

The  
Dover  
Society

# Newsletter

No. 44

August 2002



Varne Lightvessel 2  
*Photograph courtesy of Trinity House*

# THE DOVER SOCIETY

FOUNDED IN 1988

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

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Brigadier Maurice Atherton CBE

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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 22nd April the Society held its fourteenth Annual General Meeting. There were few changes this year to the Executive Committee. All the officers were re-elected. Two committee members have resigned, Leo Wright and Audrey Wood, but two other members are being co-opted, as their applications were too late to be included in the AGM agenda. They are Anthony Lane and Ken Wraight, the latter a former member of the committee, returning after a gap of some years. Details of the meeting are given in full in this issue. The talk on Henry VIII and the Field of Cloth of Gold is reported by Tessa George and the annual accounts from our Treasurer, Mike Weston, are also included. (Since the AGM Mike has received the first cheque from the proceeds of the Gift Aid forms - it was for £381!

This Newsletter also includes reports of the March meeting and the first two summer outings to Higham Park and the Globe theatre. The new system for booking for outings seems to be working successfully and we thank all members for their cooperation in this. Details of all trips are included in your Newsletter and forms can always be obtained from Joan Liggett. Members wishing to join the trip to France in September (Agincourt £25.00) need to book now.

The next indoor meeting of the Society, at St. Mary's Parish centre, will be on Monday, 14th October, at 7.30 pm.

We are pleased to report that the first award of the Philomena Kennedy memorial has been awarded to a pupil of Dover Grammar School for Girls. This will be an annual award. Members may have followed the reports in various Newsletters by Jeremy and Sheila Cope on the progress of the discussions and planning leading up to the final form the memorial would take. Philomena died in October 1999, so the whole process has, amazingly, taken almost three years to

complete. Now, there is a plaque at the Grammar school with two original works by Philomena on the wall beside it, a lasting memorial for the school to keep.

By coincidence, the museum held a very successful exhibition of Philomena's work this Spring which included a few of her drawings for the Newsletters. I have written a short report of it here.

On the subject of memorials, planning is proceeding for the production of the memorial to Budge Adams. It is hoped that a small sub-committee will soon start work on scanning the slides to be used in a CD of Budge's collection. It is hoped that this will be completed in 2003, which again will be more than two years after Budge's death in December 2000, a reflection of how long these things take from the planning to the final outcome. Derek Leach has written an update here on the progress of the Budge memorial.

There is a wide range of subject

matter for our articles this time. Anthony Lane, our newest committee member, has contributed a very interesting article on the Varne lightship and Jim Francis has written about the Jubilee 'Party at the Palace'. I have collected four other pieces for my series of 'Glimpses of the Past', which can include any memories or accounts of happenings in Dover in past centuries, as you can see. If any readers can contribute stories of their own memories, or even those of their ancestors, these could be useful additions to the series. Does your mother/father/grandmother/grandfather/relative of any kind have an interesting anecdote to relate?

Thanks, as always, to all our regular contributors and advertisers (and welcome to our new advertisers), to our distributors and to all members who support us in many different ways.

*Editor*

## **DEADLINE for contributions**

The last date for the receipt of copy for issue 45 will be Monday 7th October 2002.

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

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# THE ANNUAL GENERAL MEETING

22nd APRIL 2002

*reported by Merrill Lilley*

**T**HE FOURTEENTH ANNUAL GENERAL MEETING of the Society was held on 22nd April at St. Mary's Parish Centre and was well-attended.

The Chairman, Terry Sutton, began by listing apologies for absence and regretting the loss of members who had died during the last year. The minutes of the last meeting were accepted without correction and there were no matters arising. In his report he said that the Society had had a year of steady progress. The only problem encountered had been the delay on the installation of the Society's tenth, and last, plaque but he hoped that arrangements would soon be made for this to be put in place. He spoke of our good relations with the Dover District Council and the Dover Town Council. He ended by thanking all the committee members for their work during the year, Sheila Cope for her work as Membership Secretary, Merrill Lilley for the Newsletter and Bruce Lilley, the Advertising Manager. He made especial mention of our Social Secretary, Joan Liggett, saying that altogether social events throughout the year had shown a profit of £918.00, a great help to the Society.

The Treasurer, Mike Weston, was unable to attend the meeting so his report was read by the Chairman. All members had a copy of the end-of-year accounts. The Treasurer said we had had a year of consolidation. As well as the ten plaques planned for the millennium we had also sponsored the Zeebrugge plaque, bearing the Society's name, at the Town Hall and arranged for its installation at eye level so that visitors could easily read the history

of the bell. This was funded partly by the Society's project fund, partly by donations and partly by a local authority grant. Despite all our expenditure there was a surplus of £1336.29 in the General Fund. Many outings had made a profit and thus helped to balance the cost of indoor winter meetings which may just break even and occasionally operate at a loss. The money raised from raffles at these meetings (£540 over the last year) make a big difference and contribute towards the cost of hiring the hall. Thanks were due to Sheila Cope and all her helpers with the raffles.

He reminded members that the cost of producing the Newsletter had risen to £800 per issue, which in fact outstrips the membership subscriptions for the year. This is the reason why other sources of revenue are so crucial. Advertising revenue last year brought in £522. New sponsors for the Newsletter are being sought, to contribute to the cost of one, or part of one, issue.

Administration costs were down on the previous year. One of the reasons for this was that committee members often did not claim all their expenses for postage, telephone calls, photocopying, etc. and thus reduced the costs. Outgoings included donations to worthy local causes, incoming revenue included interest on bank accounts.

Lastly the Treasurer mentioned the Gift Aid forms which had been sent to every member and thanked all those tax-paying members who had responded. The gain to the Society is 28p for every £1 paid per member per year - a very useful addition to our funds! He urged members

who had not returned forms to do so as soon as possible.

The Treasurer ended by thanking all members who had contributed to the welfare of the Society by attending meetings and outings and supporting raffles.

Next the Chairman called upon Jack Woolford, Chairman of the Planning Committee, to make his report, which was full and comprehensive. He began by telling the membership that the Planning Committee had considered 75 applications in the last year and mentioned several of these in detail. He mentioned the work of the Western Heights Resident's Association and the fact that the name of the area had been changed to Braddon. He spoke of our ongoing efforts to get The Co-op and B&Q to keep their premises litter free, with some success. He talked of our good relations with Dover District Council and Dover Town Council. He discussed the St. James'/York Street development and the SEEDA plans for the Buckland Paper Mill development. He welcomed the plans for the new Discovery Centre on the site of the White Cliffs Experience and the subsequent possibility that the library might be the future home of Dover Town Council.

He explained the reasons for the delay in the installation of the tenth plaque, which was connected with the new site for a town clock at the junction of Bridge Street and London Road. Both the plaque and the clock could now be installed on the Eagle Public House. He mentioned here that the location of all ten Society plaques is included in the new Dover Guide.

Other concerns covered by Mr. Woolford included the kerbside recycling of waste, the new Connex trains and the lack of ticket machines on unmanned trains, traffic congestion on Townwall

Street, the lorry park closure at Eastern Docks and the fact that Dover Town Council had not been consulted by Kent Highways before work commenced on the Folkestone Road and the London Road.

Turning his attention to the plans of Dover Harbour Board, he said that we still awaited further information on the future of the Yacht Club, of the Water Sports Centre, Westport and the Esplanade Hotel.

For further updates on the work of the Planning Sub-Committee he referred members to his regular reports in the Newsletter.

The Editor then reported on the continued success of the Newsletter and thanked all contributors, advertisers and distributors, stressing that the Society always seeks sponsors and new advertisers to help with the cost of its production.

Then, speaking of Triangle Publications, she said that the first book, *Memories of a Century*, had been a great success and was now out of print. The second book, *Dover and the Monarchy*, was selling steadily. In the case of the third book, *The White Cliffs of Dover*, which was selling well and had gone into a second print, the authors, Peter and Julie Burville had given half the profits from the first print to the Society. She thanked them for their generous donation.

The Editor reminded members that it had always been our intention to use the profits from the first book towards a memorial for Budge Adams. It has been decided that this will take the form of a CD of Budge's slides with accompanying notes. A sub-committee is working on this project with the help of Dover Museum and it is hoped that the CD will be available in 2003.

The Social Secretary, Joan Liggett thanked all members who support Society outings and meetings, especially Muriel Goulding and Sybil Standing who help

6 with refreshments at indoor meetings, Sheila Cope who organises raffles and Jack Woolford who provides speakers. She reminded members to check details of bookings for the four summer outings in May, June and July.

After these individual reports the elections were rapidly dealt with, as there were no objections and all the officers were re-elected *en bloc*.

After the interval the speaker was Dr. Fred Lansberry. His talk is reported by Tessa George.

### **HENRY VIII, DOVER AND THE FIELD OF CLOTH OF GOLD**

*A talk given to the Dover Society by  
Dr Fred Lansberry on April 22, 2002  
reported by Tessa George.*

Dr Lansberry's talk was first centred on the gravel drift which eventually destroyed a unique governmental and naval confederation, the Cinque Ports (Dover, Sandwich, Romney, Hythe and Hastings and the two ancient towns of Winchelsea and Rye), the primary purpose of which was to provide shipping for the sovereign and his retinue when he wished to cross to the Continent, and to defend the Channel coast. In return the Cinque Ports obtained privileges and freedoms unique to this country. Although part of Kent and Sussex, they were never part of those counties' pattern of government. They were in fact a series of mini-republics and had a separate listing after Yorkshire.

The deposit of shingle and sand carried by the flood tides up the Channel from the Atlantic aggravated by the prevailing south-westerly winds, left the bulk of the shingle on the English side and the fine sand on the French side. Only constant dredging and sea works kept Dover open as a port and Dover was

the only Cinque Port to receive financial aid from the Crown. This was because of the short sea crossing. More importantly, by the reign of Henry VIII, Dover was the obvious link between England and Calais, the last toehold of the Crown upon French soil.

More important were Henry's vaunting imperial ambitions. His sights were set upon nothing less than being crowned the Holy Roman Emperor. The sixteenth century was the period of the rise of the powerful nation states of France and Spain. England too was to follow this pattern of development but the earlier elusive dream of universal empire held great attraction for Henry.

Dynastic rivalry by the most ambitious royal families in Europe had precluded universal peace. The expulsion of the Moors from Spain in 1492 and the discovery of America in the same year made Spain the most rapidly rising power in Europe, potentially capable of challenging the Valois of France. England came late into this struggle. Henry Tudor, a usurper who needed to establish a legitimate dynasty, married his eldest son, Arthur, to Catherine, the daughter of the Spanish monarchs, Ferdinand and Isabella. Within five months Arthur was dead and, defying the Church's rules of consanguinity which forbade a man to marry his dead brother's widow, Henry, married Catherine to his second son, the future Henry VIII.

Holbein's portraits of Henry VIII showed Henry as an over-weight, over-dressed pomposity. In his youth, however, Henry had been a fine athlete and a good scholar conversant in Latin, Spanish and Italian. He was given the title *Fidei Defensor*, Defender of the Faith, by the Pope for his defence of the seven sacraments and was in the early part of his reign the very epitome of a Renaissance prince.



Henry's greatest extravagance from his father's much hoarded fortunes was war. In this Henry challenged his greatest royal rival, Francis I. In 1511 Henry joined the Holy Alliance, formed by Pope Julius II to expel the French from Italy. He attempted to regain his inheritance in France and invaded Therouanne and on the 12th of August was joined by the Emperor, Maximilian, who also wished to humble the French king. Francis was a fine horseman, a veteran of real campaigns in Italy, a patron of the arts and a skilled student of architecture. Nothing that Henry had built could be compared to the Chateau Chambord of Fontainebleu. Francis's queen was Claude of Brittany, aged twenty, the mother of three and expecting a fourth. Ann Boleyn was at the French court at the time and may have accompanied Claude as an interpreter.

A French attempt to reprovise their forces was routed and this action became known as the Battle of the Spurs, because of the speed of the French retreat. The town capitulated and Henry entered in triumph, accoutred in a superb suit of armour, accompanied by Maximilian. Maximilian then talked of Henry resigning the empire to him and later of adopting Henry as his son, but as the post was nominally elective, decided by the seven elector princes of the Empire, it was money that decided the issue. The young Hapsburg, Charles V, who borrowed the money from the German copper mining and banking house of the Fuggers, secured the election. Henry did not have much wealth left over at this point.

It is in this light that the Field of the Cloth of Gold should be viewed, for the meeting had been arranged in October 1518, before Charles V had been elected in 1519. Princely magnificence and extravagance was of fundamental importance in the game that Henry and

his Chancellor, Cardinal Thomas Wolsey, were playing. Even though it might mean bankruptcy, princes and great magnates hoped to curry support, by their lavish processions and court festivals. The enhancing of royal entries into towns with pagentry was part of the tradition common to England, France and Italy and the low countries.

Whether or not it was Wolsey's idea, he dominated the meeting in its early stages. Archbishop of York 1514, Papal legate 1515, Lord Chancellor of England 1518, in 1520 Wolsey aged 35 was at the height of his power. Paying attention to Wolsey often meant *douceurs*, which could be endowments to the church, pensions, sums of money, goods in kind. He was known in Europe as the "arbiter of Christendom", a phrase which probably arose from the arrangement in 1518 whereby England and France concluded a treaty of perpetual friendship and a marriage alliance between the Dauphin, (then aged 1 year and 8 months) and Henry's daughter Mary, (then aged 2 years and 8 months). The personal meeting would secure this bond and benefit the whole of Christendom.

The setting was in the "golden vale" between the village of Guines within the English pale of Calais and the village of Ardres in neighbouring France. The date was 7th June 1520 and the festivities lasted until the 20th of June. Wolsey and 500 men accompanied Henry on horseback and 3000 on foot. The two Kings met in a tent of cloth of gold provided by Henry. Cannons were fired from Guines and Ardres. A large temporary palace was constructed of brick and timber with the timber painted to look like stone. The walls rose to a height of some 38 feet with large expanse of windows at second floor level. The palace was of the usual courtyard plan. Some of it had been preconstructed in

8 England and shipped across to France. The interior was lavishly furnished and decorated. The whole was a superb example of the English craftsmanship and timber construction.

The field itself was 900 feet long and 320 feet broad. The whole was railed in with gates and triumphal arches at each end. It was overlooked by two galleries; one was 230 feet long, glazed and hung with tapestries for kings, queens, lords and ladies and the other 200 feet long for lesser spectators. A mill from Greenwich was shipped over for the armoury. 1000 Milan swords were ordered and 600 two-handed swords. 1500 spear staves were sent from the Tower of London.

Challenges to the whole of Europe went out but England and France were the only ones to answer the challenge. The tournaments were always preceded and followed by elaborate ceremonials and processions accompanied by trumpeters.

There were three parts to a tournament: foot combat, the tilt or joust in which one horseman fought another, and the tourney in which multiple

combatants fought a mock battle. The fighting could be furious and the barrier for the foot combat was hinged like a gate to lever the opponents apart. The two kings did not joust, but at the tourney they showed greater enthusiasm than all the rest. They shattered plate armour, corslets and swords making the steel strike sparks of fire in the air. They wrestled and Henry was thrown but Henry triumphed at archery. The banquets were monstrous and feasting and drinking endless.

In practical terms the meeting had brought about a revised marriage treaty between Mary Tudor and the Dauphin and an agreement by the French to end their interference in Scottish affairs. Although Francis claimed that Henry was his perfect friend, as soon as the meeting was over he began to refortify Ardres with wood from the pavilions where the two monarchs had met. Wolsey called it an act of unparalleled perfidy. Francis stopped this work on Wosley's protests, but he used his tents, pavilion and chapel for campaigning against the Emperor in Italy.



The famous view of Henry boarding ship in Dover harbour on its way to meet the French king. The two towers in the foreground were important features of the harbour at that time.

# THE DOVER SOCIETY

## An extract from the Accounts for the Year Ended 31st. March 2002

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).

	2002	2001
<b>CURRENT ASSETS</b>		
Society Badges	69	75
Debtors and Prepayments	25	47
Cash at Bank and in Hand	<u>11838</u>	<u>11310</u>
	11932	11432
<b>CREDITORS</b>		
Amounts falling due within one year	(1350)	(1156)
<b>NET CURRENT ASSETS</b>	<u>10582</u>	<u>10276</u>
<b>NET ASSETS</b>	<u>£10,582</u>	<u>£10,276</u>
<b>FUNDS</b>	<b>£10,582</b>	<b>£10,276</b>

## Statement of Financial Activities for the Year Ended 31st March 2002

	General Fund 2002	General Fund 2001
<b>INCOME</b>		
Subscriptions	2290	2244
Donations	157	47
Social Events	918	222
<b>TOTAL INCOME</b>	<u>3365</u>	<u>2513</u>
<b>EXPENDITURE</b>		
Members and Meeting Expenses	-31	49
Administrative Expenses	544	577
Newsletter Expenses	1895	1513
Other Items	-384	-368
Millennium Projects (Plaques)	4	227
<b>TOTAL EXPENDITURE</b>	<u>2028</u>	<u>1998</u>
<b>NET (OUTGOING)/INCOMING RESOURCES</b>	1336	515
Total Funds Brought Forward	<u>5918</u>	<u>5403</u>
<b>TOTAL FUNDS CARRIED FORWARD</b>	<b>£7,254</b>	<b>£5,918</b>

Capt. M.H.Weston

## MEMBERSHIP NEWS SUMMER 2002

Each day another batch of subscription drops through our letterbox and it seems as though by the end of June the aim of gathering in almost all our core funding will be achieved. My thanks to all those who have cheerfully paid up. We have also had a most encouraging response from members who have been able to sign our Gift Aid forms; the financial value of these declarations should become apparent on next year's financial statement at the A.G.M. Our steady flow of new members continues. We welcome Mr G. Stupple, Mrs S. Chesters, Mr J. Hewitt MBE, Mrs A. Groombridge, Mr D. Groombridge, Mrs L. Kingsnorth.

*Sheila R Cope*

*The work of the*

# PLANNING

*Sub-Committee*

Reported by JACK WOOLFORD, Chairman

WE ARE PLEASED BY the transformation of the "Elephant" into "Elle" on the Market Square and with the refurbishments in Castle Street, of the Drug Clinic (by Dover Municipal Charity) and of Cross's Stationers. In Biggin St, White's Drapery is renovated and on London Road HERS is improving the former Youden's Estate Agents premises, the Highways Agency has significantly improved pedestrian facilities without narrowing the road and the "Eagle" pub is restored. More improvements (eg in Ladywell) are in train and Dover Town Council is very much to be congratulated for transferring the proposed new Town Clock from the Bridge St. to the Tower Hamlets corner of the High St. Dover's image is improving. It remains to be seen if the reorganisations of the District Council and the Harbour Board will make palpable differences.

The same applies to 'Dover First Impressions', to improve the image of

Dover to visitors from the Harbour, the A2 and A20, which Dover Chamber of Commerce, the Town and District Councils and the Harbour Board are jointly promoting. Unfortunately the Pilot Project of Pumpkin Planting (*sic*) by schools violates health and safety requirements and cannot afford the necessary scaffolding. More feasible would be imitation of 'Deal in Bloom' on Dover's sea-front.

It also applies to the South Coast Multi-Modal Study for Transport Solutions for the South Coast (from Southampton to Margate) by road, rail, bus, car, cycle and walking over the next 15 years at a cost of £2b. This includes the dualling of A2 from Lydden to Dover which is already 25 years behind schedule. 'Seamless transport interchange facilities' (*sic*) at Dover are utopian.

On the other hand we are happy to endorse the District's Dover Town Centre Conservation Area Character Appraisal. It most admirably documents Dover's origins and development, describes and analyses the wealth of listed buildings and sets out the potential for enhancement. Whether the renaming of the Community Strategy Regeneration Board to 'Making the Difference' will make any difference is another matter.

# *The* **BUDGE ADAMS** *Collection and Memorial*

*Derek Leach*

**I**t is some time since Budge Adams, a Dovorian, a stalwart of the Dover Society, a researcher into its history and a collector of Dover memorabilia, died. Similarly, it is some time since the Society decided that a suitable tribute to Budge would be to publish some or all of his collection of 2,000 slides/photographs of bygone Dover - many of them taken by himself over the years. With his hands-on computer expertise (not bad for a ninety years old chap) we thought it would be appropriate to produce a CDROM containing all his images with suitable captions as well as a conventional book with a somewhat smaller selection of photographs.

So, why such a delay? Budge's family liked the idea and as we pondered how to progress the project, the Adams family decided to loan permanently to the Society Budge's Dover collection, which comprises not only the slides and photographs but over one hundred books, many old maps and legal property documents plus a lot of memorabilia. This was on condition that the collection would stay in Dover as requested by Budge. Robert Adams was kind enough to provide a room in his home to house the collection and I spent the winter months examining every book and document and scheduling them. The Executive Committee decided that we were not in a position to maintain the collection properly or to provide easy access to the collection for members and the general public; therefore, we opened negotiations with Dover Museum to store the collection on our behalf. In the meantime, the Adams family decided to give, rather than loan, the collection to the Society.

This has made our negotiations with the Museum somewhat easier and we have reached informal agreement for permanent loan, which awaits the drafting of a formal agreement by Dover District Council. During these somewhat protracted negotiations, the Executive decided that it would be more practical to split the collection with the books and certain maps going on permanent loan to Dover Library, which has better facilities for storing maps and providing access to them and better facilities for the public to access the books or even to borrow those books of which the Library has more than one copy. The Adams family has no objection to this arrangement and has formally handed over the Budge Adams Collection to the Society. The next step is to move the collection into a secure room in the Town Hall where a team of (Society?) volunteers can work on the collection - putting bookplates in the books before taking them to the Library, cataloguing and registering everything going to the Museum and scanning all the slides and photographs into the Museum's computer system.

It is this scanning project which has delayed progress in producing the CDROM and book. It will be a major task to scan 2,000 images, since we shall have to decide a suitable text for each one and a suitable 'key word' location to make retrieval simple eg all Snargate Street photographs would be displayed when the computer is told to search for Snargate Street. Fortunately, Budge cross-referred every slide to his computer database where he recorded what the image was, when it was taken and where he obtained it! Once the images are on the

12 Museum's system, it should be relatively easy to produce the CDROM and any book. We have agreed with the Museum that any profit from the CDROM should be donated to the Museum to help cover the costs of storage and maintenance. The profit from *Dover - Collected Memories of a Century*, which Budge

put so much effort into, will be used to underwrite the cost of the book.

By the time you read this I hope that we shall have started the registering task and the scanning. If you can give some time to this project, perhaps two or three hours per week, please let me know.

## *The Philomena Kennedy Memorial Award*

*from Sheila and Jeremy Cope*

ON WEDNESDAY, 3RD JULY, five members of the committee attended the Dover Grammar School for Girls, where our Chairman, Terry Sutton, presented the prize to Rachael Wade, the first winner of the Philomena Kennedy Memorial award. The award is to be made annually to an art student in the Lower Sixth Form. Sheila Cope spoke to the group of sixth-formers, outlining the career of Philomena, explaining her role as founder member of the Dover Society and the decision of the Executive Committee to make the award in this way to a pupil from the Lower Sixth to encourage them in what proves to be a difficult year. The Society was thanked by the Headteacher, the head of Art and Mrs Thompson, head of Sixth Form, who told us that the winner had been chosen by the girls themselves and that the choice was unanimous.

The brass memorial plaque, together with the two original works, created by Philomena and donated by Gordon King, has been installed on the wall facing the door at the Girls' Grammar School entrance in Castle Avenue. Each year the winner will receive £25 to spend on art materials, the amount to be reviewed by the committee after five years.

After the ceremony there was an opportunity to chat to the pupils and to view their art work in the lower sixth's own building.

Mrs Thompson, head of 6th form, and the staff of the School Art department have been very receptive to our ideas for the memorial and have made various suggestions with the aim of retaining links between the School and the Society. These include an exhibition at one of our meetings of the art work of the winner and her fellow students with an opportunity for them to explain their objectives; also a "master class" at the School for Society members to develop some artistic skills. The committee hopes that the prize will enable Philomena Kennedy's life work to continue by fostering creative ideas in young people.



Rachael Wade receiving her prize from Chairman Terry Sutton

# *Exhibition of the work of* **PHILOMENA KENNEDY**

## *Dover Museum*

2 February - 21 April, 2002

Philomena Kennedy, one of the founder members of the Dover Society, moved to Dover in 1959 to teach art at Dover Grammar School for Girls. She became one of Dover's best-loved and most prolific artists and this exhibition, mounted by Elizabeth Owen at Dover Museum, aimed to look at the life and work of Philomena up to her death in October 1999. The exhibition was designed to appeal to children as well as adults. Pictures were hung at a lower level than is customary and questions about the exhibits were posed in attractive stickers below each section.

The exhibition included examples of all Philomena's interests and techniques. She

liked to paint rocks and mountains of different geological types; she liked to look at shapes of trees and patterns in plants; she loved depicting buildings of all styles, especially the classical architecture of Greece and Rome and the Gothic architecture of France and England. Her subjects were very wide ranging, including buildings in Spain, Italy, Morocco, Russia, Turkey, Greece and America. Locally she was well known for her landscapes of favourite places in Kent. She painted many pictures of Dover Castle and of the surrounding countryside. Her series of 'Doorways in Deal

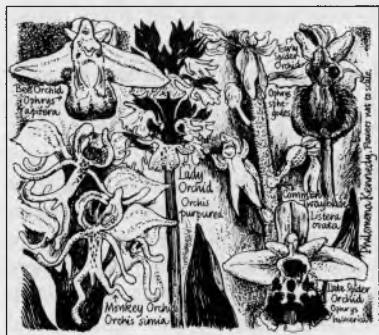


View to South Foreland Lighthouse

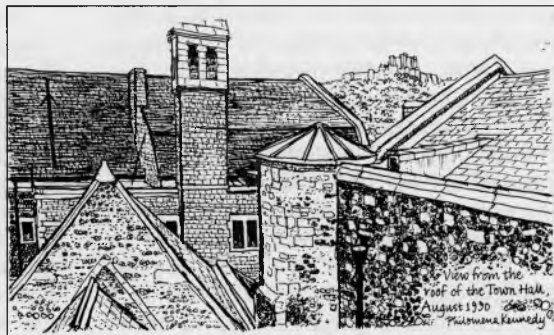
and Dover' were very popular and made collectable greetings cards.

She was editor of the first ten issues of the Dover Society Newsletter and the early issues contain many of her unique illustrations.

After she gave up the job of editor she continued to contribute illustrations for several later issues. Two of these are included here.



Cover, Newsletter No.9



From Newsletter No.10

# The March Meeting

## COWGATE CEMETERY

*Report by Lesley Gordon*

The March meeting opened with a talk on the Society's current major project, the clearance of Cowgate Cemetery by teams of volunteers and the recording of gravestones. Thanking the two teams of volunteers, who each put in a morning's work at the cemetery every month, Hugh Gordon, the co-ordinator, urged members to see for themselves the remarkable results now visible on the ground (a fuller report is contained in the December newsletter, p6)

Paul Hadaway, of the White Cliffs Countryside Project, explained to the meeting how the Society had been recruited to assist its work. WCCP manages vast tracts of land including Folkestone Down and Folkestone Warren, Western Heights and Whinless Down to South Foreland Valley and sister projects on Romney Marsh and the Kent coalfield. Limitations of staff and resources mean that they rely heavily on volunteers to supplement their work force and he expressed his gratitude to The Dover Society for its sterling efforts at Cowgate.

Management of the cemetery by WCCP was based on four basic principles. First, the cemetery had to be maintained and its appearance managed so as to look cared for, particularly around the entrance. Secondly, there was a need to improve the wildlife status of the site. The regime of hay cutting and tree clearance improved the habitat for chalk grassland species, especially the common spotted orchid, which had its stronghold on the Western Heights. Butterflies were proliferating and he had recently found a slow-worm, which by its size, must have been all of 30 years old. Thirdly, the management regime required that the site's importance as a cemetery should be respected and lastly, bearing this

in mind, the cemetery should be improved as a recreational and amenity resource. People should be encouraged to wander through it and enjoy its special qualities.

Next, Martyn Webster, a long standing member of the Society, explained how he had originally approached WCCP with a view to conducting guided walks in local cemeteries, something he had experienced in Brighton where he now lives. The first Dover walk had taken place in 2000 and included Cowgate, and this would be repeated on July 6th, 2002. These old cemeteries, many now closed, were suffering from great neglect through lack of resources. Studies of gravestones and research on families gave important insights into the history of the area. There were now government exhortations to preserve cemeteries, but lack of funds meant it was often left to voluntary societies like ours to come to the rescue. His interest now extended to cemeteries world wide, one of which, in Singapore, was about to make way for redevelopment because of land shortage. He was greatly concerned about this trend and there was an urgent need to act quickly or, in a hundred years time, much of the information available today would be lost forever. He hoped the good work of the Society would continue and prosper.

Lastly, the meeting heard from Lesley Gordon, in charge of gravestone recording. She explained that some 7,264 burials were recorded in the burial register for Cowgate cemetery, from 1837 through to recent years, although there were very few in the last decades. The cemetery consists of eight large plots, arranged in two rows of four, with a row of ornate vaults along the rear. Each plot contains about 250 graves, with many containing a number of bodies (up to 12!) Her small team, led by Ian Murton and helped by records already compiled by Joe



Harman, had tackled plot 2. It had proved a daunting task, but had now been completed and typed up, though there was much re-checking and map plotting to be done (the District Council have full burial records, but no plan of where individual graves are within the large plots).

Fortunately, over 400 graves in the cemetery had already been recorded by Mrs Jane De Bourbel in the 1980's and a valuable record lodged in the museum and library. As a result, it was hoped that outstanding, unrecorded gravestones and tombs could be dealt with quite speedily, though final presentation of all available data would take some time.

The gravestones are of great historical interest, recording shipwrecks and travellers dying in Dover on their way elsewhere. Of great poignancy are the large numbers of children dying in various epidemics in the mid 19th century - often three or four of the same family would die in a matter of weeks. Rather oddly, plot 2 has two separate occupants who are shown on the gravestone as one sex (e.g. Emily Jones) and in the register, as another (e.g. John Arthur Jones). Perhaps more investigation will explain the error!! Some names are not in the register at all - perhaps the stone commemorates someone who died and is buried away from home, or perhaps a later memorial shows the wrong date of death, thus frustrating a search in the register. Much remains to be done, but the Society can pride itself on a worthwhile undertaking, started in the nick of time.

## **DOVER'S INDUSTRIAL PAST**

**Mark Frost, Senior Assistant Curator,  
Dover Museum**

*Reported by Derek Leach*

Mark Frost began by pointing out the impossibility of covering Dover's industrial past in the time available since the town had been so industrialised and because of the massive amount of information available. Quite apart from the many individual

craftsmen, such as clockmakers and shoemakers, there are records of 150 shipbuilders and 50 breweries. Mark concentrated on the industry using, or sited on, the River Dour, which for its short length was just as industrialised as the Thames or Mersey from its source to the sea.

Beginning at Temple Ewell we heard of the Domesday corn mill owned by St John Commandery in 1535, which was rebuilt in 1790 and bought by the Pilchers in 1798. From the 1780s the Pilcher family owned, or leased, most of Dover's corn mills. They had to borrow money from John Minet Fector, the banker, to finance their schemes but went bankrupt in 1842 leaving John Minet Fector owning most of the mills. Temple Ewell also had a steam driven mill from 1870, which closed in 1967 and is now the Dover Operatic and Dramatic Society's base.

William Knocker built both white and brown paper mills at Bushy Ruff in the 1790s (as well as Bushy Ruff House). The mills were demolished in 1870 when Joseph Churchward bought the estate. The drying rooms and stable still exist albeit converted into dwellings.

There was also an ancient manorial mill at Kearsney Manor (then called Kearsney Court) to which tenants brought their grain. This was leased to the Pilchers by 1786, rebuilt in 1811, bought by the Stanleys from John Minet Fector around 1856, closed in 1902 and demolished in 1953. The foundations are still visible in Kearsney Manor gardens.

In 1812 John Minet Fector bought the old 1587 Town Mill and apparently rebuilt it in 1821 at his new home, Kearsney Abbey, to pump water to his house, which it did until 1924. He also bought rubble from old town houses and Dover's town walls to build follies in the Abbey grounds.

River Mill (at the bottom of Minnis Lane) is mentioned in the Domesday Book as a corn mill but by 1689 it was a paper mill. It was leased by William Phipps in 1765, who also leased Lower Buckland paper mill. River Mill

16 closed in 1907 and was gradually demolished after the First World War. The remains still provide several waterfalls for the Dour.

Phipps built a 'state of the art' paper mill at Crabble in 1790. The production of continuous paper (rather than separate sheets) was introduced there in 1807. William Phipps' sons, Christopher and John, invented the dandy roll (to make the watermark) and installed it at Crabble in 1825. Their nephew, Filmer Phipps, lost the whole business in 1888. Crabble was sold, with Buckland Paper Mill, to Wiggins Teape who turned it into a rag house for Buckland Mill employing 250 women and 11 men. Crabble burnt down in 1906 and was rebuilt as a paper store, staying in use until 1989. Now its buildings are being converted into apartments.

Crabble Corn Mill was mentioned in the Domesday Book and may have existed in Saxon times. In medieval times it was a monastic mill owned from 1227 by St Radigund's Abbey. It was yet another mill leased by the Pilchers (in 1784) who bought it in 1804 and rebuilt it in 1812 - the present building - to meet the demands of the armies fighting Napoleon. Like many other mills it came into the hands of John Minet Fector who sold it to John and Willsher Mannering in 1845. It was mothballed in 1893 with its machinery intact when Mannering concentrated his milling at Buckland Corn Mill. Fred Cleary saved it from demolition and restored it in 1972, passing it to Dover District Council who in turn passed it to the present charitable trust to operate.

Buckland Paper Mill was originally a corn mill but by 1638 had converted to paper. Thomas Horne took it over in 1746 and, until 1814, it resembled a farm rather than a paper mill. It was then rebuilt following a fire. George Dickinson leased it in 1822 and enlarged it, installing a steam engine, but he was a hopeless manager and went bankrupt in 1837. Ashdown and

Hobday took over in 1849 and the mill prospered. It was rebuilt again following yet another fire in 1887. In 1888 Wiggins Teape, London stationers, wanted a special new paper. Hobday made it successfully and it was called Conqueror. Wiggins Teape then bought the mill. From then, until the mill closed in 2000, Conqueror paper was only made in Dover but was sold worldwide.

Lower Buckland Corn Mill, which was on the east bank of the Dour, is mentioned in the Domesday Book and was owned by Dover Priory at the Dissolution 1535. In the 18th century a paper mill was built alongside. Both mills were bought by Kingsford & Canterbury millers, producing both paper and flour. William Kingsford went bankrupt in 1833 and it was later converted into a brewery, called Harding's, and then the Wellington Brewery which closed in 1890. It was finally demolished in 1962 to make way for a new Gheysens factory and is now a P&O training centre.

Kingsford built a new mansion, Lundy House, and a new corn mill on the opposite bank of the river in 1815 (the weather boarded part of the present building in London Road), just as the Napoleonic Wars ended and the military flour market collapsed. The Pilchers leased it from 1833 and it was bought by Willsher Mannering in 1865. Mannering built a brick steam roller mill alongside it in 1876. This killed off the



Charlton Flour Mill from Beaconsfield Road c. 1900

water-driven mills and their grindstones. The Mannerings closed their other mills and milled at Lower Buckland until 1957.

Buckland, or Windmill, Brewery opposite the Lower Buckland Corn Mill was started by Alfred Kingsford in 1821 and sold to the George Beer brewery business in 1887, which promptly closed it and sold it to Palmer's Coachworks who produced cars from the 1920s until the 1970s. The site is now a block of retirement flats, Kingsford Court.

Charlton Corn Mill was on the present Halfords site. Mentioned in the Domesday Book and owned by Dover Priory at the Dissolution, it was used by Thomas Horne from 1746, who built a massive seed-crushing mill adjacent to it in 1803. Both mills were purchased in 1814 by members of the Kingsford family. But by 1856 both mills were disused. The corn mill was demolished and the oil mill converted to a large flour mill. In 1865 it was bought by George Chitty who installed a roller plant in 1877, one of the first in Britain. Largely rebuilt in 1906, the mill was shelled in 1944 and never reopened. It was demolished in 1989.

Dover Engineering Works, on the river at Charlton (present B&Q and Pioneer stores), was started by A L Thomas, an iron founder, in 1835. The firm expanded in the 1920s when it introduced the gas proof watertight manhole cover called GATIC. It soon became the company's only product and was exported throughout the world. In 1988 the company transferred operations to Scotland.

Charlton Paper Mill was built by George Dickinson in 1825 (on the present site of Charlton Centre Car Park) and, when he went bankrupt in 1837, John Minet Fector became the owner who sold it to William Crundall in 1856 for use as a sawmill, which survived until the 1960s.



Dover also had a leather tannery at Stembrook. The earliest record of it is 1420 and it lasted until 1922. William Mummery greatly enlarged and improved the business in the 19th century.

Stembrook Mill was built by the Royal Navy in 1792, rebuilt in 1799 and again in 1813 to help feed the expanding navy. After the Napoleonic Wars it was operated by the Pilchers and, from the 1840s, by the Mannerings until George Brace took it over in 1871 for use as a store and oil-crushing mill. It became derelict in 1918 and was demolished.

The Phoenix Brewery dates from at least 1696, owned by the Bean family and then by the Walkers from 1764 until 1859 when Leney & Everden took possession. It soon became Alfred Leney only. The company expanded greatly with hundreds of tied houses and other breweries in Kent. When Leney amalgamated with Fremilns in 1926 the Dover brewery became just a bottling plant. The barrel yard was sold to Bernstein who built his first Granada cinema on the site in 1926. The bottling plant closed in 1950 and was demolished in 1965. The malthouse and barrel store survived as Martin Walters'



garage until demolition in 1995.

Finally, close to the mouth of the Dour was Town Mill in Mill Lane. By the 12th century it was owned by Dover Priory. It was rebuilt in 1520, again in 1587 and was

demolished by Thomas Horne in 1803 being replaced by a new mill. As mentioned earlier, the old mill was apparently rebuilt at Kearsney Abbey. The new mill fell into John Minet Fector's hands in 1825, who leased it to the Pilchers and then the Mannerings who purchased it in 1856. Milling ceased in 1889 and it became a corn store until 1924 when it fell derelict. Demolition came in 1953.

So we reached the sea after an absorbing trip down the Dour, realising that we had only scratched the surface of Dover's industrial past. With much more information available, combined with Mark Frost's interest in industrial archaeology, there should be one or more fascinating sequels.

## ***THE GURKA FESTIVAL OF MUSIC***

◆ ◆ ◆ *by Merrill Lilley* ◆ ◆ ◆

In 2002, on Friday 5th and Saturday 6th April, the Gurka Festival of Music was held at a new venue, at Nye Hall, Duke of York's Royal Military School, Dover.

This was the third year of the festival. The first year, 2000, the festival was held at Cruise Terminal 1, in the Western Docks, the second, in 2001 at Cruise Terminal 2. While both these festivals were successful I think that the cruise terminals were not the best venues for the event, as the accoustics and the seating arrangements were not ideal. In Nye Hall, a purpose built concert hall, the accoustics are excellent and it is easy to arrange numbered seating so we anticipated the best concert yet. We were not disappointed.

The band performed under the direction of Captain Neil Morgan with a selection of light music, cavalry marches and dances. In the first half these included a Shirley Bassey collection, *Lord of the Dance*, *Harlem Nocturne*, *Post Horn Gallop* and ended with *The Gael* from *Last of the Mohicans*. The second half, which started with *Strike up the Band*, included *The Two Imps*, *Misty*, Songs of World War 2 and performances of Puccini's operatic masterpieces by two young, guest artists, *O Mio Bambino Caro*, featuring Miss Catriona Clark and *Nessun Dorma*, featuring Mr. Nicholas Watts. The concert ended with *The Day Thou Gavest*, the National Anthem and the Brigade March.

In addition to the band pieces each half of the programme included a Gurka dance and in the second half Neil Morgan contributed a version of 'Goldilocks' with appropriate band accompaniments. In the interval there were drinks, ices and raffle tickets for sale.

The Gurka Festival programme is always so varied and interesting that the time passes all too quickly, leaving the audience asking for more. The Festival provides a very enjoyable evening and it is pleasing to know that it will from now on be an annual event, probably held at Nye Hall.

# SUMMER OUTINGS

## Visit to Higham Park House and Gardens

by Joyce Cockerill

WHAT A PLEASURE IT WAS to join friends from the Dover Society for our visit to Higham House in May.

The elegant Palladian mansion, formerly known as Highland Court, sits comfortably in twenty-five acres of the Kent countryside at Bridge, three miles from Canterbury, and was an impressive sight as we pulled into the car park. We were soon to discover how much work had gone into the restoration of both house and garden. The two lady owners had thoughtfully supplied 'before' and 'after' photographs taken while

restoration work was in progress and we marvelled at their enterprise in undertaking such a formidable task.

The history of the house can be traced back to Edward II and, in the past, illustrious visitors such as Mozart, Jane Austen and, more recently, Charles de Gaulle, enjoyed its charms. Years of neglect and some careless ownership had robbed it of much of its splendour and it was a crumbling ruin that first caught the eyes of Patricia Gibb and Amanda Harris-Deans. However, after many and protracted negotiations, Highland Court had found its rescuers and work began.

Today work continues. What a thrill it was to enter the beautifully-proportioned entrance hall with its marble pillars and fine furniture. Exquisite chandeliers grace the dining room where once hung ugly strip lighting and a dining table of gargantuan proportions, set for dinner, gave a glimpse of a more opulent age.

The gardens are a delight with many fine specimen trees and boasts one of England's largest yew-lined, sunken Italian water gardens. For a memento of the visit the plant stall near the entrance is well worth a visit.

We enjoyed a delightful lunch in the Tea Room, chatting with new friends and all firmly resolved to 'come again'. Altogether it was a memorable day and, we hope, the first of many visits to Higham Park and gardens.

The house and gardens are open from 11 a.m. to 5 p.m. (excluding Fridays and Saturdays). Tours of the house start at 12.30 and 2.30 p.m. and also at 4.00 p.m. subject to numbers. Wheelchairs may be booked. Telephone 01227 830830.



Higham House and gardens



## Trip to the Globe Theatre

by Brenda Lee

On Wednesday, 19th June, 21 members and friends set off to visit the Globe Theatre to see a production of Shakespeare's play, 'A Midsummer Night's Dream'.

The previous day there had been thunderstorms and, bearing in mind the fact that the Globe was partly an open-air theatre, we were prepared for rain. However, the whole day was dry and warm (obviously Joan had waved her magic wand!) and could not have been better for our purpose.

We journeyed by coach to Southwark by a roundabout route, owing to motorway works, and arrived at about 11a.m. This left us three hours before the performance to fill as we wished. The Millennium Bridge was a popular choice - no hint of a sway (unfortunately!) Some people went to St. Paul's Cathedral and some to the Tate Modern. There was a pleasant riverside walk with a wide choice of eating places for lunch.

Some of us opted for a look at the Globe exhibition, housed beneath the theatre. We learned that the American, Sam Wanamaker, established the Trust which made the reconstruction possible and that traditional materials were used. The theatre seats 900 people in three tiers of covered galleries. The seats are hard (very hard after two and a half hours!), wooden, with mainly backless benches. There is room for another 600 standing places in the yard at the front of the stage - no umbrellas allowed should it rain. The thatched roof, the only one in London, has a sprinkler system, which, in case of fire, allows it to be flooded in two minutes.

The play was very well done. Puck (Robin Goodfellow) was excellent and very agile. The Pyramus and Thisbe scene brought much laughter. Personally, I would have preferred to see the actors in Shakespearean dress instead of modern attire, but the play was faithful to the original. It was rewarding to see Shakespeare's writing actually come to life and much more interesting than reading it.

We boarded the coach at 5 p.m. and had to endure the London rush-hour, but this gave us time to look at unfamiliar places. We arrived back in Dover at 8 p.m. having had a thoroughly enjoyable day.



The Globe Theatre

# The Varne Lightvessel...

*...out of sight but not forgotten*

— by A.R.Lane —

**M**oored some eight miles offshore from Dover, alone but for the many passing ships that it guides, lies the *Varne* lightship. A Channel sentinel for more than 140 years, this red-painted vessel, which formerly carried its name emblazoned in large white letters along its sides, has long remained out of mind and almost out of sight of those ashore. Many were those who formed its crew during the considerably more than a century that it was manned and numerous were the storms they endured. The following is a tribute to those who served at the *Varne* during peace and a brief period of war. They were an unusual breed of men who came from far and wide, who had often forsaken a life of deep water roving for a more secure, but stationary career almost within sight of home.

The *Varne* was a relatively late addition to offshore seamarks, being placed at the western end of the shoal of the same name in 1860. At that time the 100-foot wooden vessel showed, unusually, a red light to approaching mariners and carried a globe at her masthead as a topmark recognizable in daylight at a great distance.

In the late-Victorian years lifeboats and lightships held a great fascination for people judging by the number of periodical articles and books published on these subjects at that time. Numerous stories appeared describing the lives of the crews and the working of the

lightships around the Goodwin Sands. Although these tended to diminish in the twentieth century, due perhaps to the recording of more dramatic events from two World Wars, occasional stories continued until very wide publicity was given to the loss of the *South Goodwin* vessel and all her crew in November 1954.



Lightvessel No.65 was typical in design of those stationed at the *Varne* in earlier years. This picture taken in 1958 shows her acting as relief vessel very shortly before the end of her career. It illustrates also the sea conditions that are only too frequently experienced at the eastern end of the Channel.

*Photo credit - John G. Callis*

The *Varne*, however, escaped coverage in nearly all of these accounts. The station was, in fact, the least popular of those on the Kent coast. It experienced the worst weather and was the last to be relieved by the Trinity House tender - any delays experienced in changing the crews at the *Tongue* and four *Goodwins* vessels, for example, would delay the departure of those returning home from the *Varne*.

Additionally, while the *Goodwin* (later *North Goodwin*) station received regularly

the most modern type of vessel and various other locations the first of any new development, such as a revolving light, the first compressed air driven foghorn, or the first electric light, the *Varne* received no such distinction, remaining totally manual in operation until about 1930. Trinity House wooden vessel No. 35 was dedicated to the *Varne* for more than fifty years from about 1876, being removed only for periodical repairing and refitting. Obviously, the improvements earlier described eventually arrived but the ships stationed there remained oil lit until the Second World War.

The crew of vessel No. 35 had to hand crank the pump-action windlass, wind the clock about every half-hour at night to rotate the lamps, work the foot pedal for the fog horn, do their own cooking, maintain the ship, clean and trim the lamps, all for the two months that they were aboard on each turn of duty. This same vessel, equally, had very basic accommodation for the six crew in the forecabin and a separate cabin for the master close to the stern. It has to be said that life was hard for seafarers everywhere in those early years, and particularly at the time of the Great Depression.

The arrival of the wooden vessel No. 56 in the early thirties, while basically of a similar design to No. 35, brought with it the improvements of a power-driven windlass and siren foghorn. Installed aboard were a pair of 14 HP Hornsby, hot bulb, semi-diesel engines which could compress air to a pressure of 90 psi. A major part of the manual work was thus removed and a much louder fog signal could be produced. The crew received 2d. an hour as extra payment for enduring the noise.



A victim of the dramatic collision of January 1971, only the stern of the Panamanian tanker *Texaco Caribbean* remained for a while above water. This multiple wreck near the *Varne* sandbank claimed the life of her master, Captain Giurini who had only just returned to sea after a long period ashore.

Photo credit - John G. Callis

By the Christmas of 1938 vessel No. 48 was allocated to the station, but further progress finally arrived in the form of steel ship No. 75 just prior to the war. This luxury was short lived, however, for between 25th September and 23rd October 1939, a minefield was laid between Folkestone and Cap Gris Nez, and the *Varne* lightvessel, becoming redundant, was moved to mark the *South Folkestone Gate* of this barrage, three-and-a-half miles southeast of the town. As the Germans approached closer to the French coast the vessel must have seemed a tempting target, particularly as she still carried a tall Marconi wireless mast right aft. On 15th August 1940 vessel No. 75 suffered a sustained attack from the air and was sunk with the loss of two crew members and the other five wounded. All exposed south-eastern lightvessels were withdrawn shortly afterwards and the *Varne* was not marked again until after the war.

On the credit side, the *Varne* suffered far fewer collisions in peacetime than the vessels surrounding the Goodwins, but those that occurred were traumatic enough. In January 1971, a tremendous



explosion resulted from contact between the Panamanian tanker *Texaco Caribbean* and the Peruvian freighter *Paracas* near the mid-Varne buoy. The blast, which blew the tanker apart, broke windows in Folkestone, so those aboard the lightvessel, while not directly involved, must have received a severe shock. Worse still, two other ships ran over the sunken wreckage of the tanker, joining it on the bottom of the Straits, so that, in total, some fifty sailors lost their lives, including the Italian captain of the *Texaco Caribbean*. He had only recently returned to sea, it being his first voyage after a long period ashore. After this event the masters of both the *Varne* and the *South Goodwin* vessels were asked to monitor the number of vessels passing through the Straits in consideration of a plan for future organized routing of ships through separate channels.

Just over ten years later, on 28th June 1981, the lightship was a victim of an unusual collision when a tug, the *Suzanne*,

was towing the 18,000-gross ton ore carrier *Ore Meteor* to Yugoslavia for demolition. Misjudging the wind and tide, the tug passed one side of the lightvessel while the tow passed the other, the ore carrier inflicting considerable damage on the forward part of new vessel No. 21 on station at the time. The lantern and foremast were smashed completely and the crew, including master John Rudd, was lucky to escape without injury.

An unusual event of a different nature occurred when the master of the *Varne* reported a foreign trawler for fishing within British territorial limits. Sometime later the vessel concerned dumped the fisheries protection party aboard the lightship and then escaped.

Except for these occasional adventures, life on the lightvessel was inevitably one of routine in terms of set duties for the lamplighters, fog-signal drivers and seamen. Sometimes there was an alarm when a ship sailed too close to them or the sandbank for its safety and the crew rushed to fire their carronades, or later, their flash, sound and trace rockets.

After the Second World War a variety of modern, steel lightvessels were moored at the *Varne* over different periods. These offered much improved accommodation over the earlier wooden ones and the station no longer lagged behind others. Aboard vessels Nos. 20 and 21 all of the crew had individual cabins. Now serving only one month afloat at a time, they afterwards enjoyed two weeks leave ashore following relief. While the changeover of crews by helicopter instead of tender commenced in



On 28th June 1981 the modern lightvessel No.21 was struck by the ore carrier *Ore Meteor* in tow of a tug. The foremast was flattened and the lantern shattered causing early withdrawal of the lightship for repairs. Her master said the crew were very lucky to escape without injury.

Photo credit - Maritime and Coastguard Agency

about 1975, the end of the era of manning was not far off. Early in 1986 vessel No. 20 was removed with her full crew for the last time and automated vessel No. 7 was installed in her place. Except for the period of the two wars the vessel had been continuously manned since 1860.

There was a parallel intention at that time by

Trinity House to replace lightships, which were more expensive to build and maintain, by large automatic navigation buoys, known in short as Lanbys and the *Varne* was one of the ten stations to receive one (Lanby No. 309) at the end of 1987. In the event, these did not prove as successful as anticipated as they were very difficult to work on in exposed waters. Therefore by July 1995 vessel No. 20 was back at the *Varne*, now in automated form with a continuously running diesel engine to provide power for the light and electric fog signal.

In the early seventies, owing to the creation of a traffic separation zone in the Straits of Dover the mooring position of the *Varne* was altered from the western to the eastern end of the sandbank, the new position being: 51° 01.2N; 1° 24.0E., the vessel at that time giving a red flash every 20 seconds and one diaphone blast every 30 seconds in fog.

After automation the operation of the vessel was monitored from North Foreland lighthouse but by 1996/7, when that station was in turn being prepared for



Between 1987 and 1995 the *Varne* lightvessel was replaced by a large automatic navigation buoy. The Trinity House buoy tender *Lodesman* is here seen working at the *Varne* during this period. In the end these buoys proved too uncomfortable and difficult to work on in any kind of sea and they were nearly all withdrawn and scrapped.

Source of photo unknown

automatic working, supervision was passed to a central location for monitoring of all lights at the Harwich Depot of Trinity House.

After its relatively insignificant beginnings the *Varne* is one of the few lightships which now remain. While stations more famous in earlier literature like the *Nore*, the *Gull* and the *North Goodwin* have been replaced by buoys, the *Varne* remains now among the most important, marking as it does, with the *Channel*, *Sandettie* and *F-3* vessels major points of navigational significance to the enormous numbers of ships which thus pass safely through the Straits of Dover.

Crises can still occur, however, for on the 25th October 1998, the *Varne* broke adrift in strong south-westerly winds and drifted along the south-west shipping lane towards the north-east until sighted by the coastguards at Dover. A Trinity House tender was dispatched to recover the vessel and it was soon re-moored in its correct place. It may be assumed, therefore, that after some years of neglect the history of the *Varne* lightship is not yet complete.

# KFAS SPRING CONFERENCE

Malcolm Moore, Chairman, Sittingbourne Society

ON SATURDAY 25 MAY at Borden Grammar School, the Sittingbourne Society hosted the Spring Conference and Annual General Meeting of the Kent Federation of Amenity Societies. The theme of the conference was 'The Future of Kent' and the topics were the government's proposed changes in planning laws and procedures and developments in waste management.

Henry Oliver, an expert in planning from the Council for the Protection of Rural England, described the Government's radical proposals for changing the way in which the planning system operates and warned about the resulting weakening of strategic and local plans and the reduction in opportunities for the public to influence the really big decisions which affect so many lives. He urged the conference to keep up the pressure on MPs and Ministers with a view to developing a reform package which enjoyed public support and was more likely to achieve the government's stated objectives.

David Alexander, the Head of Waste management at Kent County Council, explained the problems facing the county in the coming years in dealing with the growing volumes of waste generated. He demonstrated the success being achieved with recycling and the use of modern technologies to cope with the remaining waste streams. He highlighted the costs to the county of dealing with problem wastes such as refrigerators and abandoned cars.

Sandy Bruce-Lockart OBE, the KCC Leader, set out the problems facing the county in the coming years in planning, housing provision and transport and outlined how they could be tackled. He described in particular the problems of dealing with growing volumes of freight

traffic from and to the ports and the Channel Tunnel, the need for better rail facilities and the threat to Cliffe Marshes from the possible building of a major 4 runway airport. He was very critical of government proposals to abolish county structure plans in favour of S.E. regional devolution.

In the afternoon delegates visited some of the town's tourist attractions, the Dolphin Sailing Barge Museum, the Milton Court Hall and Periwinkle Mill.

## Letter to the Editor

*Although I do not belong to the Dover Society I was recently shown a copy of the April edition by a neighbour and I am fascinated by the story of Lieutenant James Hart, by Phil Wybourn-Brown. I have been aware of this grave/memorial for several years, little realising that his remains are actually buried on the field of Waterloo, one of the interesting points made by the author.*

*You may be interested to know of two other graves of Waterloo veterans who are buried in Dover. The first is Colonel Joseph Logan who died on 1st September, 1844, aged 58, and is buried in Cowgate Cemetery. The second is Lieutenant-General Thomas Hutchesson, Royal Artillery, died 28th August, 1857, aged 76, and buried in St. James' Cemetery. (Plot No.24 Grave No. YM13).*

*Unfortunately, Col. Logan's inscription is practically indecipherable and I shall be going to Sessions House, County Hall, to see if they have any record of his epitaph. Lt. Gen. Hutchesson is mentioned in one history I have of the 95th Rifles at Waterloo and I shall be going to the Public Record Office at Kew to see if I can track down his service record.*

*Yours Sincerely,  
Paul Bennett*

# PARTY AT THE PALACE

## Buckingham Palace on Monday 3rd June 2002

••••• by Jim Francis •••••

The letter dated 29th April 2002 began, 'I have great pleasure in inviting you, on the Queen's behalf, to 'Party at the Palace' at Buckingham Palace on Monday 3rd June.'

I then remembered that, with other members of the family, we had all phoned a given number provided on the television, "to apply for a special concert to celebrate the Queen's Golden Jubilee." Apart from the attraction of the venue, the night was to bring together great talent and great sounds to span 50 years of golden memories including four stars who had been honoured by the Queen: Dame Shirley Bassey, Sir Elton John, Sir Paul McCartney and Sir Cliff Richard.

We were soon to learn that many millions had also applied for tickets and that as far as our family were concerned, Mary and myself were the only ones of the other 12,000 to receive the card stating that "The Master of the Household has received Her Majesty's command to invite Mr and Mrs Francis to a Concert to be held in the Gardens of Buckingham Palace on Monday, 3rd June 2002."

There followed a list of conditions and suggestions such as no children under the age of eight should attend, no luggage, video cameras or food and drink would be allowed into the gardens. The persons performing apart from those mentioned came to over thirty including Tony Bennett, Eric Clapton, Tom Jones, Queen plus special guests, Will Young, Rod Stewart and many, many more.

On our arrival on the night we would each receive a hamper containing smoked salmon roulade, Golden Jubilee Chicken with a Pasta salad, Strawberries and cream, Oaten Cakes and half a bottle of Champagne. There would also be available beer, tea, coffee and water. Also a vegetarian

alternative if required. While we ate our picnic on the lawn, a pre-party entertainment would be provided by the Big Buzzard Boogie Band, Bootleg Beatles, The Magnets, Mee, Soulfish, Weapons of Sound and many more including magicians, in fact a typical family party introduction.

A few days after the invitation from the Palace a letter arrived from NUMAST, the Merchant Navy Union, asking whether I would like to take part in the Golden Jubilee Festival Weekend, that is, in a procession to take place on Tuesday 4th June down and around the Mall to mark the Queen's Golden Jubilee, as there was to be a Merchant Navy contingent in the Services Parade.

Mary, on learning about this advice insisted that if I was marching, then as she had been in the Merchant Navy for two years, she would also like to take part and so, with this information passed to the General Secretary at head office, the following day we each received our security wristbands and instructions to be in Tothill Street at 1pm. "Look out for the Red Ensign. First there will be a practice form-up and position in the parade. A packed lunch will be provided. WC facilities close by".

There also arrived in the same post, two tickets from the Queen's Gallery Buckingham Palace, that we had booked by phone. "Royal Treasures: A Golden Jubilee Celebration", for Sunday 2nd June. As we were going to spend several days in London we had decided to pay a visit to the new Queen's Gallery opened in May 2002 as part of the celebrations. It provides over three and a half times the display space of the previous Queen's Gallery, inaugurated in 1962. The contents are well documented and quite breathtaking with portraits by Reynolds and Gainsborough. In the Cabinet

Rooms are seventy pieces by Fabergé. I don't know why they have on display the recent addition to the Royal Collection of 'The Queen' by Lucian Freud, presented by the artist in December 2001. We were told that it improves the further you stand away from it, which, to a sailor, means over the horizon!

And so on the big day, Monday 3rd June, with 12,000 other members of the public who had won prized tickets in the ballot, we made our way past more than a million spectators who were determined to join in first hand with the celebrations by watching giant screens around the palace and in the park. Within minutes we were inside the palace collecting our hampers and out onto the lawn picking a spot close to an agreeable group of entertainers. We were struck by how orderly and well mannered the guests were, the attendants also, in fact by everybody during our stay in London over several days. When we entered a building a door was opened by somebody with a smile. When we left they hoped we had enjoyed ourselves.

The concert itself has been well documented but you have to be at a venue to appreciate the atmosphere. Quite a lot of the time we were standing up, singing and waving our arms to the music. When the artist finished the audience sat down and at the next song or hit, we were up and off again. Finally the Queen, complete with her family, came on-stage and we all listened to the Prince of Wales paying a public tribute to both his mother and father. When he finally turned to the Queen and said "Mummy!" there was a deafening cheer from the audience. It was great to have been one of the lucky "few" to have been there that night. Then followed the fireworks and within minutes afterwards we were leaving the grounds, with the parade to look forward to the following day, "down the Mall and round the Queen Victoria memorial at 108 paces a minute!"

On the following day arriving at the meeting point at 1pm, we soon found the

Red Ensign and roughly 140 Merchant Navy personnel, serving or ex-mariners, with ninety in uniform from the ferries and cadet colleges, carrying three banner flags and many smaller flags. The rest of the contingent comprised an assortment of retired pilots from different ports, retired ships' captains, (one in his eighties complete with uniform and walking stick), and quite a few elderly DEMS, (one had twenty medals and a certificate at hand complete with confirmation of each war zone - three from Russia, two from America, one from Canada.) I learned that you could wear your father's medals on your right breast with your own on the left side.

It was interesting 'yarning' away with all these retired mariners. Every year between 200 to 300 go back to Archangel and Murmansk for reunion gatherings. Goodness knows what they get up to! One said it cost him £100 for a night in a local hospital to be treated after some heavy celebrating! Some spoke of comrades who had married Russian girls which proved disastrous for these ladies. On their return to Russia the seamen found that their wives had been sent off to the salt mines by Stalin and were never heard of again. One retired mariner showed me photographs of his father during the first world war in a prison camp in Germany. After the war he went back into the Merchant Navy and was drowned when the hospital ship he was on sank in 1944. On board were 400 stretcher cases bound for the U.K. Quite a few marchers belonged to the Merchant Navy Association, where there is a strong demand for The Merchant Navy to be recognised for the 33,000 killed during the last war alone, possibly through the award of a medal.

Close behind our contingent was a small group of men who I thought were Morris Dancers. I was to learn that they were Coast Guard officers from Falmouth depicting the service in the eighteenth century when farmers performed this service, part time. In Horseguards Parade Ground they had a cart

28 and two bullocks to climb into, complete with equipment.

As the time grew nearer for the march, our elderly parade marshal arrived, leaning heavily on a walking stick, arranging us into lines often. Then, as happens at such moments, a police van full of uniformed police officers, pulled up beside us. The parade marshal "wasn't having none of this?" He went over to the police driver and said, "I suppose you've stopped here because we're in the Merchant Navy and we're going to get drunk and start a fight!" "Watch it", came the reply, "any trouble from you grandad, and I'll get extra 'back-up' and put you in the 'cooler.'" On his return, the marshal winked at us and said, "that's put that lot in their place! Now, how about a sing-song."

As the time passed, slowly we edged our way up towards the top end of the Mall, different groups being shuffled to and fro. Eventually, the lifeboat service were in front of us with a large craft being towed by a tractor. Behind us was the British Legion of about a hundred strong, each carrying a large banner, little did we know that when we came within sight of the T.V. cameras, David Dimbleby wouldn't give the Merchant Navy a mention with such competition fore and aft!

We were soon to find how helpful it was

to have a military band playing. Once we were in the Mall, Mary and I, together with the 138 others in our group were striding out as if we were in the Brigade of Guards. The shouting and cheering from one million spectators was unbelievable. One man shouted out, "Good old British Merchant Navy! We wouldn't have won the last war without you!" It then suddenly, seemed all worthwhile being there. As we rounded the Queen Victoria memorial, with the uniformed block marching ahead, we 'oldies' at the rear waved our flags, the captain from Palm Line raised his walking stick, the invalid in his wheelchair his cap, and the Queen and Duke of Edinburgh, both laughing, waved back.

Soon we were back at base. With farewells said, then it was onto the tube, into the car and back to Dover after a most remarkable memorable few days.

*N.B. Statements overheard from the public:*

*"How could Britain be so good at making such ceremonies run like clockwork - yet be so incapable of making trains run on time?"*

*"All those who thought the Windsor dynasty could not survive the pressure of modernity were wrong. The British monarchy is alive and well!"*

*What we will remember, most of all, is the sound of one million cheering people in the centre of London and not one cross word.*

## The Western Heights Preservation Society

*report from Chris Taft*

The Western Heights Preservation Society (WHPS) has now been in existence for almost two years. It was set up not only to help preserve Dover's Western Heights, but also to disseminate information on its history and make people more aware of the site and its fascinating and important development. At the foundation of the Society the following mission statement was adopted, which highlights our aims:

*The Western Heights Preservation Society was formed for the conservation, preservation and restoration of the Western Heights fortifications at Dover.*

Since the official foundation of the group in July 2000 we have launched several projects, both public facing and behind the scenes.

Some of our past and present work is summarised below.

### **BBC Radio Kent Broadcast**

As a launch of the WHPS BBC Radio Kent visited Dover's Western Heights and were taken on a tour of the site by Chris Taft, the Publicity Secretary of the group. This tour was then broadcast one Saturday morning.

### **Launch of Society Website**

Coinciding with the visit by the BBC the WHPS's treasurer, Jeff Howe, uploaded the first version of the society's website to the internet. Since that day [www.dover-western-heights.org](http://www.dover-western-heights.org) has been improved upon and now provides a means for members to learn of new projects and details for new members on how to join. A link is included to a sister site that provides a comprehensive, illustrated history of Dover's Western Heights.

### **Citadel Visits**

The WHPS has led two successful visits inside the Citadel. Having established links with a contact within the former Young Offender's Institution we have been able to give our members an insight into an area of the Heights rarely enjoyed by the general public. More visits are planned for the future; contact the Society for more information.

### **Regular Guided Walks**

From the foundation of the WHPS we have built up a close working partnership with the White Cliffs Countryside Project (WCCP) and Jeff Howe now regularly takes people onto the Heights on a guided walk in association with the WCCP and WHPS.

### **Formation of a regular Members' Newsletter**

Our members are informed of current work being completed by the WHPS through our newsletter, *Dover Lines*, where regular features describe the history of different parts of the fortifications

### **Representation at Western Heights' Open Days**

The group is currently preparing for its annual contribution to the Western Heights' Open Day. During the last two events a small display was put together showing some of our work and this year plans are afoot for a project on a much larger scale. This year's Open Day is on Sunday 9th June 2002.

### **North Entrance Clearance Project**

In June 2001 the WHPS commenced its first clearance project. We targeted the roadway, which leads to the bridge over the North Lines, known as the North Entrance. A day's work succeeded in removing enough of the heavily overgrown banks to reveal the original wall and pavement running alongside the road. Two later project days finished the work and returned the area to more like its former appearance.

### **Dover Mercury Newspaper Coverage**

In connection with the project work excellent publicity was achieved in one of Dover's local papers, the Dover Mercury.

### **Drop Redoubt Lines Project**

More recently a further area has been tackled by the WHPS. This work was on the lines leading from the Drop Redoubt to the cliff edge overlooking Snargate Street. This has significantly opened up these lines and allowed easier access to the stairs leading down from the top. It has also set the boundaries for a future project, clearing down to the cliff edge.

### **BBC History Magazine News Item**

The most recent project completed by the Society has been the successful publication of a news item advertising the Heights and the WHPS in the BBC History Magazine, the country's biggest selling history monthly.

*For the Western Heights Preservation Society this work is only the beginning. There is a lot more in the pipeline, projects of a much grander scale, which will see the society move even closer to realising its aims.*

The Western Heights Preservation Society welcomes new members and anyone interested in joining, or simply in finding out more should contact us on the addresses below. Our Annual General Meeting is planned for July, members and non-members are all welcome, the date will be published nearer the time on our website and in the local press.

Contact the Hon. Secretary at: 66 Union Road, Deal, Kent CT14 6AR or visit the site [www.dover-western-heights.org](http://www.dover-western-heights.org)

## 30 A DATE FOR YOUR DIARY

by Lesley Gordon

September 14th and 15th have been announced by the Civic Trust as this year's Heritage Open Days, when buildings of architectural or historic significance, not normally accessible, open their doors to the general public. If the past three years of the scheme are anything to go by, Doverians will have a thin time of it as the event usually passes unnoticed locally, except for one staunch supporter of the scheme. The Unitarian Church in Adrian Street will, once again, throw open its doors to welcome visitors, free of charge.

Most locals and visitors driving up York Street will have wondered about the large octagonal, church like building sitting high above the carriageway, back from the road. Its yellow stock bricks have, over the years, given it a brooding presence which belies its light and delicate interior. Yet, though it is a Grade II listed building and the oldest surviving Dissenters' Meeting House in Dover, built in 1820, it is known only to a few. It is well worth a visit.

The many round-headed windows let light flood in onto pale cream painted walls and the octagonal shape is at once spacious and intimate. Then there are the wooden box-pews, all neatly grained and varnished. The organ, built in 1855 by G.M. Holdich, is now at the front of the chapel and conceals the former baptistry - a full immersion font! At the rear there is a small semicircular gallery, entered by a concealed stairway. The chapel is virtually unaltered since its early days, although war damage and a severe fire in 1987 mean the roof, two rows of box-pews and the choir stalls have had to be replaced. A local community of General Baptists founded the church in 1643. Following the Restoration, persecution and confiscation of their goods led them to meet for worship and discussion in private houses. In 1692 Pastor Samuel Tavenor (a former captain of a troop of horses in Cromwell's army and Governor

of Deal Castle) let the congregation use part of his dwelling in Market Square for their meetings and set aside part of his garden as a burial ground. In 1745, the congregation purchased the house and grounds and secured a licence to use the building as a permanent meeting house. The year 1800 saw the formation of the first Sunday school in Dover and by 1813, the size of the now emerging Unitarian congregation led to plans being drawn up for a new (i.e. the current) chapel, which was built at a cost of £2,100.

The new chapel has served its congregation well for nearly 200 years. Sadly, that congregation has declined to the point where, in Dover, only a small band of followers are left, striving to uphold the Unitarian principle of freedom of belief and form of worship. Strange that this principle, fundamental to the modern world, has played its part in Unitarians being excluded from fellowship with other churches in the area and elsewhere. In their time Darwin, Charles Dickens, Joseph Priestley and Benjamin Franklin, were all Unitarians, as were Elizabeth Gaskell and Josiah Wedgewood. But despite declining congregations, common to virtually all churches today, the Unitarian movement still has strongholds in the north of England and in America.

So, take advantage of the opportunity to visit this conspicuous yet unknown gem of the Dover scene. The chapel and vestry will be open both days (**14th & 15th September between 11am and 4pm & 12 noon and 3pm respectively**). There will be an art and craft display in the adjoining hall and music and singing in the chapel itself. As a final incentive, there will be an excellent selection of tea and cakes available, provided and served by the loyal band who make it their duty to keep this little bit of Dover's heritage fit for the visitors it so richly deserves.

*Pedestrian access is available from the York Street entrance. Vehicular access is via Albany Place and Adrian Street. Park in the Council car parks below Cowgate Cemetery and admire the view of the harbour before descending via Adrian Street.*



# GLIMPSES OF THE PAST

*Some snippets of Dover history*

## LINKS WITH DOVER

**The story of Dover Society member, Marion L. Griffiths (née Holmes)**

Marion's mother, Irene Myra Holmes (née Harmer) was born at 157 Buckland Avenue on 11th January, 1904. Soon afterwards her family moved to 13 Lascelles Road and was there for a few years before moving to 1 Bartholomew Street, Charlton. Irene's childhood memories of Dover were an interesting and important part of the family life. She retained her recollections of school days, of church services and Sunday School at St. Peter's and St. Paul's, of friends, of local events and activities, walks around the town

and the waterfront, explorations along the Dour and the surrounding countryside, visits to Connaught Park, the Castle and Bleriot's landing place.

In 1918 Irene went to Harrow-on-the-Hill, Middlesex, to help a relative and friends with young children. During her time there she often returned to Dover to see her parents, James and Myra Harmer. She met Mervyn Charles Holmes at the Wembley Empire Exhibition. They were married in Hendon in 1924 and enjoyed their honeymoon in Dover before travelling to India, where Mervyn was stationed at Peshawar, near the Khyber Pass. In 1930 they returned to Dover and stayed with Myra at 1 Bartholomew Street and there Marion was born.

At the end of 1930 the family returned to India. Irene always kept her clear memories of her Dover childhood. She had five children, two boys and three girls, who were all brought up in India. Only Marion had been born in England and her parents were always trying to work out a plan for a Dover holiday. They had intended to visit Dover again in 1934, but their passage was cancelled due to an outbreak of smallpox on the boat. Later, with the onset of World War II, they were unable to visit England and after the war they were unable to return. British citizens were encountering problems in being permitted to retain their citizenship rights and return to England where there was extensive war damage and where food, houses and jobs were so scarce. The partition of India was imminent. British citizens were told they could only return to the UK if they had sick and dependent relatives there to



Irene Myra Harmer, Dover 1908



James and Myra Harmer at 1 Bartholomew Street,  
Armistice Day 1918

look after. Many decided to go to the Dominions. In 1946 the Holmes family decided to make their home in New Zealand.

Many years were to pass before any of the family saw England again. Marion's parents and her sister, Ruth, visited England and Dover in 1972 but her first visit to the country of her birth was in 1983 when she was doing a work-related course in London and managed a brief visit to Dover.

In 1992 Marion returned for a two week stay and took many photographs, including one of Charlton Church, which she used on her mother's funeral sheet. At last she was able to see Dover. On her return she received a letter from Budge Adams, enclosing two newsletters. She immediately decided to join the Dover Society.

She wrote to Budge, 'I thoroughly enjoyed my stay in Dover and felt that I really belonged there. It was a wonderful experience and I enjoyed many interesting

walks in and around Dover, including Temple Ewell, River, Kearsney Abbey, Crabble Corn Mill, Buckland, St. Radigund's Abbey ruins and Russell Gardens, Church Hougham, Capel-le-Ferne, St. Margaret's Bay, St. Margaret's-at-Cliffe and Deal, the Western Heights, the Castle, the seafront, Maxton, Tower Hamlets, Coombe Valley, Charlton, Connaught Park, some old cemeteries, the White Cliffs Experience, the Roman Painted House, the museum, the Town Hall and the library and the town centre.'

*Editor's Note: Marion is still a member of the Society. She corresponded regularly with Budge and she and I exchange letters each time we post her copy of the Newsletter.*



Marion Griffiths (née Holmes) in Dover, 1992

## THE ORIGIN OF ADAMS PRINTERS

Some extracts from the writings of Budge Adams

When I was born, in 1909, my father was fifty-four years old and when he was born, in 1855, his father was also fifty-four. My paternal grandfather, therefore, had the distinction of being born fourteen years before the Battle of Waterloo and thus three generations of the family has covered the space of nearly 200 years.

I understand that my father's sister, Emma, nine years older than him, was the focal point of the family after their parents died. She was probably involved in placing my father in an apprenticeship with Messrs Eyre and Spotiswoode, the Queen's Printers in London, as a book finisher. When my father was 22 years old he was 'laid off' by his employers and he recalled that it was Aunt Emma's suggestion that he took a short holiday before looking for a job. He said, 'You may well be right but where shall I go?' Without any hesitation Aunt Emma replied, 'Go to Dover.'

Several times my father told me that when he came to Dover he 'took lodgings' at a house in Bulwark Street, just under the walls of Archcliffe Fort. No reason was given but in researching the 1881 census I discovered that a Charles Adams lived at 11 Bulwark Street and that he came to Dover from Essex. Could he have been a relative? I have not been able to establish the connection but think it too incidental to be ignored.

Within two days of his arrival in Dover my father was lucky enough to enter into six

weeks temporary work in his trade of book-finisher with Mr. Hymes, a bookbinder in Townwall Street. He remained in this 'temporary' capacity for eleven years and never thought of returning to London. He married Rebecca Cadwick in 1875 and in 1888 started his own business in Priory

Street. After this his links with the family, apart from those with Aunt Emma, became very tenuous. My father's first wife died in 1899 and he re-married, to my mother, toward the end of 1908.

My father had moved the family business to 37 Castle Street in 1903, having previously been in premises in Priory Street and Ladywell, and in No. 37 I was born, in a large Edwardian double bed with heavy brass ornamentation and rails, where, in the early hours of the 21st of November, 1909, I first saw the light, not of day, but of a bat's wing gas burner. Here,

in Castle Street, in accommodation over the shop, I spent many of my early years.

The story handed down to me by my parents (and they should surely know) tells me that my life was very soon at crisis point, for at six weeks of age I was seriously ill with pneumonia. Dr. Kent insisted on draconian measures to restore me to health. The basic, in fact the only, treatment was fresh air in maximum quantity. The room in which this minor miracle was to take place, the second floor front, was cleared of everything except



No. 37 Castle Street today

34 the shell of an immovable chest of drawers, my cot, a folded blanket for me to lie on and a sheet to cover me. Everything else was out, even the carpet and curtains. My cot was placed close up to the window and the sash fully opened. Years later my parents told me they complied with Dr. Kent's instructions with considerable misgiving and in their

hearts prepared themselves for an infant's funeral. However, Dr. Kent was right and knew what he was doing and though I have a depression in my chest that I understand was caused by the illness, his uncanny ability to cope with the situation enabled me to live through more than eight most astounding decades.

## LOUIS XVIII IN DOVER, 1813

by Terry Sutton

Dover has witnessed many intriguing episodes in international events but none more so than in 1813 when Louis XVIII waited in our town to return to his homeland of France to take back the throne.

In April of that year the Allied powers had forced Napoleon out of France for a while, and they wanted to re-establish the monarchy in that revolutionary country. European monarchs would then sleep easier in their beds. Louis, 59, fat and suffering from gout, had lived in exile in England for 21 years and great preparations were made in Dover to speed his progress through our port to his native country.

The military lined Dover's streets from Buckland to the harbour and a British fleet was in the bay to pay its respects.

Towards evening on 23rd April 1813 the Prince Regent, later to become George IV, and the Duke of Clarence entered the town with a great entourage of noblemen. A little later in the evening, Louis arrived. He was accompanied by a train of French princes and royal dukes who received a great welcome as they processed down London Road. Guns on the ramparts of Dover Castle fired in salute while Doverians who lined the streets added to the joyous welcome.

The influx of visitors to that evening was so great that beds in the town could not be had for love nor money. The Prince Regent and his brother the Duke of Clarence (afterwards William IV) passed the night in Mr Fector's house on Customs House Quay while Louis slept on board the royal yacht which was moored in the basin, now the

Granville Dock.

On the following day the departure of Louis was a great spectacle. Ranks of soldiers enclosed the whole harbour, while yachts and small boats, flying the flags of many nations, ringed the harbour mouth. The Prince Regent and his suite took up their position on the North Pier head (now lost somewhere in the concrete of the international hoverport) while once again the guns roared out from Dover Castle.

A fair wind and fine weather carried Louis and his party to Calais in less than three hours after passing the pier head at Dover. He was greeted with delight by many in Paris but it was soon to end in tears. Eleven months later, Napoleon landed in the south of France and within 20 days was back in Paris.

Louis was not waiting around to receive him. Without even telling his ministers, he slipped away in March 1815 to Belgium. On the way one of his suitcases was stolen and he seemed more upset about the loss of his slippers than losing the throne of France.

Napoleon took to the battlefield again against his old adversaries at Waterloo. During the fighting the British lost some 15,000, killed or wounded, the Prussians 6,000 and the French 25,000. Napoleon abdicated and was exiled to St. Helena where he later died.

Louis was recalled to France, where he died nine years later. The monarchy, although restored, had not much longer to survive. A new emperor, Napoleon III, was waiting in the wings.

## YHA BUILDING, LONDON ROAD, DOVER - HOME OF THE KOETTLITZ FAMILY

by Derek Leach

On 11th May I responded to the invitation in the local newspaper to visit the Youth Hostel Association building on the London Road. The YHA had occupied what was known as Charlton House since 1965. I was free to wander round the ground floor, which still has some of the original features of the house, built circa 1825. Around the walls of the hall was displayed information about its previous occupants. In 1881 George Fielding, Solicitor Registrar of the County Court and a JP, was living there with his three daughters, a son-in-law and five servants. He was still there in 1905.

The main claim to fame of this house is that it was home to the Koettlitz family.

Reginald Kooettlitz's father was a Belgian but he married an Englishwoman and settled in Dover in the 1860s. Reginald was born in 1860 and was educated at Dover College until 1876, later studying medicine at Guy's Hospital. Reginald went into practice in Durham in 1885 and stayed there for nine years. Geology was his great passion, coupled with a desire to explore. He

gave up his practice in 1894 and toured Britain by bicycle. On arrival at Dover he offered his services to an Arctic expedition, which lasted three years. Then he went on an Abyssinian expedition in 1899, followed by another by steamer 1000 miles up the Amazon. These trips were interrupted briefly in 1901 by his marriage to a French lady whom he had known for many years. Incidentally, both his marriage certificate

and his will were witnessed by Sir Ernest Shackleton.

In 1901 he left England with Captain Scott on Discovery bound for the Antarctic where he stayed for two years acting as the medical officer and the botanist/geologist. During this expedition a glacier was named after him. On his return Dr. Koettlitz gave an illustrated lecture on his exploits at the Dover Institute. After all this excitement he settled in South Africa as a surgeon, although he did try ostrich farming, unsuccessfully. Both he and his wife died in the same year, 1916. He died of dysentery and she of heart disease. By his request, only freemasons carried his coffin to his grave.



YHA building, London Road

Maurice Koettlitz, Reginald's brother, had a doctor's surgery at 20 London Road near Churchill Street and Maurice's son, another Maurice, joined the practice, which had moved to Charlton House by 1917. In the surgery was his uncle's stuffed polar bear, serving as a standard lamp, which was later given to the Museum and can still be seen there. Maurice junior died in 1960 and would be remembered by Dover folk today.

# R.E.V.I.E.W

from Terry Sutton

## SALEM by Pamela Godden

The struggle of the early Baptists in establishing their Church in Dover is graphically portrayed in Pamela Godden's book *Salem* published in April.

The book tells a fascinating story of a century and a half of growth, setbacks and regrowth as worshippers moved from place to place as the town of Dover developed. It also reveals the dramas, schisms, occasional animosity, joys and sorrows through which Baptists have emerged to provide their modern church in Maison Dieu Road.

As the book tells us, 'The scene changes and the organisation changes but the worship and the witness continue.' In the opening chapter Dover primary school teacher Mrs Godden recalls the earliest days of Christianity and how, over the centuries, various schisms have occurred leading to the creation of Henry VIII's Church of England, Lutherans, Calvinists, Presbyterians and Independents. Clashing views over beliefs concerning baptism caused more splits leading to the birth of the Baptist movement. *Salem* tells how the 'Particular Baptists' and the 'General Baptists' came to Kent and, around 1640, to Dover. The early history of their Dover church is full of dramatic episodes with

Baptists sent to prison for holding services and their meeting places ransacked by the forces of the law.

The story of Samuel Tavernor is retold. How he spied on the Baptists, was converted, jailed at Dover Castle and became their pastor is part of Dover's history. What is not so well known is what went on in the Baptist church on the Pentside - overlooking what is now the Wellington Dock - when 'intemperate allegations' were made about a leading member's character resulting in yet another split that went to the East Kent Baptist Association for arbitration. So yet another strand of the church was born out of conflict. Many will remember the fine Salem chapel in Biggin Street - next to the old Queen's Head public house - with its hall off Edwards Road where we used to queue for our ration books. In front of this now vanished chapel, to make way for Boots the Chemist, was a graveyard. So as we tread this section of the main street we are probably walking over the graves of long forgotten Dovorians.

The money raised by the sale of the site of this Salem chapel helped to pay for the new and flourishing church in Maison Dieu Road.

Ironically the book was published at a time when Dover Baptists faced a fresh challenge, the tragic death in a road accident of their pastor, the Reverend Nigel Booth. This is an excellent read for anyone interested in Dover history and well worth the price of £7.50.

### Exhibition of work by

∞ **FREDA J. STREET** ∞

at Crabble Corn Mill ~ Sunday, 28 July to Sunday, 18 August, 2002

*Freda Street attended Dover Grammar School for Girls from 1965-1972. After school she obtained a degree in Fine Arts and German from the University of Wales, Aberystwyth. Thereafter she went to Mainz where she took a Fine Arts degree and met her German husband. They married in 1980 and have three children. Freda now lives in Germany in Lanfenselden and also has a cottage in St. Margaret's Bay.*

## WEBSITES

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

*Please visit the site  
 Your comments and observation would be appreciated.*

### Dover websites:

- Dover weather: [www.doverweather.co.uk](http://www.doverweather.co.uk)
- The Dover Town Council: [www.dovertown.com/](http://www.dovertown.com/)  
[www.dovertown.homestead.com](http://www.dovertown.homestead.com)
- Dover Town Centre Management: [www.dovertcm.homestead.com](http://www.dovertcm.homestead.com)
- Dover Bells 2000: [www.chisnell.demon.co.uk](http://www.chisnell.demon.co.uk)
- Dover Castle: [www.dover-castle-friends.org](http://www.dover-castle-friends.org)
- Dover Operatic Society: [www.dods.org.uk](http://www.dods.org.uk)
- Dover Lock & Key: [http://members.tripod.co.uk/dover kent/](http://members.tripod.co.uk/doverkent/)
- Crabble Corn Mill Trust: [www.invmed.demon.co.uk/mill/](http://www.invmed.demon.co.uk/mill/)
- Dover District Council: [www.dover.gov.uk](http://www.dover.gov.uk)
- 2002 Dover Pageant: [www.doverpageant.co.uk](http://www.doverpageant.co.uk)
- Dover Topsy: [www.topsy.demon.co.uk/dover/](http://www.topsy.demon.co.uk/dover/)
- Dover Rotary Club of Dover: [www.rotary1120.org/dover](http://www.rotary1120.org/dover)
- Dover Rugby Club: [www.doverrfc.co.uk](http://www.doverrfc.co.uk)
- Dover Rowing Club: [www.doverrowing.co.uk](http://www.doverrowing.co.uk)
- Dover Web: [www.doverweb.co.uk](http://www.doverweb.co.uk)
- Gateway Hospital Radio: [www.ghbs.org.uk/](http://www.ghbs.org.uk/)
- C J Dance School: [www.cjsdance.homestead.com](http://www.cjsdance.homestead.com)
- Dover Hospital Fete: [www.doverhospitalfete.homestead.com](http://www.doverhospitalfete.homestead.com)

### Venturing outside Dover:

- Kent County Council: [www.kenttourism.co.uk](http://www.kenttourism.co.uk)
- Kent Federation Civic Amenity Society: [www.kfas.org.uk/](http://www.kfas.org.uk/)

To add more websites to this list contact the editor or  
 Mike McFarnell, 4 Harold Street, Dover, Kent CT16 1SF  
 Tel: 01304 242990 / Email: [mmcfarnell@hotmail.com](mailto:mmcfarnell@hotmail.com)

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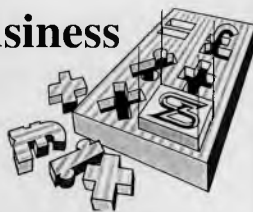
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*Members and guests are welcome at all meetings except the Annual General Meeting which is for members only.*

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Pickwick 7.15, Frith Road 7.20, Pencester 7.30.

OCTOBER 14

Monday 7.30pm

SPEAKER: Nadeem Izz, Dover Planning Survey

Brainstorming session

NOVEMBER 18

Monday 7.30pm

SPEAKERS: Derek Leach 'Dover in WWI'

Mike Webb, Dover Town Centre Management

DECEMBER 14

7 for 7.30

START THE FESTIVE SEASON IN STYLE.

Christmas Feast at Dover College Refectory. £18.50

2003

JANUARY 13

SPEAKERS: Dr A. Lane 'Goodwin Sands Shipwrecks'

Dover Harbour Board 'The White Caves of Dover'

FEBRUARY 17

WINE AND WISDOM with Clive Taylor.

MARCH 17

Wendi Atherton, Dover Castle Garrison.

APRIL 21

ANNUAL GENERAL MEETING

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