

The
Dover
Society

Newsletter

No. 74

July 2012



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THE DOVER SOCIETY

FOUNDED IN 1988

Affiliated to the Kent Federation of Amenity Societies
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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

Let me start by welcoming two new members on to the committee of the Dover Society Mrs Diane French and Mrs Susan Jones. Georgette Rapley and Jack Woolford did not seek re-election at the AGM and our Minutes Secretary Barbara Stapleton also stood down for personal reasons. Jack still remains a Vice President of the Society.

The last couple of months have seen a lot of activity in the town. We have seen the very successful occasion of the Dover Tattoo and Tattoo Fun Day. Many thanks must go to Mike McFarnell of the Dover Society and the dedicated team of helpers who made it possible. The Olympic torch relay and accompanying festivities have also been successfully completed. One sad note is that the Dover Regatta had to be cancelled, but the organisers have vowed that it will be back next year bigger and better.

Looking forward Heritage Open Days will soon be upon us, on 8th and 9th September. Please look inside the back cover for details of this year's Christmas Feast. Owing to the spiralling cost at Dover College we have had to change venues. It will now be held at the Marina Hotel and Spa on the seafront. The other major changes are that the feast will be held at lunchtime and it will be waiter service. Meet at 12.30 for 1pm on Saturday 8th December.

Alan Lee

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DEADLINE for contributions

The last date for the receipt of copy for issue 75 will be Wednesday 5th September 2012. 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 213668 to discuss details.

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MARCH MEETING

1st Talk

Is Cockney all Kent and Dover?

A talk by Damien Hall *reported by Terry Sutton*

Multicultural London English will be heard increasingly in Dover and East Kent in the years to come. That was the prediction by Damien Hall, a linguistic researcher who teaches at the University of Kent, when he spoke to a packed audience at The Dover Society meeting on March 19th.

Mr Hall, who lives at The Gateway, used recorded sound to explain how accents and language has, and is, changing in the Dover area. His talk: "Is Cockney all Kent and Dover" was, as chairman Derek commented, something different in the way of talks to the society. The speaker came to the conclusion that, despite some opinions, Dover people do not speak like the Cockneys who once lived in the East End of London.

As a result of redevelopment in London, those who once lived in the East End had now moved outwards from the capital, "the Cockney Diaspora," to live in Kent and Essex. They took their accents and language with them.

Mr Hall, playing recorded voices of East Kent people from the 19th century, comparing the accents with those heard in Dover today. The recorded voice of a woman from Temple Ewell was one example. Accents and grammar had changed, he submitted.

Demonstrating how the children of people who moved from one part of the country to another took language with them, he cited Kent miners and their children. At Aylesham, he recalled, some people still referred to "jitties," a North of England expressions for alleys.

Accents in the Dover area today were not truly Cockney but they were different from what they were 100 years ago while a new Multicultural London English (MLE) was creeping into Kent. It was partly like Cockney and the speaker said he believed MLE would reach Dover some time in the future.

Answering a series of questions Mr Hall said most people picked up their accents between the age of four and the onset of puberty. He had his doubts if television watching changed local accents.

It proved a most interesting talk and was greatly appreciated by his audience.

Free Offer

Would anyone like a copy of the recording and PowerPoint of 'Is Cockney all Kent and Dover?' on DVD for computers - or the recording only for a CD player? If so please contact

Damien Hall

Tel: 0771 853 5634

E-mail: D.Hall@kent.ac.uk

Following Lorraine's talk at the March meeting I have decided to publish the complete article - Editor

Women's Suffrage in Dover

Part I

Lorraine Sencicle

Dover, as a Cinque Port, held on to the terms of Gavelkind, a Saxon Law, long after the Normans came in 1066.

Meaning 'Give all kind,' it was a form of land tenure dealing with intestate estates where, amongst other things, the children, whether male or female, of a deceased son inherited the father's portion. It was not until the end of the 16th century, when Elizabeth I was on the throne, that it became custom for women to bestow their titles and properties on their husbands and sons. In consequence, they lost their rights to property and associated rights. The Reform Act of 1832, replaced the term 'person', as was usual, with the term 'male' and from then on, women were officially disenfranchised ... and the fight was on!

In 1857, women from the upper strata of society successfully campaigned for the right to sue ex-husbands after divorce for their share of the marital home. John Stuart Mill, in 1865, called for women to



Mrs Alice Barlow 1909 - President of Dover Women's Suffrage Society

have the vote and women's suffrage was discussed during the debates on the Second Reform Act of 1867. The Act extended the vote to ratepayers and male franchise increased to 2.5 million. The Act, however, did not specify the sex of the ratepayer. On 26 November 1867 Mrs Lily Maxwell, of Manchester, voted. The Court of Common Pleas declared her vote illegal and the word 'man' was inserted into the Act.

This led to an outcry from women, including a petition from Dover dated 17 June 1869, and led to the Municipal Franchise Act of that year. This Act allowed unmarried women householders to vote in local elections and in Dover the women used their vote, most notably in 1871. Their vote turned the Conservative long-standing majority in Pier Ward to Liberal. Richard Dickeson was elected Mayor. He went on to make a positive impact on Dover's economy and supported women's rights.

The year before, MP Richard Pankhurst

pushed through the first stage of the Married Women's Property Act, which allowed married women the right to own property. However, it was another twelve years before it was fully achieved. Parliament's procrastination triggered a public outcry ensuring that a Mrs Ronniger spoke to a full house at the Apollonian Hall, Snargate Street, on 21 February 1872, on the subject. She also argued that: Firstly it was unjust that those women who were taxed equally to men had no direct power to say, through members of Parliament, how the public money should be raised, and how it should be spent.

Second, Women must obey the Law and many laws affect the interests of women, yet they are the largest class of citizens without a share in the making of laws that affect them.

Later that year the National Society of Women's Suffrage was formed and on 15



Woman Coalheaver Carrying 1 cwt Sack

January 1873, a meeting was held in Dover that initiated the Dover Suffrage Society. Its committee included Mary Anne Apps of 68 Maison Dieu Road and Mrs Wakefield of 8 East Cliff, who was the secretary.

Public meetings were held and on 6 December 1876, 400 people, mainly women, attended a packed Wellington Hall, (between Snargate and Northampton Streets), to hear speeches from leading suffragists, Helen Blackburn, Isabella Tod, Caroline Biggs and Mary Anne Apps of Dover Suffrage Society.

The third Reform Act of 1884 doubled male electors to 5 million. Five years later, in 1889, Emily, the widow of Richard Pankhurst, founded the Women's Franchise League. Their campaigning led Government to allow property-owning single women to become Poor Law Guardians, and to become members of School Boards.

1892, and George Wyndham, Dover's Conservative MP, made a stirring speech in Parliament advocating Women Suffrage. He thus became one of the oldest and most trusted supporters of the suffrage movement. However, he did not receive the backing of the House of Commons and with frustration mounting, groups of women, all over the country, were setting up independent organisations all with the same purpose.

This led, on 14 October 1897, to the formation of the National Union of Women's Suffrage Societies or the NUWSS. Their main aim was to put pressure on non-supportive MPs. The long-standing president was Millicent Fawcett, the sister of Elizabeth Garrett Anderson (1836-1917), UK's first female

doctor, Dr Anderson had been reluctantly admitted to the British Medical Association in 1873 and it was another 19 years before the next female was admitted.

Emily Pankhurst and her two daughters, Christabel and Sylvia, were members of the NUWSS but felt that it was not radical enough. Thus, in 1904, the Pankhursts set up the Women's Social and Political Union - WSPU. Their first campaign was aimed at a Liberal Party conference but made little impact. With the slogan, 'Deeds Not Words', they organised a Women's Sunday march in Hyde Park - in June 1906, 250,000 people attended. It was at that time the word Suffragettes was coined and was only applicable to members of the WSPU.

The following February (1907) the NUWSS held a demonstration in which over 3,000 women took part - including a small contingent from Dover. On 30 September 1908, the NUWSS held an even larger rally and again Dover was represented. One of those who attended was Dr Annie Brunyate (1872-1937) Dover's first female medical practitioner. A graduate of Girton College, Cambridge (1892-5) she had undergone medical training at Durham and gained her doctorate from St Hugh's, Oxford. She lived with her mother at 4 Effingham Crescent, where she practised. The house was also the HQ of the Dover Woman's Suffrage Society.

In January 1909, Dr Annie along with six other ladies took the Dover Women's Suffrage Society (DWS) into the NUWSS and invited women of the town to an 'At Home'. This was held in the then Christ Church Mission Hall and one of their

speakers was Elizabeth Garrett Anderson. The chairman was Hungarian born Ilena Ginever, the wife of a vicar who lived at 17 Park Avenue.

The meeting was a lively affair emphasising that the right to elect an MP was not an end in itself but the beginning of major social reforms appertaining to women. These included: Equality in wages;

Equality in the work place, for instance the abolition of the sweat shop system for women - it had already been abolished for men;

The availability of technical training for women - trades unions had successfully legislated against this being available to women;

Opening up the professions - such as the law, to women.

The majority of those who attended that meeting were impressed and on Thursday 22 April 1909 DWS held a public meeting at the Town Hall. Mrs Alice Barlow, wife of Edward Percy Barlow, Chairman of Wiggins Teape, Buckland, was elected President, her daughter Alice, Vice-President. Honorary Secretary was Dr Annie Brunyate and Honorary Treasurer was Lorna Bomford. Lorna was born on 29 December 1883, the daughter of the retired Indian Surgeon-General Sir Gerald Bomford. She lived with her parents at Hillesden, 14 Godwyne Road.

The DWS committee arranged further public meetings and frequently joined forces with Florence Macauley (1862-1945) of Folkestone. She was the Kent representative of the radical WSPU, the members of which broke windows of well-known shops in the west end of London and carried out other activities that brought attention to the cause.

The Dover Society AGM 2012

Report by the Chairman Derek Leach

Having ploughed through the past year's minutes of the Executive, Planning and Refurbishment Committees to put this Executive report - my 8th - together, I am amazed at the number of issues, both large and small, discussed, pursued and acted upon. As usual time will only allow me to give you the headlines of all the activities carried out on your behalf, but underlying them all is the continual and dedicated bread and butter work that goes on year in and year out by a relatively small number of members. All taken together makes The Dover Society what I hope, indeed I know it is - a force for good in Dover, a force to be reckoned with and a force respected.

Membership

We were delighted that following the appointment of two of our members as honorary Freemen in 2010, Dover Town Council saw fit last year to add our own Terry Sutton to that select band. Our membership shows a slight net increase from last year 444 to 457. Whilst this is a healthy number, the more members we have, the stronger our voice becomes. Next year The Society will be 25 years old. Let us celebrate that by reaching 500 members by the next AGM. Please encourage relatives, friends and work colleagues to join. Our thanks as always go to our membership secretary, Sheila Cope.

Now may I invite you to stand whilst we remember those members who have died in the past year Kenneth and Delysia Berry, Brenda Lee, Muriel

Mellanby, John Turnpenny, David Pike, Jeane Steed and Maurice Sayers.

So what have we been up to?

When asked what is The Society for? I always summarise our formal objectives by saying that we care about Dover's past, its present and its future. To do this we have to react and comment upon what is going on around us both locally and nationally - there has been plenty of that in the past year - but we are also proactive by taking the initiative ourselves or by influencing others. A common thread running through our efforts whether on heritage, future of the port, planning or refurbishment is making the best of what we've got.

Planning

Patrick Sherratt has become a very effective and energetic Planning Committee chairman. In addition to commenting upon controversial individual planning applications, we continue to meet the Dover District Council (DDC) Director of Community and Development informally to discuss progress - or lack of - on all the major regeneration schemes. We have welcomed the latest St James' area redevelopment plans with minor reservations as a big improvement on the previous ASDA scheme, although we have objected to the design of the proposed Travelodge building. At long last we welcomed a start on the Buckland Paper Mill site and on relocating the Visitor Information Centre to the Museum. We have also

attended meetings about or submitted views upon DDC's draft Heritage Strategy, its Open Space Policy, its standards for shop fronts in conservation areas, the Green Infrastructure Plan, the Dover Surface Water Drainage Scheme, Dover Town Council's (DTC) Ambition Plan, the proposed River Dour cycle route and the Localism Bill (now an Act). China Gateway gave a presentation to the Executive on its ambitious ideas for Farthingloe and the Western Heights as part of its consultation process. The Executive's present view is that the Western Heights Ancient Monument should be protected; however, since private money appears to be the only way to preserve and promote this valuable heritage asset, we may be prepared to accept some sensitive development if there is a substantial gain for the Ancient Monument. The original proposals have been substantially modified already, but we must wait for the detailed planning application and then consult members before we come to a final view. At long last DTC and DDC are taking legal action on our aim to see neglected properties improved or repaired and The Society has nominated some for early attention. We are also lobbying about the need to bring the many empty homes back into use. We have kept a close eye on the derelict former cinema in Castle Street and hope that its proximity to the St James development will at long last galvanise Wetherspoons into action.

We were pleased to see that some of our major concerns about the government's controversial national planning reforms were alleviated somewhat in the final version of the National Planning Policy Framework - the default automatic

approval for development has been omitted, brownfield sites and town centres should once again be considered before green spaces are used and the term 'sustainable development' has at least been defined, but will probably create a load of legal wrangles.

Refurbishment Committee

Our Refurbishment Committee, chaired by Jeremy Cope, is making an impact with its survey of the condition of our many listed buildings and conservation areas, but DDC's ability to enforce building standards both for new buildings and old is severely limited now due to staffing cuts. Our request for DDC's civil enforcement officers' (parking attendants) duties to be extended to include certain antisocial behaviour and litter dropping has been unsuccessful to date, although DDC responds quickly when we report litter blackspots. On a brighter note, we were pleased to congratulate Morrison's for the much improved area around their store. The state and lack of public toilets continue to give concern especially on the seafront. Our efforts to get Kent Highways to replace any diseased street trees that are removed have been rebuffed due to financial constraints. The need for an easily accessible footpath to link the castle to Langdon Cliffs via the Bleriot Memorial has resulted in The Society proposing a route. With DDC unable to undertake the costly repair of Connaught Park pond its future is in doubt, but we are seeking a grant. We can report no success in getting Kent Highways to replace felled street trees or to remove the stumps left behind due apparently to lack of funding.

Future of Dover Harbour Board

The future ownership and development

of the port again took up a great deal of time. With the vast majority of our members opposing the sale of the port as proposed by Dover Harbour Board (DHB) and supporting transfer to the Dover Community, but with no decision from government we have continued to be closely involved with developments to seek the best possible deal for Dover. We submitted views on the government's proposed revised criteria for the sale of Trust Ports and these criteria now require the local community to have a long term involvement in any future ownership causing DHB to revise its proposals that we expect to be consulted about shortly. A significant development was DHB handing over to representatives of the community the task of setting up the Port of Dover Community Trust (part of its original proposals) should it be needed. I represent The Society on this independent working group, which is considering the aims of the Trust, the area of benefit, the structure of the Trust and how its members would be recruited.

Projects

No new major projects were begun this year - we had our hands more than full with the existing ones!

On the heritage front the success of Heritage Open Days in Dover continued with once again 10 properties open free of charge for the September 2011 weekend.

Our long term project of restoring the Town Hall to something like its Victorian splendour in partnership with DDC and DTC is gathering momentum. The first task was to make the public both near and far more aware of the building and its history. From last May

guided tours every Wednesday morning once a month were organised with guides provided by The Society and Kent Greeters. From September, with the opening of our new History Room in the old Court Room, tours have been run all day every Wednesday. To date nearly 500 people have visited and paid over £500. We are now targeting and attracting groups of up to 40 people at a time. The project is now in its second and more difficult phase of preparing the ground for a major lottery fund bid by considering how the building should be restored, used and managed in the future to maximise its potential for commercial, community and heritage use.

Our dedicated band of volunteers led by Jeremy Cope has continued to maintain the whole area of Cowgate Cemetery with their fortnightly work parties and we continue to take a leading role in the River Dour Steering Group where we suffered a setback with cuts in White Cliffs Countryside Partnership funding threatening the continuation of the monthly litter clearances by volunteers; however, whilst we try to find alternative funding, we, together with DTC and River Parish Council, have found the money at least for the next 12 months.

We are now considering providing more Dover Society historic plaques with the first possibly in memory of Doctor Koettlitz and placed on the newly restored Charlton House.

More of the same

Now I turn to what I call 'more of the same' - regular activities which are part and parcel of The Society and perhaps taken for granted, but no less important.

Social programme

Our winter series of meetings continue to be well supported and I thank Patricia Hooper-Sherratt, Sheila Cope, Georgette Rapley and the happy band of kitchen helpers - not to mention Mike Weston the wine waiter - for all their hard work. We changed our raffle prizes as an experiment and I shall seek your views this evening. Support for the Christmas Feast is dwindling and you have been asked to complete a questionnaire in the March Newsletter. Our trip to the Houses of Parliament was heavily oversubscribed but our second outing to the Geffrye Museum was cancelled for lack of support. Again we do need feedback on what, if any, outings you would support.

Publicity

Our Newsletter expertly edited by Alan Lee continues to be highly regarded by members and others. We are indebted to all the contributors, Jean Marsh our advertising manager, the envelope stuffers and all our distributors for their efforts. The excellent website, managed by Mike McFarnell keeps members up to date and helps to interest internet browsers not only in the Society but in Dover as well. Terry Sutton's regular press reports also help to keep The Society in the public eye and we continue to provide a Dover Society article in the Dover Life magazine.

Events

As usual I represented The Society at the St. George's Day commemoration of the Zeebrugge Raid and we also laid wreaths at the Remembrance Services at the town war memorial and at The Society's plaque to the Unknown Warrior at the Western Docks at which this year a descendant of one such unknown warrior also laid a wreath. As

Chairman I was invited to a consultation on the future of the Officers' New Barracks at the castle, the launch of the Dover Tattoo and the Cultural Framework Survey launch.

Thanks

I have not mentioned the sterling efforts of our Treasurer, but Mike Weston will shortly dazzle you with his annual accounts.

That concludes my report of a very hectic year for The Society except for thanking every member of the Executive, including Georgette Rapley who is not seeking re-election, our minutes secretary, Barbara Stapleton who has had to step down, our Audit Committee, and all those members who have contributed in any way to the work of The Society during the past year.

Jack Woolford

You will have noticed that there has been no mention of Jack Woolford and he is unable to be with us tonight. Failing health has meant that he has played little part in Society affairs for more than a year and he has decided that at 94 the time has come for him to retire from the Executive. Jack, with Philomena Kennedy and Peter Johnson, were the founders of The Society and it has been the centre of his life since 1988. We shall miss his enthusiasm, wisdom, experience, wit, command of the English language - and the champagne on his many birthdays! Jack remains a Vice President and we shall make a presentation to him.

Help needed

Finally, may I make an appeal for practical help in 3 areas:
- somebody to organise our programme

of speakers

- a minutes secretary for the Executive Committee

- a raffle organiser, which is pretty simple with the voucher system

- please consider whether you could contribute in this way.

I submit my report for your consideration and welcome any questions.

Editor's comments

We require more feedback on our summer outings and welcome suggestions as to suitable destinations.

The question was put to the meeting regarding how the raffle will be run in the

future. The vote went overwhelmingly to continue with the present format.

A member appealed for the Society to recognise Braddon Village at the Western Heights and to help secure a village sign. After discussion the Chairman stated that the Executive would consider the matter.

Following questions from the floor regarding possible development on the Western Heights and in the Farthingloe area, the Chairman assured members that at the appropriate time when the developer's final plans were made public in the form of a planning application, members' views would be sought before the Executive submitted its formal views to the planning authority.

MEMBERSHIP NEWS

Shiela R Cope Membership Secretary

To save postage, this year's subscription reminders have been delivered by phone or email in the first instance. At time of writing this method seems to have been effective. Please remember that cheques and cash are only acknowledged on receipt of a stamped addressed envelope. Above all, however, the forethought of those members who pay their subs on time is always much appreciated.

Another change is that we have used up our original batch of membership cards and decided not to have more printed since we could not remember any occasion when they have actually been needed. As a result, new members now receive a much more prosaic receipt for their payment but those who still have cards are welcome to have them stamped at the AGM as they have traditionally done.

Just at present we number 469, 22 of whom have been recruited since the last Newsletter and several introduced by existing members to whom we are grateful for their good work. At the AGM we enrolled 11 new members which is a record. The new members are:- Mr K Smith, Mrs A Reardon, Mr J Morgan, Mr P Headon, Mr & Mrs S Yarrow, Miss E Smith, Mrs S Judah, Mrs G Blythe, Mr D Vincent, Miss D Lee, Mr C Nelson, Mrs J Dean, Ms L Pimblett, Ms J Jones, Ms C Smith, Mrs K Marsh, Mr S Mills, Mr C & Mrs S Parsons, Mr M Scanlon and Miss S Mackintosh. They are all most welcome!

The Dover Society - Financial Report

An extract from the Accounts of the Year Ended 31st March 2102

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] or Email [mike@weston71.freemove.co.uk].

CURRENT ASSETS	2012	2011
Society Badges	23	23
Newsletter Binders	36	49
Debtors and Prepayment	252	250
Shares gifted to Society	661	661
Cash at bank and in Hand	<u>27,435</u>	<u>28,235</u>
	28,406	29,218
CREDITORS: Amounts falling Due within one year	<u>(1,347)</u>	<u>(2,044)</u>
NET CURRENT ASSETS	<u>27,059</u>	<u>27,174</u>
NET ASSETS	<u>£27,059</u>	<u>£27,174</u>
FUNDS	<u>£27,059</u>	<u>£27,174</u>

The Society's Funds are represented by:

The General Fund	20,799
Rolls Memorial Fund	50
Projects Fund	575
Publication Fund	4,004
Town Hall Fund	1,631

£27,059

Statement of Financial Activities

for the year Ended 31st. March 2012

	General Fund 2012	General Fund 2011
INCOME		
Subscriptions	2,496	2,388
Donations	44	157
Social Events	445	328
Gift Aid attracted by Subs etc to General Fund	565	564
Bank Account Interest	54	53
TOTAL INCOME	<u>3,604</u>	<u>3,490</u>
EXPENDITURE		
Members and Meeting expenses	185	5
Administrative Expenses 1,238	1,027	
Newsletter Expenses	1,771	1,729
Other Items [including donations]	165	120
TOTAL EXPENDITURE	3,359	2,881
NET (OUTGOING)/INCOMING RESOURCES	243	609
Total Funds Brought Forward	20,556	19,947
TOTAL FUNDS CARRIED FORWARD	<u>£20,799</u>	<u>£20,556</u>

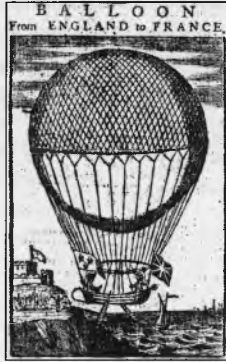
Capt. M.H.Weston

A History of Aviation an Illustrated Talk

Bob and Kathleen Hollingsbee reported by Alan Lee

The talk at the AGM was unusual in that it consisted of a great number of pictures. Bob ably, assisted by Ken Chapman, gave a most illuminating history of aviation in the local area.

He started with ballooning from 1700 to 1899 with mention of the pioneering flight from Dover Castle to France by Blanchard and Jefferies in 1785. In 1899 after a conference, a balloon ascended from Dover College carrying greetings to French scientists in Boulogne.



*Blanchard Balloon KG
1785 Engraving*

Stott had planned to fly his unusual 'Flying Tub' machine in 1876 but failed to do so. He and his companion once lodged at River.

Moving on to powered flight we saw and heard of many famous names, airfields and flying clubs in the area. Louis Bleriot landed on Northfall Meadow after the first solo flight across the Channel in 1909. The Dover

Aero Club House was opened at Whitfield in 1912 by the Marquis of Camden. The same year Harriet



Air Station Clubhouse Whitfield 1912



Charles Rolls Launch Rail Swingate Airfield 1910



Harriet Quimby Flies Channel from Whitfield 1912



Edward Crundall RFC Plane named 'Whitfield' 1917.



Short Bros Biplane 'T-5' at Whitfield Airfield 1912

Quimby took off from here and flew over Dover Castle on the first solo channel crossing by a woman. Swingfield airfield, opposite the Duke of York's Royal Military School was where Charles Rolls made the first non-stop return cross channel flight in 1910. Old Capel Aerodrome was just off the Dover to Folkestone Road. Later we also had seaplanes stationed in Dover Harbour. In WWI Wing Commander Edward Duncan Crundall DFC named his aircraft 'Whitfield' after his place of birth (9th December 1896).

Editor's note

In 1914 he joined the Royal Naval Air Service and served with No 8 Naval Squadron. In April 1917 flying a Sopwith Triplane serial number N5464 he downed 2 enemy aircraft. On the 10th May he was wounded and shot down by Alois Helmann (a German ace with 15 victories). On 28 July 1917, he was downed by Adolf von Tutschek. In August 1917 in the same plane he downed one more plane. He then switched to 210 Squadron Royal Air Force, as a Flight Commander, and flying a Sopwith Camel, s/n B7860, in July and August 1918 he downed 4 enemy planes. He was awarded the Distinguished

Flying Cross. He then flew civil flights between the wars and rejoined the Royal Air Force as Commanding Officer of 116 Calibration Squadron in WWII until 1945 and was awarded the Air Force Cross. After the war he started charter airlines to French Equatorial Africa and to South Africa. His autobiography 'Fighter Pilot on the Western Front' was published in 1975. He died in the 1980's.

In 1929 Sir Alan Cobham flew passenger flights from Swingfield airfield. In 1934 there was the Dover Air Pageant at Whitfield Airfield, while in 1964 the comedy 'The Magnificent Men in their Flying Machines' recruited many Dover people as film extras.



Sir Alan Cobham Biplane 'Youth of Britain' Swingate Airfield 1929



'Airman' Eric Sykes Filming Those Magnificent Men in their Flying Machines Dover Beach 1964

Refurbishment Sub-Committee

Jeremy Cope

You may notice that this article is renamed from Regeneration, a more accurate reflection of the content and the Society's aim to make the best of Dover's existing attributes - and we do have a very great many. I was lucky to visit Charlton House and see the high standard of restoration being carried out there - it was an outstanding example of what can be done and of the enormous potential of this town.

In my last report I wrote of Pat Sherratt leading the fight to get implementation of Section 215 of the 1990 Planning Act which enables local authorities to oblige property owners to maintain the outside of their premises. I should pay tribute to Dover Town Council for putting up the money so that a start is now being made. Without that funding there would be little prospect of action.

Litter and antisocial behaviour remain a real problem and we continue to press for a zero tolerance approach by the District Council with immediate fines for any breaches. But we must also pay tribute to those who voluntarily collect rubbish off the streets. The Council do respond to complaints reported to them and I would urge members to phone with any problems.

Our aim to establish a safe walkway between the Castle, Bleriot's Memorial and Langdon Cliffs has progressed to the extent that with the support of Kent

County Council Countryside Access Team, National Trust and local ramblers' groups we hope to put in a bid for funding to Natural England. This is, of course, subject to sorting out the snags in the bidding process - governments seem determined to make things difficult for groups such as ours to have access to funding and that's just the helpful sources.

Continuing with the subject of funding, another aim was to see what we could do about the repair of Connaught Park Pond, presently in a very sad state. I had a conversation with Heritage Lottery Fund representatives to see if funds were available, but the conditions demanded and the heavy workload that would be involved for a limited number of volunteers (already very busy people) made our sub-committee very hesitant. Fortunately it sounds as if the District Council has found the money to sort out the pond, hence a large sigh of relief.

Alan Lee continues to battle with Kent Highways on street trees - so important for any urban environment. We are told that the total absence of funds prevents replanting, but as one member noted "they have the money to cut them down". If an area wants trees replanted Kent Highways will do so provided they are paid (and they are not cheap), but the areas that need trees most to soften the townscape are often those least able to raise the money. Plus ca change!

Zeebrugge Day

Alan Lee

April 23rd, St. George's Day, saw the annual commemoration of the daring Zeebrugge raid in 1918. Although the military value has sometimes been questioned over the years, the heroism of those taking part never has. The occasional drizzle did not detract from the moving ceremonies both at the memorial service and at the Town Hall for the ringing of the Zeebrugge Bell.

After the completion of the formalities we entered the Dover Town Council offices for tea and coffee. Here my daughter Denise noticed one of the original Olympic torches that had taken the flame from Dover to London in 1948. We had a most interesting chat with the owner who turned out to be an ex Royal Marine from Deal. He had been selected as a torch bearer whilst still serving abroad. His leg of the relay, about 2 miles in those days, was near Barham at night.



In 1947 it was known as the austerity games; the competing countries even donated food. The relay was much simpler - straight from Dover to London not like this year's over hyped, over commercialised long-winded trip around the whole of the

British Isles.

Talking with the old veterans was a most interesting and eye opening experience, especially for Denise.



1948 Olympic Torch



Zeebrugge Bell



"TURN BACK, TURN BACK"

A black day for Canadian airmen trying to defend Dover

Dean Summer

From mid-August 1940 the Luftwaffe had launched sustained attacks against key RAF targets like airfields in southeast and eastern England. Fighter Command had fought hard to repel the raids but was under severe pressure, and as the last day of August dawned there would still be no rest from the enemy onslaught.

Dover had faced many raids since early July, and often in the sky overhead massed formations of Luftwaffe bombers and fighters crossed into England on their way to inland targets.

Shortly before 8am on Saturday 31st August, large raids were detected approaching areas of the Kent coastline, with one raid consisting of over 100 aircraft seemingly headed straight for Dover. Sensing this was an early strike to follow-up the devastating raids of preceding days on Sector airfields like Biggin Hill, the No.11 Group Controller

ordered up two squadrons of fighters. One of the squadrons receiving the order to "Scramble" was No.1 Royal Canadian Air Force Squadron based at Northolt in northwest London.

No.1 RCAF was Canada's contribution towards defending the skies of Great Britain against Hitler's war machine - equipped with the dependable Hawker Hurricane, the Canadian fighter pilots, though relatively inexperienced in combat, were nonetheless eager to get into the fight and thus far had suffered mixed fortunes with both losses and victories.

Departing Northolt and climbing hard, the Canadian Hurricanes had their vector. It was towards Dover and soon they were across London and racing into Kent, still trying to gain height. In Dover itself, observers spotted the raiders and endeavoured to identify them. The large formation looked a little 'odd'. Indeed it



No1 RCAF Squadron Pilots



George Hyde



William Sprenger



Jean-Paul Desloges

was, as the Luftwaffe had pulled a trick and sent only Messerschmitt fighters across The Channel. A frantic signal was sent to Group Headquarters.

On receiving the message about the large numbers of enemy fighters and realising that the two RAF fighter squadrons heading to Dover were going to be at a distinct disadvantage, the Duty Controller sent a very urgent radio message insisting that they turn back. One of the squadrons received the call and turned around to head back to their home airfield, but the other squadron either failed to receive the message, or if they did, were slow to react.

The Canadian Hurricanes were now high over Cranbrook in the Weald of Kent oblivious to the danger ahead, but as events were quickly to prove, they were not going reach to Dover. Without warning cannon and machine-gun fire was ripping through the squadron of Hurricanes - Messerschmitts had dived out of the sun and caught the Canadians napping.

One of the first Hurricanes hit was P2971 with 26-year-old Flying Officer George Hyde at the controls. With his RAF fighter erupting in flames, F/O Hyde from Westmount in Montreal, now far

from home and with his life in peril, wasted little time baling out of his doomed machine. As the Hurricane fell away northwards, eventually to crash at Staplehurst, the Canadian drifted down in his parachute with burns to his face, hands and legs. Though wounded he would return to duty.

Another one of the surprised Canadian pilots who never saw his attacker diving on him was Flight Lieutenant Vaughan Corbett, also from Montreal, but born in Toronto in 1911.

His Hurricane P3869, like that of his colleague, caught fire. Suffering burns, Flt/Lt Corbett managed to make a hasty exit as the vanquished RAF fighter hurtled down to crash and burn out at Biddenden. The injured Canadian landed near a level crossing at Wittersham Road Station on the Kent & East Sussex Railway (now a preserved railway line). He too would fly in action again.

The well-aimed fire of the Luftwaffe fighters also riddled the Hurricane P3858 flown by 29-year-old William 'Bill' Sprenger from Ontario, but he was spared death or injury and baled out unscathed to land in his parachute at Ulcombe to the southeast of Maidstone. His stricken fighter fell to earth a short

distance away within sight of Leeds Castle.

The luckier members of the Canadian squadron twisted and turned through the sky to avoid their attackers and sought to return to Northolt as quickly as they could and reflect upon the disaster inflicted upon them, but the day of drama was far from over. During the afternoon a delegation from the squadron had the sombre task of attending the funeral at Brookwood of their first casualty, Flying Officer Robert 'Bob' Edwards who had been killed in action five days previously.

Back at Northolt, there was another scramble. In the late afternoon, the Canadians found a formation of Dornier bombers escorted by Messerschmitt fighters at 12,000 feet above Gravesend. Despite the presence of friendly anti-aircraft fire they attacked the Luftwaffe raiders and managed to inflict some revenge for the beating they had taken in the morning from the enemy.

As several Messerschmitts and Dorniers fell from the sky, Flying Officer Jean-Paul Desloges, a former 'Mountie', got in too close to one Dornier. His Hurricane received hits from defensive fire and

erupted in flames. Severely burned, the Canadian from Ottawa managed to bale out before his fighter crashed at Gravesend. Despite his wounds he would eventually return to active duty.

The day would prove the costliest for RAF Fighter Command in aircraft losses during the Battle of Britain with 39 fighters destroyed or written off in combat. Nine pilots were killed and a further 21 injured or wounded. Losses suffered by the enemy were comparable and with the damage being inflicted upon the airfields in southeast England, Fighter Command was under severe strain. However, and not for the first time, the Luftwaffe would soon and inexplicably change tactics and ultimately lose the battle for supremacy in the air.

Postscript: Though the four Canadian fighter pilots were lucky to survive that last August day in 1940, tragically none of them were to see the end of the Second World War.

Bill Sprenger, after escaping his doomed Hurricane went straight back on operations, but he sadly died on 26th November 1940 when his fighter crashed in unknown circumstances next to Loch



Pilots Hyde, Christmas, Corbett, Beardmore, Edwards and Reynolds

Lomond during an anti-aircraft co-operation flight. He was buried at the Vale of Leven Cemetery in Dunbartonshire, Scotland.

After recovering from his wounds, George Hyde went on to serve as a Flight Lieutenant with 402 RCAF Squadron, but was killed in a flying accident on 17th May 1941. He was laid to rest in Scopwick Church Burial Ground in Lincolnshire.

'Paul' Desloges rose through the ranks becoming a Wing Commander serving in North Africa only to lose his life in a flying accident on 8th May 1944. He was interred in the Dely Ibrahim War Cemetery, Algeria.

Vaughan Corbett returned to operational duty with No.2 RCAF Squadron in January 1941 as a Flight Commander. The Squadron was re-numbered 402 (Winnipeg Bears) RCAF Squadron in March and he took command the following month. Later in the year the squadron embarked on cross-Channel operations and after a successful tour he was awarded a Distinguished Flying Cross in February 1942 and in July returned to Canada. The citation for his DFC read as follows:-

"This officer has led his squadron on numerous bomber escorts over enemy occupied territory in France. Throughout, he has displayed great skill and leadership which have undoubtedly played a large part in the splendid protection afforded to the bomber formations. During these operations, Squadron Leader Corbett has destroyed at least one enemy aircraft and damaged several others. He has also

participated in numerous low flying attacks on enemy territory during which his tactical ability and fine fighting spirit have proved an inspiration. This officer, who fought in the Battle of Britain, has always displayed the greatest keenness."

On 20th February 1945, with the rank of Group Captain, Vaughan Corbett lost his life in a flying accident and was buried at the city of his birthplace, Toronto (St. James') Cemetery.

A poignant memory

Buried with George Hyde at Scopwick is an American airman, who served with the RCAF; 19 year old Pilot Officer John Magee who was killed on 11th December 1941 in a mid-air collision. His poem 'High Flight' became widely known.

"High Flight"

Oh! I have slipped the surly bonds of Earth
And danced the skies on laughter-silvered wings;
Sunward I've climbed, and joined the tumbling
mirth
of sun-split clouds, — and done a hundred things
You have not dreamed of — wheeled and soared
and swung
High in the sunlit silence. Hov'ring there,
I've chased the shouting wind along, and flung
My eager craft through footless halls of air...

Up, up the long, delirious, burning blue,
I've topped the wind-swept heights with easy
grace.
Where never lark, or even eagle flew —
And, while with silent lifting mind I have trod
The high untrespassed sanctity of space,
— Put out my hand, and touched the face of God.

Pilot Officer John Magee

*Dean Sumner is a volunteer for The Dover War Memorial Project
www.doverwarmemorialproject.org.uk and for The Shoreham Aircraft Museum
www.shoreham-aircraft-museum.co.uk*



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DOVER TATTOO

Friday 1st and Saturday 2nd June 2012

Alan Lee

Held on the two evenings this Tattoo was the premier Diamond Jubilee event in the south of England and was much enjoyed by everyone. The Lee family attended the Saturday performance when the sunny day gave way to a much cooler and breezy evening but that did not spoil our pleasure or result in any accidents. On the Friday evening however one of the guest members of the Tigers Freefall Team landed badly and after treatment was taken to the William Harvey hospital with a broken hip.

As a fanfare sounded the packed stands settled down to the music by the bands of 305 (Ashford) Squadron RAF Air Cadets and then The Princess of Wales's Royal Regiment. Tonbridge School Combined Cadet Force produced some excellent rifle drill to music. Attention switched to the stage for the Adjutant General's Corps Band and WO2 (BSM) Gary Chilton who sang popular songs recorded by Michael Bublé. He ended with *'Save the last dance for me'* and the crowd doing the *'Mexican*



Wave'. We then watched the 3rd Battalion PWRR demonstrate search and destroy tactics against insurgents laying roadside improvised explosive devices. They received rousing cheers and won the day. Next came the Band of the Brigade of Gurkhas and the pipes and drums of 1st Battalion the Royal Gurkha Rifles who ended with *'Yo Nepali'*.

A crescendo of sound heralded the arrival of the White Helmets Motorcycle Display Team of the Royal Corps of Signals. Highlights included the blazing *'Ring of Fire'* and their high speed crossover manoeuvres.

The finale featured the massed bands and all the evenings' participants. In gentle rain the spectators stood for the lone piper as he played a haunting lament, *Sleep Dearie Sleep* then the National Anthem.

Congratulations to all who organised and took part in this most enjoyable and successful event.



White Helmets



The Band of the Brigade of Gurkhas

Dover Tattoo Family Fun Day

Saturday 2nd June 2012

Alan Lee

The day started with a light drizzle and overcast skies but by 10 o'clock the sun appeared and shone for the rest of the day. This was one of the best events of its type that I have attended with something happening non-stop in the arena up to 4pm.

With prices ranging from only £1 to £3 the thousands who turned up certainly got their money's worth. English Heritage please note the prices.

There were many different types of stalls

and static displays in the 'Dover Village' including local radio, sports, vehicles and the Dover Society.

In the arena we had a wide range of groups to entertain the crowd;

The Air Cadets with their bands and drill displays

Kynges Ordnance with an extremely noisy old style cannon

C J's young dance and fitness group

Milites de Bec - a skirmish of knights of old

The Shorncliffe Military Wives Choir



The Shorncliffe Military Wives Choir



10th Essex WWI display



Milites de Bec



1st Foot Guards (1815) and 79th Cameron Highlanders re-enactment



Battle of Britain Memorial Flight

with some beautiful singing
1st Foot Guards (1815) and 79th
Cameron Highlanders re-enactment
10th Essex WWI display
Southern Area Cadets with their
gymnastic displays
The Vista Twisters with an excellent and
well co-ordinated display.

Then at 3.40pm we heard the deep
throated roar of the Battle of Britain
Flight as they flew overhead. They
wheeled around and crossed back over



Kynges Ordnance gun salute

the site before heading westwards.

The events came to an end with 'Nimrod'
and Dave releasing 'The White Doves of
Dover' accompanied by the Kynges
Ordnance gun salute.

Alan Sencicle - Taking Pride in our Town

Alan Lee

I would like to convey the
thanks of the Dover Society
and the people of Dover to
Alan Sencicle for his
dedication in clearing litter
from around the town. On
many days he can be seen
clearing up rubbish dropped by
unthinking and uncaring local
people. We could all take a leaf
out of his book by not dropping
litter in the first place and
picking up litter when we see
it and putting it in a bin. If you
see streets strewn with litter
then phone DDC and they
should deal with it.

Once again Alan a very big
well done.



Effingham Steps West Side before Clearance



Effingham Steps after final clearance

DOVER PRIORY

* * * *by Maureen Morris* * * *

Dover Priory, not the railway station but the Priory founded in Dover nearly nine hundred years ago and dedicated to the Blessed Virgin Mary and St Martin. There is very little of the Priory to see now but glimpses of flint walls and a few remaining structures amongst the school buildings are enough to make you wonder about its history, what it was like originally, how it came into being and eventually became the Dover College it is today?

Martin was born early in the 4th century in that part of Europe which is now Hungary. He was brought up in the Christian faith and as a young man he joined the Roman army. One day whilst on duty in France he saw a beggar by the roadside who was freezing and starving. Martin had little money himself but was moved by the man's plight so tore his own cloak in two and gave half to the beggar. That night in a dream Martin saw Christ clothed as the beggar in the torn cloak. This he took as a sign to follow the Christian way of life more purposefully. He spent his next years preaching in Italy and Gaul and was so favoured by his superiors that he was given land near Tours in France to found a hermitage. For his exemplary way of life here he was eventually created a bishop in 372. Honoured throughout France and known as St Martin of Tours he became one of the country's Patron Saints. His fame spread around Europe and into England and by the 7th century the Canons of the Saxon church in Dover Castle transferred its dedication to Saint Martin of Tours. In about 696 Wihtred, a king of Kent, saw

that the small settlement of Dover was growing in importance through its strategic position close to the continent, and decided to fulfil a vow he had made to St Martin and build a church in the centre of the town. The Castle canons were established in the new building. This became known as St Martin the Less when at the time of the Conquest, more than three hundred years later, it was replaced by a much larger building then called St Martin le Grand. This served as a monastic foundation until in 1130 Archbishop Corbeil of Canterbury, using the unseemly behaviour of the canons of Dover as an excuse, persuaded Henry I to allow him a charter to build a Priory in Dover by using the assets, including its lands, of the existing church of St Martin. Pope Innocent II confirmed the grant and the site chosen was just outside the centre of the town. In 1131 the new Priory building began. It was dedicated to the Blessed Virgin Mary and St Martin. By 1136 the work under Corbeil's leadership was so well advanced that some of the buildings were ready for occupation. But King Henry had died in 1135 and in December of that year Archbishop Corbeil also died. All did not go well. The Canterbury monks were anxious to take the new Priory under their jurisdiction while the Dover Priory monks argued that they were answerable only to the Archbishop. However now that Corbeil was no longer there to take their side and there was currently no incumbent Archbishop, the Prior at Canterbury took control and the Dover canons were cast adrift and replaced by twelve newly selected monks. This was completely

against Henry's original Charter but the new King Stephen was so preoccupied with the many problems of his succession and his battle with Matilda, the other contender for the throne, that when his consent was sought it was easily given. The main buildings of the Priory were completed by about 1140 under the new Archbishop Theobald's leadership and eventually dedicated in 1160 with Canterbury Prior Richard at its head. Richard later succeeded Theobald as Archbishop. In 1154 King Stephen had died suddenly in the Priory whilst visiting overnight. He was buried in Faversham Abbey.

The old Church of St Martin le Grand remained the parish church of Dover but was under the control of the new St Martin's Priory, by now known as the 'Newark'. But still things did not go easily. Some of the buildings were damaged by a fire in 1201 but repaired and some new domestic buildings added later in 1231. In 1295 it was pillaged and partly burnt by French invaders. At this time a story was told of a monk, Thomas de la Hale, who was tortured to reveal where the Priory treasure was hidden. He refused to give the information and was hacked to death by his captors. Afterwards some attempted to make him a saint for his bravery but in spite of his being martyred and miracle cures happening to those worshipping at his graveside in the Priory church, it was not thought appropriate as there was already a Saint Thomas (Becket) who had been canonised in 1173.

By the late 12th century all of the main buildings of the Priory were in

existence. The church, the most important building, was an imposing edifice some 300 feet in length. It could perhaps be compared in size to the present day Rochester Cathedral and some eight times larger than the still existing Refectory. Still standing in the sixteenth century the church was described in a letter to Cromwell as 'the fairest one in that quarter of Kent'. Through excavations carried out in 19th and 20th centuries it is possible to describe how the site was laid out. There were cloisters, a Chapter House, all the usual buildings for storage including the large twelfth century barn and the important Refectory, Guestern House and Gatehouse. To this day all these three latter buildings remain much as they were built. The Refectory is still used as the dining room for the School, the Guest house has been converted into the Chapel and rooms in the Gatehouse are used as classrooms.

The area occupied by the Priory, with its grounds including fishponds and buildings occupied some 15 acres. The northern boundary extended to what is now Priory Hill, the western boundary overlapped the current Priory Gate Road and up to the car park area of Dover railway station. The southern boundary was edged by the



Priory Meadows Pond 1858

Folkestone Road which was earlier known as St Martin's Hill. The eastern side of the site corresponded to present day Priory Road. The apse of the great Priory Church, the Chapter House, the infirmary and the convent garden extended into the land now occupied by Effingham Street, Norman Street and Saxon Street. Some of the flint walls and the end wall of the Refectory can be seen on one side of Effingham Street. One of the important features of the Refectory was its large depiction of the Last Supper on the east wall. It was painted there when the building was first completed. It portrayed fourteen characters. Christ is in the centre surrounded by his twelve disciples and one other who has not been identified. The fresco in its day must have been highly decorated with bright colours and gold leaf. After years of abuse of the building as a barn even in recent years shadowy forms of Christ and his disciples with their golden haloes could still be seen. Some restoration work was poorly carried out and now the whole scene is almost impossible to see but indentations, where perhaps jewels were inserted, and tiny traces of colour still show some evidence of the Saints' haloes.

Throughout the years there were continual disputes between the Dover Priory Canons and the Canterbury monks who were only too keen to have control of the Dover Priory itself and get their hands on the quite considerable income from the lands belonging to St Martin's. The battle continued with interferences from archbishops, kings and even the Pope. And in July 1356 Walter de Chartham was the last Prior of Dover to be appointed by the Dover canons themselves, "by special grace of the Archbishop". Canterbury had won the day and in January 1366 James de

Stone from Oxeney was appointed the new Prior of Dover by the Archbishop of Canterbury.

Nearly two hundred years had then elapsed since the foundation of the Priory of the Blessed Virgin Mary and St. Martin in Dover but from then on and for nearly two hundred years more it was completely subjugated, suffered financially and became increasingly obscure. But through the centuries kings and other important people of their day stopped to worship at the Priory or stay at the Maison Dieu nearby as they travelled from France en route for Becket's shrine in Canterbury. In the beginning, however, under the new Priors, literary, historical and other academic pursuits flourished and there were other achievements. The Priory had built up what must have been an extensive library. Using a new method of specially constructed shelving some thousands of books were stored. The books were kept in a methodical way that meant that they could be retrieved more easily when required. The musical activities of the Priory were also of some account. Thomas Tallis, who later became the most important composer of the Tudor period, at the age of twenty six was appointed organ master in St Martin's Priory. He stayed from 1531 until religious life there came to an end.



St. James' Old Church

In 1538 Henry VIII dissolved all the monasteries. At this time the Priory's books were dispersed and mostly lost but about forty of the volumes are known to have survived and a few found their way into other libraries. One, the tenth century Irish Psalter, has come to rest in St John's College in Cambridge. After the Dissolution the Priory had become for the town's people a source of building materials, stone and lead, and other useful household goods. They took away those things which were most easily transported and left little worthwhile behind. For the most part the site was devastated.

First of all most of the ground occupied by the Priory and together with about 350 acres of land belonging to the Priory were leased to a local merchant. At the same time another 100 acres were leased to a William Woodrow but it is difficult to trace the lessees of the Priory lands during the remainder of the sixteenth century as the records were not well kept and the leasing passed through many hands throughout the seventeenth and eighteenth centuries. In 1840 the south-eastern parts of the enclosed site were let to a builder, Mr Parker Ayres, and in 1868 the western portion was leased to Mr Steriker Finnis. He drained the one time fish ponds and about this time the fine medieval barn in the south-west corner of the site was

demolished. This area was used to make Priory Gate Road and the railway station yard. At the beginning of the nineteenth century John Coleman became the tenant of the Priory grounds and the Coleman family continued to rent the property until in 1869 they leased part of the grounds with some of their remaining medieval and damaged buildings to Robert Chignell. He had already established a private school at 'Westmount' in the Folkestone Road and needed larger premises. Mr Chignell made use of the remaining monastic structures to build his new public school. Dover College opened in 1870. The old Guestern house was not acquired until 1879 and was then modified a little to form the fine new College Chapel. The Refectory, which in the previous farming tenants' hands had been used as a storage barn, was thoroughly renovated and once again served its original purpose as the dining hall. The modified Gatehouse came into use as classrooms.

Subsequently the whole property of the Priory at Dover was made over by the Ecclesiastical Commissioners to the College Trustees. Many buildings for educational and recreational use have been added during the intervening years.

But the grandeur of the Refectory, the Guestern house, now the impressive College Chapel, the Gate house and together with some still standing strong flint walls are evidence of what must have been for many centuries a most imposing structure in Dover. The Dover Society in recent times has been privileged to be able to use the Refectory in which to celebrate its Christmas feasting as others have done before throughout nearly nine hundred years.



St. James' Old Church



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Going to Sea

Part I

Apprentice, Deck Officer and 'Inwards' Marine Trinity House Pilot for London Based in Dover

JIM FRANCIS

In 1945 aged 15, I asked the career master at Taunton School, Somerset, for advice on how to enter the Merchant Navy as an apprentice with the intention of becoming a deck officer/navigator. A week later news from various enquiries was not good. The General Register of Shipping and Seamen advised that due to shipping losses from enemy action, vacancies were far and few between and, further, most navigation apprentices/cadets employed came from approved Nautical Schools such as the Conway and HMS Worcester, all shipping companies apparently had long waiting lists. However, the letter advised that there could be a slight chance of obtaining a

posting with a company that were generally steered clear of such as tramp companies that owned slow ships, provided poor food and living conditions, long voyages and gave a few other relevant reasons. The General Register of Shipping suggested ten such companies of which one replied to an application for an interview. This was the Hain Steamship Company of Cardiff.

The career master had obviously discussed the situation with the headmaster who must also have realised that I could be a difficult problem to solve. It therefore arose that I found myself standing in front of Doctor D Crichton-Millers, headmaster: also a Magistrate, churchwarden and known internationally as a fast, marauding international wing-forward in the modern mould for Scotland and the Barbarians.

Coming straight to the point the headmaster summarised my situation by declaring that I was no academic. This was true for in 1943 the school had set up a form called Shell into which pupils of a certain age including myself, were placed who were unable to stand the normal pace of school work. By a coincidence I had been the first into it, apart from my efforts on the playing fields there was not a lot that could be said in my favour. Ending on a sombre note the headmaster reminded me that at this time I was one of four pupils that resided off the school grounds, in his house,



Jim Francis 1946 Before embarkation on MV Trevethoe (Middlesbrough to China).

Jim Francis 1st ship MV Trevethoe Hain Line 1946.



so that we could be under his personal supervision. Coming to a quick decision the headmaster said, "right, the company is prepared to give you an interview in a weeks time at their Cardiff office, they will want to know why on earth you want to go to sea on one of their ships which I have discovered is known as 'Hungry Hains'. Satisfy the answer to that question and this will determine your future. Finish with your studies until you can report back to me with a sound reason."

After spending the rest of the day in the library and no nearer the answer to my problem I finally made a phone call to the administration department of the Hain Line requesting the name of a retired ships captain who would be prepared to provide information concerning life at sea on a Hain cargo ship in order that I could complete a thesis on this subject for an examination.

Two days later I was having tea with a Captain Jones in Swansea, South Wales. The gentleman was well into his eighties, extremely articulate and able to explain in detail all aspects of life at sea, finally producing documents that I knew would solve my problem. The following day I explained to the headmaster why I wanted to join the Hain Line and no other shipping

company ... "I think that will do," said Dr. Crichton-Miller.

The following Wednesday at 10 a.m. I sat in the waiting room of a Cardiff dock office. I rehearsed my speech until I think I could have repeated it backwards. Shortly before 4 p.m. Polly, the typist who by now I was on good terms with, having shared her sandwich at lunch said that I would now be interviewed. Two gentlemen in soiled rain coats with bowler hats on the desk in front of them invited me to sit and immediately enquired why I had written to apply for a career with the Hain Line when there was such a wide choice. They were both clearly puzzled and interested.

"Because of the Steamship Trevesa" I replied. As there was complete silence I continued and gave a graphic account of how officers and crew of the Hain Line steamship Trevesa survived a shipwreck in the middle of the Indian Ocean in 1923 when 44 men took to two lifeboats 1700 miles into their voyage eventually reaching Mauritius after 23 days, with the loss of fewer than a dozen lives, making headline news following their rescue. I gave a vivid account of how the men endured starvation, thirst, scorching sun, biting cold in the cramped boats and how the loss of life was minimised by the skills and

indomitable courage of Captain Foster, who had twice been torpedoed during the recent world war, and his Chief Officer Stewart Smith.

From the newspaper cutting that I had borrowed from Captain Jones I went on to describe fully what had happened before one boat reached Rodriguez Island and the other Mauritius. They were both interested to learn that there was a memorial to the Trevesa crew at Bel Ombre Point. "Did I know what the wording was?" I certainly did.

Finally I explained that I wished to sail and be trained by a company that provided such high quality officers. That was the reason that I had applied to join the Hain Steamship Company and no other.

"Do we have a vacancy for this young man" asked the older man. The Treveshoe sails from Middlesbrough for Hong Kong and Kobe at the end of the month, if he can make it in time," said the second man.

On the way out, nearly sick with excitement I asked Polly who the two men were. "The older man is Mr George Christopher, the Chairman and the second one Captain John Christopher, Marine Superintendent."

As the train pulled into Middlesbrough Central Station, late evening, I studied the telegram. Reference apprentice appointment to Treveshoe at Middlesbrough for joining Monday next indentures being forwarded tonight acknowledge: Hain Steamship. Today was Monday. The past two weeks had been extremely hectic. Apart from signing the indentures that would last four years and allow me to sit for the Second Mates Certificate in navigation and seamanship, the first step to getting command of a

foreign going vessel. The company would also provide me with accommodation, food and water and instruct me in required studies. My first year's wages would come from the £10 cheque that my father was required to send, I would also receive 1/3d per hour overtime. Providing I completed the four years and the vessel was still at sea, I would receive the wages of an AB plus a £5 bonus on return to a home port.

My uniform had been purchased with special coupons, further eyesight and health references, then finally, this morning, waving goodbye to family and friends. See you soon we had all shouted, little knowing that it would be nearly two years and that my attitude to life and appearance would have changed.

The taxi driver was the first to see the dark hull of the ship in the dock. It was then that I noticed that round the foot of the gangway about twenty men were gathered, some held placards indicating a protest concerning a war bonus. It was made quite clear that I would not be their friend if I went on board the ship, particularly as I was the only uniform in sight. Within minutes I was munching away at a large sandwich plus a mug of soup that had been thrust into my hands by a jovial lady. Then a camera lamp flashed and somebody asked my views on the proposed suggestion by ship-owners and some politicians to take away the £10 'war bonus' that had been introduced to the Merchant Navy during the war, also my view on the 'soup kitchen' that had been provided by Mrs Mc Donald and her ladies during the day. I then made my first public speech, "very nice" I said.

Within thirty minutes it started to rain which proved a signal that we could all go on board the Treveshoe. Within minutes uniformed staff appeared from nowhere, including an apprentice of two years

seniority who was to be my cabin mate. Halfway through my unpacking the second officer materialised with a very important enquiry. "Did either of us have any medical knowledge?" Surprised that Don, the senior apprentice didn't say anything, I proudly explained that I had passed an examination in first aid while a 'runner' in the ARP. and when pressed I produced a certificate that showed I could treat burns from incendiary bombs which was stamped and signed by the Area Officer of Tenby in South Wales.

Within five minutes the officer was back confirming that amongst other duties I was now the ships medical officer and was handed the Ship Masters Medical Guide, a large tome showing vivid photographs of various types of venereal I disease, what action to take in the event of peritonitis, how to draw teeth and to stitch up gaping wounds...at that moment I felt that in some way, my education at Taunton School had slightly let me down. I well remember that at my first surgery the following day the only patient, an able seaman who happened to be in a highly emotional state told me that after sending all his overtime pay to his wife. On returning home he discovered that she had spent it on a leopard skin coat, I found the matter extremely distressing and finally wrote carefully in my medical log, date, name of patient, place, then under prescription, "gave advice not to kill wife." I then set to scrubbing out the hospital on my hands and knees, stowed away the boxes of medical stores that were waiting unopened and prepared for the next challenge.

While I was admiring my work, the chief officer came along and enquired whether I had any experience with animals, "yes" was my answer, "at home we have a dog and a cat, I go shooting duck and rabbits, when I was younger I used to enjoy a trot along the beach on a donkey." "That's brilliant, I have

just the job for you, tomorrow morning an ex jockey is arriving at seven with nine race horses, two boxer dogs and fifteen chickens for Malaya, you will receive full instructions from this man who will stay on board until the vessel sails in two days time, the animals then become your full responsibility to arrive at their destination in good health.

A messenger then arrived and said, "The captain wants to see you, now." This was my first meeting with the captain, he obviously wished to welcome me on board and confirm my extra responsibilities. Stepping into his cabin I saw immediately that he was not a happy man. On the desk in front of him was a newspaper that showed a picture of a young officer munching a sandwich and holding a mug, it looked remarkably like me. "It says here that you are against the withdrawal of the £10 bonus and you think that Mrs McDonald's food is better than the ships cook, well?" It wasn't a good first meeting, I was advised that in future I was not to talk to the press and give personal political views concerning the government, I was also to apologise to 'Bunny' Warren the cook.

The following day was a busy one, apart from seeing to the securing of the horse boxes, stowing away the straw, hay, corn, dog food and other items to benefit the welfare of animals on a long sea voyage. After breakfast outside the surgery stood several patients, cuts and bruises were the norm although one seaman required to go to the clinic after referring to photographs in the 'Guide'. Following careful instructions, the animals were fed and watered, then an hour instruction on grooming, several manuals to study and the ex jockey said he would be off the following day after the first feed. He also wished me the best of luck.

Another important duty concerned the ships whistle which the captain claimed should be shining like a beacon on entering or leaving port, the whistle in question was brass, about four feet tall by several inches round and situated on the fore, top side of the funnel, reached by climbing thirty feet up a narrow metal ladder. This I was told was my responsibility and its importance came before that of anything else; a dirty whistle at the wrong time would be very bad news. Once the animals had their final feed and the days last surgery, I climbed the narrow ladder and an hour later left the whistle gleaming. It was then time, I felt that I should phone home and tell Mum and Dad how life was treating me.

The day of departure had been busy, livestock, surgery, a final polish on the whistle, my station for letting go was on the forecabin under the watchful eye of the chief officer, the tugs had finally nudged the ship into the main river and finally, after clearing the estuary, the pilot left and we going down the North Sea towards our first port of call, Marseilles, the three cylinder Doxford engines pounding away and driving the ship forward at her top speed of 9 knots.

Having been on the go since six that morning I was ready to drop, the senior apprentice was already snoring away when there was a urgent knock on the door, it was the radio officer no less, "the chief engineer requires the keelson key urgently, it was last seen with the bosun, be a good lad and get it for him will you?" Little did I know then that the keelson key was part of the ships hull and weighed over a hundred tons.

The bosun who knew immediately that this was a joke to get the 'new boy' settled in, invited me into his cabin and said "not to worry about this key", then offered me a

lemonade and a bar of chocolate. The bosun explained that the idea was to get the new boy to run all round the ship asking for this 'key'. Jose' the bosun came from Malta and felt that I had done enough for one day and decided to pass the time relating a few of his experiences. I was to learn that during the war he had spent most of the time on the Queen Mary. I would hear spellbinding stories that had not been made known to the public. For example in 1942, while the ship was in New York, General Marshal had asked the Captain if the Queen Mary could take 15,000 men. Apparently yes but the ships draft would be 44ft 6in, well below the Plimsoll Line showing the maximum draught allowed. If the ship were to list leaving port she would barely scrape over the Hudson Tunnel, the shallowest part. Because a list could be caused by thousands of soldiers crossing from side to side to wave goodbye, perhaps for the last time to their loved ones, this danger was averted by positioning the soldiers on departure then bringing them to attention and the ship cleared safely.

Finally I was told to go to the chief engineers room by Jose' and tell the chief engineer that "no luck, nobody has seen the keelson key," "that's alright laddie, take this bottle of lemonade and bar of chocolate and get your head down."



Apprentice Jim Francis [left] Writer Graham Hughes [right] at Singapore 2am Wednesday 11th December 1946.

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RIVER DOUR

Jeremy Cope

The Dour Steering Group held a meeting in April at which interested groups could exchange views and news. It was an ideal opportunity to lobby the Environment Agency which is the body that carries the underlying responsibility for the river. The principal issues that arose were:-

The Environment Agency has only minimal funding but they are working to do the best they can. I always get the impression of people trying their very best to make the most of what is available. There is a concern that Crabble Corn Mill pond is silting up and will, in the near future, cease to hold water, but again there appears to be no funding available to deal with dredging. There was call for deterrent fines against litter dumping - something we could well do with throughout the town.

A sewage leak into the river at Morrison's had been reported and subsequent to the meeting litter clearance work had stopped in the river lower down as too dangerous. I understand the leak has been located and trust is now mended.

Of course the drought measures were discussed at the time when we were in the middle of a very wet April. The rain has to fall at the right time of the year (winter) if it is to replenish the aquifers but that's our British weather. I notice a healthy flow in the Dour - long may it continue.

Finally White Cliffs Countryside Project has started the litter clearance of the river following the end of the spawning season - if you wish to help I can supply details or you can contact the Project on 01304 241806. On a personal note I think arthritis will limit my involvement for which I am very sorry. The river is such a worthwhile project.

We are also losing Derek Leach as our Chairman, unsurprisingly due to the manifold demands on his time. Derek is always an effective Chairman and will be missed.

Dates for Dour Working Parties 2012

Friday July 27
Friday August 24
Friday September 28
Friday October 26

The start will be at Buckland Bridge. If you are driving there is a small parking area off Buckland Avenue or in Crabble Meadows. We will then work our way downstream. We will iron out all the bugs as we go.

*Further details from Paul Willmott
Partnership Officer
White Cliffs Countryside
Partnership
Tel: 01304 241806*

Changes in Dover since the 1953 Coronation

A Talk by Terry Sutton - Reported by Peter Sherred

Members of the Rotary Club of South Foreland and their guests, including members of the Society, were treated to a most enjoyable trip down memory lane when the third and last of the Rotary Club's speakers to commemorate the Diamond Jubilee addressed a well attended meeting on 14th March. Dover Society Vice President and veteran local journalist Terry Sutton, himself an Honorary Freeman of Dover, reminded his audience of Dover's circumstances in 1952 when the present Queen acceded to the throne. Post war Dover was in a sad state with many areas ruined after the devastation of the wartime bombing and shelling and some rationing was still in place but Dover had a main street of little shops and a two way traffic system was in place both transformed by the development of

larger out of town shopping facilities and the current one way system.

Over the years, Terry reminded those present, there had been many changes affecting the population and employment prospects for local people. Gatic Engineering at Charlton Green developed and died, the local coalmines all closed and opening of the Channel Tunnel impacted heavily on the port. The centre of operations for ferries moved from the Western Docks to the Eastern docks with the move away from passenger-only ferries to vehicle-carrying vessels, whose development was aided by the construction of drive on/off berths in the Eastern Docks then in Boulogne and Calais. The hovercraft came and went and many more women were employed in and around the port and on the various types of crafts operating from it and the cruise liner terminal had developed. Proposals for the development of the flats that were eventually to be The Gateway dominated local considerations for some years in the 1950s. Terry referred to the dreadful fire that gutted the once popular Crypt restaurant and bar with its attendant loss of life, including a fireman, and lamented on the fact the site remains derelict to this day.



Terry Sutton and President Keith Playforth at South Foreland Rotary Club

Terry reminded those listening to his talk of the development of things we now all take for granted – by reference to the number of the electrical gadgets now in use necessitating many more electric sockets in homes than would have been the case in 1952. The pill,

miniskirts, hot-pants and the development of mobile phones all were referred to in a wide ranging address in which Terry also commented on the highs and lows of reporting as a journalist over the last sixty years, mentioning in the latter category the Herald of Free Enterprise, the 25th anniversary of its sinking having only recently been commemorated in Dover before his talk and fresh in peoples' minds. On a contemporary note Terry mused on the progress that had been made by people in material terms but built up on the mountain of debt that would be with us for well into the future. It was a bravado performance in which Terry expressed his regret over a decline in morals over the period in question and the decline in the fortunes

and current state of his home town. In many ways his talk gave credence to the view that, in respect of the sad state of the town in 1952 and 2012, everything changes and yet remains the same! There followed a question and answer session which Terry coped with in masterly fashion.

The President of the Rotary Club of South Foreland, Keith Playforth, both introduced Terry before and thanked him after his talk inviting him back on another occasion and commented on his foresight in bringing his own supply of whisky to add to the water he was drinking during his talk. No wonder Terry gave an interesting talk on the fortunes of Dover over sixty years - for it was clearly delivered with spirit!

* * * * *

COWGATE CEMETERY

Jeremy Cope

This winter's dry weather meant I guess, that plant growth has been slowed so that we are able to fool ourselves a little with the idea that we are getting in control. Does anyone control nature for long? But our volunteers really are doing well and the cemetery looks fine. A very real reward is illustrated by an email from Art Brewer, a Canadian, who wrote "So, my thanks to all of the volunteers in the Dover Society for their good work. Visiting the site of my five-times great grandfather, his wife and several of their children was a very moving experience for me." Art also very generously gave a donation for the Society's work for which we are very grateful.

We welcome volunteers - either phone 01304 211348 or email me at jeremycope@willersley.plus.com

Cowgate working parties 2012

Thursday 2nd August
 Thursday 6th September
 Thursday 4th October
 Thursday 1st November
 Thursday 6th December

Saturday 11th August
 Saturday 15th September
 Saturday 13th October
 Saturday 10th November
 Saturday 15th December

An Inspiration for Dickens' Betsy Trotwood?

— Peter Burville —

In her most interesting article about Charles Dickens' Dover connections Lorraine Sencicle expressed her strong view regarding the origins of the character Betsey Trotwood in *David Copperfield* (ref 1). Lorraine offers Sarah Rice as the model that Dickens used. In my recently published one-name study *An East Kent Family: the Burvilles* (ref 2), I offer an alternative Dovorian inspiration for Betsey as recorded below. Many fictional characters are an amalgam of characteristics borrowed from several people whom the author has met in the flesh plus a few dashes of imagination. There may be several potential sources for the character Betsey Trotwood. Below are some extracts from the "Folk Stories" section of the one-name study which records family tales that have been passed down the generations.

Another family story is that some aspects of the characters in Charles Dickens' *David Copperfield*, of 1849, were based on Burvilles. In her 1895 book (ref 3) Mary Horsley tells us regarding Pilot's Field on the cliff slopes behind Snargate Street: "When Charles Dickens stayed in Dover this field was his favourite haunt. He would lie on his back basking in the sun, and think out the details of his last story, and in 'David Copperfield' he describes 'Betsey Trotwood's Cottage' as being in this Pilot's Field, or thereabouts."

Mary Horsley also wrote: "Mrs N.B. has

spoken of old Mother Burvill, who was quite a character in Dover, but she has not mentioned that her dress at all times was most remarkable. On week-days she looked rather like a great beehive, as she wore very ample skirts and a double-caped frill cloak, making her look as broad as she was high. On Sundays she was gorgeously arrayed in a flowery chintz gown, which she bought second-hand at Mr Long's in Walton Lane. She was very particular about the patterns, preferring one which she called the 'Weeping Willow pattern'. She always attended Pentside Chapel, much to the alarm of any children who went there with their parents. It was commonly reported that she and her donkey slept in the same room, but whether this was so or not has never been settled; but, any way, they were much attached to each other, and on one occasion their affection showed itself in a very amusing way. Grimaldi, a famous London clown, was to perform in the Dover Theatre, and required a donkey to appear on the stage with him. Mother Burvill lent hers for the occasion, and was allowed a free admission to the pit in consequence. When her donkey appeared on the stage she became much excited, clapped her hands and called out to him, whereupon the animal, recognising his mistress's voice, set up an unmusical braying and steadily refused to do anything he was required to do, and, at last, had to be forcibly ejected amid the roars of the audience. Poor old Betty

Burvill, it seems rather hard that she should always have been chosen as the person on whom to play pranks. It is said that even a Royal Duke, who had been spending the evening at Sir Thomas Mantel's, on his way back to the Castle, could not resist the fun of letting her rain water run to waste. We children would go a long way round rather than pass her cottage, we had such fear of her, especially when she made ugly faces at us. She was a sort of 'bogy man' to the children of that generation."

A date has not been established for the theatrical event but clowns Grimaldi, father Joseph and son Joseph Samuel William, made provincial tours during the period from at least 1812 to the 1830s. The donkey provider was the Mother Burvill who had an interest in the scavenging business, as recorded by Mary Horsley (ref 4): "The sweeping of the streets was done by old paupers from the Workhouse and it was not very thoroughly or satisfactorily done. What they swept up was carried to a farm in Ladywell, called Bull-Cow Yard or else to Buckland Farm and there deposited to enrich the land. There was one dirt cart drawn by a donkey, and owned by a certain 'Mother Burvill', who lived where the Esplanade now is and who went about collecting the ashes which were afterwards sold to the brickmakers at the rate of 2d. or 3d. a bushel. This old woman was a terror to us children, it being popularly supposed that she ate naughty children, and the horrid old woman encouraged the idea. Naturally

the boys were her sworn enemies, and one of my brothers remembers boring a hole with gimlet, in her rain water butt, that she might find it empty in the morning!"

The Esplanade area development project started in 1834. The Pentside Chapel that Mother Burvill attended operated from 1823 to 1903. In 1838 Joseph Long, Mother Burvill's source of clothes, was recorded as a "Pawnbroker and Linendrapier" in Waltons Lane. Clearly Betsey Trotwood's and Betty Burvill's cottages were in the same area, the Esplanade being across the Granville Dock from Pilot Field. Sir Thomas Mantell's house, from where the Royal Duke set out to have a prank with old Mother Burvill's water butt, was on Commercial Quay which is below Pilot Field and opposite the Esplanade.

Another similarity was their attitude to children with Betsey's Trotwood's "Go along! No boys here!" when they came near her cottage. Donkeys were also a major feature of their lives. Dickens' Betsey chased them away from her cottage whilst Betty owned one as a source of income. So, there is some possibility of an element of truth in the family story of a member of the Burville Bailiwick providing an input to the character of Betsey Trotwood. From the evidence above, the reports of Betty Burvill's activities seem to centre on the 1830s. At this time there were several possible Elizabeths in Dover who are candidates for "old Mother Burvill".

References:

- 1, The Dover Society Newsletter, No. 73, March 2012, pages 20-22.
- 2, The Dover Society Newsletter, No. 73, March 2012, pages 26-28.
- 3, Horsley, M., Some More Memories of Old Dover, Goulden, 176 Snargate Street, Dover (1895)
- 4, Horsley, M., Some Memories of Old Dover, Goulden, 176 Snargate Street, Dover (1892)



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HERITAGE OPEN DAYS IN DOVER

Saturday 8th & Sunday 9th September 2012

Once again The Dover Society is coordinating arrangements in the town for Heritage Open Days, organised by English Heritage nationally every year. This event celebrates England's fantastic architectural heritage by encouraging free access to buildings that are usually closed to the public or would normally charge an admission fee. This year 10 buildings will be open to the public.

Opening times will be:

Dover Town Hall

Guided tours

Saturday only between 10am and 4pm

Roman Painted House

Guided tours free (admission at half price)

Saturday between 10am and 4pm

Sunday between 2pm and 5pm

Maison Dieu House

Saturday only between 10am and 4pm

St. Edmund's Chapel

Saturday only between 10am and 4pm

Dover College - St. Martin's Priory remains

Guided tours only - Effingham Crescent entrance

Saturday first tour at 11am; second tour at 2pm

Sunday first tour at 11am; second tour at 2pm

St. Mary the Virgin Church

Saturday only between 10am and 4pm

Bell Tower of St. Mary the Virgin

Saturday between 1.30pm and 4pm

Sunday between 2pm and 4pm

Unitarian Church

Saturday between 11am and 4pm

Sunday between 11am and 4pm

Grand Shaft Staircase

Saturday between 10am and 4pm

Sunday between 10am and 4pm

St. Radigund's Abbey

Guided tours

Saturday only between 10.30 and noon and between 2.30pm and 4pm

Publicity leaflets will be available from 1st August at Dover Museum, the Town Council Offices (Maison Dieu House) and Dover Library.

To find out about other buildings open in the region call 020 7539 7921 or visit www.heritageopendays.org



Letters to the Editor

Dear Editor

On 17th January 2012 I gave, at their invitation, a talk to the Friends of Dover Museum entitled "Dover's Cemeteries and Burial Places". This was the culmination of many years' research and hard work and effort by me, a Dover born expatriate, and a small band of dedicated helpers. It must be seen as a moratorium and valediction to the subject as far as I am now concerned.

My original target to record for posterity the monumental inscriptions contained within Dover's burial grounds has now more or less been achieved. To this can be added the bid to alert and enlighten the people of Dover, those of Dover background or connexions, local institutions, bodies and authorities to the astonishing wealth of history, both personal and local, which the cemeteries of Dover contain. This is way and above that which might be found elsewhere in a town of similar size and its position, both geographically and strategically, makes this possible. This is not to mention the astounding beauty of the surroundings.

My purpose has been served in no small measure by publicity articles in the local newspaper, the Dover Express, and more particularly by the encouragement of the Dover Society, to whom I first introduced the subject in the year 1999. It has been enormously gratifying to me that my guided tour of Cowgate Cemetery in 2000 revealing to them the woeful plight that the site had fallen into has led to the regular programme of maintenance by the gallant efforts of a team of willing workers. For this I, and the people of Dover, owe the Society a heartfelt expression of profound thanks.

Between 2000 and 2006 I gave a number of walking tours around Dover's cemeteries under the auspices of the White Cliffs Countryside Project. These were always well patronised and were a learning experience for me also due to the wonderful contributions made by fellow attendees as we went around. Alas I am no longer disposed to keep these walks up.

The four uniquely sited and beautifully planted Copt Hill cemeteries, including the Commonwealth War Graves and Zeebrugge Raid memorial at St James and the rare Jewish burial ground nearby, contain an enormous range of naval and military personnel with four VC holders, not to mention a significant number of foreign burials amongst the worthy and good citizens of Dover. A whole history is written in their epitaphs.

My extensive efforts in 2008 to have the cemeteries listed in the National Register of Parks and Gardens (Cemetery Section) took two years to be decided upon but to great disappointment all round failed to make the necessary grade. There would appear to be no such local listing at the disposal of the Dover District Council who maintain the sites. This is most regrettable.

I am highly delighted therefore that Paul Wells and Jeff Howe have kept up the cemetery walks from time to time under the auspices of the White Cliffs Countryside Project. I wish them well in their ventures for this reason:

With local government funding at a premium for the foreseeable future it is open to question how local authority maintained cemeteries will fare in years to come especially bearing in mind the dismaying absence of responsive interest shown to me by any of their representatives in my projects despite my concerted efforts at all times to inspire it. To this should be added the total lack of up to date information (requested by me but unforthcoming, to include in my last talk) about the progress of the planned new cemetery at Elms Vale whose funding input was rejected by Dover Town Council last autumn.

Any attempt therefore to keep public awareness to the fore is paramount. Or to put it another way, what would we see in our crystal ball if we looked at our cemeteries one hundred years on from today and we did nothing in the meantime? These after all are our heritage.

If there is any reward I personally would like to see for the people of Dover it should take the form of a plaque recording what became of the remains of those who were buried in the old St James churchyard and so unceremoniously removed to Charlton cemetery in 1974, such a plaque to be placed either at St James and/or at Charlton. Surely the foregone deceased of Dover deserve as much. I understand this proposal has been under consideration by the Dover Society and if it is carried out will complete my own sense of fulfilment.

Yours sincerely
Martyn Webster

Editor
 The Executive Committee will always discuss any suggestions for the placing of plaques around the town. To date there have been a great number of names and locations put forward. These will all be looked at and prioritised as the funds available for plaques are not very large.

There is a historic description board at the old St James's Church in Castle Hill Road (formerly this was part of St James's Street).

Dear Editor

Permit me to draw your attention to a couple of solecisms included in Newsletter No 72.

The flyer for the Christmas feast refers to the "Historical" Refectory at Dover Priory. This is obviously a mistake for "historic". The term "historical" refers to the study of history or something depicting history such as a film or a novel, whereas "historic" relates to an event in history or perhaps likely to be recorded therein. Thus the meeting at Dover between King John and the Papal Legate was truly "historic", but this is said to have taken place in the Chapel of the Templars on the Western Heights, and not at the Priory.

My other point arises from the article on the Officers' New Barracks at Dover Castle. The photograph of the Royal Arms over the door of the Officers' Mess is not "Queen Victoria's Crest." Under the Laws of Chivalry a lady cannot bear arms and hence wear a helmet with a crest - although there have been a few exceptions such as Joan of Arc! Ladies may however display their family arms, without a crest or supporters, on a lozenge. As Victoria was married to Prince Albert, she would have impaled the Royal Arms of Great Britain and Ireland with those of the Principality of Saxe-Coburg Gotha.

Incidentally it was quite wrong for the coffin of Princess Diana to be draped by the Royal Standard since she was only a dowager Princess of Wales. Her personal arms would therefore have been Spencer impaled by Wales, although as she was divorced, even that is doubtful. It's surprising that the Earl Marshal should have permitted such a breach of protocol.

The coat of arms over the door of the Officers' Mess are in fact the Arms of the Kingdom of Great Britain and Ireland, irrespective of the person actually on the throne, but it's true that they were altered on the accession of Queen Victoria by the deletion of the White Horse of Hanover. Under Salic Law as applied in Germany, the Kingdom of Hanover passed on William IV's death to his youngest brother, the Duke of Cumberland, instead of to his niece, Princess Victoria of Kent. The Royal Arms remain unchanged today.

Perhaps you may wish to point out these two corrections in a subsequent newsletter.

Yours Truly
M Turns

*Dear Mr Turns
I note with interest your informed
knowledge of the coat of arms over
the doorway of the Officers' Mess.
It increased my knowledge and no
doubt that of the members. Since
your letter I have read much more
on the way coats of arms have
evolved.*

The Editor



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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 2012/13

*Guests are welcome at all meetings except the Annual General Meeting which is for members only.
You may pay on the night before the AGM and attend the meeting.*

2012

October 15
Monday
£16.00

The Goldsmiths Hall and The Grand Masters Lodge of Freemasonry, London

During the morning a guided tour of The Goldsmiths Hall in the City of London. After the tour the coach will take us to Covent Garden where you may have lunch in one of the many restaurants or hostels. The afternoon tour of the Grand Lodge, one of the finest Art Deco buildings in England, is only about two minutes away.

Pick-up points: Railway Bell 07.45; Hollis Motors 07.55; Frith Road 08.00; Brook House CP 08.10

There are not many places left. To book contact Patricia Hooper-Sherratt Castle Lea, Taswell Street, Dover. CT16 1SG Tel: 01304 228129

October 22
Monday 7.30

Speakers: Christine Waterman "Tales from a Unique Village"
(the St Margaret's Archive Project)

Brian Laverick Smith "30 Years of Bover on the Hover"

November 19
Monday 7.30

Speakers: Fr Peter Sherred "The Cinque Ports and Ancient Towns -
Past and Present"

Tim Ingleton (DDC) "Regeneration Update"

December 8
Saturday
12.30 for 1
£22.50

Christmas Feast

There is a change of venue and time, for our Christmas Feast this year. It will be held a week earlier, at lunch time, in the wonderful surroundings of the Marina Hotel, on Dover Waterfront. There will be a choice of menu, copy enclosed in the Newsletter. I would be grateful if you could let me know your preference and return it with your booking form. You will be welcomed with a Winter Pims or Elderflower and Mint Fizz. Any other drinks may be purchased at the bar. Entertainment will be Stephen Yarrow, accompanied by two or three others. The limit is 75, early booking is advised.

To book contact Patricia Hooper-Sherratt Castle Lea, Taswell Street, Dover. CT16 1SG Tel: 01304 228129

2013

January 21
Monday 7.30

Speakers: Rowena Willard-Wright "Walmer Castle"

Steven Turner-Dauncey "Restoration of Charlton House"

*All indoor meetings are held at St Mary's Parish Centre
Non-members are welcome on all Society outings, please book as early as possible.*

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