

The
Dover
Society

Newsletter

No. 76

March 2013



Walmer Castle Aerial View



THE DOVER SOCIETY

FOUNDED IN 1988

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

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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 AGM this year will take place on Monday 15th April and will also be the last of the winter meetings until October.

All nominations for elected posts within the committee and any resolutions must be received by the secretary no later than 14 days before the AGM.

Our treasurer Mike Western must be congratulated once again on managing to hold the membership subscription at the same level; the last increase was in 1996. He is doing a sterling job in keeping the finances on such an even keel.

It was a shame that the January meeting was so poorly attended, mainly due to the very bad weather. We had two excellent speakers. One, Stephen Turner-Dauncey, must be especially commended for his sympathetic restoration of Charlton House on London Road. The tours of the Maison Dieu with guides from the Dover Society are continuing to gain in popularity. This year we will be selling postcards depicting the stained glass windows.

Many thanks must go to Mike McFarnell and his team for once again producing the excellent Dover Film Festival.

I would like to remind all members that the annual Zeebrugge Raid service will take place on St George's Day 23rd April at 11am at St James' Cemetery. Then the Zeebrugge Bell will be rung at the Maison Dieu at 12 noon. This is the first event of the year when the townspeople can express their gratitude for the sacrifice that others gave for our freedom today.

Alan Lee

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DEADLINE for contributions

The last date for the receipt of copy for issue 77 will be Wednesday 15th May 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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MEMBERSHIP NEWS

Sheila R. Cope Membership Secretary

SUBSCRIPTIONS ARE NOW DUE AND UNCHANGED!

Whow to gain further publicity for the Society especially as we need to recruit over 50 new members in order to achieve 500 for our 25th year. We have purchased two stand-up banners to advertise our stalls at local events and for placing in the Town Hall during the Wednesday tours. In addition, Sue Jones has redesigned our publicity poster so that it should soon be seen on notice boards around the town. These new posters will supplement the ones advertising our winter events and may therefore remain in place throughout the year. Please let a committee member know if you can provide a "home" for one of A4 size.

Even recruiting enough new members

to compensate for our leavers is an uphill task so please pass on a Newsletter to anyone who might be interested. There are always spares available.

Our current membership numbers 447 and now includes:-
Mrs L Dimech, Dr J Allingham, Ms B Hall and Mrs E Parker-Gorman who are all very welcome.

We send our condolences to the families and friends of those who have died and who include:-

Mr John Graeme, Mrs Moya Large, Mr Kenneth Longley, Mr D A (Tony) Marples, Mr Roger Marples, Mr George Matthews, Mrs Linda O'Connor, Mrs Dorothy Smith and Mr Glyn Thomas.

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.

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

Planning Committee Members - particularly in the Town, River and Whitfield areas

Cowgate Cemetery - maintenance working parties

River Dour - litter clearances

River Dour Steering Group - to represent the Society twice a year

Dover Town Council - to help the Society catalogue old 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.

Return of the UNKNOWN WARRIOR

Derek Leach

During the 2012 wreath laying ceremony, at the Marine station, by the plaque that commemorates the bringing ashore of the body of the unknown warrior our chairman gave the following speech.

At the end of the First World War it was the idea of an army chaplain in France that all the unknown soldiers lying dead in France should be honoured in a unique way.

So it was that the remains of one unknown Tommy from four different battlefields, Aisne, Arras, Somme and Ypres, were exhumed and taken to a temporary chapel where they were wrapped in Union flags. There, a senior British officer touched one of the bodies. That body, inside a plain coffin, was taken to Boulogne with sacks of soil dug from the spot where the soldier had died so that the French earth that he was defending would cover the warrior in Westminster Abbey.

On 10th November 1920, the body was placed in an oak coffin, loaded on HMS



Unknown Warrior, Marine Station with Honour Guard

Verdun and brought to Dover escorted by 6 destroyers. People lined the cliffs at Dover and other vantage points. National and local civic leaders waited at Admiralty Pier. The body went by rail with people lining the track all the way to London. On the following day the body went in procession through the streets of London to Westminster Abbey where it was laid to rest among the kings, the great and the good, representing the hundreds of thousands of British troops with no known grave or whose identities were unknown.



Remembrance



Refurbishment Sub-Committee

Jeremy Cope

You will no doubt have heard of the Lottery Fund's grant of £1m for central Dover. The idea is to make the area a better place in which to live. The area of benefit stretches from Buckland Bridge to the A20 and on the north the boundary to include Barton Road exclude Connaught Park include Victoria Park and on the south to include Albany Car park, Priory Station and along the path of the railway line. This area is well worthy of this attention to overcome much past neglect. A good example of our special potential is the old Post Office in King Street now being restored with the front already cleaned. This example shows just what treasures lie beneath the surface. It is understood that the residents will determine how the money is spent, not local government. This programme will cover 10 years, and the hope is that the project will act as a generator for other funding. For the local group running the scheme this will not be an easy task but I am sure The Society will make its views and ideas known them.

Editor

Any person or group can put forward suggestions for improvements. You do not have to be a resident in the specified area. The first stage is to spread the word then Big Local Partnership will be formed, mainly of residents plus local organisations. They will put a Big Local Plan in place, oversee projects and set up a small easy to access small grants programme. The partnership and plan will be reviewed annually to ensure that

the scheme remains relevant and continues to address the area's needs and priorities.

The work of implementing Section 215 of the Planning Act by DDC and DTC assisted by the Society volunteers is starting to bear fruit, just look at Castle Street to see the start of upgrading. Our committee members continue to help Pat Sherratt who is leading The Society's input on this one.

The zero tolerance policy on litter and dog fouling is due to start in February. We fully support this approach and the implementation, if applied with good sense, should not be a problem for any but the anti-social.

In the previous issue I reported our efforts to upgrade the path between the Castle, Bleriot Memorial and Langdon Cliffs. We have support from KCC Country Access Service and are working towards a better pathway but we have yet to finalise an answer.

I have previously reported on Sylvie Parsons joining our committee. Sylvie leads Brighter Dover and has an aim to create an ambitious planting in the Market Square - this on top of the planting already carried out in the town. All of this work is worthy of support from all of Dover with the object of raising our morale and the tone of the town. Funding is required for the Market Square project and this appears an ideal subject for the Lottery Fund grant.

The work of the

PLANNING

Sub-Committee

Report by

PATRICK SHERRAIT

At the time of preparing this report (mid January) one of the latest planning applications with Dover District Council is a revised application in respect of developments at Farthingloe and Western Heights. We are pleased the revised application removes the controversial 54 houses proposed within the "Citadel" area, as well as some adjustments to the hotel location, thereby, reducing its visibility within this important heritage site.

Western Heights, with its important Napoleonic fortifications, has been totally neglected by English Heritage and only with the stalwart dedication of the volunteers from the Western Heights Preservation Society has the decline and erosion of the drop redoubt been checked. However, in general the area is in decline and only major investment would see any reversal. In this connection the developer's submission includes a £5m contribution for a Heritage Package that would be set up as a separate Trust. We welcome such initiative, however, this sum must be guaranteed as well as the knowledge that English Heritage supports the scheme. To date English Heritage appear to be prepared to see the site deteriorate. With this in mind prior to any planning decision we have suggested a Public meeting with the developer, English Heritage and Natural England to ensure that if planning permission is approved that

there is a clear deliverable plan for the heritage package and that the Farthingloe element falls within AONB guidelines.

There is plenty of activity with the press announcement of the new hospital. At present there is no actual planning application but the Health Authority has submitted a scoping report. Whilst not open to public comment we took the opportunity to make comments to Dover District Council. The hospital plan falls short of the facilities that had been offered in 2008 and as such we are concerned that if at a later date additional facilities could be provided, care beds for example, the hospital must have room for expansion. The scoping Document makes it clear that the Health Authority seek to dispose of any surplus land that would preclude any future expansion. Neither the Health Authority nor the Council has made any response and we shall continue to seek assurance that such land disposal should not occur.

Recently placed for public comment is the District Councils Land Allocations Pre-Submission Local Plan. This is in fact the document that identifies and allocates specific sites that are suitable for employment; retail and housing development in order to meet the Core Strategy's requirements and cover the period to 2026. We shall be examining this and making a suitable response.

Section 215 activity is as reported in the November Newsletter; however, one actual 215 Notice has been served on 1 Athol Terrace. The scaffolding has been removed from The Old Post Office/Labour Exchange in King Street as well as 7 Castle Street. When in Dover do walk past these buildings to see the restoration that has been undertaken in particular the façade of the King Street building. Congratulations to both owners. We hope that both DDC and DTC continue to support our joint activity with the use of Section 215 as a regeneration tool for Dover.

We are still concerned as to the former ABC Cinema in Castle Street and I have written personally to the Chairman of Wetherspoons who currently own the building and look forward to interesting dialogue that hopefully will see improvements forthcoming.

We have supported the DDC document "*Shop Fronts and Signage within Conservation Areas*" that will improve the visual aspect of properties in these designated areas. We will always remind the statutory authority of this document when deciding applications within Conservation Areas.

RIVER DOUR

Jeremy Cope

In October the Dour Steering Group held its half year meeting at which views, news and comment are exchanged. The wet weather was a major point of discussion, with the consequent flood risk a matter upon which the Environment Agency places greatest importance. It is clear from its representatives that the river's environment matters to them a great deal and within their limited resources they do all that is possible. A point of contention is Chris Arthur's concern about the heavy silting at the River Millpond. The Agency does not see this as a problem - as far as they are concerned the river does not flow through the pond and therefore does not pose a potential flood danger. Chris disagrees and cites examples of flood risk and no doubt will continue to press the point. To dredge the pond of silt would be a matter of substantial cost!

White Cliffs Countryside Project continues with its volunteer team in its work of litter clearance during the period April to November (the winter period is fish breeding and work in the river is forbidden). Volunteers collected the usual large haul of rubbish, a tribute to their efforts. However we face a potential problem in that the District Council will no longer specifically fund the Project in this work. Dover Town Council have indicated that they will not fund the Project directly either. We must try and find an answer that allows the volunteer team to continue but any scheme must, as now, have proper leadership with insurance and equipment able to keep the volunteers safe and effective. The river does not look dangerous to work in but there are threats, from quicksand patches and water borne disease as examples. We are now seeking a meeting of the Group and local councils to try and find a resolution.

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Society Outings

VISIT TO GOLDSMITHS' HALL AND FREEMASONS' HALL

Report by Derek Leach

Expectations were high amongst those climbing aboard the packed coach at 8am on 15th October with the prospect of viewing two grand, but quite different, buildings in the City. With traffic heavy we arrived at Goldsmiths' Hall just in time for our guided tour. The exterior of the building was impressive with its facade of Portland stone and six massive Corinthian columns with the company's arms over the door, but this was nothing compared to the interior that awaited us.

There has been a Goldsmiths' Hall on the site since 1339 when nineteen goldsmiths bought a merchant's house in Foster Lane for the use of the company. Its first royal charter is dated 1327 when the standard of gold and silver wares was first regulated. In 1478 a proper Assay Office was established and now over five million items a year are assayed by Goldsmiths' Hall - hence the term 'hallmarking'. A replacement hall in the Palladian style was built in 1636 but was a victim of the Great Fire in 1666 although quickly rebuilt. The building was severely neglected during the Napoleonic Wars period and was

replaced by the third hall in 1835 which was even larger, covering half an acre.

Passing through cast iron gates into an oak panelled reception area, we gasped as we entered the Staircase Hall lined with marble of ten different colours. There was a richly moulded and gilded dome, marble statues of the four seasons and the arms of Richard II (marking the incorporation of the Goldsmiths' Company in 1393), the City of London arms (Goldsmiths' being a City Livery Company) and those of William IV (king when this building was opened in 1835).

We climbed the beautiful staircase, having to choose whether to go left or right to the first floor landing, and then admiring the gilded wooden figure of St. Dunstan, the company's patron saint, made for the company's barge in 1744. Prominent were the arms of six major benefactors who through their legacies of properties and land in the City provide most of the Goldsmiths' income today. Much of this is used for various charitable purposes with a large proportion



Staircase Hall

spent on education. £80 million has been invested recently in a new college for goldsmith apprentices.

The Livery Hall was the piece de resistance with its richly decorated ceiling, the company's ceremonial plate on display, four matching chandeliers each with 48 candles, musicians' gallery and paintings of various monarchs. Cleverly placed at each end of the room were

large mirrors reflecting the chandeliers and giving the impression that the room was endless. Recently redecorated, the hall used several thousand books of gold leaf which exhausted the country's supply for the year!

We then moved into the Court Room where the Prime Warden, his two Assistant Wardens and the Court of Assistants conduct their business at a long banjo shaped table. This room incorporates some features from the 1735 building but also a Roman stone altar found when digging foundations for the 1835 building. It is here that new freemen sign their oath of loyalty and receive the freedom of the company. How does one become a freeman of the company? Either your father was a freeman, you were apprenticed to a freeman or you were highly recommended (usually because of business etc skills that you possess). In days gone by you could buy the freemanship!

The Drawing Room was severely bomb damaged during WW2 but has been



The Livery Hall

beautifully restored. The most striking feature is the 12 cwt one inch thick carpet, woven in 1902 and a replica of the 1835 original, with the company's coat of arms prominent. Fortunately, the carpet, furniture, candelabra and mantelpiece survived the bombing.

The former Dining Room is now the Exhibition Room with the walls lined with

showcases displaying one of the finest collections of English silver in the country. Whilst the oldest piece dates from 1561, new modern pieces are added each year.

The only regret as we left was the ban on photographs and the lack of a shop even to buy postcards!

After a bite to eat and a stroll round Covent Garden where we enjoyed the street entertainer playing the crowd, we were taken to Freemasons' Hall or, more correctly, the United Grand Lodge of England. Founded in 1717 by twelve Lodges, a similar group was also founded in 1752 but they combined in 1813 with the motto 'Hear, see and be silent'. At every Grand Lodge meeting the ceremonial pouch containing the Articles of Union is present (in case anybody forgets the rules) together with the ceremonial swords!

This enormous Grade II listed grand art deco building, completed in 1933 and costing some £55 million in today's money, is often used, like the

Goldsmiths' Hall for film and TV scenes. Our tour began in the library before moving into the Grand Officers' Robing Room where personal regalia is added to the morning suit 'uniform'. The room is dominated by three large thrones, dating from 1791 when the Prince Regent was installed as Grand Master and still used for installations. The Duke of Kent is the present Grand Master. Whilst members of the royal family have often been Grand Master, the monarch never is. We moved down the Processional Corridor, which used the last remaining Tasmanian black wood forest to line its walls, to the impressive Peace Memorial Building. At one end was a solid bronze highly ornate peace shrine containing the names of 3075 freemasons who lost their lives during the First World War. At the far end were the fabulous 12 foot high solid bronze doors to the Temple where eight bronze panels depicted scenes from the building of King Solomon's Temple. Each door weighs 1.25 tons yet the light pressure of one finger opened them!

Entering the Grand Temple one could only gasp at its size and decoration - 130 by 90 feet with 1725 seats excluding the balcony. Below the impressive ceiling a mosaic ran



Freemasons' Hall

round all the walls with 1.5 million mosaic tiles depicting the five noble orders of architecture. This was said to be one of the finest mosaics in Europe, taking two years to design and another two and a half to make! Everything had some symbolic meaning even the black and white chequered carpet which all lodges possess. In the 'auditorium' were thrones for the Grand Master, Senior Warden and Junior Warden.

Above this ceremonial floor are two floors containing 22 private Lodges that we did not see. Once again photography was banned but at least there were postcards to buy.

So ended a most interesting trip with thanks to Pat and Patrick for organising the visits and looking after us.



Grand Temple

OCTOBER MEETING

1st Talk

Thirty Years of Bover on the Hover

A talk by Captain Brian Laverick Smith reported by Terry Sutton

The autumn and winter programme of talks and other events kicked off in fine style on Monday evening, October 22nd, with a witty presentation by Captain Brian Laverick Smith who was one of the pilots who used to "fly" hovercraft out of Dover.

His talk, *Thirty years of Bover on the Hover*, described the birth of hovercraft and the first hovercraft Channel crossing by an SRN1, the Townsend Thoresen passenger-only venture from the Camber at the Eastern Docks, the arrival at Dover of the SRN6 craft to be succeeded in 1968 by the car-carrying SRN4, The Princess Margaret.

"I had great fun working on the hovercraft. There was a great social atmosphere on the fun craft. We, the pilots, thought we had died and gone to heaven," said Captain Smith.

He recalled that at one stage it was planned to build a bridge from the international hoverport at the western end of the harbour across the harbour waters to link with the railway (near the Marine Station) to provide speedy passenger access to the craft. He also recalled the noise from the hovercraft drifted from the hoverport over the town resulting in complaints from residents of The Gateway. That prevented the introduction of night flights.

Captain Smith demonstrated with film why it was necessary for the 300-ton craft to arrive in Dover harbour at speed. If the craft came into the £15 million hoverport at a slower speed it created a far greater wash that was liable to damage yachts and other craft.

One amusing incident was when young passengers on the craft, concerned about the safety of a resting seagull on the hoverpad in front of the craft, demanded delay in departure until the bird had been shifted. This delayed other ferry movements throughout the port and, he suggested, cost the company £500 in the useless burning of fuel. Trips to the Goodwin Sands, by hovercraft, were also recalled with one occasion when they feared they had left a member of the Women's Institute stranded on the sands. But the flap was over when it was discovered there had only been a miscount in numbers who had gone out on the trip.

Captain Smith regretted the ending of hovercraft operations at Dover, blaming increasing fuel prices, inflation, the opening of the Channel Tunnel, the 1990 arrival of the Seacats (Hoverspeed Great Britain and Hoverspeed France) and lack of investment by the owners. The former Dover craft are now laid-up in a museum at Lee-on-Solent where, he said, the pilots meet each year for a reunion and the telling of yarns about the old days.

2nd Talk

Tales from a Unique Village

The St Margaret's Archive Project

A talk by Christine Waterman reported by Alan Lee

It is 18 months since Christine retired from Dover District Council and she is pleased to be back working and helping in the heritage sector. With the help of eighteen volunteers from the History Society of St Margaret's the archives have been moved into the village hall. They are now busy cataloguing the thousands of documents and photographs. A new dedicated free website is planned to hold many of the more interesting documents and photographs.

Christine continued by giving the background history of the village before singling out some of the interesting happenings and characters that are mentioned in the archives.

In 1918 the last bomb to be dropped on England fell on St Margaret's.

In 1870 the only building down at the Bay was the Green Man public house, now called the Coastguard. The pub has been destroyed and rebuilt a couple of times over the years. The original pub served mainly the local coastguards, customs officers and local fishermen, plus visitors who came along the foreshore road that existed in those days.

Gradually over the years cottages were built. By 1894 St Margaret's was attracting rich people who came for the scenery and the sea air. This led to a number of holiday lets and the

Lanzarote hotel being built in the village. The St Margaret's Bay hotel was built along the foreshore and by 1936 this had 60 rooms, a ballroom and a swimming pool. Then came the Second World War and the War Office took over the whole of the bay and the local people were moved out of their properties. Most of these buildings were then used to train the Royal Naval Volunteer Reserve, the Marine Commandos and Canadian troops in street fighting techniques in preparation for D Day. By the end of the war most of the buildings had suffered terrible damage.

Filmed in 1947 a British Pathé newsreel called 'The Deserted Village' can be viewed on You Tube via the internet.

After the war the foreshore was returned to the local community and the landlord of the Green Man restored the pub. He also applied to build a café with a 150 foot frontage but this was turned down.

In 1945 Noel Coward and his partner Graham Payn took up residence in The White Cliffs at the eastern end of the bay. Many weekends would see them arriving often with famous people and film stars including Vivien Leigh and they sometimes enjoyed a drink with their friends at the Swingate Inn. The Duke of Kent and Princess Marina have holidayed there. Coward painted there but he found the solitude and the

scenery both an inspiration and a distraction. They moved out of White Cliffs in 1951. Coward died in Jamaica in 1973.

In 1988 DDC purchased Noel Coward's painting The Cliffs above St Margaret's Bay. It can be viewed at St Margaret's visitor centre.

Noel Coward sold White Cliffs to his great friend Ian Lancaster Fleming the creator of James Bond and writer of Chitty-Chitty-Bang-Bang. Fleming married his wife Anne Charteris in Jamaica in 1952. 007 is said to be named after the local bus service which ran from the village to Martin Mill. They lived there until 1958.

During the 1930's Peter Ustinov lived in the old coastguard lookout up on the cliffs.

In 1913 Henry Royce, co-founder of Rolls Royce, lived high on the cliffs in a house named 'Seaton'. It was here in 1915 that he developed his first aero engine the 'Eagle'. In 1919 the 'Eagle' powered the first non-stop crossing of the Atlantic by J. Alcock and A. W. Brown and the first flight from England to Australia by Ross and Keith Smith, Bennett and Shiers.

The City financier Clarence Charles Hatry had a house in the village. In 1924 he went bankrupt owing over £3 million. He borrowed from his wife and friends, paid off his creditors, returned to the 'City' and became known as "The Man Who Always Pays".

He built up the Hatry group of companies and in the late 1920's he raised £4 million for a scheme to

amalgamate the British steel industry. Then when Austin Friars Trust, his chief finance company, got into trouble he loaned it £1.5 million of the steel funds to keep it afloat. To plug the hole he issued illegal duplicate loan certificates. He was however discovered and on 20th September 1929 the entire Hatry Group collapsed and shudders went through the London and New York stock markets. This is said to have contributed to the Wall Street Crash of 1929. His investors lost a total of \$145,000,000.

He was tried at the Old Bailey and sentenced to 14 years for fraud and forgery with the first two years of hard labour at Brixton; he was released after 9 years. He then bought Hatchets the book sellers for £5,000. In 1956 he sold his house 'The Hermitage' and left St Margaret's. He died in 1965.

In 1820 The Cliffs, now the White Cliffs Hotel, was a boarding school run by the Temple family. In 1881 Mr Temple died and it was bought by a Mr Cripps. He later sold it to a Mr Denman. On taking over he found that he had been duped.

The school was in a mess financially and instead of there being 100 children boarding there were only 40. Incensed Denman took Cripps to court. He won his case and Cripps had to repay all of his money and also pay damages. Cripps then closed the school and reopened it as a hotel.

Concluding her talk on a personal note Christine said that while researching her family history she found out that her 3 x great grandparents had lived in St Margaret's and to her surprise it was in the same road where she now lives.

NOVEMBER MEETING

1st Talk

The Cinque Ports Past and Present

A talk by Peter Sherred reported by Alan Lee

In 1992 Peter Sherred was appointed Deputy and Surrogate to the Judge Official and Commissary of the Court of Admiralty of the Confederation of the Cinque Ports and Two Antient Towns. Or in short Surrogate Judge.

The Confederation of Cinque Ports consists of the five Cinque Ports of Hastings, Romney, Hythe, Dover and Sandwich - two Antient towns of Rye and Winchelsea and the seven limbs of Faversham, Folkestone, Tenterden, Deal, Lydd, Margate and Ramsgate. At one time there were 23 limbs.

The fourteen mayors assemble for meetings of the Court of Brotherhood and Guestling of Shepway and for the annual Speakers Day parade. These are colourful occasions with the mayors and town clerks in full historic robes. Only two of the mayors are dressed in black, those of Sandwich and Deal. This is a mark of respect for John Drury the Mayor of Sandwich killed by French raiders in 1457. The Mayor of Sandwich also carries a stick made of blackthorn.

Speakers Day is an annual event held in Winchelsea and last took place on 6th October 2012. This confirms the Major as the Speaker for the year and includes a parade around the town, a church service and a formal lunch.

There are only two official speakers in the country, one for the House of Commons and the other for the Cinque Ports.

The symbol of the authority of the Admiral of the Cinque Ports is a silver oar. The present one was first used at the Installation as Lord Warden of the Cinque Ports of Her Majesty Queen Elizabeth The Queen Mother at Dover on the 1st August 1979. The original had been stolen during the 1960's.

The origins of the Cinque Ports date back to approximately 1050, the time of Edward the Confessor who organised a few ports on the south coast to provide harbours, ships, men and fighters. In return they were allowed a certain amount of self government. In 1060 William of Normandy continued this agreement. During so called peaceful times they supplied royal transport, naval service and helped to repel marauders. At that time it was the Danes.

The Portsmen were mainly fishermen and mariners who ferried passengers and cargo out to larger ships. They were ruthless, hard to control and a law unto themselves, frequently committing piracy, robbery and raids on foreign ports.

In the 13th Century and early part of the 14th Century under war conditions they became virtually ungovernable. They destroyed Dieppe and campaigned in Anglesey and Scotland. They helped defeat the French fleet of 1700 ships at Damme, then the principal port for Bruges in Flanders, with 300 ships captured and another 100 burnt. They were also present at the Battle of Sandwich and in 1340 at the Battle of Sluys, West Flanders, (then considered to be the best port in Europe) they helped destroy the joint French, Genoese and Castilian fleet. This battle marked the beginning of the Hundred Years War.

In 1359 three hundred Frenchmen invaded Winchelsea and butchered the entire congregation of St Giles Church. In 1457 they sacked Sandwich and killed the mayor. In 1588 the Cinque Ports supplied ships to fight the Armada. Dover provided the 120 ton Elizabeth and 70 crew.

The Cinque Ports still retained many of their privileges, some with strange sounding titles. Den of Stroud the right to land at Great Yarmouth to mend nets and to set up a fish fayre. This caused considerable animosity with the local people. Rights of Toll able to raise their own taxes. Blodwit was the right to punish shedders of blood. Fledwit was the right to seize those escaping justice. Infrangentheof gave the right to detain felons in the 'Ports' jurisdiction. Outfrangentheof gave the right to detain felons out of the 'Ports' jurisdiction. Jetsam, Flotsam, Legan gave the right to items thrown overboard, floating on the sea and washed onto the shore.

The Confederation ran various courts, now with much reduced powers.

The Court of Shepway: In the 12th century a Shire court that could try serious crimes including treason. In Sandwich people could be buried alive in the Gallows field. From the 16th century it was held at the Bredenstone, Western Heights then later within the grounds of Dover College.

The Court of Admiralty and Court of Lodemange was primary to regulate pilots, now controlled by Trinity House.

The Courts of Brodhull (Brotherhood) and Guestling were mainly for internal disputes. One dealt with the western ports and the other the eastern ports (this was based at Sandwich).

The Lord Warden was appointed by the monarch originally to act as a go between in the hope that he would be able to assert some control over the Portsmen. The Lord Warden is always addressed as Admiral even though Lord Boyce is only the second real admiral to have held the post. Until 1906 the Lord Warden also held the post of Chairman of Dover Harbour Board.

The Cinque Ports form part of this country's history of which we should all be rightly proud.



2nd Talk

Regeneration Update

A talk by Tim Ingleton - Dover District Council
reported by Terry Sutton

Tim Ingleton, Dover District Council's head of inward investment, was a guest speaker at our meeting on November 19th when he had the difficult task of providing an update on the regeneration of the district without revealing confidential matters provided to the council by potential investors. This difficulty became apparent during question time when asked about planning issues relating to the proposed new Buckland Hospital on which pre-planning application advice was being given by the council.

Mr Ingleton's talk ranged from the development of Aylesham, scheduled to start this year (2013), the redevelopment of the former Pfizer complex at Sandwich and progress on the St James' DTIZ area (Dover Town Investment Zone). He said compulsory purchase orders and earthwork borings had just taken place for the schemed hotel in Townwall Street.

He complained that the lack of a decision by the government on the privatisation of the Port of Dover was



Tim Ingleton

holding up planned waterfront residential development and reported that investors were still interested in providing a cable car to link Dover town with the tourist attraction of Dover Castle. Mr Ingleton claimed Dover had "fantastic opportunities" for development that many other areas did not enjoy.

During question time he was asked about the latest on the controversial plan for housing on the Western Heights and in the Farthingloe Valley. Mr Ingleton did not want to say too much on this subject, in advance of a planning application but he did reveal that he understood there had been some revision on the early proposals. He was also questioned about the future of operating high speed trains to Deal and Sandwich which, it was rumoured, was costing £250,000 a year.

Another question concerned the future of town centre shops (Cannon Street, Biggin Street) if and when a new shopping area was developed in the St James' area. One suggestion put forward was that empty shops could be converted to residential use.



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Christmas Feast 2012

Denise Lee

The Christmas feast in December had a change of venue and also a different start time. It was held at the Best Western Plus Marina Hotel and Spa on Dover seafront and was switched to a lunch time start.

We were greeted at the reception with either a glass of Winter Pimms or Elderflower and Mint Fizz. We then



moved into the restaurant and took our seats for a most enjoyable meal. This was followed by some excellent entertainment from Stephen Yarrow and companions. The festivities concluded with a most successful raffle which took over £200.

The change of time and venue seemed to be popular with most people who attended. With the event sold out (limit of 86) and with many people unable to obtain tickets it has been decided to switch venues again. The feast this year will remain with a lunch time start and as it can accommodate twice as many people it will be held in the Maison Dieu.

Many thanks to all who helped arrange everything and helped out on the day to make it such a success.

COWGATE CEMETERY

Jeremy Cope

At the time of writing this article the snow is falling and for the moment one forgets the very wet autumn which has made our work harder but despite the wet and heavily matted grass we are keeping the cemetery in good order. Thanks to Jim Francis who has donated a mower which we hope will deal with the paths and allow us to rough cut some other areas whilst not spoiling the cemetery for wildlife. Yesterday we held a lunch at Il Rustico for our members

and spouses. The meal was great, the company excellent with plenty of laughter with a debate as to whether we were Cowgate Cowboys, Comrades or Companions. We were only sorry that some of our number, because of prior commitments, were unable to attend.

We welcome members to join our happy band - interested?

Phone me on 01304 211348 or email me on jercycope@willersley.plus.com.

Working sessions are 9.00 am to noon with dates for 2013 as follows:-

Thursdays	04 Apr	02 May	06 Jun	04 Jul	1 Aug
Saturdays	13 Apr	11 May	15 Jun	13 Jul	10 Aug

JANUARY MEETING

1st Talk

Walmer Castle and the Great War

Rowena Willard-Wright

Senior Curator for English Heritage in the South East

Reported by Alan Lee

With the main hall heating out of order the meeting was held in the smaller side room. Owing to the inclement weather only just over 20 members were able to attend the January meeting. They had the good luck to hear two knowledgeable speakers both present excellent talks.

Rowena explained that there were still many areas where she would like to do further research and she would like to present her work as a display at Dover Castle later this year.

The post of Lord Warden of the Cinque Ports became vacant in 1913 after Thomas Brassey, 1st Earl Brassey retired. King George V and his Prime Minister Henry Herbert Asquith then agreed to Lord Beauchamp being appointed. Asquith stipulated that he should be allowed the use of the castle when he required it.

After the start of WWI in 1914 Asquith saw the potential of Walmer Castle as a venue for confidential meetings that was close to the continent. After the start of the war neither his wife Margot nor his son Anthony wanted to stay there as they did not like the sound of the gunfire.

In October 1914 Margot and Violet (born Helen Violet) his only daughter travelled to meet the Belgian King and his military command. Even at this early stage Violet was one of the minority of people who thought that it would be a long war. They visited a hospital near the front line at Béthune, two of only a handful of women allowed close to the fighting. They noted that the casualties were treated on their stretchers and whilst still wearing their blood stained filthy uniforms. They were told that this was because the hospital rarely stopped in any location for longer it 24 hours that could not carry bed-clothes or night-shirts. The one thing many of the wounded asked them for above all else was for a cigarette. Violet conveyed this and more in letters home to her father and to Rupert Brooke.

Rupert Brooke, a war poet, came to public attention when "1914 and other poems" was published. This was a collection of five sonnets the most well known being the fifth one 'The Soldier'. The poet died on 23rd April 1915.

Violet's brother, Rupert and many of her friends joined the Naval Division. This had been set up by Winston Churchill to provide the navy with an infantry force.



Violet Bonham-Carter

After the death of Rupert, Violet's long time love, she married Sir Maurice Bonham Carter on 30th November 1915. In 1964, she was created Baroness Asquith of Yarnbury. She died of a heart attack on 19th February 1969 aged 81.

Towards the end of 1914 Asquith took over Walmer Castle for three months. On 20th December 1914 Violet, now back in England wrote to Rupert to say what a wonderful Sunday it had been at Walmer and longed for him to be there with her. Present that day, among others, were Asquith's Field Marshalls Kitchener and French. Both had a great dislike for each other. At one point Asquith had to step between them to prevent them coming to blows.

Rupert Brook made his only visit to Walmer when Violet invited him to a large house party on 2nd and 3rd January 1915. On 7th January 1915 Asquith called the first of a series of war conferences at the castle. It was here that the ill fated Dardanelles campaign promoted by Churchill and Lord Fischer was agreed.

Henry James, honorary president of the American Motor Ambulance Corps, visited Walmer - Asquith later stood as guarantor for his naturalization to become a British citizen.

The American Ambassador Walter Page visited in March 1915 and was informed that we would take Constantinople within two weeks. It was this failure, the tragic Somme campaign and the Easter Uprising in Eire that led to the end of the Asquith government.

On 10th December 1916, with his wife Margot, Asquith visited Walmer for the last time. Here he became seriously ill. The stress of recent events had caught up with him.

After watching the many British warships off Walmer on the evening of the 12th December 1916 a telephone call from the War Office for the Prime Minister was taken by Margot. She wrote down this message "Germany, together with her Allies, conscious of her responsibility before God, their own nations and humanity, have proposed this morning to the hostile powers peace negotiations".

Margot took the message through to Henry who was awake but bedridden. She stood by the window and read him the contents.

The proposal had come from the German civilian administration but sadly their military still wanted to continue with the war.

For Britain, although this was not the end of the war, it was the beginning of the end, a phrase that Churchill was to use during the Second World War.

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2nd Talk

The Restoration of Charlton House

Steven Turner-Dauncey reported by Terry Sutton

Those who fought their way through snow and slush to attend our public meeting on January 21st were amazed and delighted to see the transformation of Charlton House, one of the largest residential properties in Dover's London Road. They congratulated the man who was responsible for this transformation, Steven Turner-Dauncey, now residing in Dover. He is a director of Vernon Investments Ltd, a company that specialises in restoring run-down buildings.



Charlton House

property and converted it into nine attractive apartments.

The work was now completed and the apartments occupied with some residents moving to Dover while others were people already living in the town. The rents, he accepted, were above average for Dover.

He related some of the history of Charlton House but was still trying to discover who had the property built in 1830. Because of the fine decorations and architecture that person must have been very wealthy, even installing his own water supply from wells in the extensive garden.

Steven, who lives in a restored property in Victoria Park, told us he had been attracted to Dover because of the number of dilapidated buildings! When he saw Charlton House he decided to buy and restore the 1830 built listed property. He bought it at a London auction for £140,000 despite the guide price being £250,000.

From 1900 to 1960 Charlton House became the home of the Koettlitz family and from 1965 to 2005 became a Youth Hostel Association centre. Following the closure in 2005 the property fell into disrepair and became the haunt of vandals.

When he took possession the house was in a terrible state with the lead stripped from the roof allowing rain to pour in, doors ripped off and floorboards ripped up so vandals could steal copper piping underneath. There were also signs of war damage with shrapnel being found in the brickwork.

When Chairman Derek Leach and others congratulated Steven on his work he responded: "During the work I feel I am breathing new life into an old building. I don't do this just for the money. It's the passion." Now the Charlton House project is completed Steven says he is looking around Dover for another restoration task. Members told him there were plenty from which to select.

Screening a series of photographs Steven showed us how a team of building specialists had transformed the

Women's Suffrage in Dover

Part III

Lorraine Sencicle

The WSPU campaign of active disobedience and hunger strikes following imprisonment continued. In an attempt to thwart public sympathy, the Government introduced the Prisoners (Temporary Discharge for Ill Health) Act 1913 or as it became known, the Cat and Mouse Act. This stopped force-feeding but instead the women were kept in prison until they became extremely weak when they were released and on recovery re-imprisoned.

The rationale was that the government would claim that any harm, was entirely the fault of the Suffragette. However, as the women recovered they were moved to 'safe houses', including ones in Dover, and subsequently 'disappeared'. The Act soon became counter-productive.

On 4 June 1913 Emily Wilding Davison, trying to pin a WSPU flag on the King's horse, Anmer, at the Epsom Derby, fell underneath its hooves. The establishment were outraged with the *Times* giving lengthy coverage on the state of the horse and the jockey. The horse was unharmed and the jockey's injuries

consisted of slight concussion, cuts and bruises and an injury to his arm.

As for Emily Davison, she received a few short sentences, saying that she had been taken unconscious to Epsom Cottage Hospital and that she was a suffragist who had been imprisoned several times but usually released after hunger strike.

What mention there was of Emily's condition was shrouded in vilification until she died on 11 June. Then it emerged she had gained a 1st class honours degree from Oxford. Emily was to be buried in Northumberland and the Suffragists announced that there would be a public tribute as her coffin crossed from Victoria railway station to Kings Cross in London.



Suffragette removed from a demonstration.
Courtesy of Eveline Robinson

The Home Office issued a statement that only a few women were to escort the body and the establishment press made it clear that only extreme militants would do so. On the day, Emily's body was accompanied by a long procession of Suffragists, including Lorna Bomford and members of Dover's Suffrage movement. On the way, the cortege stopped at the WSPU headquarters in Kingsway, where a memorial service was held.

On 4 August 1914, war was declared and the WSPU suspended its activities when the Government released all those held in prison. The Suffragists threw themselves into supporting Britain's war effort and by Christmas, nearly 5.9 million out of the 23.8 million females in Britain were in paid employment and many more in voluntary jobs. As more men were sent to the Front, women replaced them by taking on jobs that were traditionally regarded as 'men's work'. However, only nurses were sent to the front line. In August 1915, the Dover Women's Volunteer Reserve was formed under the command of Mrs Vasse and in 1916, the Women's Land Army. In 1917, the Queen Mary's Women's Army Auxiliary Corps and the Women's Royal Naval Service were formed and many women were stationed at Dover. Towards the end of that year, as food shortages became severe, the Dover Food Control Committee was established and Lorna Bomford was appointed chief assistant and organiser. This was a role she resumed following the outbreak of World War II.

By 1918, it was hard to imagine a single job that had not been taken by women.

In farming, industry, offices and health services there were women in every position.

In the coal trade, a minor concession was made to women with the introduction of the 1-cwt weight sacks instead of the pre-war sacks weighing 2-cwt.

In response, the Government introduced the Representations of the People's Act, 1918, which gave the right of Parliamentary vote to women over the age of 30 who were householders,

the wives of householders, occupiers of property with an annual rent of £5, and/or graduates of British Universities. As a result, 8.5 million women became entitled to vote in General Elections. On 23 October, the Commons had voted 274-25 to allow women to become MPs.

The next General Election was held on 14 December 1918. Several of the women involved in the suffrage campaign stood for Parliament but only Countess Constance Markiewicz, standing for the Sinn Fein, was elected but she never attended Parliament. Nancy Astor, who played NO part in the women's suffrage movement, became the first woman to take her seat in the Commons. She won the Sutton, Plymouth by-election in December 1919.

In January that year, a by-election called in River saw Lorna Bomford elected as the first woman on Dover Corporation. She was appointed to the Housing and the Higher Education Committees. Her lasting legacy was the naming of the roads of the first part of the Buckland estate after characters from Chaucer's *Canterbury Tales* - Friars way, Weavers Way, Knights Way etc.

On 23 December 1919, the Sex Disqualification (Removal) Act, the first piece of equal opportunities legislation, entered the statute book. However, the first solicitor, Helena Normanton, was not accepted into the profession until December 1922 and only after a struggle. Women were not permitted to sit in the Lords until 1958 and then only as Life Peers. Hereditary Peeresses were not given seats until the passage of the Peerage Act in 1963.

In March 1920, the Dover Housewives Union was established with the aim of

combating the ever-increasing cost of food and other items. That year the Dover Autumn Quarter sessions saw, for the first time, women jurors.

In 1926, Emily Pankhurst paid a visit to Dover and was photographed in Cambridge Road. In April 1927, Lorna Bomford was appointed a County Magistrate, the first woman from Dover to be given the office. She remained a Justice of the Peace until 1947.

On 26 April 1927, Mrs Emma East was given the honorary Freemanship of the town, the first lady so honoured. She had supported her husband, who was the Mayor throughout the General Strike when they were on duty 24/7. He died shortly afterwards. To date there is no plaque to honour Emma.

Emily Pankhurst died on 14 June 1928, the same year as the Representation of the People's Act gave women the vote on equal terms to men. To the end, the Establishment never honoured Emily. However, close to the Houses of Parliament is a statue to her; the cost

was borne by former WSPU members and sympathisers.

The General Election of 1929 was given the derogatory nickname 'Flapper Election'. The Labour Party took office for the second time with Ramsay MacDonald as Premier. Margaret Bondfield was appointed Minister of Labour - the first woman to hold a Cabinet position.

On 2 March 1930 Alice Barlow, Dover's Suffrage President, died at 15 Victoria Park - her residence. She was buried with her husband in River Churchyard. Her death passed unnoticed.

Dr Annie Brunyate, Dover's first woman doctor and Suffrage leader died at Bristol on 13 October 1937; again her death passed unnoticed. Her home in Effingham Crescent, the first headquarters of Dover Suffrage movement, was badly damaged by a shell on 3 November 1943 and was subsequently demolished.

During World War II, women were given major roles, but when honours were given out, they tended to be lower than those of their male equivalents.

Following the war, in July 1946, Dorothy Knight Dix, (1909 -1970) a barrister and Deputy-Recorder of Deal, made legal history when she covered for Dover's Recorder, at the Quarter Sessions. She was the first woman to pass sentence.

The following year, the



*Women Suffragettes - On way to Court
Courtesy of Eveline Robinson*

Dover's Business and Professional Women's Club made equal pay an issue that, it was hoped, would be achieved within the members' lifetime.

The Equal Pay Act came into force following the Ford Dagenham female workers dispute and under the auspices of Labour politician, Barbara Castle, in 1970.

The Sex Discrimination Act came into force in 1975. This was superseded by the Equality Act of 2010 to bring UK anti-discrimination law into line with EU Equal Treatment Directives.

On 25 February 1962, Dover's leading fighter for women's rights, Lorna Bomford, died aged 78 at her home, Milestone House, Temple Ewell. She has never been given a civic honour nor

is there a plaque on Hillesden House, Godwyne Road in her honour. Two years earlier, on 23 May 1960 Alderman Mrs Dorothy Bushell was elected the first ever lady Mayor of Dover. As Mayor, she proved that a woman was more than capable of holding the office. Dorothy died in 2004 age 95 - again, there is nothing publicly to honour her.

Editor's note;

Emmeline (Emily) Pankhurst
 Born Emmeline Goulden on 14th July 1858 in Manchester she was the daughter of Robert Goulden and Sophia Crane, a family with a tradition of radical politics. In 1879, aged 20, she married Richard Pankhurst 24, a lawyer and a strong advocate of the women's suffrage movement. Emmeline had four children: Christabel (1880), Sylvia (1882), Frank (1884) and Adela (1885).

Going to Sea

Part III

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

JIM FRANCIS

So the days, months and eventually a year passed, picking up any cargo to anywhere in the world while on the out look to make an honest penny for the Hain Line.

From Hong Kong to Japan, where there was an acute shortage of clothing, the crew would purchase shirts and trousers increasing in size. With care one could put on quite a few layers and walk with reasonable ease past the American armed guards on the dock gates in Kobe. Carpets purchased in Persia sold well in

Australia as did carved ivory from the East African coast. My work as the ship's medic proved quite interesting with different challenges. In Mombasa harbour, a seaman kicking the water from the bottom of the gangway had his leg grabbed by a shark. When the doctor arrived I was told that I had done the right thing by exerting pressure on the artery with fingers rather than using a tourniquet. Sometimes life was boring, such as swinging at anchor in the Persian Gulf for six weeks with no shore leave. Cargo and countries varied such

I reminded Sir George Christopher of my interview ten years ago together with his brother, Captain John Christopher in Cardiff.

As promotions continued, during mealtimes, a senior officer was expected to sit at the head of the table with ten or so passengers, the procedure was that the head waiter would select the passengers apart from two places that I insisted that I would select myself. Quite often my choice of passengers turned out to be the most interesting. On one occasion, leaving Aden I discovered a lone passenger in the corner of the saloon, his dress had obviously seen better times and although reluctant at first finally joined my table.

Father Timmons (think of Simmons beer he said) found at first, putting words together very difficult, because he had just completed thirteen years in China rarely seeing another European. He was returning to Ireland via the Holy Land and Rome, to regain his teaching. Before dinner I would invite Father Timmons to my cabin for a drink. He enjoyed a Dimple Haig and with difficulty I discovered a half bottle in the tourist bar. His reputation grew concerning life in China with his many humorous, some sad but always interesting stories. As we approached Port Said, where he was due to leave, if I was late it was because I could hardly get into my own cabin due to his expanding audience. Several months later I received a post card from Rome that confirmed that he had met the 'Captain' of his ship along with other news.

Another time leaving Mombasa in East Africa, I invited a couple sitting alone to join my table. At first they declined. He was English, his wife Chinese. Over the

several weeks' passage to London I learnt that at the time of Hong Kong being invaded by Japan on December 8th 1941, he had been a junior officer in the police force and had joined the Hong Kong Volunteers.

We learnt that the largest guns were pointing the wrong way and each had only 15 shells. When the colony surrendered on Christmas Day, 10000 civilians were killed. Foreign civilians were held in a former jail where many died of disease and starvation. The young police officer survived because a Chinese lady, dressed as a daily male worker managed to smuggle food into the prison which barely kept him alive. After the war they married and he eventually became the island's Superintendent of Police.

I was standing on deck as we proceeded up the English Channel to pick up the London pilot off Dungeness when the retired policeman invited me to his cabin. His wife sat at an easel, with blank parchment and oils. They wished to give me a small memento of the passage to London. Within minutes there appeared in front of me a Chinese scene, a wooden plough towed by oxen, a driver with his wife softening the earth from a wooden pail of water. Trees, houses and streams unfolded before me, then a quick spray and the parchment rolled up.

Later, I took the painting to a Bond Street shop to be framed. On collection I was offered enough to have bought a decent-second hand Bentley. Finally, before leaving the Union Castle Line to enter the Trinity House Pilotage Service, Mary to whom I was engaged at the time, was able to accompany me on two memorable trips to South Africa.

Dover Society Memories

Merril Lilley

The Dover Society Newsletter Editor 1991 to 2005

Derek Leach has written a comprehensive and masterly account of the history of the 25 years of the Society. I just want to add some of my memories of the early years of the Newsletter.

I joined the Dover Society in 1988. The inaugural meeting had been held in April of that year and the first newsletter appeared in June. I attended meetings and went on visits in 1989, including those to Buckland Mill, Western Docks and Lousyberry Wood. It was a good way to meet new and interesting people. It was on such outings that I first got to know the Chairman, Jack Woolford, who became a good friend over the following years, and, needless to say, an invaluable contributor to the Newsletter. If I meet him now he always says, 'Merril, I remember when we first met.'

I did not become actively involved in the Society until April 1990 after the Annual General Meeting. Previously Ken Berry had, since May 1989, been holding two committee posts, of Treasurer and Membership Secretary. At the AGM in April 1990 he appealed for help, hoping that a member would volunteer to be the Membership Secretary. I answered his appeal and met to discuss details. After I started we often met with his wife, Del, at their flat in Waterloo Mansions and we became good friends. My name first appears in Newsletter no.7, which was the last issue to appear in the old format, with

A4 copied sheets. Philomena and Budge Adams had been working on the production of the new-look Newsletter No.8 launched in September 1990. This was a great success and it has kept the same format to the present day.

Philomena Kennedy, a talented local artist and enthusiastic member of the Society and local community was also a member of the local U3A, to which she contributed by holding art classes. I soon got to know her and she wanted to persuade me to start a group of my own in the U3A. Little did I know that soon I would be seeing a lot more of Philomena.

In 1991 Philomena had arranged to go to America for an exhibition of her work. She would need help with the next Newsletter. Meanwhile I had started to contribute copy to the Newsletter: articles, Membership News and a crossword puzzle. I discussed things with Philomena, visiting her several times in her bungalow in St. Margaret's. I was asked to take over as Editor in time to produce Newsletter No.11 in September 1990. I was apprehensive (to say the least) at the thought of following Philomena's brilliant work and of working with Budge Adams! However, I need not have worried. Budge and I worked well together and established a good working partnership. Newsletter 11 contained four of my contributions and passed muster, albeit with a few mistakes. Sheila Cope became

Membership Secretary and joined the committee where Jeremy was already a member. Both of them were regular contributors to the Newsletter. Philomena never returned to the position of Editor.

My circle of Dover friends was increasing, Philomena, Budge, Sheila and Jeremy, Ken and Del Berry, and soon Pam Taylor and May Jones, the Newsletter's two painstaking proof readers.

The Dover Society prospered with membership increasing annually. The Newsletter continued to thrive. I was Editor for 14 years, until 2005 when Alan Lee took over the job and I joined Pam and May as proof readers.

When Derek Leach joined the Society, and subsequently became Chairman,

he worked with Budge and myself to launch Triangle Publications, which published five books, starting with 'Dover, Memories of a Century' in the year 2000. We both worked with Ivan Green, well-known local historian, to produce his book 'Dover and the Monarchy' Derek has been Chairman since then and produced many local books, some in collaboration with Terry Sutton, always a welcome and prolific contributor to the Newsletter.

As time went on I met more members and made new friends and, sadly, lost old ones. It would be an impossible task to list the hundreds of people who contributed by sending copy and helping production. I can only thank them all and send best wishes for the future of the Society and the Newsletter to the current Editor, Chairman and committee members.

Ancient Church of St-Mary-in Castro Dover 2012 a Celebratory Year!

John Owen

A plaque celebrating both the Diamond Jubilee of Her Majesty Queen Elizabeth II and the 150th Anniversary of the restoration of the garrison church of St Mary-in-Castro was unveiled and dedicated during the service of Morning Prayer on St Barbara's Day Sunday 9th December 2012.

The service was conducted by The Reverend Daniel Merceron CF senior padre 2 Brigade assisted by Canon Jonathan Russell OCF.

The plaque was unveiled by the Commander 2 Brigade (SE) and

Deputy Constable of Dover Castle, Brigadier Simon Wolsey OBE.

The regular congregation was joined by the ladies of The Dover & Shorncliffe branch of the Guild of St Helena, members of the Royal Artillery Association and members of the Association of Royal Engineers.

By a happy coincidence the installation of the plaque complements both the existing memorial to the 1862 restoration at the SW corner of the nave and the later fitting of the lofty West window celebrating Queen Victoria's long reign.

B.O.O.K R.E.V.I.E.W

Kent's Seaside Resorts Through Time

By John Clancy

Reviewed by Alan Lee

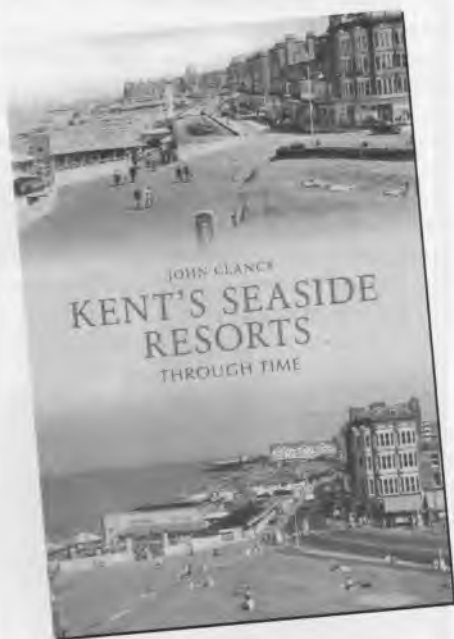
This is the latest in a series of interesting books by various authors that compare old photographs with those of today.

As Kent has one of the longest coastlines in the country John has had a wealth of material to choose from to show his readers the many similarities and differences between today and previous years.

The sepia and coloured photographs, interspersed with interesting text, provide a fascinating insight into the many changes that have taken place in our seaside resorts. Few have retained their high numbers of visitors and old world charm. Many have lost major landmark properties like piers, stations and bathing pools. A few that have managed to retain some of the fun of the seaside are still prospering; sadly many now display little of their former grandeur.

Dover although it is not strictly a seaside resort is covered in the book. The Esplanade can be seen to have undergone a tremendous transformation. Not all for the better. Virtually all small boats have vanished from the beach, as have most of the piers and jetties. The views of the Admiralty Pier also show a marked

contrast before the Marine Station was built. This book is full of fascinating old photographs and well researched text and well worth a read.



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Dover Sharks: Heroes or Hovellers?

Peter Burville

In the earlier article *Thirteen Dover Boatmen in Maidstone Gaol*¹ an account was given of the High Court of Admiralty investigation into salvage claims made regarding the brig *Aureo*. This was grounded on the beach near Guilford Battery at East Cliff Dover on the 13th March 1858. Right from the initial grounding the Captain of the *Aureo* made it clear that he was in great fear of "**Dover Sharks**". However, the thirteen gaoled boatmen, led by Benjamin Burvill, rescued his brig from becoming a wreck on the beach by taking it into the safety of Dover Harbour at considerable risk to themselves.

In 1860 Burvill and two of the *Aureo* rescuers were awarded bronze Board of Trade Gallantry Medals for their actions in rescuing the crew of the schooner *Reynard* when it was wrecked at East Cliff.

A Board of Trade enquiry report in The Dover Express of 15th January 1875 sheds further light on the character of the alongshore boatmen of Dover. This enquiry, held in the Dover Council Chambers, was concerned with "the stranding and wreck of the barque *Mary A. Way*" on the 11th December 1874. It was held before the Mayor and R. H. Jones Esq., assisted by Admiral Powell and Captain Oates, the nautical assessors of the Board of Trade. James Stilwell Esq. administered the oaths and took the evidence whilst Mr C. J. Cottingham attended as counsel for the Board of Trade. Counsel for the *Mary A. Way's* American Captain Lewis

Anderson was Mr. Worsfold Mowll. The barque's owner Richard Duckett also attended the enquiry.

The six-year-old ship *Mary A. Way* was on a journey from Rotterdam to the West Coast of Africa with a cargo of spirits. The rum belonged to the ship's owner Duckett whilst the gin was cargo. The lengthy newspaper report of the enquiry proceedings contains the depositions made by several people and, as a consequence, there are contradictions regarding several matters such as the names of people and particularly the timing of events. Because of these inconsistencies authorial judgements were necessary to record what seems to fit best with all the evidence presented. For example, it is assumed the terms "captain" and "master" both apply to Captain Anderson as owner Duckett seems not to have been on the barque during the "stranding".



Barque

The events that were the subject of the enquiry unfolded as the *Mary A. Way* was anchored near the Roar Bank that starts at Dungeness Point and heads eastward roughly parallel to the shore.

The first to offer evidence was Michael Murphy, the chief boatman in charge of the Littlestone Lifeboat Station (New Romney on Dungeness), and coxswain of the lifeboat *Dr Hatton*. He stated that having seen distress rockets around 11 o'clock at night the lifeboat crew of 12 was called out and reached the barque about one o'clock in the morning. The craft was about three miles off the shore "just on the leeshore edge of the Roar Bank". The gale-force wind "had been blowing hard from the SW, bringing a heavy SW sea on to the Roar Bank." The captain reported that the ship's crew was working the pumps but the ship was sinking fast. Murphy also stated that a Dover lugger "was cruising about" with two members of the lugger's crew on board the barque. Later two more boats arrived to provide help, replacing the barque's crew on the pumps. "At about two o'clock in the morning I suggested to the master that with a steam tug he would save the ship and cargo. The master approved of it. A tug came about a quarter to three, and took the ship in tow."

Some 22 coastguard men were helping with the rescue, manning the pumps and such. At about 8 o'clock in the morning, as the tug made its way towards Lydden Spout, the barque capsized onto its starboard side. Murphy reported that, apart from the ship's boatswain, all the men were sober and, with one exception, all survived the incident by getting in boats or climbing on to the port side of the ship. The exception was Thomas Brice, a lifeboat

commissioned man, who drowned. The report made it clear that some thought the man's demise was due to the tug not being asked to slow down its towing-rate when Brice got caught in the barque's rigging. Others suggested that taking off his cork life-jacket to more effectively man-the-pumps could have been the major factor in his death as he was a strong swimmer who had a letter from the Royal Humane Society for saving life.

Given the exhaustion and sufferings of the lifeboat crew they left the wreck and sailed to Dover and the comfort of the Sailors' Home, passing the *Palmerston Tug* making its way towards the *Mary A Way*.

Mr. Worsfold Mowll stated that he was the one who suggested the aid of "steam power", in the form of a tug, rather than the Captain (or Murphy). The circumstances of the making of this suggestion by Dover-based Mowll are unclear.

Mr Cottingham requested that the court was adjourned as the hovellers^{2, 3} who were on the *Mary A. Way* before the coastguard arrived, would not attend the hearing without a summons. The hovellers duly attended the following day when Benjamin Burvill began his evidence by stating "I was out with our craft *Spartan*" in the area where, at about 5pm on the 11th December last, the *Mary A. Way* was anchored about half a mile off the land near the Roar Bank. "It had been blowing heavily There was no signal but I boarded her because I thought she was in a dangerous place... I told the master she was in a dangerous place and we would lay by her. He made no arrangement with us.... The captain would have

nothing to do with us. We took our boat and cruised inside". The *Spartan* obviously stayed in the calmer waters between the Bank and the shore.

The lugger *Spartan* returned to the ship at about 7pm as the tide was falling and the ship was nearly aground on the Bank but the Captain still would have no dealings with Burvill. "When the barque showed signals at about ten minutes to twelve" Burvill reported that he boarded the craft again and, with the barque then afloat at high tide, he "offered assistance, and the master wanted us to fetch a tug boat...My lugger went off for the *Cambria* steam tug and she came down. We wanted the captain to employ us but made no agreement with the master. Two of our men besides myself were on board. We made an agreement with the coastguard. We were there before the coastguard who came up at about one o'clock in the morning. The barque was then nearly sunk and I should think she was nearly full of water. I did not remain on board the barque against the wish of the master."

On board the *Mary A. Way* when she capsized, Burvill stated "I saw Brice in the water and tried to get him. I saw



Three Masted Lugger

him under a spar... he appeared to be dead... I think some of the men were a little the worse for liquor". Cross examined by Mr Mowll, Burvill stated that the *Spartan*, with its crew of six including himself and George Potter, was in the Dungeness area having approached a large ship that "did not want us". On the *Mary A. Way* "The captain offered us £15 to go for a steam boat" but "the captain would not employ us.... We did not work the pumps because we were not employed".

Captain Anderson reported that having gone down the English Channel past Beachy Head a gale forced him "to make to Dungeness for shelter". Whilst anchored near the Roar Bank the ship dragged her anchor and "She shortly afterwards struck the ground". Following the deployment of a jib sail "She swung out into deeper water, and I found she had sprung-a-leak. I sent up rockets for assistance, and the Coastguard came to my assistance. A tug came towards morning, I agreed with the tug to be towed to a place of safety for £500". Following statements regarding the trip to Dover and death of Brice, the Captain went on to say "I had frequent conversations with Burvill. He continued on board contrary to my orders. He called me to the other side of the deck and said, 'In this you will require some one to stand by you'. I asked what he meant, and his answer was 'You will have to go to court at Dover for losing this ship'. I asked what it had to do with him, and his answer was 'With a little understanding I am your man'. I ordered him to leave immediately, and he replied 'You will not speak in such terms tomorrow!'"

The following day the Court gave its judgement that the Captain was correct

in seeking shelter at Dungeness but anchored too close to the Roar Bank (echoing Burvill's warning), and that the death of Brice was accidental.

What are we to learn from this account of a ship in distress? Obviously the *Spartan*, a three-masted 39 feet long lugger of 16 tons, and its crew were on the sea during a gale primarily to find employment but also to help fellow men in danger. As Burvill stated "We should not have come up to the Roar Bank had the ship not been there" – a dangerous place to be in a gale. The "agreements" referred to in the evidence were (mostly verbal) employment contracts to carry out assistance to those concerned. Certainly Burvill, who was born and raised in a cave at East Cliff⁴, and his five fellow boatmen, put their lives and boat at risk by going to sea in a gale, as did the lifeboat men and coastguards. One has to admire the skill and fortitude of these men who, unlike those on the steam-driven tugs, went to sea with only sail-power to assist their muscle-power.

Opportunism is not limited to the maritime zone. The Dover Express of 12th March 1875 reported that: "Thomas Burville was charged with stealing a bottle of gin", valued at 15d, part of the cargo from the stranded barque *Mary A. Way*. The plea that "the gin was given him by a boy" did not impress the magistrates who sentenced Thomas to "one month's imprisonment". It looks as though Thomas, who was a town-scavenger (street sweeper etc), had been caught doing some personal scavenging. Thomas and Benjamin were first-cousins.

Finally, another aspect of Benjamin's life and character is revealed in reports of his death aged 78 years in the Dover press. Doubtless his association with the local Conservative Dover MP, Mr Wyndham, was a significant factor in the coverage. The Dover Chronicle of 15th January 1910 reported:

"Death of 'Old' Ben Burville

A very old and staunch supporter of Mr. Wyndham, whose one hope of late had been that he might live to vote once more for our Member, passed away on Wednesday night in the person of 'Old' Ben Burville, known to a great many of us as 'Grandpa'. A very great pleasure to him was last polling day, when Mr. Wyndham and Lady Grosvenor came to fetch him to the poll, and afterwards drove him up and down the Parade. A service in Old St. James' Church has been arranged, at 1.45, this Saturday, at which both Mr. Wyndham and Countess Grosvenor will be present, a piece of sympathy that has touched many of 'Old Ben's' friends."

This article's title questions whether these alongshore boatmen, the "Dover Sharks", were "Heroes or Hovellers?" The evidence suggests they were "guilty on both counts".

References

1. The Dover Society Newsletter, No. 65 August 2009, pages 26-31
2. Oxford English Dictionary regarding hovellers: Those boatmen, especially of the Kentish coast, who go out to wrecks, sometimes with a view to plunder.
3. Peter Burville, *An East Kent Family: the Burvilles*, 2011
4. Peter & Julie Burville, *The White Cliffs of Dover*, 2nd edition, Triangle Publications Dover, 2003



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Social events Writing for newsletter

Projects e.g. clearance, surveys, photography

Any other interests or expertise

PROGRAMME 2013

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You may pay on the night before the AGM and attend the meeting.*

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Monday 7.30

AGM

Speaker: Carl Adams "Dover Big Local"

May 18
Saturday
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