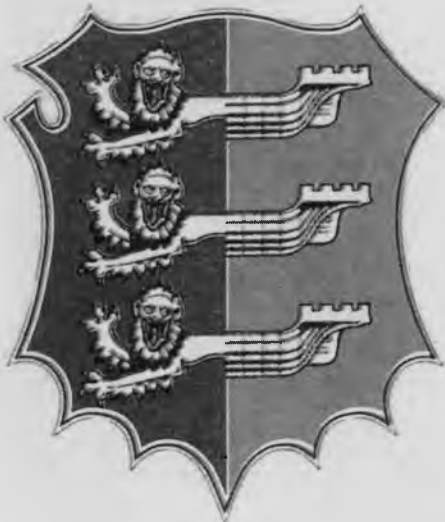




Newsletter

No. 52

April 2005



The Seal of the Cinque Ports



The Great Seal of Dover (reverse side)



THE DOVER SOCIETY

FOUNDED IN 1988

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

- PRESIDENT** Brigadier Maurice Atherton CBE
- VICE-PRESIDENTS** Peter Johnson, Miss Lillian Kay, Peter Marsh,
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The Objectives of the Dover Society

founded in 1988.

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

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

All members receive three Newsletters a year and in each year the Committee organises about ten interesting events – talks, tours, visits, Members' Meetings and usually a Christmas Feast.

The Society gives Awards for improvements to the area, monitors planning proposals and supports, joins in or initiates civic projects and arts events.

Editorial

The next meeting of the Society will be the Sixteenth Annual General Meeting at St. Mary's Parish Centre at 7.30 p.m. on 18th April. We hope for the usual good attendance. This will be our last indoor meeting until October.

Summer outings will take place from May to September and details of these are listed, as usual, on the inside back cover of the Newsletter. The first is a visit to Chartwell on 19th May. The home of Winston Churchill, the house has beautiful gardens, overlooking the Weald of Kent. On June 23rd there is a half-day outing to 'Walkabout Hythe'. The July trip may prove to be the most popular in this 'The Year of the Sea'. Joan has arranged a day out at Chatham Dockyard. We did have a trip here several years ago but, I understand, there are a lot of new things to see at the dockyard and there is the additional treat of a cream tea on a paddle steamer. Application forms for all three events are included with this Newsletter.

The August London outing will be to the British Museum. The September French outing is in process of planning.

2005 is to be 'The Year of the Sea'. It is also the 200th Anniversary of the Battle of Trafalgar. There are so many events locally concerned with SEABRITAIN 2005 that it is impossible to list them all in this Newsletter. However, a selection of those which may appeal to our members appears on the centre pages of this issue. More information will be available throughout the year from Dover Tourist Information Office at the side of the Maison Dieu. There is a lot happening in Dover, of course, as it has such a rich maritime history. To add to the celebration of SeaBritain I have included four sea pictures from the collection of Ivan Green, our ex-vice-president, who died a year ago on 10th February 2004. Bob and Kath Hollingsbee, also wishing to contribute to SeaBritain 2005, have sent a article about the Battle of Trafalgar.

Another major event in Dover takes place on 12th April. This is the installation of the new

Lord Warden of the Cinque Ports, Admiral the Lord Boyce. Coincidentally, Terry Sutton gave a talk on the Lords Warden recently, when he stepped in, at short notice, to replace a speaker at our January meeting. An article on the subject (page 12) covers his talk and the event of the installation of the new warden.

Chris Taft contributes his usual WHPS report and reports that his Society hopes to be opening up the Western Heights again this summer, including the Drop Redoubt and Grand Shaft. These were open to the public several times last year and attracted large numbers of visitors.

Jack Woolford contributes his Planning report and an account of the talk at the January meeting. Jeremy Cope is to be thanked for sending four reports for this issue, one on the February Wine and Wisdom and the rest on various projects..

One of our usual features, 'Glimpses of

the Past', has three offerings this time, from Peter Burville, Terry Sutton and Bessie Newton, who was inspired by the Tribute to Budge Adams to write some of her Dover memories. The Editor and members of the Committee have received countless letters and messages of thanks from members, saying how much they appreciated receiving their copies of the book. We are very pleased with the response.

With many thanks, as usual, to all who have contributed to this 52nd issue of the Newsletter, to advertisers, distributors and, most of all, writers.

In addition, as this is my last Newsletter, I would like to thank everyone who has helped me in my fourteen years as Editor. It has been a rewarding and enjoyable job.

★ ★ ★ ★ ★

DEADLINE for contributions

The last date for the receipt of copy for issue 53 will be Monday 13th June 2005.

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 work of the

PLANNING

Sub-Committee

Reported by JACK WOOLFORD, Chairman

We obviously lament the closures of Courts Furniture, Kent Photos and Benson Shoes, and the need to re-sell Snoops, following on the withdrawal of Wetherspoon's rather surprising proposal to supplement the Eight Bells, the more so because all are prime sites in the very heart of the Town Centre.

We also lament the continuing silence of Gillcrest Homes on the details of their plans to replace Buckland Paper Mill with affordable and private housing, work units, a play area and community facilities.

On the other hand, should we welcome Danish Netto's takeover of the Co-op and prospective takeover of B&Q (which will regrettably move to Whitfield)? Netto is another discount food purveyor, to compete not only with Somerfield and Aldi but also with the proposed new Asda in the mooted St James DTIZ development. Netto's proposed three non-food shop sites will also compete with existing retailers and Tesco is adding a storey and an extension. Dover's Town Centre is up against it.

Are there any counter considerations? With £800 in prospect from the Dover District Council's Regeneration Unit (for former mining areas) it is now much more likely that Biggin Street will get its seven Town Centre trees (*please see enclosed appeal to Society Members!*) and the outlook for the conservation and improvement of the River Dour is now positive indeed. The Riverside Walk is being signposted by WCCP, three of the four new factory sites at Whitfield have already been taken and there may be jobs for Dovorians at the four new industrial sites at Tilmanstone.

If the Chamber of Commerce's proposal for a 5 Star Hotel and Conference Centre on the Western Heights, which also guaranteed the conservation of the Drop Redoubt as another major tourist attraction, materialises, and if we get the High Speed Rail connection (putting Dover into the London Commuter Belt which would encourage high quality housing) then Dover could re-flourish and even find resources to tackle the Townwall Street congestion problem. Don't, however, count on it.



PROJECTS

◆ ◆ by Jeremy Cope ◆ ◆

COWGATE CEMETERY

This report is written following our February work sessions. Until now, and despite an outward show of confidence, I have always had an edge of doubt about our ability to get the cemetery under control and then to maintain it both as a nature reserve and a place that respects the dead and its history.

The area we are committed to clearing and then maintaining is over 2 acres, a considerable task, particularly if the cemetery is to be maintained over the years ahead. But following our work this month I felt that we were, at last, getting on top and I could see a clear way forward for a regular maintenance programme.

We have six sections and the associated borders cleared with the remaining two sections cleared but in need of tidying with our strimmers and hooks prior to spring re-growth.

Our clearance workers are doing a

grand job. On Thursday morning there were ten of us and despite a wettish start the weather cleared and we made excellent progress. On Saturday we numbered five, the rain stopped about 8.30am and at 9.30 it was sunny and warm. Again we made excellent progress.

Our progress is dependent on our use of strimmers to get through the work and I am always grateful for those who donated cash or equipment or bring their own tools that makes our progress possible. Equally important are our members who rake up and tidy the results of the mowing and clear the awkward and difficult areas by hand. In all, good team working that produces results.

We have two sessions each month, one on a Thursday morning the other on a Saturday morning. If anyone would like to find out more please phone me on 211348.

RIVER DOUR UPDATE

I last reported in our August 2004 Newsletter in which I noted that we awaited the Babtie Report which, it was hoped, would point the way forward in the regeneration of the river. I hoped to be able to include a summary in the following newsletter. The Babtie Report has finally been produced but I am afraid that it was not what the lay members of the

steering group expected. In May 2003 Paul Bolas produced a report for Dover Town Council at the suggestion of the Society. Paul's report included a series of projects that would be the basis of the regeneration of the river and we all expected Babtie to develop these ideas. Babtie wrote a management and enhancement strategy which collated all that was known and made

generalised suggestions only. In today's world this sort of document is a necessary starting point for any programme of action and relevant funding and whilst the professional sees this as vital I am afraid that we lay people tend to be unimpressed. We need plans that allow us to visualise projects and how we are to implement them. We made our feelings and sense of disappointment quite clear to the Environment Agency, principal sponsors of Babtie.

I have to say that the Environment Agency have come up trumps and Paul Bolas, now a member of the steering group, has been an important part of creating the way forward. With the conclusion of Babtie we still needed a topographical survey, necessary to an understanding of the impact of any changes to the river, and an ordered way of implementing a management regime and the projects to improve the river. The Environment Agency are now concluding the topographical survey and in conjunction with Paul have produced a map of the river with the projects and they have suggested how we might manage the river.

Of the proposals six are recommended as priorities with sixteen

projects to follow. The priority proposals are:-

(1) developing a scheme to control litter and the need to employ a river warden.

(2) a feasibility study to investigate removal of obstructions so that fish are able to travel the length of the river

(3) to (6) improve sections of the river at Lower Road (River), Barton Path, B&Q and Ladywell. The suggested changes include narrowing the river to increase the speed of flow with the resultant increased bank area put to appropriate marginal vegetation. Stone deflectors in the river will help to increase diversity in flora and fauna. The overall effect is aimed to alter the barren and uninteresting aspect into one more resembling a natural chalk stream.

Now we must get on with the implementation and funding of these projects. That will be the real test of our ability to regenerate the river. But one project is already underway, the Riverside Walk. White Cliffs Countryside Project, members of the group, have ordered the signs to mark the walk for which The Society has committed £250.

THE JARRETT MEMORIAL

I looked back at issue no 32 of the newsletter dated August 1998 to see what John Gerrard had to say about the memorial to Sir Clifford, who was one of our most distinguished members and former Chairman of Dover Harbour Board. My interest was stirred by a recent task undertaken by The Society, namely the replacement of the bronze geographer plaque on the memorial

situated two thirds of the way along the Prince of Wales pier. I see from the article that particular care was taken in the choice of materials using advice from the Board's experts and from Budge Adam's researches. I remember Budge clearly concerned about the corrosive effects of sea water on anything with which it came into regular contact. I am afraid that nature



Left - right: Bob Goldfield, DHB; Jeremy Cope and Derek Leach, Dover Society and Howard Holt, DHB.

cannot easily be defied, particularly the salty sea.

At the beginning of the year your committee became concerned that the bronze plaque had deteriorated to such an extent that refurbishment was not feasible and that we should, if at all possible, replace the plaque using a more durable material. Lady Jarrett was made aware of our plans and was very supportive. Advice was sought from Cleverley & Spencer, the local stonemasons, who advised that polished black granite was the best material. However the cost to replace the plaque was just under £900, a substantial sum for The Society to raise. The Harbour Board was approached, both for advice, approval and support for our plans. Both Bob Goldfield, the

Chief Executive, and Howard Holt, Head of Corporate Affairs, responded very positively and agreed to fund the whole of the project for which The Society is very grateful indeed.

The plaque was installed in late December and on February 14th Derek Leach and I joined Bob Goldfield and Howard Holt in a photo-opportunity to mark the refurbishment of the memorial. My mind went back to the original 'unveiling' and I recall making the speech in weather that blew my words to the wind and out of hearing. On this occasion we grinned in the face of a sharp winter wind, mitigated only by the bright sunlight. To my mind the pier is a better place for monuments than for men, and for black granite rather than for bronze.

The Western Heights Preservation Society

The Western Heights Preservation Society (WHPS) is once again pleased to be able to offer a brief update on its activities.

Open days

Once again the Western Heights Preservation Society will be taking an active role in the White Cliffs Countryside Project's annual Western Heights Open Day. As suggested in the last Newsletter update this year's event will be on 5th June. There will be a number of stalls for all the family, as in the past, and the First Foot Guards will once again be on site recreating an aspect of life once commonplace on the Western Heights. Activities will be centred on the site of the former Grand Shaft Barracks.

It is also hoped that the Drop Redoubt will once again be opened. This has always proved very popular. Further details will be available on the Society website when confirmed.

Volunteers are always needed to help at this and other events so if you wish to be part of this day, which is always enjoyable, please contact the Society by any of the means below.

Publicity and promotions

Filming is currently taking place at the Heights for a series for Channel 4, taking in sites unique to Britain. Western Heights will feature along with Dover Castle. Dr. Simon Thurley, Chief Executive of English Heritage, will present the programme. Dr. Thurley has shown good support for the WHPS and recently commented that he was very grateful for the work the WHPS has been putting into the site.

Project days

The regular WHPS project days will continue throughout the year and as we near the Open Day focus will of course turn towards preparations for it. The exact activities for each day will be decided by the weather on the day but are likely to involve either clearance in some of the ditches,

work at North Entrance, clearing of the Grand Shaft or work inside the Drop Redoubt. All volunteers will meet on the Drop Redoubt road at the top of the Grand Shaft Barracks site at 10 o'clock for a 10.30 start. Dates for 2005 are: 20th February, 20th March, 17th April, 22nd May. All are subject to change or last minute cancellation, so do please contact the WHPS to check before travelling. All are welcome, members and nonmembers - there is always plenty to do.

Your comments

The WHPS is always keen to hear from people and learn from their opinions. If you have any comments on this update or the Society generally we would be delighted to hear from you at the address below or by email to

Publicity@dover-western-heights.org

We equally welcome questions from any one wishing to know more about the Heights or the WHPS and we will always do our best to provide an answer.

We need you!

We wish to create a skills database for future projects. If you are a surveyor, brick layer, architect, researcher etc. and are willing to lend your support we would love to hear from you. Please feel free to contact us at the address below.

Membership

The Western Heights Preservation Society is not all about getting your hands dirty clearing trees, it is also about supporting and moving the Society forwards in promoting the Western Heights and help is needed at all levels. For more information or to join please contact the Hon. Secretary at 66 Union Road, Deal, Kent CT14 6AR or visit the website www.dover-westernheights.org and please remember to say where you read about the WHPS.

SOCIETY MEETINGS

November DOVER TOWN COUNCIL

A talk by Councillor Lyn Young - Reported by Jack Woolford

Councillor Young said that the Local Government Act of 1972, which created District Councils, abolished County and Municipal Boroughs and Urban and Rural Districts councils, thus stripping Dover of most of its rights and way of life, despite charters going back to the Middle Ages. Protests led to the creation of Charter Trusteeships which allowed towns to keep their mayoralties and civic identities but not to hold property or land, have planning powers - or even create Freemen. Dover Town's property, paintings and furniture went to Dover District Council.

Dover's Charter Trustees immediately went into action and built up a strong case for Parish Council status, which was achieved on May 1st 1996. Councillor Young became the first Town Mayor without standing orders, committee structure, office equipment or even headed paper, but with the power to sign cheques on the precept (income from Council Tax) from Dover District Council. The allotments which DDC were obliged to hand over were in an awful condition and burdened with legal problems which took years to sort out but trained us in total research. Meetings in the Town Hall were too dear, the accommodation in what are now car parking services too small and liable to flooding and rented

accommodation (in Castle Street) not best value. Hence this year's purchase of Maison Dieu House. Prior to 1972 this had belonged to the Borough but because the District used it as the Public Library, Kent County Council took it over and (turning full circle) we have had to repurchase it for £300,000(!).

However, we have also improved the allotments, provided a sportsground on the Western Heights, taken the lead in HERS, completed the Oswald Road scheme, completed the skate-boarding park and constructed the performing arts platform in Pencester Gardens, supported Town Centre Management, notably in Riverwatch and the River Dour project, taken on the Christmas Lights, installing a dedicated electricity supply, supported numerous charities, built up the finest regatta on the south coast, secured Interreg 111 funding and maintained twinning with Calais and Split.

Town Councillors are unpaid. Nevertheless they envisage taking over more responsibilities, believing that Dover needs to grow to survive, with more and better (and affordable) housing and leisure facilities. The Town Council is now more democratic because members of parties other than the Labour Party have stood for election.

February WINE & WISDOM EVENING

Reported by Jeremy Cope

Wine lent the evening a happy conviviality - thanks Mike I think that Clive, Jill and Andrew deserve our particular thanks. They run the event with such good humour and choose questions best suited to our strengths rather than our weaknesses.

Numbers attending were, as always, very good with 14 tables.

Euchre is a card game - John Turnpenny got that one right for our team.

And the winners were Enigma by a lizard called skink

Notable result. Enigma and Gay Gordons tied first. Settled with the loser the first to fail with the correct answer. What a skunk!

Dingbats. Terry who is a new member came up with some inspired guesses. He is a computer expert and is, inter alia, involved with dyslexic software. A link perhaps?

Wisdom. Our general knowledge was really not too bad this year but did Clive flatter us? See I above.

I thought that the food was good again this year with the bread spot on. Thanks as always to Joan and her helpers.

Second was also a tie with Jeany (my lot) and Dover Ducks with Sceptics third.

Dingbats. Here is a good one. ie Cexcept

Answer i before e except after c
Odd but Edward is not a good name for a king - two out of eight never made it to their coronations.

May we please have another evening like this next year

March TALES OF AN EXCISE OFFICER

A talk by Derek Leach
Reported by Jack Woolford

"It was Uncle Fred's fault. He said it was a good job" said our Chairman, explaining why at age 18, with a serious girlfriend and faced with National Service, he chose to become a Customs Officer rather than go to university. Uncle Fred had been a Chief Petty Officer, RN, who had professionally admired the turnout and anti-smuggling skills of the (then) Waterguard who had no doubt rummaged his ships from time to time. Unable to take the Officer exam until nineteen and a half, after 'A' levels Derek sat and passed the Civil Service Executive Exam before National Service. Wishing to serve in the RAF (rather than be seasick in the Navy or killed in the Army) the only vacancies were as linguists and, armed with O-level German and A-level French, he was accepted only to find he would spend his two years learning Chinese in the Outer Hebrides, where the suicide rate was rather high.

He managed to avoid this and was trained as a teleprinter operator, following which he was posted to the Air Ministry Whitehall on shift work and commuted from home with a living allowance. His sole flight was an hour in a rickety old Anson immediately before demobilization.

Taking up his post in Customs HQ in 1959, he was not popular when he immediately asked for two days off the following week to take the Officers' exam. Being successful, six months later he was posted to 'Waiting Room' to await the next training course. First he was given three weeks amending leave with a box of sixty odd instruction manuals to update. Then followed a series of dogsbody tasks, including holding the tape for a Surveyor

measuring brewery vats, weighing the valuable sweepings of tobacco leaves for duty refund at a tobacco manufacturers, attending packings of tea for export to check the trader's claim for refund of the 2d per pound import duty on tea, watching tree trunks go into a match factory and counting matches emerging as well as supervising the bottling of vintage port. He was also initiated into a certain Spanish practice involving work (or not) on Saturday mornings.

He was then trained for six months to become an Unattached Officer which, in theory at least, trained him to do anything anywhere at the drop of a hat. After classroom theory Derek's practical Customs training at Tilbury and the old London Wharves (now office blocks or luxury apartments) where he learned to gauge a cask properly to establish the liquor content rather than kicking it which very experienced officers could apparently do!

Excise training was at Chatham where in addition to Purchase Tax control he visited pubs to make sure there was no sugar in the cellar, schools to see if the (lab) stills were distilling water and not spirits, and old ladies to help them with probate. Brewery control was learned at Shepherd Neame's in Faversham where the local Officer played cricket for the brewery team, which worried Derek in case the brewer got up to no good in his absence! A special brew was available in the Sample Room for morning teabreaks. During distillery training in Scotland he managed to break a crown lock which guarded equipment only to be used with the Excise Officer's approval but he was elsewhere before any punishment came through. Told to put his head in a pot-still containing 100% proof whisky to cure a cold, he did and it worked!

Once fully trained, Derek chose to commute from Chatham to the City rather than flit from Scotland to Dover to East Anglia to make a bit on the side from claiming hotel expenses and living in the

back of a van as some did. His control duties were very varied and included a Persian carpet warehouse owned by a terrifying Armenian hunchback with an attractive secretary, Hudson Bay Company and the many small fur traders around it, diamond traders in Hatton Garden, a human hair importer, a sponge importer, tobacco pipe manufacturer, Fleet Street newspapers, Smithfield meat traders. Billingsgate fish merchants, the rag trade in the East End, a glass warehouse, placing bets on horses to check on bookmakers' tax returns, and seizing unlicensed one-arm bandits.

In 1970 Derek moved out of Customs temporarily to become Regional Advisory Officer for the Civil Service Council of Further Education in Tunbridge Wells covering the South-East of England where he advised young civil servants to attend college on dayrelease to improve their qualifications and encouraged older people to attend evening classes, take correspondence courses, enrol for Open University degrees, etc, Driving 20,000 miles a year for three years, he also organized lunch-time classes from French to yoga, regional prize-givings and quizzes with 100 teams competing.

On promotion in 1974 he returned to an unrecognizable department because all the separate parts had been merged and Customs and Excise had doubled in size due to increased Customs work and the introduction of VAT as a consequence of the UK joining the Common Market, thus doubling customs work. Derek was compensated for this upheaval by a posting to Dover to begin the love affair with the town which has culminated in his elevation since retirement in 1998 to the Chairmanship not only of River Parish Council but also of the Dover Society! This account of the early years of his career with its many amusing experiences was a rollicking talk, rollickingly received.



LORDS WARDEN of the CINQUE PORTS

by Merrill Lilley

Once again the post of Lord Warden of the Cinque Ports is a focus of attention locally as Dover prepares for the installation of a new warden on 12th April.

At our January meeting Terry Sutton, called on at short notice when the advertised speaker was unable to attend, gave a talk on the subject of Lord Wardens. Terry wrote an article on the subject in December 2002 (see Newsletter 45) so was able to draw on his material from that article which described many of the colourful characters who held the post from the thirteenth to the seventeenth century. Many were of royal blood. Some lost their heads - literally - because of the job. At least one was murdered. Of these early Lords Warden, Terry wrote, the most illustrious was probably Henry, Duke of York, appointed by his father in 1493 who kept up his association with Dover after he became King Henry VIII. He often visited the town, arriving in great state at the castle. The most famous occasion was when he assembled his fleet in Dover before sailing to the Field of the Cloth of Gold.

The article did not give details of wardens after the seventeenth century but Terry gave us a few during his talk. He mentioned Lady Hester Stanhope who, visiting Walmer with William Pitt, designed some of the gardens at the castle there. Another anecdote concerned Lord Curzon, Viceroy of India. Apparently when he was Lord Warden he decided to resign the post because he claimed the smell from the drains at Walmer was

making his wife ill. It is said that King Edward VII travelled secretly to Walmer Castle to sniff out the drains and afterwards appointed his heir, George, Prince of Wales, as the next Warden

Some of the most famous names of those who held the post are William Pitt the Younger, the Duke of Wellington, Viscount Palmerston, George, Prince of

<i>Head Ports</i>	<i>Corporate Members</i>	<i>Non-corporate Members</i>
HASTINGS	Seaford Pevensey	Hydney Northeye Bulverhythe Petit Iham Bekesbourne Grange
NEW ROMNEY	Lydd	Broomhill Oswardstone Old Romney Dengemarsh
HYTHER	—	West Hythe
DOVER	Folkestone Faversham	Kingsdown Ringwould St Peter's St John's Margate Goresend Woodchurch
SANDWICH	Fordwich	Walmer Deal Stonar Ramsgate Sarre Brightlingsea
WINCHELSEA	—	
RYE	Tenterden	—

Wales, Sir Winston Churchill, Sir Robert Menzies and Her Majesty, Queen Elizabeth, the Queen Mother, the only woman to hold the post.

Apart from the Queen Mother, probably the most popular post-holder

was the Duke of Wellington, who was a great favourite locally. Newsletter 47 has an account of the amazing celebrations held in Dover to mark the tenth anniversary of his position as Lord Warden.

INSTALLATION of LORD WARDEN

The new Lord Warden and Admiral of the Cinque Ports and Constable of Dover Castle is Admiral the Lord Boyce, GCB, OBE. Born in 1943, Lord Boyce was educated at Hurstpierpoint College and the Britannia Royal Naval College, Dartmouth. He joined the Royal Navy in 1961 and rose to the position of First Sea Lord and Chief of the Naval Staff in 1998. He served as Chief of the Defence Staff and Aide-de-Camp to H.M. the Queen from February 2001. On his retirement in 2003 he was created a life peer. He will be installed in office at a session of the Grand Court of Shepway to be held in Dover on Tuesday, 12th April.

THE OFFICE OF LORD WARDEN

The office of Lord Warden was established as a channel of communication between the King and the Cinque Ports, probably in the first half of the thirteenth century. The office of Constable of Dover Castle had been established some two hundred years earlier. The Constable already exercised a measure of authority, on behalf of the King, within the Cinque Ports and it soon became apparent that it would greatly assist the management of coastal defences if the two offices were held by the same person.



Admiral the Lord Boyce GCB, OBE

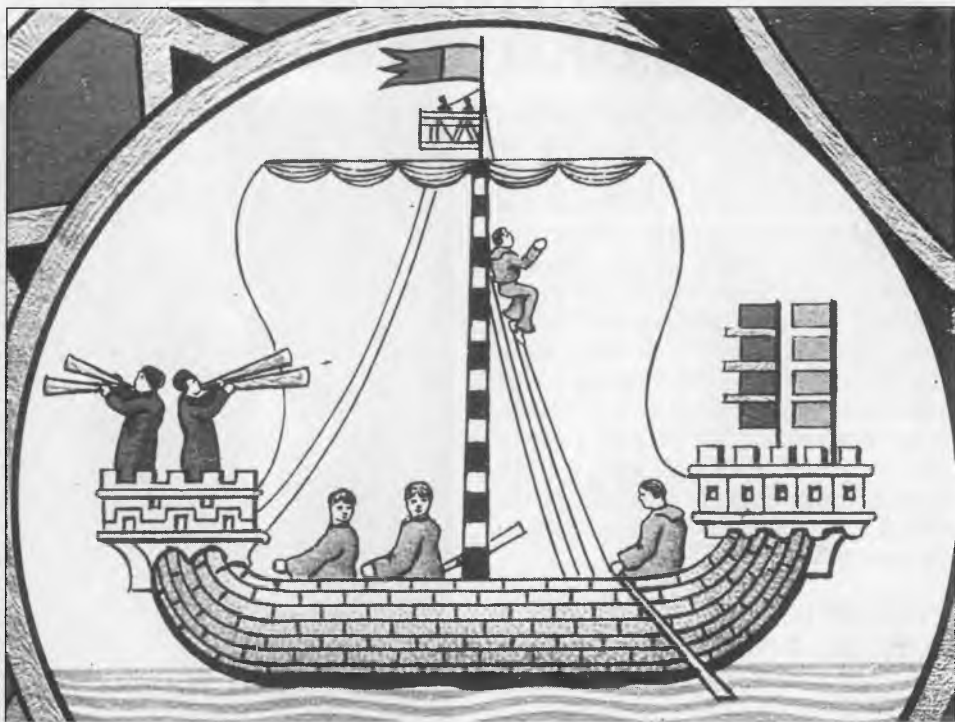
The first man to hold the two posts of Lord Warden of the Cinque Ports and Constable of Dover Castle appears to have been Bertram de Crioli, appointed in May 1236.

Since the fourteenth century, Lords Warden have been appointed for life and the position was increasingly sought after by members of the nobility.

Dover's Early Cinque Port Ships

BY IVAN GREEN

(Editor's Note: This article has been waiting in my file for a year or so and has never been printed in the Newsletter. I am delighted to include it here, a year after Ivan's death and also the year of the installation of a new Warden of the Cinque Ports.)



THE ILLUSTRATION SHOWS an early Dover Cinque Ports ship as depicted on an ancient seal. The hull consisted of planks of wood fastened to ribs, with the planks butted against each other but not overlapping, the joints being caulked by seaweed mixed with a binding agent. The material was unseasoned wood, and such a hull had to be kept constantly in water, since any protected period on land would allow the

timbers to shrink, and the hull would be unusable for a period until the timbers absorbed water and expanded once more.

Such a ship was essentially a large open boat propelled principally by means of oars, and this explains why a large crew of twenty men was needed. These men, each pulling a single oar, provided the principal means of propulsion. A single square sail on the central mast could be used when the wind was astern.

The rudder had not then been invented and the craft was steered by means of a sweep, which was a large oar worked over the stern, usually on the port side, but anything similar to our modern system of tacking was of course quite impossible. It will therefore be seen that Dover's responsibility to the Crown to build and supply twenty such little ships each with its crew, was by no means a simple matter.

These little ships were built on the beach as a communal activity, though doubtless, as was the case with most such communal efforts everywhere, certain families developed special skills which were passed down through individual families.

The ships were general purpose vessels and did carry a limited amount of cargo, and besides their important, and fairly constant, demand for working the Passage across the narrow straits, the crews traded with towns on the French coast and ventured also into the Baltic and even to the eastern Mediterranean from where they brought back rich fabrics, incense, fine wine and other luxuries to supply them to kings and their courts, important members of royalty and government, and of course to the church, the important members of which were principal customers for all fine and scarce items such as wines, rare fabrics and other luxury goods.

But trading with foreign places and working the Passage was only part of their work. They were great fishermen, landing large quantities of fish, but principally herrings in their little harbour near old St James's church. These were split open, dried and then packed in barrels, a layer of herrings followed by a layer of salt and so on, until the cask was full. The large numbers of religious institutions then existing and indeed increasing in numbers were important

customers for these. The salt would probably have come from Folkestone, Saltwood or Whitstable, all of which are recorded as having salt pans, though as far as can be ascertained, there were none in or near Dover.

An important responsibility for Dover, for which they held enormous privileges from the king himself, and who dealt directly with them and the other ports through the Lord Warden of the Cinque Ports, was to provide him with the twenty ships, each staffed with twenty men (a major undertaking for a small town) to join with the other Cinque Ports in guarding their coast from pirates and other raiders from overseas, and to be mobilised by the king himself when he needed them to carry him and his court overseas, to transport his armies, and to form his navy during times of warfare.

When they were summoned for such a duty they hauled their little ships up on the beaches and fitted three 'castles' which were raised platforms to accommodate the king's soldiers. The three were the fore castle, the stern castle, and the masthead castle, all these being shown in the illustration, the ship shown being in its state of readiness for warfare under the king's order. It is interesting that the fore castle survives in modern ships as the focsole.

The usual means of attacking an enemy was by coming alongside and grappling him to prevent his escape, when the soldiers in the castles would fight each other, much as they would on dry land. Cinque Port sailors however, disliking the bloody consequences of such a method of warfare, had razor sharp bows to their ships and the pilot, manning his great sweep with consummate seamanship, would attempt to strike the enemy vessel amidships, resulting in its immediate destruction, the enemy crew being thrown into the

sea and left to drown since, in any case, there would be no room to accommodate them aboard the attacking ship. Another method was used in the great sea battle in the Straits in 1069, the first sea battle the Portsmen fought for William. There the Portsmen steered to windward of the enemy ships and then threw quantities of lime at them, which temporarily blinded their crews and resulted in their complete destruction, an early form of chemical warfare.

For centuries there was no overall command of the Cinque Port fleet. On coming to grips with an enemy each ship engaged an enemy ship of its choice, grappled to it, and fought its crew on a one to one basis. It was not until 1294 that one man was appointed to direct the whole of the Cinque Ports ships in operations. He was Gervaise Alard of Winchelsea who was styled 'Captain and Admiral', but he was less officially known as the 'Chief Pirate' a title with perhaps more than a little truth in it!

But important questions remain. How did William's invading armada evade the Portsmen's ships to land his army on the English coast? 1066 was a year fraught with danger for King Harold. He was facing the possibility of invasion from William, but was also forced to defend the country from the invasion of Yorkshire by his brother Tostig and Harald Hardrada of Norway. He marched his army northwards and ordered his Cinque Ports fleet to sail up the coast to support him and to engage Hardrada's ships.

At that moment William of Normandy decided to strike in the south. His attempt was hazardous since he had to transport his army, their large number of horses, and his prefabricated wooden stockades across the Channel, but to do this he had to employ little ships similar to those of the Portsmen. There were none other, so to accommodate his invasion army he

was forced to abandon the rowers of the ships and their oars and to rely solely on the single square sails of his little ships. The Bayeux Tapestry shows his heavily laden ships in this condition sailing towards England. He had perforce to wait for a strong south-east wind and his first attempt was forestalled by a change of wind from the westward and he was forced to sail his invasion fleet back home. A later change of wind direction prompted him to try again and this time he was successful but his ships, slow moving, clumsy and difficult to manoeuvre and very subject to wind and tide, made it impossible for him to reach Dover, his primary objective, and took him much further west than he wished.

He met with no opposition, since King Harold had mobilised his army and marched northwards to repel an invasion of Yorkshire by his disaffected brother Tostig and an invading force under Hardrada, and his Cinque Ports fleet had sailed north to support him. Quelling that invasion, he marched his troops southwards in what has since become an epic emergency march to confront William, but the irony was that the very wind which supported William's invasion had made it impossible for the Cinque Port ships in the north to use their sail assistance, and their crews had to struggle to row south against the very wind which had made William's invasion possible, so they were unable to defend their own homes in the south. Had they been at their home ports there is little doubt that they would have inflicted a terrible carnage upon William's heavily laden, slow moving fleet. It also explains why Dover was almost defenceless against the pillaging, raping and murdering Norman hordes when William marched upon the town. Most of her men were at sea, hundreds of miles away on the king's service.

GLIMPSES OF THE PAST

Some snippets of Dover History

MEMORIES by Bessie Newton

Budge's photos brought back so many memories for me, particularly those of when I was a child in the 1930s, my sister Doris was two years older, my brother Harry two years my junior. These recollections are random and not in any chronological order.

The harbour was a source of wonder to me then, boats coming and going, the beach, where we spent so much time in the seemingly endless summer days, fortified by jam sandwiches and lemonade powder drinks.

One of the family events spoken of with pride was the annual swim from the breakwater. My two older cousins, John and Rosie Jenkins, were excellent swimmers and we used to go to watch and cheer them into shore. My sister Doris, taught by Rosie at the old baths, also became a very good swimmer but, despite all efforts, they realised I was pretty hopeless and much more interested in books!

I remember so clearly the Granville Gardens, for me it was the band concerts, the stirring music. This could be heard free, the seats were for those who could pay. The attraction for my sister was the roller skating area, again she excelled while I after a few tentative sorties, abandoned the whole hazardous exercise.

The highlight of the summer was the annual Regatta. Stalls lined the seafront, packed with sweets and streamers. Yachts raced across the harbour to cheers from spectators and military bands played while marching up and down the front.

Living in Clarendon Place we used the 64 steps as a way of getting to my Gran. My first memories of her are when she

lived in a little cottage in a dark lane that ran beside George Fox's shop on Queen Street, her yard backed on to their property. I often looked over, absorbing the delicious smells which came from there, adept at looking pathetic, I sometimes was rewarded by Mr Fox with some delicacy! Later she moved to Gorley Almshouses. Her apartment was upstairs; what a fascination for me to explore. She was Bessie too, warm and comforting and a refuge for me. The Cause Is Altered was very conveniently placed for Gran, she used to send me there to the off-licence, at quite a tender age, for a pint of stout. This was carried with great care by me, in a jug covered with a beaded cloth, having been admonished not to spill any. I enjoyed the chapter on public houses as it was a reminder of my father, Harry. If asked for directions they were always via them rather than street names!

All those streets and shops - I had forgotten so many of them. The Market Square, a hive of activity on market days and much patronised by my mother, who produced wonderful meals on a very small income. Mr Alifano, who sold hot chestnuts from a glowing brazier in winter and delicious ice-cream in summer. I still remember the excitement, when I won a scholarship to the Girl's County School, of going to Killick & Back for my uniform; it had a special aura.

My favourite was Snargate Street with its intriguing jumble of shops, I believe it was near the top end that there was one that made rock. I would stand for ages watching them roll and make it with Dover running through, and then we could buy a halfpenny worth of the ends

they snipped off.

All the old shops, churches and streets - I could go on ad infinitum but I cannot finish without recalling Brook House - which was very much a part of my childhood. My aunt and uncle, Bessie and Bob Beer, were caretakers there for many years. Their quarters seemed quite grand to me, they had a bathroom and inside toilet, however, they had to ascend a few flights of stairs to their bedroom. I spent

many hours there, and, when the offices were closed, would help my aunt to clean them. How palatial they were to me, particularly the Town Clerk's office. The demolition of Brook House was like taking away part of my childhood, but my memories of it are still crystal clear.

Though now distant from Dover, like the rock, its name is written through me and is a part of me. Thank you for so many memories.

THE MAN WHO WANTED DOVER A FREE PORT

by Terry Sutton

Arnold Braems, a prominent Dover man in the seventeenth century, knew how to make money and how to waste it. A leading Royalist, he was at his happiest when Charles II landed at Dover on the Restoration in 1660. As one of Dover's Members of Parliament he tried, and failed, to persuade the House of Commons to make Dover a free port. Arnold Braems, of Flemish stock, worked with his father Jacob and undertook to farm out the Customs work at the port. As Dover was the most efficient port between the Thames and Southampton, there was a lot of money to be made. And he made it, quickly building up the family fortunes. During the civil war, which began in 1642, Braems joined a local Royalist troop in which he was promoted a major. After Charles I was executed in 1649, Braems kept quiet but records show that Cromwell's secret service kept tabs on him in London and in Dover. When, in 1660, it became an open secret that negotiations were in progress to bring Charles II back to the throne, Braems got into trouble and was arrested. Diarist Samuel Pepys tells that, at Gravesend, after Braems had drunk too many toasts to Charles, he was arrested for shouting "Vive le roi." But his guards realised which way the political wind was blowing and Braems was soon released. And within a fortnight he was elected a Member of

Parliament for Dover - along with Sir Edward Montague who had arrested him! The day after Charles II was welcomed ashore at Dover, on the Restoration, Braems was knighted at Canterbury by the king. While serving as an MP, he was mayor of Dover at the same time, Braems tried to persuade his colleagues that Dover should be made a free port, absolved of any Customs duties and taxes.

He failed but if he had succeeded what a difference the Port of Dover would be now. Braems soon got fed up with his duties in London and returned to making money in Dover. He acquired the lease for a stretch of the waterfront where he built warehouses and Customs posts. Income just poured in. He became so wealthy he bought the Manor House at Bridge near Canterbury and on the site built the enormous Bridge Place. Hasted records he spent so much on Bridge Place he exhausted his fortune on the construction and maintaining the property. Braems, married three times, died at Bridge Place in 1681. His first wife is buried at St Mary's Church, Dover while the other two, who also died before him, are buried at Bridge. His son Walter inherited Bridge Place and lived there until his death eleven years after his father. His widow soon found Bridge Place too expensive and sold it. The next owner also realised it was too big and demolished half of the property.

Dover's MARITIME HERITAGE

Four pictures from Ivan Green's collection



Early steamship c.1830



19th-century ship



SeaBritain Programme 2005



SeaBritain 2005 is an initiative to mark the 200th anniversary of the Battle of Trafalgar and the death in action of Admiral Lord Nelson, but at the same time celebrate Britain's relationship with the sea. So come on board and join in as actors to recreate scenes from the past. Enjoy displays, events and festivals and discover White Cliffs Country's unique maritime heritage.



A FEW OF THE EVENTS

30th April - 2nd May HORATIO'S LAST HURRAH!

Walmer Castle 1pm & 3.30pm

Our country is threatened by a ruthless foreign invader and it is the wooden walls of the Royal Navy and in particular the amazing Admiral Horatio Nelson who saves the day! This is a family show with a difference - the family perform! Children from the audience are invited to take all the main parts and are costumed appropriately. You will be amazed as you see the two mighty battle fleets move towards each other and engage in the tumultuous battle, you will be touched by the tales of human bravery and compassion and perhaps you will even find out what Nelson's final words were.

30th May DOVER WATERSPORTS CENTRE

10.30am - 4.30pm

Come and visit the Watersports Centre to see if it is for you.

1st - 2nd July MARITIME FILMS

Dover Castle

Castle opens 7.30pm, film begins 9pm

Two great maritime films (one each night) at this atmospheric castle which stands on the White Cliffs of Dover. The films will



be shown in the open air beside the great keep so bring a picnic to enjoy beneath the stars. Admittance in accordance with cinema certificates.

30th May - 3rd June DOVER WATERSPORTS CENTRE

The RYA Young Sailor's Scheme is designed for youngsters aged 8+ and provides stepped courses carefully tailored to their needs with the emphasis on learning in a fun environment.

30th May DEAL PIER

Re-enactment of Nelson and Lady Hamilton visiting Deal Pier. March past of 19th Century Dragoons in uniform, Royal Naval Association, Sea Scouts etc. Flotilla of small craft, Walmer lifeboat and Ship from Royal Navy in The Downs.

30th May - 12th June A TASTE OF DEAL

A Festival of Food, Drink, Words and Music with a maritime flavour (Deal Castle, 12pm - 4pm) commences with an external public event on 30th May (probably Marquee in front of Deal Castle). The festival will then run for a fortnight with Split the Lark Poetry Group taking part and folk musicians.

INFORMATION FROM-

Visitor Information Centre, Old Town Gaol, Biggin Street, Dover, Kent
Tel: (UK) 01304 205108 E-mail: tic@doveryuk.com www.whitecliffscountry.org.uk

17th June

A week of films with a maritime theme at Flicks cinema.

25th June DOVER TOWN HALL

Black and White Ball. The Friends of Dover Watersports Centre.

6th - 7th August DOVER REGATTA

Throughout the weekend the Dover Watersports Centre offers taster sessions to promote and encourage water sports interests.

11th August ROWING REGATTA

Come along to Dover Harbour and support the Dover Rowing Club.

21st August TREASURES FROM THE DEEP

Deal Castle 11am - 5pm

Discover some of Kent's maritime history. Meet experts from maritime archaeology and see historical artefacts recovered from Kent's coast. Also another chance to see the fun family play with a difference - Horatio's Last Hurrah!

24th August SEA FEVER

Sandwich Bookshop 2.30pm - 5pm

Write a poem or short story using John Masefield's *'I must go to the seas again, for the call of the running tide is a wild call and*

a clear call that may not be denied' as the theme. Share your work with others present. Poet, June English, will donate a signed copy of her book *The Sorcerer's Art* to the first piece of work drawn.

24th - 25th August AS FAR AS I CAN SEA!

Langdon Cliffs, Nr Dover 12noon & 3pm
01304 202756 - £2 per person

An exciting new show for families and children aged 4+ commissioned by the National Trust Theatre Company. It is an inspiring, dynamic story-telling piece that uses drama, dance, live music and puppetry to bring to life magical lands and oceans.

25th August THE BECKER ORCHESTRA

St Mary's Church, Sandwich 8pm
Concert with a nautical theme.

3rd - 4th September DOVER WATERSPORTS CENTRE

The DWSC's aim is to get more local people out on the water, so that they can enjoy the benefits of enjoying the sea. The school children can spend the summer practising for the Tall Ships knock out competition to find a winner for a place on the Tall Ship Adventure (must be 16 when going on board).

21st October

Nelson's Victory Dinner at the Churchill Hotel.





Paddle Steamer - 1900



View from Western Heights - 1910

The BATTLE *of* TRAFALGAR

from Bob and Kath Hollingsbee

"OF ALL the great and glorious exploits which, colour the pages of English history books, few capture the imagination more than the Battle of Trafalgar, fought 155 years ago today (1960)". That was the introduction to a retrospective story written by a Dover Express journalist and published in the newspaper's edition of October 21, 1960.

The proud flagship Victory still graces the Portsmouth dockyard, a memorial to the greatest of all sea stories.

Back in 1960 the Dover Express article was based on an account written by Mr Norman A. Line, then the Senior Pilot of the old Cinque Ports pilots. Delving into old records Norman brings Trafalgar even closer to the hearts of Men of Kent and Kentish Men by revealing how mariners in this corner of the country had far more to do with this epic battle than is generally known.

'The home port of the Victory was Chatham, where she was built in 1765, underwent a major refit in the early 1800s, and where she was commissioned on April 9, 1803. And it was at Chatham where her gallant crew, which subsequently fought at Trafalgar, were assembled,' he wrote.

Amongst the names appearing in her muster book, says Mr Line, are to be found a number of Kentish Men and Men of Kent, and several who hailed from Dover. It also records whether they volunteered or were rounded up by the Press Gangs who, in those days,

played a conspicuous part in manning the British Fleet.

Dover names

There are too many names to include them all in this article, but amongst them we find a Peter Sutton, of Dover, who fell victim to the Press Gang, as did Edward Gilbert and Robert Bowen, also of Dover. Philip Horn, another Dovorian, was a midshipman in the Victory and was promoted on January 19, 1805, to Master's mate. Richard Brockman, of Margate, was a bosun's mate. He was a volunteer, as was James Proctor from Rye, but William Lambkin, from Horsmonden, was pressed. There was a William Leek, from Canterbury, John Robinson of Sandwich, John Terry of Deal, and James Rawlinson of Maidstone; all of them co-opted - if that is the right expression - by the Press Gang.

'A number of books and articles have been written describing the Battle of Trafalgar, but comparatively little describing the events which took place after the action was over and the dangerous position that both fleets found themselves in,' wrote Mr Line.

He continues: 'The battle opened at about 11.30am when the wind was light and variable, but at about 5pm, when the action finished, the wind had increased considerably with every indication that it would strengthen still more. One of Lord Nelson's last orders to Captain Hardy was "Anchor, Hardy,"

HMS Victory



but this could not be done as his anchor cables had been shot away. Other ships were in the same condition, and with masts and rigging shot away they were drifting before the increasing sou'westerly wind on a lee-shore and the dangerous Les Cabezos Shoals.

So, after the gun battle with the French and Spanish fleet, another battle had to be waged with the weather'.

On a lee-shore

It is not possible to describe what was happening in all ships of the British Fleet, but with the aid of the log books of the Victory it is possible to give an idea of the parlous state of the flagship. The blood on her decks was sanded to give her crew foothold, the wounded being tended as well as possible; the

dead were thrown overboard to make way for the living, and the living were engaged with their battle with the weather and ever-increasing wind. Darkness was setting in, and they were on a lee-shore.

The Victory's damage as recorded in her log was: "Lower masts, yards and bowsprit all damaged; rigging and sails very much damaged; struck fore and main top-gallant masts. Stood to the southward under the remnants of the foresail and mainsail."

And so, under this jury rig, the Victory endeavoured to claw her way off a lee-shore and the dangerous shoals that lay to leeward of her. However, she wanted further assistance as we read in her log, dated Thursday, October 24, 1805.

"The Polyphemus was a 64-gun ship. She was by no means a small vessel, and those who are acquainted with the ways of the sea may well ponder on the truly magnificent feat of seamanship in connecting up two sailing ships in the weather conditions that were prevailing and bearing in mind that steam tug-boats were unknown in 1805 and this feat had to be accomplished by boat work.

Main yard carried away

The troubles of the Victory were not yet over, for her log records: 'Saturday, October 26, 1805: Strong gale from the sou-west carried away mainyard. Polyphemus cast off tow, the tow-rope parted.'

And so the Victory was left to her own resources to make Gibraltar, which she did, on October 28. No greater tribute could have been paid to the British Fleet than that of Captain Prigny, who was the French Admiral Villeneuve's Chief of Staff. He was asked by a British admiral 'What was the act by the British Fleet which made the greatest impression on your mind during the battle?' His reply was: 'The act that astonished me most was when the action was over. It came on to blow a gale of wind, and the English set to work to shorten sail, reef topsails and rereg their ships with as much regularity and order as if their ships had not been fighting a dreadful battle. We were all amazed, wondering what the English seamen could be made of. We never witnessed such clever manoeuvres before, and I shall never forget them. All our seamen were either drunk or disabled and the officers could not get any work out of them.'

This situation in the French fleet is reflected in the fact that several of them

drifted ashore with appalling loss of life, writes Mr Line. To quote the fate of three only, the Indomitable an 80-gun ship, had two-thirds of her crew drowned; the Intrepide, a 74-gun ship, lost half her crew; and the Berwick, an English name but a French 74-gun ship, lost her entire crew through drowning.

Not one British ship was lost on this dreaded lee-shore. The pay of a British seaman in those days was £1 and 18 shillings a month - and no overtime!

Rigid discipline

The efficiency of Nelson's fleet was maintained by rigid discipline, and the punishment given to offenders would seem, in these enlightened days, to be harsh, Captain Hardy's log-book records:

'Saturday October 19, 1805: Punished 10 seamen with 36 lashes for drunkenness.' This was two days before the Battle of Trafalgar.

Again, when Victory was homeward bound after the action, an entry in the log reads: "December 3, 1805: Approaching St Helens (Isle of Wight) anchorage. Punished J. Dennington - seaman - with 72 lashes for theft and drunkenness."

Theft in Nelson's fleet was very severely dealt with. There are a number of similar entries with punishments for such offences as neglect of duty and contempt.

Assault or attempted assault on a superior officer could lead to a hanging from the yardarm. Perhaps a cruise in the Victory would have done those thugs of today who assault defenceless women and children, the world of good and an introduction to the lash might well be a better cure than an introduction to the Probation Officer! commented Mr Line.

From punishments to a more congenial subject. It is recorded that when *Victory* was on her passage from Spithead to the River Thames with the body of Lord Nelson on board, she anchored on December 13 off Dover owing to bad weather, and on December 17, she moved to the southern end of the Downs, where she again anchored. On December 18, 1805, her log states: "At anchor in the Downs. Received on board 40 butts of beer and 10 butts of water from Dover." A butt of beer is 108 gallons, and let us hope that it was brewed from good old English hops - and that it was somewhat stronger than some of the present-day beer.

The *Victory* left the Downs on December 19, and after disembarking the body of Lord Nelson at The Nore on December 23, she arrived at Chatham on December 25.



LORD NELSON.

(A Dover Society vice-president, Terry Sutton points out that Nelson's body was preserved on board ship in a barrel of alcohol to prevent deterioration before the funeral. Various folk tales have been in circulation about the crew tapping this 'brew' on the voyage back to England such was their liking for alcohol, with suggestions the barrel was far from full when it reached our shores!)

And so the famous *Victory* came back again to her home port, and her log-book tells us: "Wednesday, December 25, 1805: At moorings in Long Reach, River Medway."

The *Dover Express* account concludes, 'Home again on Christmas Day, perchance the Men of Kent and Kentish Men and the men who hailed from Dover were able, on Christmas night, to gather round their firesides and, with distant memories of the roar of the *Victory's* and the howl of the sou'westerly gale, spin many a yarn about The Battle of Trafalgar.'

Two Gunners of Dover Castle

◆◆◆ by Peter Burville ◆◆◆

FOR THE FAMILY HISTORIAN and other researchers, wills and inventories can be a rich source of information on past lives that is not available from other records. The subjects of this note, gunners William and John, were two of the sons of John Burvill who was born in the parish of Little Mongeham but spent his adult life in the Hougham and Hawkinge area.

John senior was well connected. He was the sole executor, and his family a major beneficiary, of yeoman John Avery of Hougham's will¹. The Mayor of Dover, Thomas Broome, was overseer of the will. According to Bavington Jones², in 1659:

'Thomas Broome was a Sergeant at Law. At the time of his election there was some expectation of the restoration of

the Monarchy and it is understood that this Mayor saw the coming event. On the landing of Charles II at Dover, on the 25th of May 1660, it is recorded in the Corporation minutes: That on coming ashore, the Mayor of this town, Thomas Broome, Esq., made a speech to his Majesty on his knees, and that Mr. John Reading, Minister of the Gospel, presented His Majesty with the Holy Bible, as a gift from the town, and his gracious Majesty, laying his hand upon his breast, told the Mayor, nothing should be more dear to him than the Bible.'

The presenting of bibles to returning monarchs seems to have been the norm. As the King made his entry into the City of London³ 'The Presbyterian divines obstructed his passage only to have the honour of presenting the Bible amid their fervent salutations.'

Like his father John, William died in a four-week period of 1673 when four adult members of the family passed-away, doubtless the victims of same illness. The church records of the local parishes do not suggest there was an above average number of burials at the time. The 1673 inventory⁴ of William's assets, signed by Thomas Broome, states (with values in £-s-d):

Item primus his pursse and girdle and weareing aparell three pound	03-00-00
for tow yeares and 3 quarters pay for his guners place In Dovor Casle	33-00-00
Item. William Worly bond of tenn pound	10-00-00
Item bonds and bills and other depts despoorte fifty pound totall	50-00-00 96-00-00

Clearly William's affairs took a long time to resolve as the probate⁵ prepared by his brother John is dated 17JUL1675. Amongst other things it states: '...that the Thirty three pounds monie owed in the said July to be due for Guners pay, is not yet rent nor likely to be ever had, the sume being due from the Castle of Dovor as they say it is not paid into them from the King's Majesty. And also that the sum of Ten pounds mentioned in the said Inventory to be due from William Worly upon bond, being not yet rent by this Accomptant nor ever likely to be, the said Morly being grown poore and gone away wherefore he prayeth allowance for the said sevall sums'.

Gunner William's pay was for a period of two years and 3 quarters so he was paid £3 a quarter, or ought to have been! As there were no Lay Taxes⁶ during 1674 and 1675 perhaps the King's coffers were rather low.

Although stated to be of Hawkinge, in his will⁷ yeoman William states 'I quitt and give to my sister Christian Burvill my house and lands in Capell parish and if she die without heires, then to returne to my brother James Burvill'. There is no mention of property in his will other than that in Capel le Ferne.

William's brother John died during 1682. John, of Hawkinge, in a will of some 144 lines, left properties in Hougham and Dover but none in Hawkinge. This mirrors brother William's will in his being described 'of a parish' in which he left no property.

In the inventory⁸, dated 10NOV1682, of John's assets his brother James and John Sutton recorded various items including (the values are in £-s-d):

One presse, twoe chestes,
 one brasse copper
 one paire of sheets
 and one Ranger sword 2-03-04

For three yeares pay due to
 the testator the 29th of
 September last for his
 service as a Gunner in
 his Majesties ffort called
 Motes Bulwarke in Dovor
 at £9-02-06 paid 27-07-06'

The total value came to £252-17-06,
 quite a sum.

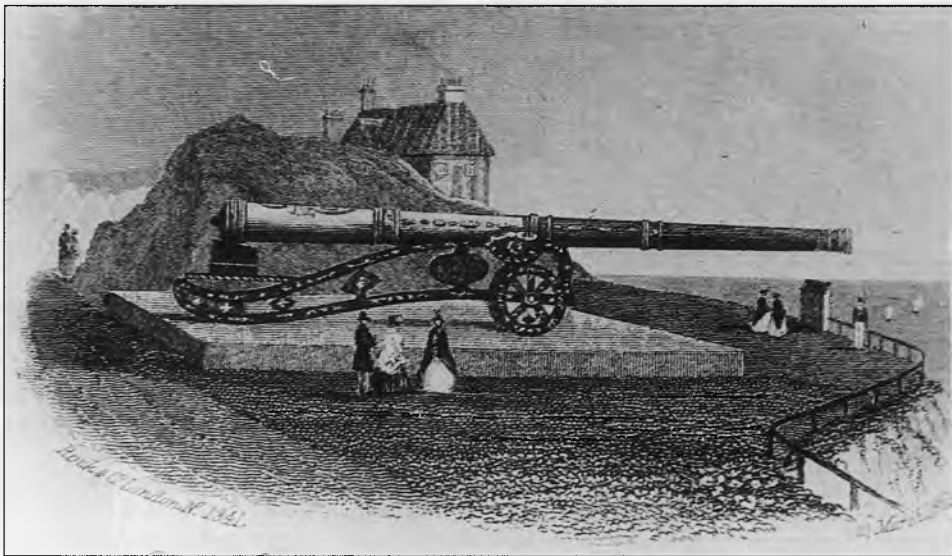
The 'ranger' sword may have been
 one of the curved variety normally
 carried by a cavalry soldier.

As a gunner in the Mote's Bulwark at
 Dover Castle, John was being paid £3-0-
 10 a quarter by the King. This was
 marginally more than the £3 William
 had been paid. It rather looks as though
 William and John, although they had
 sufficient land from which to earn a
 living, chose to be gunners leaving

others to run their farms. One cannot
 tell whether the brothers were at Dover
 castle during the same period time but,
 given the apprenticeship format of the
 times, it is unlikely they went to that
 employment as adults. What can be said
 is that they were likely to have been
 very much affected by the turmoil
 before and during the Commonwealth
 Period, of 1649 to 1660, in which the
 castle played a significant local role.

The precise birth-years of the two
 gunners is not known to me but they
 were born in the late 1630s or early
 1640s, so the yeoman brothers could
 well have been at the castle during the
 later years of the Commonwealth.

Who then were the gunners of Dover
 Castle? The gunners were permanent
 staff, in the employment of the Lord
 Warden of the Cinque Ports, who was
 funded directly by the king. The castle
 would have been garrisoned by various
 regiments but the gunners, who were
 responsible for deploying the permant



Queen Elizabeth's Pocket Pistol, Dover Castle

ordnance such as Queen Elizabeth's pocket pistol, would have been locals or living locally. During 1661 there was a 'Gentleman of the Ordnance' with 17 gunners but by 1674 to 1676 there was one master gunner and only four gunners 9. In the immediate post-commonwealth period gunners were paid 8d or 6d per day. On a seven-days-a-week basis the 8d pay-rate fits in well with William and John's remuneration. Carpenters of this period would have commanded about a shilling (12d) a day but could have had considerable management responsibility and been

unable to achieve a high number of work-days in the year.

A Dover Castle display associated with the impressive Queen Elizabeth's pocket pistol states it has a 24 feet long barrel and fired a 12-pound ball with accuracy up to a distance of one and a half miles. The display also records 'During the Civil War, the gun was used by Parliament and surrendered to Royalist forces at Lostwithiel, Cornwall, in 1644, from where it was returned to Dover.' Even by sea this must have been a difficult armament to move around the country.

REFERENCES

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MEMBERSHIP NEWS

SPRING 2005

SUBSCRIPTIONS ARE DUE AGAIN

The amount is unchanged (see application form at end of newsletter) and is a bargain. Please pay promptly, but after you have considered the alternative of paying by standing order - if you do not do so already - because once set up it is nearly always a trouble free and convenient method. Just ask me for a form to complete and accept my thanks which also go to all those members, nearly half, who now pay by standing order.

Because our subscriptions are low we need to raise extra money to help with the costs of meetings. Charging an admission fee has been considered and rejected and so raffle proceeds can make all the difference between profit and loss at individual events. Thanks, therefore, to donors of prizes who often slip them on to the table anonymously, and to buyers, sellers and folders of raffle tickets.

Our welcome new members are: Mr J & Mrs S White, Mr W & Mrs A Hamblin, Miss N Goodfellow, Mr Y Tykhoneriko, Mr A & Mrs L Sencicle, Miss E Reeves.

We send our condolences to the families of members who have died during the year: Mrs P Alexander, Mr J Hewitt, Mr H Cleaves, Miss J Pearce, Mrs B Fitch, Mr J Chandler, Mr S Shearman, Mr E H Baker, Miss K Goodfellow, Mr W E Greenwood.

Sheila Cope

Letters to the Editor

28 November 2004

Dear Editor,

I should like it to be known that in October 2004 I submitted to English Heritage a nomination for the Copt Hill cemetery sites in Dover to be listed in the cemetery section of its National Register of Parks and Gardens.

This is a little known accreditation but one which in my opinion, as their tour guide and exponent for the past five years fully merits such a grant and honour.

We, as the inheritors from our forebears of this historic site chosen in the first place (1855) for its stunning natural situation, owe it to our descendants to ensure the protection for them of all its riches not to mention the fact that it is the last resting place for so many of our citizens past, present and future. I therefore would like you to publish the English Heritage response to my nomination.

I am gratified that my recommendation is recognized and holds out hope for a listing.

I should like to urge the Dover Society therefore to use its influence to maintain English Heritage's consideration as well as the Dover District Council who own and maintain the sites.

I should also like to take this opportunity to personally thank the Society for all its help in supporting my love and interest of the subject since I first brought it to their notice in 1999.

*Yours sincerely,
Martyn Webster*

ENGLISH HERITAGE

Dear Mr Webster

REGISTER OF PARKS AND GARDENS:
COPT HILL CEMETERY, DOVER

Thank you for your letter of 11 October 2004, and for the information about Copt Hill Cemetery that you kindly enclosed.

From the information you have provided, the site appears to be of significant historic and landscape interest, and may well be a candidate for registration. However, our Cemeteries Project has now been completed and this has led to the addition of over 100 cemeteries to the Register nationally. The resources of the Designation Team are at present heavily committed to the review of heritage protection legislation that we are undertaking in conjunction with the Department of Culture, Media and Sport. Consequently, our normal programme of spot registration will be on hold for the next two to three years, except where sites are seriously threatened, for example by unsympathetic planning proposals.

We have therefore added Copt Hill Cemetery to our longer term review list, and will carry out a full assessment when resources permit. In the meantime, if any serious threat to the cemetery should emerge, please let us know.

Thank you again for bringing the site to our attention, and for all the information and site photographs you supplied. This was most helpful.

Yours sincerely,

David Conway
Heritage Protection Department

Tribute to Budge Adams...

Dear Editor,

I have just finished reading 'Dover Tribute to Budge Adams' and would like to say it is a truly wonderful revelation and insight into Dover's glorious and ancient past.

Mr. Adams was indeed a most remarkable gentleman and the book makes me proud to be a Dovorian and, of course, a member of the Dover Society.

Sherifa Rashidally

Dear Editor

The pleasant and unexpected gift of the "Dover Tribute" brought back so many childhood memories I was inspired to record a few of these, as enclosed.

I am always happy to receive the Newsletter. Though it is good to be nearer my family I still miss my home town.

Bessie Newton



Sketch by Sherifa Rashidally

Split the Lark Poetry Festival

LOCAL COMPETITION JUNE 2005

for poems on the theme of

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Closing date for entries 15th May 2005

Trophy for best entry ~ Second, third and fourth prizes to be decided

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Read reports on meetings, check the programme of events.

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2004 1,598 visits
2005
up to mid March 2,073 visits

Dover Websites

- Charlton Shopping Centre: www.charltonshopping.co.uk
- Dover Castle: www.dover-castle-friends.org
- Dover District Council: www.dover.gov.uk
- Dover Hospital Fete: www.doverhospitalfete.homestead.com
- Dover Operatic Society: www.dods.org.uk
- Dover Pageant: www.doverpageant.com
- Dover Topsy: www.topsy.demon.co.uk
- Dover Town Centre Management: www.dovertcm.homestead.com
- Dover Town Council: www.dovertown.com
- Dover Web: www.doverweb.co.uk
- Gateway Hospital Radio: www.ghbs.org.uk
- Accommodation: www.stayindover.co.uk

Venturing outside Dover

- Confederation of Cinque Ports: www.cinqueports.net
- Kent County Council: www.kenttourism.co.uk
- Kent Federation Civic Amenity Society: www.kfas.org.uk
- St Peter's Village Tour: www.villagetour.co.uk

Contact the editor, Mike McFarnell or a member of the committee
 if you want more information.

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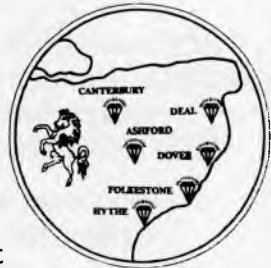
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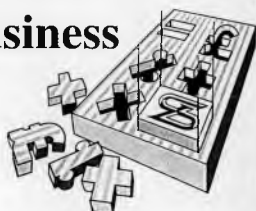
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Signed ..... Date .....

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

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

Social events  Writing for newsletter

Projects e.g. clearance, surveys, photography

Any other interests or expertise .....

---

# PROGRAMME 2005

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

- APRIL 18**  
Monday 7.30  
**ANNUAL GENERAL MEETING**  
**Speaker:** Councillor Paul Watkins "Dover's Pride"
- MAY 19**  
Thursday  
**A Visit to Chartwell**, the home of Winston Churchill with its beautiful gardens overlooking the Weald of Kent. History comes to life in the family and exhibition rooms containing memories of Sir Winston and his time. £10.00. Entrance to house £7.00. Free to National Trust members.  
Pick-ups: 11.00 Railway Bell; 11.10 Frith Road; 11.15 Brook House CP
- JUNE 23**  
Thursday a.m.  
**Walkabout Hythe** - a half day outing. Guided tour around this ancient and historic town led by members of the Hythe Society. Lunch in a local hostelry. £10.00 excluding lunch.  
Pick-ups: 09.00 Railway Bell; 09.10 Frith Road; 09.15 Brook House CP
- JULY 9**  
Saturday  
**To celebrate SEA BRITAIN 2005 a visit to Chatham Dockyard.**  
Morning - time to explore on your own. Afternoon - guided tour to discover the role women played in the work of the Royal Dockyard, followed by a paddle steamer cruise whilst enjoying a cream tea. £24.00.  
Pick-ups: 09.00 Railway Bell; 09.10 Frith Road; 09.15 Brook House CP
- AUGUST 25**  
Thursday  
**London - The British Museum.** Worth visiting if only to see the Great Court, one of the lost spaces of London, hidden from public view since 1857. If time permits a visit to The Theatre Museum, Covent Garden. £14.00.  
Pick-ups: 08.00 Railway Bell; 08.10 Frith Road; 08.15 Brook House CP
- SEPTEMBER 17**  
Saturday  
**France.** To be arranged.
- OCTOBER 21**  
Friday  
**200th Anniversary** of the Battle of Trafalgar and the death of Admiral Lord Nelson. Dinner and Dance. Town Hall. Details later.
- OCTOBER 24**  
Monday 7.30  
**Speaker:** Harry Ward "Captain Cook"
- NOVEMBER 14**  
Monday 7.30  
**Speaker:** Councillor Richard King "The Future of Kent"  
Brainstorming Session
- DECEMBER 17**  
Saturday 7 for 7.30  
**Christmas Feast.**  
Start Christmas in style by attended our annual feast held in the splendid surroundings of the Refectory in Dover College. £17 to include sherry reception, a sumptuous buffet, wine, soft drinks and entertainment.

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