.Smith, the museum, the library and from Tyler's Bookshop, Deal.

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## **THE WHITE CLIFFS OF DOVER;**

### **Images of Cliff and Shore.....By Peter and Julie Burville**

Peter is a member of the Dover Society who has contributed several articles to the Newsletter on subjects connected with his research into his family name and into the history of East Cliff and the coastline from Dover to St. Margaret's Bay. He and his wife have spent four years working at the museum to produce this delightful book of images of the cliffs and shore. The illustrations include many rare and unusual views of the area.

**PROJECTED LAUNCH - SEPTEMBER 2001.**

The book will be published by Triangle Publications, with the support of the Society. It will cost £8.75 and will be available from Merril Lilley, Triangle Publications, 5 East Cliff, Dover, Kent, CT16 1LX, (205254) or from Peter Burville, 'Seagate', Goodwin Road, St. Margaret's Bay, Dover, Kent, CT15 6ED (853267). Postage and packing outside Dover £1.50. It will also be available from W.H.Smith in Dover and from the museum, the library and Tyler's bookshop, Deal. Cheques should be made payable to Triangle Publications.

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## **DOVER AND THE MONARCHY:**

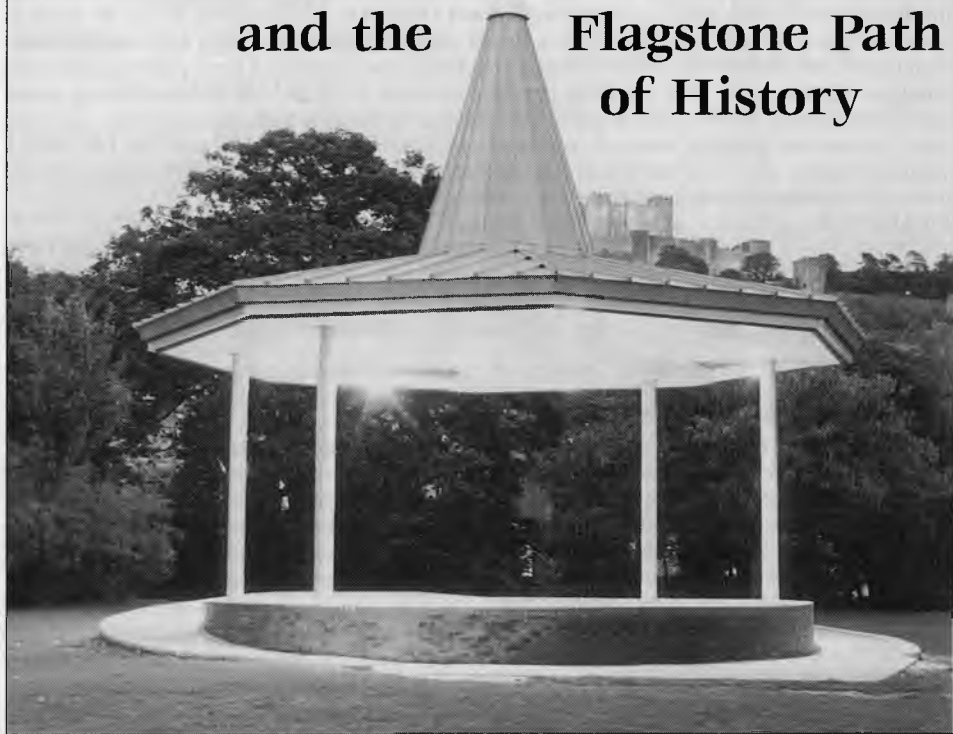
### **from Conquest to Glorious Revolution.....By Ivan Green**

Ivan Green is well-known as a local author and historian and his new book will be welcomed by all his readers. The book covers the history of Dover from 1066 to 1688, with special reference to its connections with the kings and queens of that period. Some of the material in the book, on the Normans and the Tudors, has appeared previously as articles in Dover Society Newsletters. Ivan has gifted these articles to The Society, which is publishing the book through Triangle Publications. All the illustrations are from Ivan's own collection.

**PROJECTED LAUNCH - OCTOBER 2001.**

The book will cost £10.00 and will be available from Merril Lilley, 5 East Cliff, Dover, Kent, CT16 1LX, or from Derek Leach, 24 Riverdale, River, Dover, Kent, CT17 0QX, and also from W.H.Smith, Dover. and the library and museum. Postage and packing outside Dover, £1.50. Cheques payable to Triangle Publications.

# The Millennium Bandstand and the Flagstone Path of History



The Heritage Path around Pencester Pavilion was officially opened on Sunday, 6 May, 2001, by the Mayor of Dover, Councillor Gordon Cowan. The ceremony was followed by the first concert from the new bandstand this season, by Cantium Brass.

The new path is made up of one hundred stones, each one inscribed with an event from the history of Dover. The stones have been sponsored by local groups and individuals. Sponsors contributed £100 per flagstone and for an extra sum had their name etched on the stone. The Dover Society sponsored three of the flagstones. Do you know which ones they were? If not,

take a stroll around the path and read them all.

The programme for the band concerts includes ten performances by different bands from all over Kent. When this Newsletter appears there will be only two concerts still to come:

**Sunday 2 September,**  
The Cranbrook Town Band

**Sunday 16 September,**  
The Snowdown Colliery  
Welfare Brass Band.

So visit Pencester and enjoy the music.

*Editor*

*Photograph courtesy of Dover Town Council*



# THE ROMAN PAINTED HOUSE

## *...to get New Entrance*

By Terry Sutton

Dover's famous Painted House, discovered in 1971 and opened to the public in 1977, is set to get new access from the Market Square. The scheme has received support from the district council's cabinet, which is recommending a grant of £3,645 towards the estimated cost of more than £8,000.

The present entrance to the excavated Roman villa is via New Street, a tiny lane off Cannon Street, opposite St. Mary's Church. Visitors often complain that they have difficulty finding it, although the centre still draws in thousands of tourists from all over the world.

The closure of the White Cliffs Experience and the Old Town Goal have highlighted the need for more exposure for the Painted House. Access to the new entrance will be across a corner of the lawn previously used by visitors to the White Cliffs Experience. An agreement will ensure the access path remains in the ownership of the district council.

The trustees of the Painted House are negotiating, or have reached, agreement

with others, to help fund the project. These include Dover Town Council (£500) and Kent Archaeological Trust (£1,000). Signposts will be changed to point the ways into the attraction. The existing entrance will remain open and both ways in will be manned.

The house was discovered by Brian Philp and his team of archaeologists and the centre was constructed to cocoon the discovery of the Roman villa which had been remarkably preserved beneath the town for nearly 2000 years.

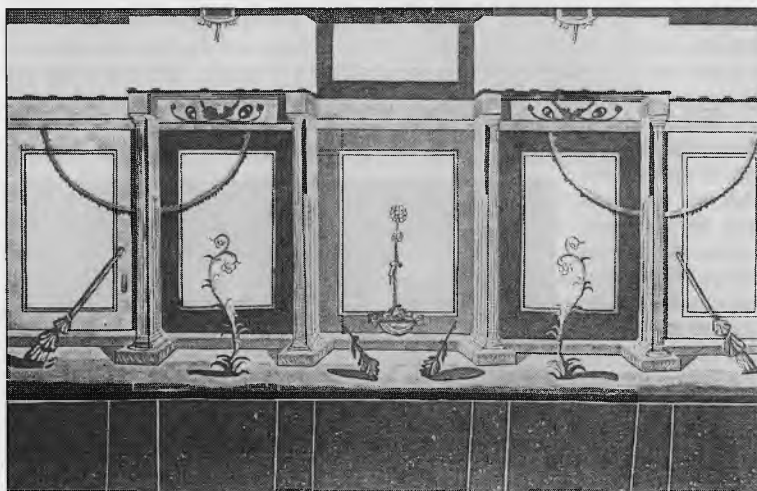
*Editor's Note. The Painted House is open from 10am to 5pm, April to September daily except Mondays. Admission prices are £2 for adults and 80p for children and OAPs.*

*The Painted House is best known for its unique wall paintings which cover over 400sq.ft. of painted plaster, the most extensive ever found north of the Alps. Above the dado of red or green, visitors can still see a scheme of coloured panels framed by fluted columns. Parts of 28 panels survive, each with a motif relating to Bacchus, the Roman God of wine.*

*The house also provides a good example of Roman central heating, seen in the arched flues, the heating channels and the wall-flues that kept the building warm 1,800 years ago.*

Painted design on south wall, Room 2, Painted House, as reconstructed from the remaining wall *in situ* and fallen plaster fragments.

(Courtesy of the Painted House)



# GRAVE MATTERS.....Derek Leach

ON 9 JUNE I JOINED IN ANOTHER guided walk around some of Dover's burial grounds. Once again Martyn Webster, who has transcribed so many of Dover's headstones, led the walk. The aim was to make the public more aware of the history contained in our burial grounds, the beauty of them and the peaceful sanctuary they provide both for humans and wildlife.

Some headstones are interesting because they commemorate important people, some because they tell an interesting story and others because they are mysterious. Dover's burial grounds are much more interesting than most because not only do they contain graves of our own townspeople, both great and small, but of many others. There are graves of those who happened to die whilst passing through the town to and from the continent, or those from passing ships, who may have died naturally, been shipwrecked or killed by enemy action.

We started in ancient Buckland Churchyard which is hidden behind the Buckland Paper Mill complex. It has two main claims to fame the first is that Buckland is the only Dover church mentioned in Domesday Book in 1086 and the second is the existence of the 1000 years old (at least) famous yew tree which was successfully moved 60 feet in 1880 to allow the church to be extended. Our group mused about why yew trees are such a feature in churchyards. Was it because their berries are poisonous and helped to keep cattle out? Was their longevity a symbol of eternal life? Were yew trees a meeting point before the era of church buildings? Or, was there another reason? Perhaps you know the answer. The church is situated where the old main road to Canterbury and London crossed the River Dour. It must have witnessed the passage of many notables on their way to and from the continent - kings, queens and emperors, as well as the millions of ordinary travellers, including pilgrims, over the last thousand years.

In walking round we saw the grave of the grandson of Louis Piqué. Louis was an eccentric Frenchman who came to England early in the nineteenth century and earned his living as a freelance interpreter. There are still Piqués in the town. A member of the Stiff building family is buried here. There are a number of impressive wall tombs let into the hillside including that for members of the Worthington family, coopers and brewers, of Maxton House; also inside the church lies Benjamin Jelly Worthington - how did he get that second Christian name? There are Worthingtons in all the Dover burial grounds. We noted the graves of Lewis Hobday, whose father ran the Buckland Paper Mill in the nineteenth century, of John Horn and Thomas Horn who ran the mill even earlier and of Alfred Leney, the Dover brewer. The oldest, legible stone is that of John Hammond, a yeoman of Buckland, who died in 1736.

Martyn told us that in the 1850s the government had to tackle the problem of town churchyards running out of burial space; therefore, every parish was required to set up a burial board to find a new burial ground at their own expense. Buckland acquired land on higher ground adjacent to the churchyard and here there are no burials prior to 1857. I noticed one headstone for three male members of the Wells family, two of whom were killed in action during the First World War and the third, who stayed in Dover, was killed in a railway accident at the Crosswall gates in 1916. Before leaving



Wall tombs at Buckland

Buckland, Martyn pointed out the cremation tablet for 'The Rook' - Olive Rookwood, the first female teacher at the Boys' Grammar School who died, aged 92, in 1973.

Moving on to Charlton churchyard, we looked at the 230 stones that were moved in 1948/49 to the boundary walls. Here, the oldest stone appears to be that of 1690, but the oldest, legible one is to yet another Worthington, John, who died in 1747 - the father of Benjamin Jelly Worthington. This churchyard went out of normal use in 1873 (when the new Charlton Cemetery on Copt Hill was opened) and was officially closed for burials in 1941 but the last one was in 1964 in an existing grave. The medieval Charlton Church was, sadly, demolished following the building, in 1893, of the enormous church we see today. A tablet set in the grass marks the spot of the old altar cross.

Walking up from Frith Road, we entered St. Mary's cemetery which was the last of the three cemeteries on Copt Hill to be opened; St. Mary's 'overspill' until then had been accommodated in what we now call Cowgate Cemetery at the foot of the Western Heights. The new cemetery was opened in 1870 by the Bishop of Colombo, for some unknown reason, the 10 acres of farmland having been purchased from the Crown (former Maison Dieu Estate land) for £200. We noted particularly the headstone dedicated to 22 Lascar seamen who perished in 1916 when the P&O liner *Maloja* was sunk off Dover on her way to India. They were buried according to Moslem rites and we assumed this to be the only Moslem grave in the cemetery; other (British) fatalities were buried in their home towns.

From a high vantage point in St. Mary's Cemetery we could also see spread before us, in this beautiful hollow in the hills, St. James' and Charlton cemeteries and the

Jewish burial ground. The last was donated by Dover Harbour Board in about 1868 and the last burial was in 1995. Strangely, in St. Mary's, but adjacent to the Jewish ground, is the headstone of an Austrian Jewess, Netti Deiches, the wife of a Dover watchmaker who died in 1890. We wondered why she was not in the Jewish ground.

Whilst some of the group had to leave, the remainder were keen to have a quick look in the adjacent St. James' Cemetery. Tucked under the trees we found an impressive tomb of the Terson family and of Sir Richard Dickeson, a well-known Dover figure who died in 1906. There are several notable Dovorian here including William Worsfold, who died in 1903. St. James' also contains the

graves of three holders of the Victoria Cross. There is a Commonwealth War Graves section as well as the memorial to those who died in the 1918 Zeebrugge Raid with the graves of some of those who perished. Sir Roger Keyes, later Lord Keyes, who led the raid also chose to be buried here with his men. We saw the stone of Lieutenant William Roberts, a victim of the 1917 River tram accident and wondered whether it was he who had tried to control the tram as it careered down the hill. Finally, we were attracted to an enormous piece of rough stone marking the burial place of Jorge Hiram Clark Hunt from Argentina. We



River tram accident victim (St James')

could not decide whether this was one man or two - Jorge Hiram and Clark Hunt!

So ended a fascinating afternoon which gave me the urge to spend a lot more time in burial grounds! We were very grateful to Martyn Webster who will be leading another walk on 18 August to some more of Dover's cemeteries.

**FOOTNOTE: TO JOIN THE CEMETERY WALK ON 18 AUGUST MEET AT COWGATE CEMETERY AT 10AM.**

*Photographs by Derek Leach*

# PROJECTS ◦ *Update*

HUGH GORDON, Projects Co-ordinator

At present, there is only one project under way. This is the Cowgate Cemetery task, which we have undertaken under the auspices of The White Cliffs Countryside Project. (WCCP)

Thanks are due to Barry Late, for setting up the initial contacts and, very ably, producing lists of volunteers, with dates and times for the teams to meet and carry out clearance of the areas allocated to us.

Initially, we are to cut the dry grass down and clear away some of the ivy and self seeded scrub. This may be a somewhat delicate task, as many of the bushes are supporting gravestones. This will last until about the beginning of June, when the grass will be allowed to grow to make hay. We will continue with removing and cutting back the scrub and overhanging branches. The intention is to retain the very attractive yew and holly trees, and get rid of all the out of control 'spindles', ash, sycamore, etc.

As can be seen, this project will continue for the foreseeable future, so volunteers will always be welcome. Own 'non-powered' tools will be needed,

although WCCP can supply some.

The work takes place between the hours of 09.30 and 12.00 hours on both the second Thursday and the third Saturday of each month. The start was

delayed by the foot and mouth outbreak, but we have achieved two sessions in April, and by the time this goes to press, there should have been four more in May and June.

In conjunction with the clearance, we hope to try to record and identify the graves and gravestones. Some of the stones are very badly eroded, and we would like to record the epitaphs and dates, before they become illegible. To this end, Lesley Gordon is forming a team, for which she already has several volunteers. She has established that there are burial registers available, which should assist us in mapping those graves which have already been recorded, and provide a starting point from which to identify the more interesting burials. Again volunteers are always welcome.

As many of you will be aware, The Society has its own website, with an e-mail facility, so if anyone is of a mind to use it in order to volunteer, the address is:

<http://stop.at/TheDoverSociety>

(The inbox will be regularly visited by the site managers).

## Dover Transport Museum Society

The East Kent area has a rich transport and industrial heritage. For well over twenty years now, a number of enthusiastic people have been attempting to establish a museum that portrays that heritage. Sadly finding a safe and permanent 'home' has not been easy, indeed we have roamed around the town of Dover a bit! In recent years we have been established on a site that is part of the former army premises at Old Park, now known as the White Cliffs Business Park. We are almost in a position to purchase that site, just a few thousand pounds short of the total amount needed.

We are very excited at the prospect of being able to provide Dover with another attraction, as well as preserving so many important artifacts for the generations to come. We invite readers to visit us and see for themselves something of the work we are seeking to do. Donations of money, or artifacts, are always welcome. We are open, during the period April to October, from 1300 to 1700 hours, Wednesday to Saturday inclusive, and Sundays from 1000 to 1700. Admission prices are £2 adults, £1.50 senior citizens and £1 children. Group visits at other times can be arranged. Telephone enquiries can be made either on 01304 822409 or 206613



## *It Rained..... and Rained..... and Rained.....!!*

*The Weather at Dover  
from October 2000  
to March 2001*

by F.G.Thomas

**S**UMMER 2000 had a maligned reputation but statistically it was close to average - except for rainfall. This was only 6 inches, 66% of average. The water companies look forward to the winter half

year, when precipitation exceeds evaporation, for the replenishment of their resources. From October 2000 to March 2001 they were not disappointed!

The sea retains its heat in autumn, so the rising convection currents often create spectacular cumulus clouds over the Channel which enhances the beauty of the days at the end of the year. There is also a surprisingly high incidence of thunderstorms in October when those clouds develop into cumulo-nimbus, the mighty thundercloud. October 2000 was no exception, with no less than six days with thunder. It was also a month of gales and heavy rainfall. Dover Harbour was closed for sixteen hours during Sunday 29th and Monday 30th. At one time over a dozen ships were seeking shelter in the Downs off Deal.

If one inch of rainfall is the criterion for a very wet day, 246 of such days have been recorded in Dover since weather records began at the Castle in 1866. Of these no less than 118 fell in the three autumn months, 53 of them in October alone. In 2000 it rained on 25 days in October, which gave a total of 9.52 inches for the month, no less than 228% of the long term average - the third wettest of any month in 134 years of records!



Reflections in the flooded cricket pitch at Alkham

The Drellingore flooding, Hogbrook Hill Lane, after surrounding the village hall and flowing on to cover the cricket pitch to the left of the bridge. The Labrador's expression says it all!



A wet November followed in which only three days were free of rain. The monthly total was 8.76ins, the third wettest November on record. By now, so much water had accumulated in the chalk that the Drellingore, our local winterbourne or nailbourne, burst forth on Sunday 12th, - one of the earliest dates on record for this to happen.

Winter came in December with wet and very mild weather. In fact, Thursday 7th had a temperature of 15.1°C (59.2°F). The rain decreased after the 14th and the weather became colder, but not before another 4 inches of rain had flooded the Alkham Valley. Eventually, the Drellingore rose as far back as the Canterbury-Folkestone road.

There was no white Christmas in these parts, for the nineteenth successive year, but the month ended on a cold note with a thin covering of snow on the last four days, the only snow to settle in the whole of the year 2000. The last day of the year was also the coldest. The night minimum on the 31st was 5.5°C or 22.1°F (9.9°F degrees of frost).

The wet autumn of 2000 was only our second wettest, but it had made a significant contribution to the grand total for the year of 46.21 inches, a Dover record.

At the turn of the year we are often reminded of things to come. 'When the days begin to lengthen the cold begins to strengthen'. One could add 'and the rain begins to lessen'. Not so in 2001. There was some sleet but each of the first three months of the year brought close to 5 inches of rain, to give an aggregate of 15.42 inches. This has been the wettest start of any year and has given the grand total of 38.42 inches for the last six months - yet another local record!

This heavy rain saturated the chalk, caused flooding of houses, roads and the Abbott's Cliff railway tunnel and resulted in many landslides. Strange to relate, it has all happened before - almost! The same six months of 1939-1940 and of 1960-61. Remember? And then there was no mention of global warning!

*It rained and rained and rained and rained  
The average fall was well maintained  
And when the tracks were simply bogs  
It started raining cats and dogs.*

*After a drought of half an hour  
We had the most refreshing shower  
And then, most curious thing of all,  
A gentle rain began to fall.*

*Next day but one was fairly dry  
Save for one deluge from the sky  
Which wet the party to the skin  
And then - at last - the rain set in.*

These lines are not about Dover's deluge but refer to that part of South Island, New Zealand, which has an average 300 inches of rain per annum. Let us be thankful for small mercies!

*Editor's Note: the photographs with this article (and including the front cover) were taken by Clive and Margaret Batchelder in December 2000 and January 2001.*



The Drellingore rushing along between the village hall on the left and the private house on the right, taken from Hogbrook Hill Lane.

## Dear Editor

I am informd as folows: shud I beleve it?  
Jack Woolford

### Proposed Language Reform

The European Union Commissioners have announced that agreement has been reached to adopt English as the preferred language for European communications, rather than German, which was the other possibility.

As part of the negotiations, Her Majesty's Government conceded that English spelling had some room for improvement and has accepted a five-year phased plan for what will be known as EuroEnglish (Euro for short).

In the first year, 's' will be used instead of the soft 'c'. Certainly, sivil servants will resieve this news with joy. Also, the hard 'c' will be replaced with 'k'. Not only will this klear up konfusion, but typewriters kan have one less letter.

There will be growing publik enthusiasm in the sekond year, when the troublesome 'ph' will be replased by 'f'. This will make words like fotograf 20 per sent shorter.

In the third year, publik akseptanse of the new spelling kan be expected to reach the stage where more komplikated changes are possible. Governments will encourage the removal of double letters, which have always been a deterrent to akurate speling. Also, al wil agre that the horrible mes of silent 'e's in the languag is disgrasful, and they wil go to.

By the fourth year, peopl wil b reseptiv to steps such as replasing 'th' by 'z' and 'w' by 'v'.

During z fifz year, ze unesenary 'o' kan b dropd from vords kontaining 'ou', and similar changes vud of cors, be aplid to ozer kombinations of leters. After zis fifz yer, v vil hav a reli sesibl riten stil. Zer vil b no mor trubls or difikultis and evrivun vil find it ezi to understand ech ozer.

Zen z drem vil finali kum tru.

# A NIGHT TO REMEMBER.....

BY JOHN FOOT

*Photograph courtesy of the Thanet Times*



**A sea of ice off Margate**

**Jim Francis** was a newcomer to the pilotage service, having recently been appointed by Trinity House to Cinque Ports, the southern arm of the Thames District. As a junior pilot his duties embraced any movements of shipping in and out of Ramsgate and

Whitstable, and to serve ships making night-time rendezvous off the Thanet coast bound for London.

There were 100 Cinque Ports pilots based at Dover and Folkestone, with the four juniors stationed on the Isle of Thanet



ready to move quickly, and also to deal with any ships giving no ETAs. The pilots prided themselves on a very efficient service. Ships were not to be delayed. There was further incentive in those self-employed days of the alphabetical roster. If the pilot 'on turn' could not be found, his turn was lost and the 'job' went to the next man.

The winter of 1962/3 was the severest for many years with snow and ice persisting for three months. The early hours of February 1st were no exception. Upon his arrival at the port of Ramsgate soon after midnight, Jim noticed that the ship for which he had been ordered, the 'Weserstrom', was enclosed by ice in the Inner Basin. There were numerous ice floes in the outer harbour and pack ice was piled high in the harbour entrance. But there were patches of clear water and Jim decided that it was safe enough to proceed to sea.

'Weserstrom' was a typical German coaster of 409grt and the manoeuvre in calm conditions, despite the ice, would present no undue difficulty for Jim. Out through the narrow lock, a sharp S bend through the harbour entrance, and then, once clear of the Quern shoal, down the ladder into his waiting pilot boat and back on dry land within half an hour.

That was the theory, but events that night took a completely different course.

\* \* \* \* \*

Having negotiated the narrow lock, it requires a cool nerve to build up speed whilst heading for the eastern breakwater before turning hard to starboard, through the entrance and into the NE running tide. Soon afterwards Jim had cleared the Quern shoal and brought 'Weserstrom' in a tight turn to port in order to provide a lee free of ice for boatman Bob Cannon who had been following in his wake. 'Stop Engines'.

Jim shook hands with the Captain, wished him 'Bon voyage' and was accompanied by a crewman down to the maindeck where the pilot ladder had been rigged for the 15ft. descent into the boat. Bulwark steps, with a pair of stanchions, had been placed against the ship's side. Jim mounted these and grasping the stanchions

firmly, turned and felt for the first rung of the ladder. In a fleeting moment, and too late, he realised his weight had levered the the bulwark steps off the deck. He fell backwards into a sea of ice with steps and stanchions on top of him.

The numbing cold and darkness focussed Jim's mind as he struggled to the surface. He was a young, fit man but he knew there was little time. Already he had been swept clear of the harbour lights, and whilst the tide flowed strongly, his strength was ebbing fast. Bob Cannon had quickly assessed the gravity of the situation, but several minutes passed before he could manoeuvre his boat to the drowning man still enmeshed in the steps and ice.

Bob put the engine in neutral and leant over the gunwale in a vain attempt to haul the 14 stone, 6ft. pilot aboard, but Jim was literally freezing to death. His heavy clothing and boots were weighing him down, his senses numbed. Immediate action was essential. The boatman passed a rope under Jim's arms, made it fast to a cleat, and towed the half-submerged, stiffening figure the half mile back to Ramsgate.

Meanwhile Ramsgate Hospital had been alerted. As soon as the boat came alongside the jetty with its valuable tow, willing hands carried Jim up the steps. By now his body was frozen and unbending and it was impossible to lever him into the waiting car. Without delay a van was commandeered, and the journey achieved in record time. The clothes were cut from his body and he was placed in a cool bath, and slowly brought up to body heat. After two hours sleep in a warm bed, followed by a hearty breakfast, Jim felt fully recovered and told Matron so. She was not so easily convinced.

'No, Mr Francis, we shall keep you in for observation for 24 hours. And anyway, you've got no clothes. They're still soaking wet!'

But after further persuasion, both Matron and doctor relented, and granted him permission to return home to Dover in hospital dressing-gown and pyjamas. A taxi was ordered, and a much relieved Jim set



Photograph courtesy of the Thanet Times

Ramsgate Harbour

off down the corridors, a rather bedraggled figure, carrying a sodden, dripping bag of clothing!

At the main entrance, the hall porter cast a critical eye at this strange apparition. 'May I ask where you're off to, sir?'

'Oh, it's all right, I've been released. I'll be bringing the hospital clothes back tomorrow.' The porter was not impressed. Grasping him firmly by the shoulder, he marched a protesting Jim back to the ward. Jim smiled grimly to himself as he compared his present situation to that of only three years ago when he had been in command of his own ship in the Union Castle Line.

\* \* \* \* \*

Meanwhile in Dover, Mary Francis, mother of two small children and shortly expecting a third, began the day with the usual routine, preparing breakfast and expecting to see her husband home shortly from his night shift. He might have taken a ship to London, or perhaps undertaken local pilotage at Ramsgate or Whitstable. She would be glad to see his return, for travelling conditions were again diabolical.

Further snow was falling on icy roads, and it was 5 degrees below freezing.

The telephone interrupted Mrs Francis' thoughts. It was a pilot's wife who, unlike Mary, had already heard the dramatic news from Ramsgate.

'Are you OK?'

'I'm fine thanks. Not long to go now.'

'Are you sure?'

'Yes, honestly. A check up next week, but no problems!'

'But what about Jim? Is he OK?'

'Oh yes. He's fine too. Been on duty all night, should be home soon. But we're both fine thanks.'

Mary put down the phone. How nice that people should be concerned over their welfare! After all, they had not been in the pilotage fraternity for long.

When Jim eventually arrived home later that morning, his wife took a long, hard look at his strange attire. 'What on earth have you been up to?' Jim sat down, poured himself a stiff drink, and described the interesting events of the night.

That might have been the end of the story, had it not been Jim Francis's

determination to ensure that similar accidents could be avoided. He approached the Pilots' Committee, and a sub-committee was formed to approach the Board of Trade, through the United Kingdom Pilots Association, with the aim of changing the rules on pilot ladder safety. His requests met with a cool response, and when the Merchant Shipping (Pilot Ladders) Rules 1965 came into force that year, no mention was made of any plan to outlaw this killer equipment.

\* \* \* \* \*

Matters came to a head on 3rd August 1967 when the tragedy waiting to happen occurred off Dover. The British vessel 'Afric' stopped off the port to land her Cinque Ports pilot, Jim Pearson. He had mounted the bulwark steps using the side rails for support, he turned with his back to the sea to begin his descent down the ladder, whereupon, the whole apparatus tipped under his weight, and crashed down into the boat below. The pilot landed in the water and according to the boatman, appeared to be swimming and then raising an arm as the boat drew near to him. That was the last movement that he was seen to make.

Further pressure on the government minister failed to make any impression, and it was not until a meeting with local MP for Folkestone, Albert Costain, that the pilots felt they had found a sympathetic ear. He encouraged media attention and there was a re-enactment of the incident, with television coverage of Jim Francis once again falling backwards into the water, this time from the relative safety of a ship in Dover Docks. But it was not until 1970 that

Cartoon contributed by Jim Francis



Costain, in a 10 minute Rule Bill in Parliament, succeeded in changing the Board of Trade's reluctant attitude.

Looking back over the intervening years, it is clear that Jim Francis's dogged determination has since saved the lives of pilots not only in the UK, but throughout the world.

From that small beginning there are now in place strict regulations concerning ladders, clothing, launches and other aspects of pilots' safety.

Today that small ship leaving Ramsgate would have well lit access to the ladder, stanchions secured to the bulwark, and a crewman standing by with life-line and buoy. The pilot himself wears a reflective, inflatable jacket fitted with a powerful strobe light. The high-powered launch now has a two man crew, a mechanical hoist at the stern, powerful searchlights, survival kit and VHF communication between ship, launch and port control. No longer will that freezing body have to be lashed to the gunwale and towed more dead than alive, back into harbour!



An appearance on TV, 1963 - the Board of Trade refused to turn up! Left to right: Interviewer, Jim Francis (pilot), Gordon Greenham (pilot), Gilbert Costain MP.

# FERRY FOCUS REPORT

Christopher Burrows · East Kent Ferry Club

## **P&O STENA LINE**

P&O group's post-tax profits from its 60% share in P&O Stena Line for 2000 were £22.5 million, down from £40.4 million in 1999. Whilst the short sea market grew by 12%, P&O Stena Line's overall market share decreased. The remaining 40% share is owned by Stena Line (UK) which has services based at Fishguard, Holyhead, Stranraer and Harwich.

P&O Stena Line *Picardy* was sold at the end of March for £4.9 million to Slovenija-based TransEuropa Shipping Lines (TSL) after a twelve month lay up at Dunkerque. Following an extensive refit and installation of an internal loading ramp, the renamed *Oleander* (now registered in Limassol, Cyprus) will replace *Primrose* on TSL's Ramsgate/Oostende service at the end of June. The former P&O *Picardy* is ideal for day trippers on the Oostende service due to its impressive service speed of 23 knots. It will complete three round trips in every 24 hour cycle instead of the present two.

P&O Stena Line began accepting passengers once again on its Dover-Zeebrugge freight-only service from 1st May, with five daily return sailings. The *European Highway*, *European Pathway* and *European Seaway* have taken purely freight since replacing the *Pride of Walmer* and *Pride of Sandwich* a decade ago. The four hour crossing is seen as a low cost alternative to the premier Dover-Calais service, with savings of up to 50% on fares.

[www.post.com](http://www.post.com)

## **SEAFRANCE**

Seafrance's new 32,000 ton ferry, due to be delivered by Aker Finnyards Oy, Finland, will be named *Seafrance Rodin*, continuing the Seafrance tradition of naming its ships after famous artists.

Seafrance is also celebrating its fifth anniversary this year. To celebrate this milestone there were two 'Dance to France' disco cruises with Neptune Radio in March and April and on board savings of up to 50% on UK high street prices were introduced in

Seafrance Shopping, with promotional offers and discounts in bars and restaurants and a special cocktail introduced as part of the celebrations.

For information on Seafrance call 08705 711 711 or visit [www.Seafrance.com](http://www.Seafrance.com) where you can make an interactive tour of *Seafrance Cezanne*.

## **NORFOLKLINE**

Norfolkline's Dover-Dunkerque West service celebrated its first anniversary in April and has exceeded all expectations with the 22,000 ton *Northern Merchant* and *Midnight Merchant* regularly sailing to full capacity. The main bar, self-service restaurant and lounge have been renamed for the 2001 season, with the theme of horse racing. The service has, no doubt, benefited from the hassle-free check-in, embarkation and disembarkation at both Dover and Dunkerque, as well as excellent road communications on both sides of the Channel. This summer there are up to six daily return sailings. [www.norfolkline.com](http://www.norfolkline.com)

## **HOVER SPEED**

The two former hovercraft are still languishing at Lee-on-Solent, Hampshire and are on the market for 7 million dollars. Some interest has been expressed and one proposal is to convert them to static restaurants. If they are not sold, Sea Containers will donate both craft to the Hovercraft Museum, where they are at present.

On the Dover-Calais short sea service, *Superseacat One* and *Superseacat Two* were joined on 6 April by *Superseacat Three*. At Oostende foot passengers have had to disembark through the vehicle deck, due to a lack of a suitable berth capable of accommodating the superseacats, which are twenty metres longer than the craft they replaced. This summer there are up to ten daily return sailings to Calais and three to Oostende. *Seacat Denmark*, somewhat elderly compared to the new craft, remains on the Calais run to support the service.

[www.hoverspeed.com](http://www.hoverspeed.com)

# The 2002 Dover Pageant

*Under the distinguished patronage of*

**Her Majesty Queen Elizabeth The Queen Mother - 2002**

**Her Majesty Queen Elizabeth The Queen Mother - 1999**

**Her Majesty Queen Elizabeth The Queen Mother - 1992**

**His Royal Highness The Prince of Wales - 1990**

**His Royal Highness The Prince of Wales - 1908**

## 5th & 6th May 2002 ~ Dover College Grounds

Website: [www.port-of-dover.com/pageant](http://www.port-of-dover.com/pageant)

Contact: Mike McFarnell, 4 Harold Street, Dover, Kent CT16 1SF

Tel: 01304 242990 Email: [pageant@port-of-dover.com](mailto:pageant@port-of-dover.com)

The Dover Pageant is the Story of Dover told through narration, music, drama, dance and period costume.

The final episode leading to the finale will be the coronation of Elizabeth II and will include Dover and the Barons of the Cinque Ports carrying the canopy, which is a great honour. Members of the Dover Society have already volunteered to play the part of the Barons and other characters in the Pageant.

We will also show the Coronation of Richard I, in 1189, when only four Barons carried the canopy above the King.

Every Wednesday, except the first Wednesday of the month, a group are busy

Queen Elizabeth II



sorting the 400 period costumes and creating new ones. Eileen Higgins has made the crown for Elizabeth II.

We would welcome any help from other members to develop this major community theatre event to celebrate the great history of our Town.



Coronation of Richard I



Barons of the Cinque Ports created for the Coronation of Queen Elizabeth II

## WEBSITES

To add more websites to this list contact the editor or  
Mike McFarnell Email: [pageant@port-of-dover.com](mailto:pageant@port-of-dover.com)

**The Dover Society now has a website:  
[www.doversociety.homestead.com](http://www.doversociety.homestead.com)**

*Please visit the site*

*Your comments and observation would be appreciated. Email Mike.*

Other new websites since the last Newsletter issue 40 are as follows

- The Dover Town Council: [www.dovertown.com](http://www.dovertown.com)
- Dover Town Centre Management: [www.dovertcm.homestead.com](http://www.dovertcm.homestead.com)
- Dover Carnival: [www.thedovercarnival.homestead.com](http://www.thedovercarnival.homestead.com)
- Dover Cruise Welcome Group: [www.dovercruisewelco me. homestead. com](http://www.dovercruisewelco.me.homestead.com)
- The Dover Pageant: [www.doverpageant.co.uk](http://www.doverpageant.co.uk)
- Daniel Brooks-Laurent: [www.doverweather.co.uk](http://www.doverweather.co.uk)  
[www.picturetrail.com/opalis](http://www.picturetrail.com/opalis)

Venturing outside Dover:

- Kent County Council: [www.kenttourism.co.uk](http://www.kenttourism.co.uk)

Some websites from previous Newsletters:

- [www.dovertransportmuseum.co.uk](http://www.dovertransportmuseum.co.uk)
- [www.stayindover.co.uk](http://www.stayindover.co.uk)
- [www.dovertownguide.co.uk](http://www.dovertownguide.co.uk)
- [www.doverwebdesign.com](http://www.doverwebdesign.com)
- [www.dods.org.uk](http://www.dods.org.uk)
- [www.dover-castle-friends.org](http://www.dover-castle-friends.org)
- [www.dover-athletic.co.uk](http://www.dover-athletic.co.uk)
- [www.port-of-dover.com](http://www.port-of-dover.com)
- [www.port-of-dover.com/pageant](http://www.port-of-dover.com/pageant)
- [www.dover.uk.com](http://www.dover.uk.com)
- Roman Painted House:  
[www.geocities.com/athens/Olympus/2508/RPH.html](http://www.geocities.com/athens/Olympus/2508/RPH.html)
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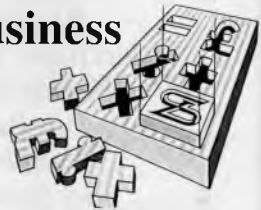
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# IMPORTANT NOTICE TO MEMBERS

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## SOCIETY OUTINGS

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AS REPORTED IN THE LAST ISSUE, ALL APPLICATION FORMS FOR OUTINGS, FOR THE WINE AND WISDOM EVENING AND THE CHRISTMAS FEAST WILL NO LONGER BE INCLUDED WITH YOUR NEWSLETTER. INSTEAD BOOKING FORMS WILL BE AVAILABLE FROM JOAN LIGGETT AND AT ALL WINTER INDOOR MEETINGS.

THIS WAS A NEW PROCEDURE AND SOME MEMBERS WERE NOT AWARE OF THE CHANGE AND THEREFORE WERE LATE IN MAKING BOOKINGS FOR THE EARLY TRIPS THIS YEAR. HOWEVER, NOW THAT THE SYSTEM IS ESTABLISHED WE HOPE ALL MEMBERS WILL BECOME FAMILIAR WITH IT. AS MENTIONED BEFORE, THIS METHOD WILL SAVE THE SOCIETY UP TO £150 PER YEAR, SO THANK YOU ALL FOR YOUR COOPERATION. THE THREE SUMMER OUTINGS WERE ALL SUCCESSFUL, WITH THE FIRST TWO FULLY BOOKED.

JOAN HAS BEEN TRYING TO ARRANGE 2 TRIPS FOR SEPTEMBER.

AS THIS IS AT SHORT NOTICE BOTH TRIPS MUST BE BOOKED DIRECT WITH JOAN. Telephone 214886.

### **SEPTEMBER 1st (or 8th) TRIP TO ZEEBRUGGE AND BRUGES**

This is the trip which was arranged last summer in conjunction with Dover Town Council and was cancelled due to industrial action by dock workers in Calais. The cost will be £25 (to be confirmed) and this will include lunch. The coach will leave Dover at 5.30am and will visit the sand sculptures at Zeebrugge, then go on to Bruges in the afternoon.

RING JOAN FOR MORE DETAILS NEARER THE TIME.

### **SEPTEMBER 20th VISIT TO THE BARRACKS OF THE KING'S TROOP, ROYAL ARTILLERY.**

This trip will cost £22, which includes lunch. Usual pick-up points.  
Pickwick 8.45am, Frith Road 8.55am, Pencester Road 9.00am.

### **PROPOSED SUMMER TRIPS 2002 - subject to alteration - details later.**

<b>May</b>	HALF DAY VISIT TO HIGHAM PARK HOUSE AND GARDENS. Tb include afternoon tea.
<b>June</b>	GLOBE THEATRE. Visit to exhibition and afternoon matinee of current performance.
<b>July</b>	BROGDALE AND MOUNT EPHRAIM GARDENS.
<b>September</b>	AGINCOURT

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# PROGRAMME 2001-2002

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

SEPTEMBER 1 or 8  
Saturday

PROPOSED DAY TRIP TO ZEEBRUGGE AND BRUGES  
Estimated cost £25. *See facing page*

SEPTEMBER 20  
Thursday

VISIT TO BARRACKS OF THE KING'S TROOP  
ROYAL ARTILLERY  
£22, includes lunch. *See facing page*

OCTOBER 15  
Monday 7.30pm

SPEAKERS: Earl of Guildford on 'My Family'  
James Summerfield, Deputy Town Clerk  
on 'Town and Gown'

NOVEMBER 19  
Monday 7.30pm

SPEAKERS: John Moir, Chief Executive DDC  
Dr J. Coleman 'Update on the Civil War'

DECEMBER 15  
Saturday 7.30pm

CHRISTMAS FEAST  
Dover College Refectory

2002

JANUARY 14  
Monday 7.30

SPEAKERS: Jack Woolford 'Who Hung the Monkey?'  
Cllr Woodbridge 'World War II in Dover'

FEBRUARY 18  
Monday 7.15 for 7.30pm

WINE AND WISDOM with Clive Taylor

MARCH 18  
Monday 7.30pm

COWGATE CEMETERY REPORT  
SPEAKER: Nadeem Aziz, DDC

APRIL 22  
Monday 7.30pm

ANNUAL GENERAL MEETING  
Dr Fred Lansberry 'Henry VIII and Dover'

AUTUMN DATES

October 14, November 18

APPLICATION FORMS FOR ALL OUTINGS AVAILABLE AT INDOOR MEETINGS  
OR FROM JOAN LIGGETT. PLEASE TELEPHONE 214886

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