



Newsletter

No. 75

November 2012



Barton Road



THE DOVER SOCIETY

FOUNDED IN 1988

Affiliated to the Kent Federation of Amenity Societies
Registered Charity No. 299954

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|------------------------------|--|
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The Objectives of the Dover Society

founded in 1988.

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

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

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

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

Editorial



The committee and the editorial and production team would like to wish all of our members, advertisers and the staff of Adams the Printers a very merry Christmas and a happy and prosperous 2013.

To give the members more time to notify the committee of any resolutions for the AGM the newsletter will now be published one month earlier. The new dates are March, July and November. This will also allow more time to book for the Christmas function.

The town hall tours are gaining in popularity thanks to the involvement of the dedicated team of Dover Society volunteers. Well done. Thanks must also go to all the team involved with the smooth running of the indoor meetings. Without their help the talk nights would not be so enjoyable.

We are looking for volunteers to help with various tasks to help within the Society. The majority of these only require a few hours of your time. See the notice on page 5 for details.

I am always on the lookout for member's articles, with a local theme, people to write reports of meetings and outings. *Editors contact details are inside the front cover.*

Finally, my daughter Denise, one of our youngest members, will be taking over the running of the raffle in January. I hope that she has as much success as the previous successful organisers. If any members would like to donate prizes for the Christmas raffle could you please pass them to Sheila Cope or Denise Lee.

Alan Lee

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DEADLINE for contributions

The last date for the receipt of copy for issue 76 will be Wednesday 16th January 2013. 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. Copy on computer disc or by e-mail is acceptable. Pictures via e-mail must be as high a resolution as possible in JPEG. Please ring 01304 213668 to discuss details.

Publication in the Newsletter does not imply the Society's agreement with any views expressed, nor does the Society accept responsibility for any statements made.

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| | |
|--------------------------------|--|
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WANTED URGENTLY

If the Society is to continue to be respected and influential the Executive needs more help from members. The Society has the following vacancies and opportunities to serve the Society and the local community.

Volunteer to take an active interest in the future of Dover's hospital services

Speakers secretary - to arrange speakers for Society meetings

Publicity Officer - to promote the Society and its work to recruit new members

Application for Vacancies on the Planning Committee (particularly to take an interest in the Town area, River and Whitfield)

Volunteers for Cowgate Cemetery - maintenance working parties

Volunteers for River Dour - litter clearances

Volunteer to represent the Society on the River Dour Steering Group (2 meetings p.a.)

Volunteers to help catalogue some Dover Borough Council documents and photographs

Please consider whether you could help. More information is available from Derek Leach or Jeremy Cope. Contact details inside the front cover.

WANTED URGENTLY

* * * * *

Dover Society Pre-Meeting Supper

Alan Lee

I would like to remind everyone that Alan Sencicle organises a supper meal before each of our indoor meetings. This is an excellent chance to get to know other members, renew old acquaintances and meet the speakers for that evening. It is always an enjoyable event, a three course meal plus coffee/tea and biscuits, at a reasonable price. Usual starting time is 6pm prompt. If anyone would be interested in attending then do not hesitate to contact Alan Sencicle, myself or any of the committee for details

Women's Suffrage in Dover

Part II

Lorraine Sencicle

1909 saw an increase in militancy by the WSPU with more of their members arrested and imprisoned. Following her imprisonment, on 5 July that year, Marion Wallace Dunlop went on hunger strike. She was released after 91 hours of fasting. On 9 July a deposition was made to King Edward VII for female suffrage, but was blocked by protocol. In retaliation, hunger strikes following imprisonment became the next stage in the WSPU campaign. By September, force-feeding was introduced - this was not only by mouth.

At the end of December 1909, the Dover Express published a long letter from Alice Barlow, Lorna Bomford and Annie Brunyate - saying, in essence, that woman should not be disqualified from voting simply on the grounds of their sex. Making the same points as before, they added that at the General Election, to be held in January 1910, they would wait with their petitions outside the polling stations.

1910 was unusual in that for the first time in over 200 years, there were two Parliamentary elections, but only one contest took place in Dover. The first Parliamentary Election was on 15 January and in the run up deputations from the DWS were received by both local candidates, Conservative, George Wyndham and Liberal, Montague Bradley. George Wyndham reiterated his



*Alice Barlow junior
Vice President of Dover
Women's Suffrage Society*



*Lorna Bomford
Dover Women's Suffragist
activist*

commitment to women being enfranchised on the same grounds men but added that his Party was divided. Montague Bradley did not pledge himself. George Wyndham won although the Liberals were returned to power at Westminster.

In the second contest, which took place in December, Mr Wyndham was returned unopposed and again the Liberals won nationally.

During 1910, the WSPU increased their campaigning and on Saturday 28 May organised a march along the Westminster Embankment to the Royal Albert Hall, where the meeting was chaired by Emily Pankhurst. A delegation from Dover attended.

On 4 June Dr Annie Brunyate called for local Suffrage supporters to attend another demonstration organised by the

WSPU but this was openly frowned upon by the Executive Committee of the NUWSS. This annoyed the Dover ladies, and thus together with a change in the election policy within the NUWSS, they voted to affiliate themselves with the New Constitutional Society.

Their policy was to "unite all suffragists who believe in the anti-Government election policy, who desire to work by constitutional means and to abstain from public criticism of other suffragists whose conscience leads them to adopt different methods".

Thus, distancing themselves from the NUWSS, the Dover ladies joined the WSPU London march on Saturday 18 June along with over 10,000 women. These included factory workers, teachers, university students, office workers and nurses - who carried banners, bearing a flaming red cross. The leaders wore outfits representing famous women of the past but most ladies wore white dresses adorned with purple green and gold ribbons - the 'uniform of the Suffragists'- many carried bunches of flowers. Those who had been incarcerated in prison carried small banners with their names inscribed. A thousand police officers were deployed keeping back tens of thousands of spectators, most of whom were cheering. The establishment press barely mentioned the march.

In the meantime, on 10 June, William Crundall, Mayor of Dover, wrote to Annie Brunyate saying that Dover's MP, George Wyndham would be voting for the Bill supporting Women's suffrage. This was the Parliamentary Franchise (Women) Bill better known as the first Conciliation Bill. If enacted it would enfranchise women on the same terms

as men. The Bill was given a Second Reading on 12 July and by the large majority of 299 to 190 was sent for consideration to Committee. To keep up the momentum the next major demonstration was scheduled for 23 July.

However, two days before, a letter, signed by the Anti-Suffrage League, was published in the Times. The League was founded on 12 July 1908 by Lord Curzon of Kedleston, the Lord Warden of the Cinque Ports in 1904-5. It was also actively supported by public prominent women and their argument was that:

- Women were predominantly confined to the domestic sphere and therefore their husbands' vote was effectively their vote.

- Female suffrage would 'raise unduly the standard of women's pay. Men work to provide the home, women's place is in home.'

The views expressed by the League was supported by the Socialists and Trade Unionists and given positive coverage in the establishment press. Added to this were the populist views of Harley Street specialist, Leonard Williams. He argued that women were breeding machines. "That the operation of that machinery, whether actually productive or potentially, unfits her for any other use or activity whatsoever between the ages of 17 and 50. Therefore, if women were given suffrage on the same grounds as men it would affect the future of the British race."

The WSPU demonstration of 23 July 1910 took place and the ladies of Dover were at the forefront, receiving a special mention. In Dover on 9 September the largest demonstration ever to take place in Market Square was held - it was the

COWGATE CEMETERY

Jeremy Cope

We are up against the mowing of the summer growth - the grass and other vegetation really does grow with some vigour. I reported optimistically about our progress in the last newsletter but its back to a reality check. We are thinking about a mower that could give us much greater capacity - something we need with an ageing group of volunteers.

You will read elsewhere in the newsletter of the sad death of Roger Marples - one of our volunteers. Our

thoughts are with Pauline, his wife. We also wish project volunteers Jeremy Fox and Deborah Gasking the best of good fortune in recovering from their health problems.

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

Cowgate working parties 2012

Saturday 10th November

Thursday 6th December

Saturday 15th December

MEMBERSHIP NEWS

Shiela R Cope Membership Secretary

Regrettably, we have lost Linda R O'Connor and Roger Marples, two long-standing and active members whose deaths were sudden and untimely and whose work for the Society will be sorely missed.

Linda was the regular Newsletter distributor in the St. Margaret's area. When her father, Budge Adams, died, and supported by sister Marie and brother Robert, Linda was instrumental in ensuring that the Society was given jurisdiction over the ultimate destination of Budge's books and his large pictorial archive of Dover which included 2000 slides. These were handed over to the Museum and catalogued by Society members and subsequently became the basis of Dover Tribute in memory of Budge.

Once Roger and Pauline had retired from running the Cabin restaurant, where copies of our Newsletter were

always displayed, they were able to attend our meetings regularly. Roger joined both the planning and refurbishment sub-committees. He kept a weather eye on the Folkestone Road area and was especially keen to promote the establishment of a viable path between the Castle and Langdon Cliffs via the Bleriot Memorial. We shall do our best to continue to promote his good work.

On a happier note, we congratulate Emma Smith and Ben Cope on their marriage in September and wish them much future happiness.

We welcome Mr K Gawn, and Mr & Mrs G Mowles. We number 445 at present. At time of writing we look forward to our Autumn meetings and trust that we shall recruit more members in order to achieve our target of 500 for our 25th anniversary next year. Please do all you can to help.



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Presentation to Jack Woolford

Derek Leach

Following the retirement of Jack Woolford from the Executive Committee at the AGM in April the members of the Committee gathered at Jack's nursing home for a presentation to him by our President, Brigadier Maurice Atherton.

Money collected was spent on a Kindle and a number of e-books to go with it.

Jack has made a terrific contribution to the Dover Society having helped found it in 1988 and being a very active member of the Executive ever since. He was also the first Chairman from 1988 to 1998 and then Planning Committee Chairman until recently. Jack was also prepared to roll up his sleeves and get involved in the Society's projects including the Cowgate Cemetery working parties when in his nineties! We shall miss not only these contributions but also his enthusiasm, wisdom, experience, wit, command of the English language and the glass of champagne on his birthday. Jack remains a Vice President.



Jack Woolford



The President and Wendi



The Kindle presentation

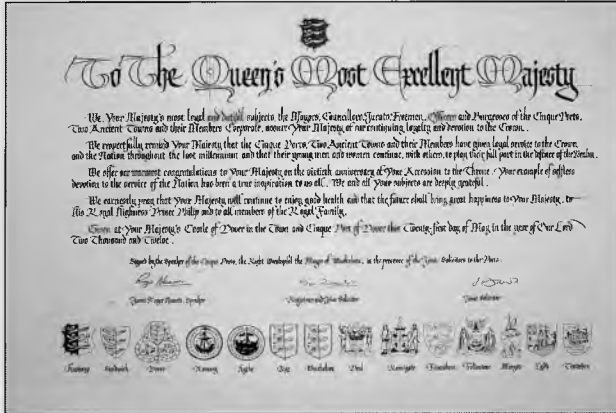


The Chairman's Speech

DIAMOND JUBILEE

— Commemorated by Confederation of Cinque Ports —

Peter Sherred



Loyal Address

On Monday 21st May Dover was the venue for two significant events in the life of the Confederation of the Cinque Ports and Two Antient Towns. In the late afternoon in the Council Chamber of the Dover Town Council the Standing Committee of the Confederation, comprising the Mayors and Officers of the Ports, Towns and Limbs, was convened to confirm the presentation of a Loyal Address to Her Majesty the Queen on the occasion of her Diamond Jubilee. At the same time those attending witnessed the transfer of the Speakership from the Mayor of Hastings to the Mayor of Winchelsea. The Lord Warden and Constable of Dover Castle, Admiral The Lord Boyce KG GCB OBE DL was present at the event.

Later, in the early evening, after a Brigade Reception hosted by Brigadier Simon Wolsey OBE Commander 2

(South East) Brigade, a ceremony was held in the distinctly breezy and chilly grounds of Dover Castle when the Loyal Address was formally handed to The Lord Boyce for presentation to Her Majesty the Queen and the Registrar and Seneschal of the Cinque Ports, Ian Russell, read out the wording of the Loyal Address to an audience comprising not only the Mayors and Officials of the Cinque Ports, but also representatives of the army and local people invited to the occasion. Also handed to The Lord Boyce was a commemorative fine bone china tankard, numbered 1, to be presented to Her Majesty. The tankard was one of a very limited number of 250 especially commissioned by the Confederation to celebrate the historic event of the Queen's 60 years as Monarch, an achievement only exceeded by her great great grandmother Queen Victoria in 1897.

The Lord Boyce was also presented with a tankard, number 2, for himself by the Speaker of the Cinque Ports, the Right Worshipful the Mayor of Winchelsea, while Lady Boyce was presented with a book on the Cinque Ports.



Tankard

Following the ceremony Brigadier Simon Wolsey OBE gave a brief address to those present and introduced the band of the Brigade of Gurkhas with the Pipes and Drums of 1st Royal Gurkha Rifles who proceeded to give a programme of music and a marching display concluding with Beating of Retreat to mark the Diamond Jubilee of HM Queen Elizabeth II. The salute was taken by The Lord Boyce in his capacity as Lord Warden and Constable of the Castle.

The specially commissioned fine bone china Tankards, which are destined to become collectors' items, were made available to all members of the Confederation and some members of the general public were fortunate to be able to acquire this memento of an historic achievement by our Monarch.

The text of the Loyal Address read as follows:-

To the Queen's Most Excellent Majesty

We, Your Majesty's most loyal and dutiful subjects, the Mayors, Councillors, Jurats, Freemen, Officers and Burgesses of the Cinque Ports, Two Ancient Towns and their Members Corporate, assure Your

Majesty of our continuing loyalty and devotion to the Crown.

We respectfully remind Your Majesty that the Cinque Ports, Two Ancient Towns and their Members have given loyal service to the Crown and the Nation throughout the last millennium and that their young men and women continue, with others, to play their full part in the defence of the Realm.

We offer our warmest congratulations to Your Majesty on the sixtieth anniversary of Your Accession to the Throne. Your example of selfless devotion to the service of the Nation has been a true inspiration to us all. We and all Your subjects are deeply grateful.

We earnestly pray that Your Majesty will continue to enjoy good health and that the future shall bring great happiness to Your Majesty, to His Royal Highness Prince Philip and to all members of the Royal Family.

Given at Your Majesty's Castle of Dover in the Town and Cinque Port of Dover this Twenty-first day of May in the year of Our Lord Two Thousand and Twelve.

The address was signed by the Speaker of the Cinque Ports, the Right Worshipful the Mayor of Winchelsea, in the presence of the Joint Solicitors to the Confederation and it bears the arms or seals of each of the member towns, in addition to the arms of the Confederation.

Refurbishment Sub-Committee

Jeremy Cope

First I report the sad loss of Roger Marples, a very diligent member of our committee. Roger made a most positive contribution and we shall miss him. We are joined by Sylvie Parsons who is already taking an active part and should be well known to members with her work on the Dover Town planters which this year, with their geranium towers, have provided a splash of colour. Well done Sylvie. Pam Brivio is now settled in as our secretary not only taking the minutes but also providing a really expert input.

Section 215 of the 1990 Planning Act is reported in the July report and in this newsletter by Pat Sherratt in the Planning Report. Pat has spearheaded a campaign to enforce repairs to the exteriors of properties now taken up by the District Council and supported by Dover Town Council with survey work carried out by the Society. We are seeing very positive results. Congratulations to Pat and members of this committee who are involved.

Hurrah - the District Council have agreed to adopt and implement a zero tolerance policy on breaches of litter and dog fouling laws. At the moment we understand that the Council are working out the rules to be adopted so that there is a strict but sensible application of the law. The sooner the policy is implemented the better. It gets better; the Town Council had a litter clear up day. Many Society members took part but it was unfortunate that the

date clashed with a Cowgate working party and a River event which meant the Chairman had to play the part of a scarecrow rather than collect litter. I know what I would rather do.

I reported on a bid to fund the work to set up a walkway between the Castle and Langdon Cliffs. I am afraid that the bid was made but rejected. We will now set about working out a more modest scheme using volunteers to clear and maintain the path but we will have to get Kent Pathways on side if we are to make progress.

Other matters to note:

Street trees and KCC Highways - there has been no meaningful progress.

Connaught Park pond looks even more positive with a repair scheme being prepared.

Maureen Morris produced a very learned article on Dover Priory published in the July newsletter.

The Society has made a submission on the District Council's Heritage Strategy which, if adopted and actively implemented, should significantly help to make the most of Dover's historic legacy. The Air Raid Warden's Post next to Dover Priory Station - the Society is looking to discuss its future care.

RIVER DOUR

Jeremy Cope

We hold a meeting of the River Steering Group this October - I am afraid too late to include in this issue of the Newsletter. But should anyone have concerns or ideas please do not hesitate to contact me. Either email me on jeremycope@willersley.plus.com or phone 01304 211348.

I, of course, cannot promise action - only that the comments will be passed on. In the Society we have to accept that we have to lobby doggedly, often unsuccessfully, if anything is to get done. One constructive action members are able to take is to volunteer for the White Cliffs Countryside Partnership working parties. Too late for 2012 - but 2013?

Phone 01304 241806 or email mail@whitecliffscountryside.org.uk

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 a 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 being too dangerous. I understand the leak has been located and trust that it 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.

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* * * * *

FREE PROGRAMME

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**STONE HALL
EXHIBITION**

**Monday 4th March &
Tuesday 5th March 2013**
1.00pm - 8.50pm

Free admission

Includes
Pictorial exhibition
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Organised by
Dover Film Festival Society

Summer Outing

Sissinghurst Castle and Scotney Castle

FRIDAY 18th MAY 2012

PATRICIA HOOPER-SHERRATT

A bright sunny morning greeted 38 members taking the trip on May 18th.

Sissinghurst Castle

Although we were allotted a specific time, everyone arrived for pick-up early. We had a clear run, so, arrived approximately 45 minutes ahead of time. The coach driver managed to charm his way into a parking slot. We were then directed to a room above the restaurant where we were served complimentary tea or coffee and biscuits. We were then given a very interesting talk about the gardens by the Garden and Estate Manager, Matt Jackson who is responsible for 450

acres. Mainly the expensive vegetables are grown on the estate for the restaurant. The organic vegetable plot 2¹/₂ acres is in its 5th year growing salads, asparagus etc. They have recently sectioned off ¹/₄ acre for a kitchen garden where they have 20 volunteers.

Sissinghurst is in the Weald of Kent. It is close to landscape designated as outstanding natural beauty. A stone manor surrounded by a moat was built in the middle ages. Two legs of the moat survive the original building (replaced in the 15th century by a large manor built by the Baker family, related by marriage to the Sackvilles of Knowle). It was let to the

Government between 1756 and 1763 as a prison camp for the French Prisoners of War.

Vita Sackville-West and Harold Nicolson purchased the property in 1930 where they created a garden for wildlife spotting and walking. The garden is in fact a series of some ten separate gardens separated by walls and hedges. The National Trust took over in 1967.



Sissinghurst Castle

Scotney Castle

After lunch we boarded the coach for Scotney Castle, where we were greeted with a shower of rain, but, our spirits were not dampened.

Scotney is absolutely wonderful this time of year, with an array of azaleas, kalmias and rhododendrons. The colours were a sight to behold. The garden is approximately 26 acres. The Estate including mixed woodland, park and meadow is 770 acres.

There are two houses at Scotney, one at the top of the hill which is the new house. The Jacobean style house was completed in 1843 for Edward Hussey III who chose the young architect Anthony Salvin. At the bottom of the valley are the romantic ruins of a medieval castle and moat, which is in the progress of some sort of refurbishment. Hopefully parts will be open to the public in the not too distant future.

Although Scotney was bequeathed to the National Trust in 1970 the new house was still in private use and not open to the public until after the death of Elizabeth Hussey in April 2006. The house was refurbished before opening, the ground floor in 2007, but the rest wasn't opened until 2009. It was very refreshing to look around this grand country house, of which contents most of us could relate to. Old houses are really



Scotney Castle



interesting, but, sometimes can be drab. This house was light and airy, more in a time warp of the fifties to seventies era. A lot of the paintings were not of known artists, but by some of their friends.

The coach driver brought us home safely from a day everyone enjoyed.

Dover's Hidden Fortress

Derek Leach

Unknown to most people who drive along the A20 to the Eastern Docks as well as to many Dovorians is an almost hidden, fantastic 19th century fortress, which in any other town would be a major tourist attraction. Largely derelict and deteriorating its existence has been threatened several times since the Second World War. The Dover Society and its predecessor, the New Dover Group, have been to the fore in objecting to any official vandalism.

Earthworks were thrown up in 1779 when Britain was under threat from the French. Later, with the country again under threat from republican France and then Napoleon, plans were made to transform the Western Heights into the largest and strongest fortification in the country, able to house thousands of soldiers, not to repel a French landing at Dover, but to counter the expected landing between Hythe and Rye.

The plans envisaged a citadel - a modern version of a castle keep - on the highest ground including a parade ground, storehouses, barracks and a 420 foot deep well. This would be connected by deep ditches to a redoubt - a strong outwork capable of firing in any direction with commanding views of the town and harbour. Construction began in 1796 and continued until 1814 when the threat from Napoleon evaporated. Accommodation for 1200 soldiers was provided by the Grand Shaft Barracks named after the incredible staircase begun in 1804 and

completed in 1807. This gave direct access from the cliff top barracks to the town below with 59 steps descending to a circular excavated bowl at the top of three spiral staircases, each 140 steps, built around a circular brick-lined shaft. At its foot a tunnel led to Snargate Street. A military hospital was also built. The works were, however, incomplete.

When William Cobbett visited in 1823 he was not impressed, 'a couple of square miles or more, hollowed out like a honeycomb...that either madmen or profligacy the most scandalous must have been at work here for years'.

Work resumed in 1853 when Napoleon III posed another threat. The top of the hill was removed as it was essential for the Citadel to have a clear view of the Drop Redoubt. A massive engineering feat is the four miles of connecting Lines (dry moats/ditches) 30 - 50 feet deep and 30 feet wide criss-crossing the hill top with 18 inch thick brick sides. Concealed gun galleries in the ditch walls enabled musket fire along the floor of the moats. The new South Front Barracks provided additional accommodation, increasing the capacity to 4,000. Married quarters and a garrison church were built. An officers' mess inside the Citadel resembled a mock Tudor country house with a ceremonial staircase. The exposed western flanks were protected by the new Western Outworks. Vehicle entrance from the south was via the new and forbidding Archcliffe Gate,

whilst from the town on the north side a steep hill led to bridges over two ditches, then through a narrow tunnel with a sliding door.

The works between 1853 and 1860 cost £700,000, but were abandoned in 1920 because the barracks were condemned. Occupied and fortified again in the Second World War they were again vacated. South Front Barracks were demolished in 1959 and the Grand Shaft Barracks, occupied temporarily in the 1950s, followed in 1965.

In 1954 the Prison Department took over the Citadel, which later became a Borstal (young offenders' institution). Casemates became cells and the deep ditches kept everybody in, but insensitive demolitions, alterations and additions were made without consultation. The New Dover Group complained to the Ombudsman, resulting in formal criticism of the Home Office. The Dover Society (successor to The New Dover Group) protested again in 1990, resulting in yet more criticism of the Home Office. Prison Officers' houses were also built.

The War Office transferred 126 acres to Dover Corporation who planned to fill in the historic moats with town refuse! To prevent this, a campaign, initiated by John Peverley, fought successfully for scheduling the fortifications as an Ancient Monument. Despite this, the Corporation drove a new road through the North Lines, although the North Entrance was spared. Archcliffe Gate was not so lucky; it was demolished. The Garrison

Church and Military Hospital suffered the same fate.

English Heritage became responsible for the rest of the fortifications but, with their flagship attraction of Dover Castle so close, only carry out absolutely essential repairs. Compare this with the restored Napoleonic forts around Chatham and Portsmouth now open to the public.

A welcome development in 1989 was the formation of the White Cliffs Countryside Project to protect and maintain the ancient chalk grasslands around the Heights. Later, in 2000, the Western Heights Preservation Society was formed with volunteers clearing rubbish and scrub from the fortifications and organising open days for the public to view the incredible Drop Redoubt.

Now housing and other developments are proposed and once again The Dover Society is taking a keen interest to ensure that the integrity of this scheduled ancient monument is protected. Some limited and sensitive development may be acceptable, but, if so, the opportunity should be seized to ensure that there is a substantial practical gain for the Western Heights fortifications.

* * * * *

NB Dover's Hidden Fortress - the history and preservation of the Western Heights fortifications by John Peverley was published by The Dover Society in 1996 and is still in print.

2013 CALENDAR

Terry Sutton

A Dover Society member who died in August produced a 2013 calendar, featuring East Kent churches, now being sold for £10 in aid of the Pilgrims Hospice at Canterbury which helped him in his final days.

Glyn Thomas, the 84-year-old retired orthopaedic surgeon whose home was at The Gateway, had Parkinson's disease and incurable cancer. A former chairman of the local branch of the Campaign for the Protection of Rural England (CPRE), Glyn died at Kearsney Manor nursing home at Temple Ewell. He and his family previously lived in the Alkham Valley, Temple Ewell for 46 years. The Dover Society was represented at his funeral at St Anthony's Church, Alkham.

For his 2013 calendar Glyn wanted to do something that would help to support the hospice that not only helped him but had also helped his wife Gigi who succumbed to cancer in 2010.

Glyn and his son Peter drove round East Kent studying parish churches and have depicted a dozen of them on the calendar. Some are in watercolours, some line drawings, others pen and ink.

Included in the churches they selected are those at Barfreestone, Adisham, St Mary's in Dover, Alkham, Capel, Hougham, Temple Ewell, Lydden and Wingham.

Before he died Glyn said: "I feel

deeply indebted to the Pilgrims Hospice. Not only have they taken care of me and provided fantastic support for my family, but they also looked after Gigi wonderfully well in her final days. The work they do is nothing short of miraculous and I wanted to do something that would help them to bring the comfort and reassurance they have offered to us, to other people."

*The calendars can be ordered from Glyn's daughter Heidi, who is living in Dover, on: aitchfitz@gmail.com



Rear of St Mary's Church

EVACUATE

Terry Sutton

Memories of the wartime days in 1918, when preparations were made to evacuate everyone from Dover, have been rekindled with a discovery in a local house. Richard Clifton who lived in Crabble Road was clearing papers and other items belonging to his mother. The family had lived there from his grandfather's time in 1926.

One of the documents found by Mr Clifton was an instruction from the Borough of Dover's emergency committee, dated July 1918, to the civilian population of the town warning that a total evacuation might be necessary.

"It has come to the notice of the military authorities that there is some doubt on the part of the civilian population as to the preparations which have been made for the conduct and movement of the civil population in case of invasion or other emergency," says the document signed by Mayor Edwin Farley.

The reason for the warning was that the German military offensive in the summer of 1918 was progressing towards the French channel ports and there were fears of an enemy landing "in this our country."

The evacuation plans were detailed in order to keep civilians off the major highways in order not to block them, to allow for the "free movement of His Majesty's troops. Refugees will not be able to use the railways nor can furniture or baggage be conveyed in any public vehicle, added the warning. Motor cars, bikes, carts, mules and donkeys will be taken at once to assembly points where further military directions will be given. All available able-bodied men will assemble in gangs with tools to prepare for work", says the now yellowing document handed to the Society by our member Tim W. Brown.

**An article detailing how Dover was to be evacuated in 1918, and the routes to be taken, was included in a Dover Society newsletter in December 2006.*



Dover Harbour 1918, painting by P Wilson Steer



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plumbers setting the standard'*

Tribute to Roger Marples



Roger was born in Dover though soon afterwards the family moved back to its origins in Sheffield for nine years, hence his great attachment to Yorkshire.

In 1960 the family returned to Kent where Roger completed his education at Castlemount School in Dover. He then gained his first job at Crabble Mill in Dover for a few years, before becoming employed by British Railways in London, thus being in the lucky position of being paid to indulge his passion for trains. Some years later he left the railways and together with Pauline, whom he had by then finally found time to marry in 1980. He opened the Cabin Restaurant, specialising in high quality British food and fine albeit foreign wines; thereby once again being paid for two more passions in his life.

2004 was the year Roger and Pauline retired, which gave them the opportunity to travel around Britain and Europe by train and bus. Since retirement he became a stalwart of the Yacht Club and the Dover Society, as well as supporting the Kent Wildlife Trust.

Mention should also be made, perhaps unnecessarily, of his love of real British beer throughout his adult life, leading to his early subscription to, and becoming an organiser for, CAMRA, though he did not manage to gain an income from that particular passion! Another life-long love was classical music: his collection of records being perhaps only matched by his collection of railway, bus, and post box models.

After the service the congregation was invited to The Royal Cinque Ports Yacht Club, Waterloo Crescent (on the seafront), Dover, for a buffet that Roger would have approved of being traditional English fare. All the food and beer was kindly donated and was therefore free.

The Royal Cinque Ports Yacht Club intends to commission a permanent memorial to Roger at the premises so contributions towards this would be most welcome there.

Pauline and the rest of the Marples family are grateful to all who have helped at this time, especially the Royal Cinque Ports Yacht Club.

*The work of the***PLANNING***Sub-Committee*

Report by
PATRICK SHERRATT

Due to late planning developments and the limited space within the July Magazine the Planning Report was issued as a separate loose insert. I have had members ask me to reprint it in the magazine and this is shown in italics following my current report.

The Section 215 activity is gaining momentum with just under 50% of the original identified properties having either completed work, currently carrying out work or advised dates to Dover District Council (DDC) when work will commence. Those that have not responded have been sent a second letter. Of interest work has just started on two of the worst eye sores, The Old Post Office/Labour Exchange 9/10 King Street and 7 Castle Street.

The former Grenada/ABC cinema in Castle Street was not initially on our list as it was understood that the owners (Wetherspoons) were to submit a planning application once the Dover Town Investment Zone (DTIZ) site was approved. As nearly six months has elapsed since the approval of the DTIZ plans and no application has been submitted we are pressing DDC to include this property which is without doubt the major eye-sore in Castle Street.

DDC/DTC (Dover Town Council) asked us to look at another area and our "team" has provided them with details of 60 properties in Folkestone Road at

the town/station end. DTC have performed the required Land Registry searches and all properties have been sent the 1st letter which advises the owner their property requires work. We watch with interest. DDC recently produced an excellent document with regard to acceptable types of signs and shop fronts within conservation areas. We see this as a start to bring the existing Town Conservation Area up to standard where inappropriate signage and shop fronts have been permitted in the past. The document is only a consultative document and whilst it is said existing properties can not be asked to alter to comply we shall request that any new planning applications for signage/shop fronts deliver the document's aspired standards.

Our chairman circulated the Society response to DDC with regard to the planning application for Western Heights/ Farthingloe and we await with interest to see how this progresses, in particular regarding the involvement of English Heritage who have, to date, shown little interest in protecting Dover's historic fortifications on the Western Heights.

At the executive meeting it was requested that I follow up with the police "anti-social" behaviour within the town centre and the problems of cars parking on pavements. The police have responded and their initial

comments fall short of what the executive expect with regard to the control of anti-social behaviour. The pavement parking is not an offence but driving on a pavement is. So if a vehicle is on the pavement I interpret that unless dropped from a height must have been driven onto the pavement. On a positive note the police recognise that such parking can cause danger to pedestrians, in particular those with disabilities, and we are told that a "warning to be considerate" leaflet is to be produced and will be placed on windscreens of offending vehicles.

The sad loss of Roger Marples has left the Planning Committee with a vacancy for a "Dover" committee member. In fact there are now three as we are also looking for one member from River/Temple Ewell and one from Whitfield. Anyone interested do contact me.

July Report

As reported in previous issues of the newsletter the Dover Society in conjunction with Dover Town Council (DTC) and Dover District Council (DDC) have been working together to improve the town by serving Section 215 notices to owners of properties in disrepair.

Within the "Town Centre" area the Society identified some 60 properties that ranged from requiring minor repair to major eyesores. DDC have appointed an officer with sound knowledge of enforcement using Section 215. All properties identified have photographic records in the area of concern and have been



No 7 Castle Street

checked by the DDC officer. Owners of these properties have been written to explaining what work is required, this letter is not a serving of the 215 notice but a polite request to consider doing the work identified. However, some 15 properties will have 215 notices served. It is early days but from the experience of using this area of enforcement in Hastings I am very hopeful of seeing some of these offending, and eye-sore, properties being improved to give Dover the quality it deserves.

In early May planning approval was granted to the three applications appertaining to the DTIZ site (St.

James area); this is in respect of a new hotel and mast on Woolcomber Street and retail units on the St. James's site with residential property on the corner of Castle Street and Woolcomber Street. The Society was not happy with the design of the hotel or the "commercial" use of the LED Screen on the mast and our Vice Chair presented these points at the planning meeting at DDC. However, no alterations were made. We had made comments with regard to the retail/residential part and at a further planning meeting at DDC I took the opportunity of speaking. A particular concern was in respect to the roof materials being used. The Dover Society preferred to see greater use of more traditional materials (slate/tile) but this was not conceded. The use of the developers' expertise in securing tenants for possible vacant town centre shops was also raised as well as developer contribution (by way of Section 106 agreement) to improving the area adjacent to the DTIZ site. As the residential area is shown as being the last area of the development to be built (in reality possibly three or four years), we requested that the corner of Castle Street/Woolcomber Street being in a conservation area be landscaped, rather than have hoardings. I am pleased to say this area will be landscaped.

The town has waited many years for this development that will see the eyesore of Dover (Burlington House)

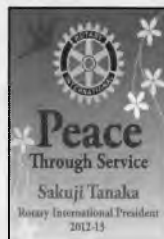
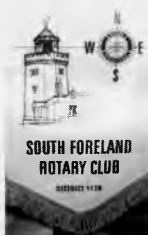
being demolished and we now wait with bated breath for work to start.

As I write we are awaiting the plans in respect of development at Farthingloe and Western Heights. Following the developer's public exhibition comments made by members have been sent to the developer. This development will be a highly controversial subject and we must ensure that any proposals do not have an adverse affect as some of the site is designated as being of Ancient Monument Status.

Sensitivity in design and materials will be of paramount importance. In this respect English Heritage is the custodian of such designated sites and will weigh the balance between developer and heritage under what is known as "Enabling Development". It is already stated that the developer will be making contributions to the heritage sites (in particular the Drop Redoubt). In the current economic climate funds for such improvements are scarce and if it is deemed that the developer's heritage proposals were to be accepted we shall be seeking to ensure these are delivered ahead of any commercial activity.

The Dover Society is a Historic and Amenity Society and we must ensure any sustainable growth that benefits the community (amenity value) is also delivered in accordance with the future protection of our heritage.





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| 27 February 2013 | Graham Tutthill A Lifetime in Local Journalism |
| 27 March 201 | Sally Muggeridge Subject tba |
| 24 April 2013 | Hugo Vickers Subject tba |
| 5 June 2013 | Alderman David Wootton, the Rt Hon Lord Mayor of London 2011 - 2012 Subject tba |

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Going to Sea

Part II

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

JIM FRANCIS

Marseilles was the first foreign port for me to go ashore. Then it was the second city of France and chief port. After seeing to the animals and the first day's surgery, the chief officer gave me half a day off. The ship was sailing at 5 p.m. and shore leave expired at 4 p.m.

Although putting me in debt, I drew a sub of 10/- worth of francs and went ashore bound for the Chateau D'If of Monte Cristo fame which is situated on a small island near the harbour entrance and once housed celebrated prisoners such as the Man-in-the-iron mask and Mirabeau.



Jim Francis 1946

The harbour was a mess. In 1944 during the days of the Liberation 7,000 Germans had been made prisoner, but just before surrendering, the Kriegsmarine had blown up the port causing severe damage, together with 251 ships and craft of all types destroyed.

I reached the Chateau D'If by a small ferry and in the prison actually climbed through the escape hole in the prison cell. Then back on shore with a few francs left and time to spare, treated myself to a bag of chips from a street stall. Arriving back on the quay my heart sank, the berth was empty and the time wasn't even 4 p.m. No ship - my legs went weak. What about the animals and patients? The whistle had not been polished. So much for a career at sea. Then from afar I could hear singing. From the tone and volume they had had a good lunch. It was the cook, who had by now forgiven me, a greaser and two seamen. Also approaching was a stranger, the ship's agent. We were to learn that the ship had finished cargo work early and was now anchored, thus saving port dues and awaiting our return. A small tug lay nearby and was soon pushing into a short deep swell, and the singing and jokes from the seamen had finally come to a stop. The challenge of climbing a rope pilot ladder alongside the Trevethoe was soon to



commence. Little did I know then that in less than twenty years time this would be part of my profession as a Port of London Trinity House Pilot.

However, climbing a ladder off Marseilles with a ship pitching to a short deep swell was a different matter. While pushing the cook upwards his foot had already torn my brand new Van Huesen shirt and his lunch from above had covered me from head to toe. Reaching the main deck, their relief at still being alive meant hugging each other and rendering a final chorus which unfortunately had to include me within their clutches.

At nine the following morning four men and a boy stood in line outside the captain's cabin to be charged with drunk and disorderly behaviour and accordingly 'logged' - normally a day's pay, but more seriously went on your record. When my turn came, being last, the captain told the chief officer, chief engineer and chief steward that they could go. The captain commenced his speech, "Well, I don't know what I'm going to do with you. Before you come on board you criticise the ship's cooking,

make statements to the press on political matters and now a couple of hours ashore in your first port, you turn up after what looks like the worst part of a drunken fight."

For the first time, realising that my future was on the line, I gave a full account of joining the ship in Middlesbrough, going ashore in Marseilles, producing the entrance receipt to the Chateau D'If and finally the soiled chip bag that had provided me with my lunch. With conclusive evidence such as this the captain finally accepted that it was time to make a fresh start. I should commence once again with a clean sheet and tore up the charge sheet in front of him.

So it was goodbye to Europe and a new start little knowing that for close on two years life would be spent east of Port Said. Once through the Suez Canal, it was down the Red Sea and Aden for bunkers. The animals required my undivided attention, a careful diet, constant grooming and the two boxer dogs never left my side except when the steward rang the meal time bell which meant 'stations' for them outside the

galley. Sunburn amongst the crew required treatment, some with high temperatures were supplied with Dover tablets, little knowing that my wife Mary would come from that town and where I would eventually settle as a ship's pilot and finally in retirement.

While in Aden I went ashore to savour the sights and smells that would soon become familiar. I admired a Leica camera costing £45, which was three weeks pay for the captain. The memory of Aden would return when I became a London South Channel pilot. One of the London pilots had also been a ship's pilot in Aden when he had met his future wife who had been sailing round the world as the cook on a 40 foot yacht.

Soon we were once again leaving port with the now familiar gleaming brass whistle, off across the Indian Ocean - next port Penang to discharge the livestock which seemed to bear up well under my care. I had made a few rupees from selling the chicken's eggs in Port Said and Aden. The locals seemed to think that they could develop a flock of the same pedigree. Very likely I had said so on being questioned, pocketing my new found wealth.

When steaming across the Indian Ocean, having passed Ceylon and still several days off Penang I surveyed the present situation. I had the third officer sitting up in bed suffering from acute appendicitis, the Captain's Medical Guide stated that ice had to be permanently placed on his stomach and kept in place. The senior apprentice had been promoted to third officer which meant on paper that I had a three berth cabin to myself, but John and Janet, the two boxers who were my constant companions, decided that this was an

open invitation and moved into my cabin, so the occupancy had gone from two up to three. However, my real concern was the bosun, Jose', who was developing withdrawal symptoms. He also, was off work 'sick', staying in his cabin. I collected his meals and listened to his stories about the war and life on Malta which seemed to calm him down.

All this went through my mind as I put the finishing touches to the windlass on the fo'c'sle, a large black piece of machinery used for mooring the ship and anchor work. To brighten it from being totally black I had painted all the nuts and bolts pillar box red and the alternate links on the anchor cable white "Well, what about that?" I asked the two dogs lying at my feet. They both wagged their stumpy tails which confirmed that they both agreed with my colour scheme.

There was then a roar from the bridge. Somebody else, the captain no less, also appeared to want to compliment me on my colour scheme. When the three of us arrived on the bridge it seemed the captain was upset about something. "What have you been feeding the bosun on, look." There sitting on the mainmast lamp bracket some sixty feet above the deck, completely naked was José telling the world that he was about to fly away like a bird and never come back. "As medical officer and responsible for this incident I demand that you do something about it immediately."

Knowing José's preference for Orangeboom beer and salami sandwiches I quickly collected four bottles from the chief steward and the rest from the cook, also a large shirt and blanket. Thus armed I quickly climbed the mainmast to the crosstrees after telling the carpenter to clear the

afterdeck of all the crew. From the bridge I could see three pairs of binoculars following my every movement. Still twenty feet above me but without a connecting ladder stood José who appeared more interested in my parcel of goodies than flying away to another land immediately. "You were going to tell me all about the collision between the Queen Mary and the Curacao". I shouted, "I've got your beer and sandwiches if you want them." José slid down the top mast like a monkey, partly clad, although appearing more like a pirate than bosun. We both settled down on the cross trees and I learnt from Jose' that until 1941 the Queen Mary only had one 4" gun and one anti-aircraft gun. Radar was fitted in 1942 together with some rockets. Because of her speed she travelled alone. On the 2nd October in 1942 whilst nearing the end of her passage to the Clyde she was met off Bloody Foreland by the old cruiser Curacao. There was an outside screen of destroyers seven miles away. For four hours the two ships zigzagged, then at two in the afternoon in bright sunlight there was a tragic mistake, the Queen Mary cut the cruiser in two. The destroyers saved 102 but 338 died. A court of inquiry divided the blame. José was on the bridge at the time of the accident and witnessed the disaster.

By the time this account had been related and discussed, the sun was getting low on the horizon, the horses were getting restless and I knew an ice pack needed replacing. I then asked José if he could do me a favour by sleeping in the hospital and replacing the ice on the third officer, for this payment he could have unlimited beer. This seemed a good idea. It helped that José liked the third officer who also liked listening to his accounts of the war.

The proposition also sounded better than sleeping on a lamp bracket or flying away like a bird.

On arrival in Penang the nine horses were discharged and immediately rolled over onto their backs, jumped back onto their feet and looked extremely fit. The last I saw of Janet and John were two sad looking faces looking through the rear of an Austin car's window on their way to pastures new, the chickens were collected by an Indian trader and that was that.

The bosun and third officer were taken off to their different hospitals and after clearing up I was given the afternoon off for getting my cargo safely to their destination. Life at last looked like being more normal from now on.

This was not to be so. In the early hours of the following morning it appeared as if another war had broken out: Machine-gun fire, star shells lit up the sky, sirens screamed, there was also a lot of shouting. Pirates had come alongside the Trevethoe in two sampans and with the co-operation of an 'inside job' had loaded up with large crates out of no 4 hatch. The navy had been summoned hence - the disturbance. Bodies covered in blood lay on the ship's deck, some floating alongside, although none belonged to the ship's crew. I remained busy for the rest of the night.

The following morning it became clear that several of the crew had prepared to open the hatch and provide lookouts. One, Tommy, an ordinary seaman and a few months older than myself had owned up. He was arrested and taken off to the local prison several miles outside the town. The main ship's ringleaders remained silent and that was



Captain Cecil Foster (of the Trevassa) his Wife and J C Stewart his chief

the situation with the ship due to sail late that night.

When I knocked on the captain's door after breakfast, there was obviously a conference going on in his cabin attended by police, army and navy representatives including the ship's agent. "Well," said the captain. My suggestion, that someone from the ship should go out to the prison and see Tommy was met with a stony silence. I simply felt his legal rights should be supported by someone before we sailed. From the captain's response it appeared that the best result would be a hanging from the yardarm. However it was finally decided, with backing from the ship's agent, to make representations, possibly to safeguard the company's interest, also as I said it was my intention to write to his mother.

It was finally decided that I should go as an officer, I was accordingly provided with second mate epaulettes, 'two bands connected by a diamond', the chief engineer lent me his white shorts and stockings, the chief steward provided me with two bottles of whisky and two cartons of Players cigarettes. The agent provided a car and by 3 p.m. and armed with a letter of introduction I was driven to the prison outside George Town, kitted out as the youngest acting second officer in any merchant navy.

Providing gifts for the prison guards, I was taken to Tommy who was in a room with a dozen or so local prisoners. Sharing the cigarettes and a swig out of the bottle avoided any language difficulties; soon I was the centre of attraction, telling them about life at sea, mainly its adventures. I don't think it mattered that some couldn't understand

a word, but it was better than nothing. It cheered Tommy up too, even the guards came in and joined in the banter. Eventually I was introduced to the elderly governor who, over tea, thought that officers were getting younger and younger. Then it was finally back on board to clean the whistle and surgery.

Next port was Port Swetnam, up a long winding river. "No swimming here," said the pilot before he got off. Of course there is always somebody who knows better and was never seen again - crocodiles. The next port was Singapore where we anchored out in the 'roads' to wait for a berth. Everybody was feeling a bit down after the past few days. It didn't help me that when hoisting the house flag on the mainmast, the halyard slipped and the flag remained right at the top. "Sort it out or else," said the chief officer.

Getting to the crosstrees was simple, just climb the ladder. Getting to the lamp bracket a further twenty feet was less so if you weren't a monkey, just arm and leg stuff. This final bit was not so easy where the halyard was jammed in the sheave. Then a loud shout from down below "Get down you bloody idiot". It was the captain and nobody disobeyed him, particularly me at that moment. I slid down without any trouble, little realising that my indentures made clear that it was the captain's responsibility to see that I didn't go more than nine feet above the deck. As if he didn't have enough problems without me possibly breaking my neck.

The next day's mail brought a letter from home. In it I learnt that a close relative held an important position in a bank in Singapore. The letter told me that he would contact the local agent

and arrange to take me out for lunch. It turned out that this was the day when the ship was at anchor several miles offshore. No matter, the relative knew the harbour master who offered the loan of his launch. Sure enough, at 10 a.m. a sleek thirty foot cabin cruiser lay alongside the Trevethoe, a coxswain at the wheel, uniformed sailors fore and aft and a neat steward waited in a cushioned cockpit ready to take an order for refreshments.

With the captain standing beside me at the top of the gangway also proceeding ashore, I noticed that his transport sent by the ship's agent consisted of an open sampan powered by a Seagull outboard and manned by one man. The captain readily accepted my invitation to join me in my waiting cutter and as we creamed over the wave-tops at 20 knots, settled back on the cushions and ordered a large whisky, while I happily drank my lemonade.

Several days later I was called to the captain's cabin. "The agent has a note from somebody called Graham Hughes, a 'writer' on H.M.S. Belfast, now being fitted out on a floating dry-dock on the other side of the island. "Do you know him?" Did I! Graham came from Tenby, went to the same junior school, shooting and fishing together until we went into different navies. Given the rest of the day off, I hitched a lift in an army truck to the causeway and within minutes stood on the quarterdeck of the cruiser and found Graham. As we stood on the fo'c'sle yarning away round the bend of the river came a small coaster, 'Empire Tenby'. That night we caught the naval transport into Singapore to celebrate. By two in the morning we had two dollars left, and with this had our photograph taken before returning to our ships.



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Tel: 01304 213668

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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

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 1pm
£22.50

Christmas Lunch
The Marina Hotel on Dover's lovely waterfront
There is a very fine menu to choose from. If you
are interested please complete the enclosed form and return to me to book
your place. This has already proved to be very popular, only a few places
remain. There will be a welcome drink of Winter Pimms or Elderflower and
Mint Fizz. Any other drinks may be purchased at the bar. We will be
entertained by Stephen Yarrow and companions. 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"

February 18
Monday 7.30
£6 per person

Wine & Wisdom
Our ever popular quiz with Clive Taylor and his team. Price to include
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To book contact:
Patricia Hooper-Sherratt, Castle Lea, Taswell Street, Dover CT16 1SG
Tel: 01304 228129

March 18
Monday 7.30

Speakers: **Joanna Jones** "Dover Arts Development"
Jon Iveson "Western Heights Fortifications"

April 22
Monday 7.30

AGM
Speaker: **Les Richmond** "White Cliffs Geotours"

May

Summer Outing: To be arranged

*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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