



Newsletter

No. 78

November 2013



Restored Connaught Park Pond and Fountain



THE DOVER SOCIETY

FOUNDED IN 1988

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

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THE COMMITTEE	
CHAIRMAN	Derek Leach OBE, 24 Riverdale, River, Dover CT17 0GX Tel: 01304 823926 Email: derekriverdale@btinternet.com
VICE-CHAIRMAN	Jeremy Cope, 53 Park Avenue, Dover CT16 1HD Tel: 01304 211348 Email: jeremycopes@willersley.plus.com
HON. SECRETARY	Patricia Hooper-Sherratt, Castle Lea, Taswell St, Dover CT16 1SG Tel: 01304 228129 Email: castlelea@tiscali.co.uk
HON. TREASURER	Mike Weston, 71 Castle Avenue, Dover CT16 1EZ Tel: 01304 202059 Email: mike@weston71.freemove.co.uk
MEMBERSHIP SECRETARY	Sheila Cope, 53 Park Avenue, Dover CT16 1HD Tel: 01304 211348 Email: sheilacopes@willersley.plus.com
SOCIAL SECRETARY	Patricia Hooper-Sherratt, Castle Lea, Taswell St, Dover CT16 1SG Tel: 01304 228129 Email: castlelea@tiscali.co.uk
EDITOR	Alan Lee, 8 Cherry Tree Avenue, Dover CT16 2NL Tel: 01304 213668 Email: Alan.lee1947@ntlworld.com
PRESS SECRETARY	Terry Sutton MBE, 17 Bewsbury Cross Lane, Whitfield, Dover CT16 3HB Tel: 01304 820122 Email: terry.sutton@route56.co.uk
PLANNING <i>Chairman</i>	Pat Sherratt, Castle Lea, Taswell Street, Dover CT16 1SG Tel: 01304 228129 Email: ttt.castle-lea@tiscali.co.uk
<i>Committee</i>	William Naylor, Alan Sencicle, Mike Weston, Beverley Hall
ARCHIVIST	Dr S.S.G. Hale, 34 Church Hill, Temple Ewell, Dover CT16 3DR Tel: 01304 825670
MINUTE SECRETARY	Yvonne Miller
WEB PAGE	Mike McFarnell, Email: mmcfarnell@hotmail.com
ADVERTISING SECRETARY	Jean Marsh, 31 Millais Road, Dover CT16 2LW Tel: 01304 206123 Email: jean.marsh7@ntlworld.com
COMMITTEE MEMBERS	Alan Sencicle, Email: lorraine.sencicle@btinternet.com Beverley Hall, 61 Castle Avenue, Dover CT16 1EZ Tel: 01304 202646 Email: bevb61@hotmail.com Susan Jones, 181 St. Radigunds Road, Dover CT17 0LB Tel: 01304 210781 Email: susan.jones6813@ntlworld.com
WEB SITE	www.doversociety.org

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The Objectives of the Dover Society

founded in 1988.

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

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

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

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

Editorial

Recently the Society has been receiving an increased number of requests to help find details of people, old shops and various premises in the town and local area, mainly related to the last 100 years. If any members are interested in helping with this research could you please contact the Editor, details are inside the front cover.

If anybody has an article or story they feel would be of interest to other Society members please contact the Editor either by mail, phone or e-mail. The only criteria; there must be some link to the Dover area.

If there are is anybody who would like to donate a prize for the Christmas raffle could you please pass them to Denise, who runs the raffle. She can be contacted through the Editor. Details of the Christmas lunch are inside the back cover.

Rumours that the big screen was being dismantled have so far proved to be a bit previous. It was still there at the end of September, but hopefully not for much longer.

Congratulations must go to all concerned in getting the top section of the Godwyn Road to Connaught Road path listed as a public right of way. The illegal fence has now been removed and the pathway cleared.

At long last, with much prompting from the Dover Society, the pond at Connaught Park has been repaired and fountain is now working again. This and the work the Friends of the Park have carried out have led to a great improvement.

Alan Lee



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Tel: 01304 213668 Email: Alan.lee1947@ntlworld.com

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DEADLINE for contributions

The last date for the receipt of copy for issue 79 will be Wednesday 15th January 2014. 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.

* * * * *

EDITORIAL AND PRODUCTION TEAM

Editor:	Mr Alan Lee
Proof Readers:	Miss May Jones, Mrs Merril Lilley and Mrs Pam Taylor
Advertising Secretary:	Mrs J. Marsh
Distribution Organiser:	Mr J. Cope
Envelopes and Labels:	Mr J. Cope
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Turnpenny's Furnishing Company

Lorraine Sencicle

Before John Turnpenny entered Kearsney Manor, Dover in the final days before his death, on 26th October 2011, he gave me an envelope of notes in order for me to write a history of the Turnpenny family-owned furnishing company. John was the last of the dynasty and I felt honoured to be asked. This article is based on that collection of notes and was written as a tribute to John.

Frederick Charles Turnpenny, born in 1856 at Shoreditch, London, founded the company in Dover. In London his family ran a furniture manufacturing business that he eventually took over with his

older brother Henry. Following a visit to Dover at the end of the century, Frederick decided to open a retail furnishing business in the town and this would include a small workshop to make furniture.

Dover Municipal Charities owned 4 and 5 London Road and in 1904, they granted the leasehold at a ground rent of £10.10s per annum for 99 years to the London, County & Westminster Bank Ltd. The Bank advertised the premises for rent and Frederick made an acceptable offer. The premises were ideal as they stretched through to Bridge Street where there was room for the



Turnpenny's 1906

small workshop. Bringing George Lecomber, a skilled cabinetmaker, with him from London Frederick opened for business in 1906.

During the preparation Frederick's wife Alice along with their children, Frederick Charles (b.1886), May (b.1888), Sidney Bertie (b.1890), Maud (b.1892) and Marjorie (b.1904) moved in. In 1910, the Bank, having gained the freehold, sold the premises to local businessman, George Brisley. By that time the store and workshop were flourishing and the family was taking an active part in running it.

In World War I, the two sons joined up but Sidney returned home wounded. In spring 1919, he married Lilian Vass, who had been born in Ireland of Scottish parents but had come to live in Dover as a child. Very bright, she was one of the first girl students in the co-educational Sixth Form at Dover County School before Kent County Council took over in 1908 from when girls were refused admission. On leaving school, Lilian went on to graduate from Bedford College, London.

By the time Sidney married, Frederick had bought the workshop on Bridge Street and also 13, 14 and 15 Matthew Place for workshops. He had an extension built to join the complex together. The business continued to grow making furniture for stock and catering for special orders. By 1st January 1922, Frederick owned 4 and 5 London Road and as chairman, incorporated the business becoming Turnpenny Bros. Ltd. The directors were Alice and all their children.

Following the death of former Mayor, Matthew Pepper, in 1921, Frederick heard



Turnpenny Catalogue front cover

that the Mayor's business premises at 45-53 High Street were going to be bought by a competitor. He made an offer that was accepted. At about the same time 2 and 3 London Road came on the market, which he bought, leasing those premises to Turnpenny Bros. Ltd. The walls adjoining 4 and 5 London Road were knocked down and the larger, refurbished premises opened in July 1923.

That year saw the birth of John to Sidney and Lilian. They already had one child, Suzanne born in 1920. At the time, Sidney was unhappy about the state of the town, particularly, the 'old men' running Dover Corporation! He decided to do something about it and stood for election as an independent councillor for the Town and Pier ward. The fight was hard and Sidney was beaten by 1013 votes to 393, a third candidate received 161 votes. In his final speech, Sidney said that he had learnt a lot and would stand again. However, that was not to be, instead, he put his family, the firm and the Dover's Rowing Club, of which he was active member, before local politics.

When the fear of competition had passed, Frederick planned to put the High Street property on the market.



Turnpenny - Second Hand Furniture Store, London Road

However, the economic depression of the twenties precluded getting a reasonable price so he converted 45 and 47 into private residences and the remainder was turned into a second hand furniture store. The economic depression of the time ensured that this was successful.

In April 1927, the Company held a *Coming of Age Dinner 1906-1927*, hosted by Frederick. The menu consisted of:

Oxtail soup

Fillet of plaice in egg sauce

Roast beef, potatoes and brussel sprouts

'Turnpenny' pudding and wine sauce

Rhubarb tart

Cheese and biscuits, coffee

The following year the town held an *Old English Water Pageant and Concert on the Sea*, and the Company gained a Highly Commended awarded for the best-decorated boat section.

At the end of 1929 the owners of the Kings Hall cinema in Biggin Street, decided to convert it into a theatre. This required the whole auditorium to be re-seated and re-carpeted. The Company won the contract and work started on Sunday evening 22nd December. The Company used only their own permanent staff and it was completed by the evening of the 24th. The subsequent publicity brought in more custom.

Having bought 2 and 3 London Road from Frederick, in December 1930 the Company purchased 4 and 5 London Road from him and converted the building into a series of showrooms. It also purchased 3, 7 and 9 Bridge Street along with 13, 14 and 15 Matthew's Place and bought specifically designed motorised vans from local manufacturer, Tapleys.

With the sinking of Betteshanger colliery in 1924 and coal being produced commercially from 1927, the Company expected that the miners would need new furniture. They leased 28 King Street, Sandwich but the shop ran at a loss and was closed in 1931. At the same time, the prevailing economy was sliding into an increasingly deeper depression and prior to Christmas 1930 the Company, for the first time, placed an advert in the local papers offering 5% discount to anyone buying furnishings for cash.



Turnpenny Interior

The following year they converted 45 and 47 High Street into a shop while 49, 51 and 53 were converted into garages for the Company vans, with storage and accommodation above. By this time, the founder, Frederick, was suffering from ill health. He was spending time in Margate when he died on 8th April 1932 at the age of 71. Alice, his wife, died in 1934. Their grandson, John, was at that time a pupil at Dover College.

In order to try to get the national economy moving major legislation on slum clearance was introduced by the Government in 1930 and was taken up by Dover Council. New houses meant a demand for new furniture and Turnpenny's allowed theirs to be bought in instalments. The effect was miraculous with the workshops working at full production. Business was so successful that they produced their own catalogue and opened an extensive pottery department and also diversified into prams, cots and high chairs and they were kept busy up until the outbreak of World War II.

War was declared on 4th September 1939 and most of the staff were called up. This left A J Horn, the Company Secretary, Messrs Lecomber & Cook in the workshop and Messrs Hobbs, Godden and Reynolds as drivers. Following the evacuation of Dunkirk in 1940, the rush to leave Dover was on and the removals and storage part of the business was kept busy.

With the continual bombardment during in the Battle of Britain, most of Dover's shops closed and Turnpenny's were considering doing the same. Lewis Hobday of Buckland Mill gave Turnpenny's office space at their premises in Reading, Berkshire but the shop, with reduced supplies, relied heavily on repairing furniture. On 13th November 1940, an unexploded bomb in Bridge Street damaged the rear of the London Road properties and the workshops. The buildings took 4 weeks to be made safe and cleared.

As Dover was in the front line of the German offensive, trade was poor and in

1942, the government introduced the Utility Furniture scheme. New furniture followed prescribed guidelines, was strong, simple and lacked ornamentation. It was also rationed and restricted to newly weds and people whose homes had been destroyed through enemy action. Very few newly-weds made their homes in Dover and those whose homes were destroyed moved elsewhere. Nonetheless, furniture repairs kept the firm very busy and in July 1943 four of Dover's furnishers, one of which was Turnpenny's, agreed to close for the same week in order to give their depleted staff a 'well earned rest.' Danger was never far away, and on Wednesday 6th September 1944, the front of the London Road shops suffered shell damage. Nearby 53-year old Fred Mead and 18-year old George Locke were killed and seven people were injured.

That summer Dover youth organisations had paraded through the town to St Andrew's Buckland Church. The organisations taking part included 60 Army cadets - under Captain John Turnpenny.

The last shell of World War II hit Dover at 19.15 on Tuesday 26th September - the town had been devastated. As soon as the London Road premises were cleared, the shop opened. The Reading office closed in April 1945 and all the staff returned safely from the war. The demand to mend war damaged furniture and the repairing of second hand furniture escalated ensuring that all the staff were fully occupied. At the outbreak of the war John Turnpenny had been at Dover College and just prior to evacuation of the school in 1940 (to Politimore House, Devon) he was

elected a prefect going on to become Head Boy. On leaving school, John trained as a quantity surveyor and on 1st June 1946 was appointed a Director of the firm.

During this time, shortages of materials had led to price rises for repairs and then the Government introduced Purchase Tax on new furniture. These hit the firm hard, but following the abolition of the Utility Furniture Scheme in 1952 and the repairing of war-damaged property and building of new homes, the firm slowly returned to its pre-war output of new up-market furniture.

The premises on London Road were revamped and turned into extensive showrooms on three floors, where customers were encouraged to wander round on their own 'but with experienced sales staff at hand.' The Company became a member of the National Association of Retail Furnishers that guaranteed furniture standards. However, the Government's stop-go economic measures made long-term decisions untenable.

The 50th Anniversary of Turnpenny's was due to be celebrated in 1956 but at the time, there was a credit squeeze, so the celebration was deferred. Then on 26th July, the President of Egypt, Gamal Abdel Nasser, announced the nationalisation of the Suez Canal. One of the effects of the following crisis was an increase in fuel prices leading to general inflation and a further squeeze on credit.

To keep prices down, mass production of furniture in specially built factories was on the increase and rendered Turnpenny's workshops almost

obsolete. Repair work was sub-contracted out. However, 1960 saw the Gateway flats, on the seafront, completed and many of the incoming residents of the 221 flats wanted new furniture so Turnpenny's saw a boom in sales.

However, in 1964 Flashmans, Dover's oldest furniture shop closed down and nearby, Henry Hart and Co. went into voluntary liquidation. Turnpenny's took over the latter's storage accounts.

The following year, 1965, Turnpenny's sold their High Street premises to Drum Development Ltd, who demolished the properties and built the shops we see today. Initially, Turnpenny's considered buying the Valley Works, Temple Ewell, as workshops but due to the instability in the economy, they purchased smaller property in Coombe Valley Road.

In April 1966, the Chancellor of Exchequer, Jim Callaghan, introduced Selective Employment Tax aimed at shifting labour from service industries to manufacturing. This precluded the use of the Coombe Valley Road premises as workshops and staffing levels were reduced at the London Road shop. The following year saw the economic crisis that culminated on 19th November 1967 when the £ was devalued making imported goods more expensive.

In an effort to keep going Turnpenny's joined the Floreat Marketing Group, a national association of private independent furnishing retailers, who collectively bought in bulk for independent family businesses. Turnpenny's also exhibited at the Calais Trade Fair and in Belgium, in the hope of encouraging people from the Continent to visit Dover and buy

furniture. 1970 the Falcon Hotel at the corner of Bridge Street was demolished exposing the old Turnpenny workshop building that can still be seen today.

John Turnpenny's close friend, Richard Barwick, died in July 1982 and between them, they had been responsible for the post-war development of the Walmer and Kingsdown Golf Club. That year John was elected President of the Club. Two years later, in September 1984, John made the decision to close the shop.

John took an active interest in the education of young people and became a trustee and administrator of the James A Johnson Dubris Trust. This provides grants to help Dover teenagers with their university education. John was elected the President of Dover College's Old Dovorians in 1985 and again in 1987. That year, after 20 years as a local magistrate, he took over as chairman of the Dover and East Kent bench.

Lilian, Sidney's widow, died in July 2001 at the age 108. She was the oldest inhabitant of Dover at that time. Her longevity, according to John, was a gin at lunchtime and whisky in the evening.

Honorary Freemanship of Dover was reintroduced in 2010 and John was given the honour along with Bob Tant and Jack Woolford. At about the same time, John recommended me to Dover Town Council for a Civic Award for my work as a local historian and in trying to secure, through the legal system, a Community Hospital for the town. On 26th October 2011, John Harvey Turnpenny, always a gentleman, died and is sadly missed.

All photographs are courtesy of John Turnpenny

Refurbishment Committee

Jeremy Cope

To take part in our work requires a sense of optimism – we see so much potential, so much that can readily be done to make the best of our town - but slow progress. But here's something to cheer us up. With particular support of Mike Weston, Society members and Thanet and Dover Rights of Way Group I put my name to an application to have a recently fenced off pathway declared a right of way. The pathway runs from Godwyne Path to Connaught Road providing ready access to Connaught Park. Kent Country Council have now designated the pathway a right of way, the fencing has been removed and the path cleared so that the public may once again have full use of it. Our special thanks are due to solicitor Peter Sherred who, on a pro bono basis, advised and prepared the legal documentation. His professional input ensured that our case was best presented. But of course with so many advances there is an ongoing cost and my Cowgate report mentioned new tasks for the project team. But this leads on to the pathway linking the Castle to Langdon Cliffs via the Bleriot Memorial. Yes, we do need a dose of optimism in our make-ups.

We have had a meeting with the District Council to discuss our various concerns. The appointment in September of officers to specifically tackle litter and dog refuse offending is much welcomed. It is too early to see results but we shall be monitoring over the coming months. Again a note of optimism – Alan Sencicle who collects litter has noted an improvement but the



Right of Way from Connaught

pressure needs to be kept up. Alan and others have noted the disappearance of recycling bins in the town and this is something to take up with DDC. This loss does not help in the job of engaging people to recycle.

Jenny Olpin and Joan Liggett will be taking up anti social behaviour matters with, amongst others, the local police and representing members concerns.

Sylvie Parsons keeps us up to date on the good work and future plans of Brighter Dover. Sylvie and her group have achieved a very great deal in the middle of the town. The "boat" plantings in the Market Square are a highlight and with the Group's other schemes make a real improvement to the street scene.

To conclude this update a final note of optimism – the District Council has finally completed the repairs to Connaught Park Pond and a thank you to Pam Brivio who not only finds time to prepare our minutes but also to make a positive input into our work.

RIVER DOUR

Ray Newsam

A lot has happened since Jeremy Cope's report in the last newsletter, not least of which is that due to his extensive commitments to several other causes he asked me if I would be prepared to take over as Chairman with him as Secretary, and this was duly agreed by all at the July meeting of the group.

The main activity during this time was the announcement by The Environment Agency that the River Dour was to be included in the latest round of calls for community organisations to bid to form catchment partnerships and take on various responsibilities for the rivers in their areas. I attended an Executive Meeting of the Society to explain this proposal, and our submission of a bid was approved there and at our July group meeting. I subsequently attended a meeting of the East Kent Catchment Improvement Group at The Stour Centre in Ashford, hosted by the Environment Agency, at which the final details of our bid were agreed. The meeting was also an opportunity to meet many other staff and volunteers and find out what is happening on our East Kent rivers from the source to the sea.

All bids within the South East River Basin were co-ordinated by The Wandle Trust, which has a tremendous record of achievement in turning a chalk stream much like The Dour, running through four London boroughs, from an officially classified open sewer in the 60's to a viable trout river today. For the

purposes of the bids The Dour is a sub-catchment of The River Stour catchment - if approved our partnership will be with the White Cliffs Countryside Partnership while that for the Stour will be between the Wandle Trust and the Kentish Stour Countryside Partnership, although in effect all will work closely together. We have just heard that the bid has been successful but not yet had the details, hopefully there will be a lot more to tell you in the next edition.

The monthly volunteer river clean-ups have continued over the summer, with many bags of rubbish collected and the added surprise of a live grenade being found in the waters of Barton path. In one clean-up the volunteers were able to restore some recently vandalised bird feeders from the river back to their home at the Riverside Centre, and on the same day a group of volunteer staff from Affinity Water joined in the tasks and were pleasantly surprised at the quality of the river and the wildlife associated with it.

We'll hopefully soon be organising some surveys to find out residents' views about the river and improvements they would like to see, but of course are open to suggestions or offers of help from members at any time.

*Please get in touch via
raynewsam@btinternet.com or call 01304
820713, or through Jeremy's details inside
the front cover.*





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Planning Committee

Patrick Sherratt

Sadly since my last reporting in the July Newsletter the major planning activities in Dover continue to “drag their heels”.

The much heralded Dover Town Investment Zone (DTIZ) on the St James's site shows no sign of building activity although a recent planning application (DOV/13/00457) which sought “Demolition of existing buildings” was granted consent. Whilst writing this report (late September) it was announced in the local press that Cineworld have signed a contract for a six screen multi-plex cinema with three restaurants, also the build of residential property on the corner of Castle Street and Woolcomber Street (former MFI site) that will certainly enhance the visual aspect of the Castle Street Conservation Area. At the time of planning we congratulated the design of this residential building that is in keeping with the existing buildings in Castle Street. This sounds good news and we wait with baited breath for some sign of activity. Our interpretation of the planning application (as above) is that with this permission the long awaited compulsory purchase orders (CPO's) would be served, with the result of the demolition of Burlington House and other properties required to fulfil the delivery of the proposed development. We have sought the latest from DDC but there is no indication that the issue of CPO's although stated that “work is in progress with our Development Partner and several pre-application meetings have taken place”, in respect to the cinema and residential

area “All legal's completed”. Our Committee is most concerned with regard to the long delay in seeking any CPO and feel responsibility must lay with the Director of Governance at DDC. The regeneration team at DDC gives as much “planning” support, but, when one looks at the speed of CPO's in other towns compared with Dover the question must be asked why so long in Dover? We have always adopted a positive “glass half full” view but with such a long timeframe with no visible action the glass is now rapidly becoming empty. Part of the DTIZ incorporates a new hotel and again no movement on this. The area of land for the DTIZ and that between the River Dour and York Street is a major eyesore and we seek DDC to deliver suitable high quality landscaping within this area to improve the visual aspect of the town in particular as this area links the seafront with the town centre and has a high footfall of tourists particularly from visiting cruise ships.

No further information has been received in respect of the controversial “Western Heights” application and the Dover Society continues to seek English Heritage participation as reported in the last Newsletter.

I was fortunate to be able to speak at the DDC Planning Meeting with regard to the Dover Hospital planning application. Emphasis was made that the hospital did not provide any “Intermediate or step up/step down bed facilities” that the community the size of Dover should expect. From a

planning perspective we sought part of the surplus land that East Kent Hospitals University NHS Foundation Trust intends to dispose for development is retained for future expansion of facilities at Dover. Sadly, following clarification by the DDC Case Officer, the DDC Planning Committee would not consider this part of the planning condition as it was stated to not be relevant to the application being discussed.



Completed properties opposite Dover Priory station

Since this set back we have been active in seeking "proper facilities at Dover hospital" through the new GP led Consultative Commissioning Group (CCG) that is now responsible for delivering health care within the District. The CCG are, however, not supportive of such facilities and are concentrating on hospital aftercare at Care Homes or home visits. We are far from happy as care homes do not, in general, have the same level of qualified nursing staff and such facilities would not be suitable for younger members of the community. This will result in patients continuing to receive "intermediate, step up/step down" care at William Harvey or QEQM. This we see as bed-blocking at these two hospitals and is a partial cause for patient delays awaiting operations. If you feel strongly about this please write to your GP, with copy to our MP, expressing concern with the lack of intermediate care, step up/step down facilities in Dover.

Several of the properties contacted under Section 215 have, since last winter, completed work, much is only repainting etc. and gives an immediate visual improvement. Feed back is

generally very positive but occasionally met with a different view as posted on a forum website by a leading Dover businessman "The Stasi operating in town, you know those snoopers and snitches that have nothing better to do than take photographs of other people's property".

The Dover Society is always happy to go through the Section 215 procedure with our members, and we are pleased that one of our members who requested guidance has succeeded in a Section 215 notice being served on the Louis Armstrong Public House. The result is the third 215 legal notice served in Dover since the Society started the campaign some 18 months ago with the co-operation of DDC and Dover Town Council (DTC). I mentioned the other two properties served with legal notices in the last Newsletter and I am pleased that, 1 Athol Terrace may well be at court very soon. I see this case as imperative to the future use of Section 215 legislation in Dover just as it has been successful in Hastings where it is considered a valuable regeneration tool.

I would take this opportunity of

thanking DTC (Karen Dry) and DDC (Jim McEwan) in the total support given to the Dover Society in respect of Section 215 action.

We have made attempt to seek a solution to the major eyesore of the former ABC Cinema in Castle Street and are bitterly disappointed in the response from Weatherspoons and as such have sought DDC to take up using Section 215.

We responded to the consultation document from The Department of Transport with options for a new Lower Thames Crossing. We are supportive of the most easterly option but not the "variable" to this option that would see £1.8 billion pounds spent on upgrade of the A229 linking the M2 and M20. We consider this money would be better spent upgrading the A2, particularly from Lydden to Dover in particular as the Department of Transport statistics within the consultative document state that "30% of the existing heavy goods vehicles using the Dartford Crossing are to/from the port of Dover".

Our working group of Derek, Jeremy and myself with Temple Ewell member Ray Newsam, prepared a response to the DDC consultation document "Draft Parks and Amenity Open Space Strategy". Our main comments related to:

Security Fencing: In particular Pencester Gardens where rather than create such a barrier that improve and monitored CCTV be used.

Kearsney Abbey / Russell Gardens / Bushy Ruff: Recognise increased parking needed but concerned that this would be at the expense to part of the

open space. Action should be taken re the state of Bushy Ruff House and terraces.

Connaught Park: Additional car parking should not take existing community area but off the Guston Road area adjacent to former MOD land. Also any major sporting facility should be developed in the same location retaining the community gardens current recreational facilities.

River Dour: We see this as an important "open space amenity" that should be included.

Street Trees: We urge street trees to be planted, particularly where over recent years KCC have removed without replacement.

We continue to seek the proposed development at Dover Priory Station that will include car parking facilities. Delay to this has been mainly due to Network Rail/ South Eastern and following request to our MP the latest we have from DDC is that "active dialogue" is taking part with all parties.

Police/Anti-Social Behaviour: It is felt that we should establish regular "face to face" liaison meetings with Chief Inspector Barlow (Dover District Commander) when issues can be raised. I did mention use the 101 phone service to report incidents. From personal experience I have discovered that such reported incidents end up on the police statistics as from the postal code of the person reporting the incident and not the actual location of the incident. As this can give a misleading overview of an area that has no anti-social problems I suggest 101 is not used.

Citizens Advice Bureau

Andrew Hitchcock ~ Service Manager

Citizens Advice Bureau in Dover and Deal is a local charity that serves people at the heart of the community. We advise people on their rights and responsibilities on matters such as debt, welfare benefits, housing, consumer and employment. The service is free and impartial.

The work we do is varied. Among other things we can assist in completing applications to the Employment Tribunal, help clients renegotiate their debts, advise on bankruptcies and undertake benefit checks.

With our clients' permission we also do social policy work. This involves the Citizens Advice Bureau lobbying the government or local authority in order to change policies or laws that are having a negative impact on people's lives.

Our volunteers take on many roles in the Citizens Advice. Some of the roles available are for advisors, support staff,

fundraisers and trustees. Our advisers do face to face interviews, telephone advice, gateway interviews and outreach sessions. Our support staff undertakes administration, social policy work and projects.

Volunteering with the Citizens Advice provides an opportunity to learn new skills and to develop existing ones. Citizens Advice training is accredited by the Open College Network, and is respected and valued throughout the advice sector. Volunteers will develop skills in a number of valuable areas like communication and dealing with the public, as well as increasing self-confidence through practical hands on experience.

We can be contacted for more information or a volunteer application form by phoning 0844 8487978. Our offices are located at the Maison Dieu Gardens, Dover CT16 1RW and at 26 Victoria Road, Deal CT14 7BJ.

COWGATE CEMETERY

Jeremy Cope

After the business of drug misuse at the cemetery we seem to have returned to an idyllic normality with this delightful summer weather. We are now mowing (strimming) the grass following the summer growth and seemingly well up to date. This has led a couple of our members confidently proposing our projects team should take on new tasks. Which leads to a reminder to any

members who would like to join our merry band - contacts are Jeremy Cope on 01304 211348 email jeremyclope@willersley.plus.com or Barry Late on 01304 826286 email barry@late697.plus.com

And don't forget if you are near Cowgate or walking over the Western Heights the cemetery is well worth a visit.

SOCIETY OUTING

The Dover Society trip to Chartwell

SATURDAY 13th JULY 2013

PATRICIA HOOPER-SHERRATT

Our journey to Chartwell was quite eventful, with an accident on the M20 and a delay of some 40 minutes. I contacted Chartwell to let them know we would be later than expected, they advised us to take an alternative route due to a burst water main. This route turned out to be a very narrow, windy "B" road. Our driver was very patient, as cars squeezed past us in the opposite direction he took all the verbal abuse directed at him by the car drivers. Then as we thought we were getting somewhere we met up with the KCC Highways who were tarmac-ing the road. The coach had to wait whilst the cars were being directed in both directions past us, once again the driver took all the verbal abuse. After another long wait, we were eventually on our way.

Chartwell was the family home of Sir Winston Churchill from 1924 until his death in 1965. The house and its associated 80 acres were purchased for £5,000.

The rooms remain much as they were when he lived here, with pictures, books and personal mementoes taking pride of place. The hillside gardens reflect Churchill's love of the landscape and nature.



Chartwell House Gardens © Alan Sencicle

As it was a beautiful day, people were able to enjoy a wander around the gardens where there is so much to see, the wonderful Lady Churchill's Rose Garden, the Golden Rose Walk and the Butterfly House and Walk for those who wanted a bit of exercise. One is also allowed to picnic by the Lakes, created by Churchill himself. The Kitchen Garden (some of the produce is served in the restaurant) and the Marycot, a playhouse created especially for the youngest Churchill daughter are also worth a visit. Situated in the garden is Churchill's Art Studio where hang many of his own paintings. The brick wall surrounding the kitchen garden was built between the years 1925 and 1932 by Churchill.

For the walkers, there is a beautiful five

mile circular walk through the estate, linking Emmetts and Chartwell, and, the Octavia Hill trail.

The site of Chartwell has changed many times since the Middle Ages. In the late 18th century it was used as a foundling house, a home for deserted children. It provided gardening and farm work for



Chartwell Pond © Alan Sencicle

the occupants. It was known as Well Street and wasn't called Chartwell until the mid 19th century taking its name from the Chart Well, a spring feeding the uppermost of the series of ponds to the north of the house. The word Chart is Old English for a rough common overgrown with gorse, broom and bracken. At the core of the present Chartwell are the remains of a 16th century house with substantial roof timbers and storey heights.

One quote from Churchill 'History will be kind to me, for I intend to write it'. He wrote 43 books, including a six volume account of the Second World War. In addition to his historical and political books he also wrote one novel, *Savrola*, published in 1900.

Chartwell was passed to the National Trust in 1966 after Churchill's death.



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SOCIETY OUTING

QUEBEC HOUSE

LORRAINE SENCICLE

Not far from Chartwell is Quebec House, the childhood home of Sir General James Wolfe (1727-1759) and now owned by the National Trust. I was particularly interested in this part of our trip for my interest in General James Wolfe stemmed from when I was preparing the case against a proposed development on Western Heights back in the late 1980's, early 1990's. The main thrust of my argument was about the historic fortifications and I drew parallels with those in Quebec, Canada. The latter are located within a World Heritage Site, a designation given in 1985. In English history, James Wolfe is synonymous with Quebec and I had every reason to believe that the General was in Dover prior to the Quebec campaign - the trip to Westerham confirmed this.

General Wolfe was born at the vicarage in Westerham, Kent, the elder of two sons of Lieutenant-General Edward Wolfe (1685-1759) and his wife, Henrietta (d.1764). The family moved along the road in 1726 to what was then called the Spiers but was renamed Quebec House following the famous battle. The redbrick edifice, which



James Wolfe
Courtesy of the National Trust

Edward Wolfe rented until 1738, was originally built between 1530 and 1550. The first building was an L-shaped timber framed house but it was altered in the 1630's to a 'double pile' house, popular at that time. In the 18th century the front wall of the house was replaced with a parapet façade but by the 1880s the house was divided in two. One part became Quebec House West and was used as a school.

The National Trust has recreated Quebec House in the Georgian style, so that the rooms display furniture and artefacts that belonged to the Wolfe family. One room held particular fascination for both Alan, my husband, and myself, as it was a depository of papers, pictures and maps appertaining to the events that led up to the historic Battle of Quebec.

In a separate room was a detailed exhibition and film of the General's military career, with particular reference to the Battle of Quebec. It was here that another member of the Dover Society, John Morgan, pointed out the confirmation that I was desperately seeking on General Wolfe's connection with Dover. Without doubt, this was the

highlight of my visit. I was, however, saddened to read what one visitor had written that a visit was *'not really worth the trouble ... I would have thought the NT should be looking to get shot of it.'*

Even though at other times there are participation demonstrations on 18th century cooking, quilting, being an 18th century soldier etc., these were not available on the day we visited. Nonetheless, there was much to see and enjoy. Unlike Chartwell, where there was a *'no photographs and no touching policy,'* at Quebec House there were a number of well informed volunteers around who encouraged hands-on with many of the artefacts. The thought of climbing the Heights of Abraham at Quebec, carrying one of the guns that I was encouraged to handle and then trying to aim straight and fire, was a feat that I will not forget in a hurry!

For those not so interested in the minute of details to do with Wolfe and Quebec or the different aspects of a Jacobean households there is a pretty garden that is a recreation of what it would have



Quebec House

been like in the days of the Wolfe's residency. It is well stocked with cooking ingredients and flowers and not only was it delightful but tranquil after the tourist infested Chartwell gardens! Although we did not have time, being so caught up elsewhere, to enjoy the home-made cakes from the tearoom, other Society members did and gave favourable reports.

As for General Wolfe's connection with Dover! Around 1753-1754, he was stationed at Dover Castle when discussions were taking place to convert it from a medieval stronghold to an 18th century artillery fortress. Following Wolfe's stay there extensive alterations took place including:

- The defence of the landward approaches from the north and east;
- Lowering the towers between Fitzwilliam Gate and Avranches Tower to give guns a field of fire;
- The building of a number of batteries in front of the Motes Bulwark. All of which can still be seen today.



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Chartwell Before Churchill

The London Foundling Hospital and the origins of the Foundling Hospital at Westerham

Alan Lee www.alanlee.com

In Bloomsbury a Foundling Hospital, for communal home, had been established by Royal Charter in 1739. Twenty years later so many abandoned children were being looked after that more accommodation was urgently required.

Deciding that the country would be healthier for the children than London in June 1758 the General Court of Governors sent two representatives to look for a suitable site in the Westerham area on which to establish further premises. They sought a large old house with enough land to be laid out as a farm. They found just such a property, known as Wellstreet Farm, on the estate of Mr Thomas Ellison. The property is located two miles south of Westerham in Kent.

Their report described the property as "A Capital Messuage (the main house), six rooms on a floor, with convenient barns, stables, coach house, granary and other outhouses, gardens and orchards, and about 160 acres of land, whereof about 30 acres are meadow and pasture, upwards of 90 acres arable and 30 acres wood and furze, all within a hedge, well watered, with good fish ponds". There

were also two other houses, one with a very good orchard, the other with a barn and three acres of arable land, and a cottage, then let to a tenant.

The Governors gave their approval and in 1760 Wellstreet was leased from Mr Ellison initially for 21 years. Staff and servants were recruited and employed both for the house and to run the farm as a going concern. Accommodation was prepared for 24 children.

Wellstreet went well and in 1764 one of the barns was converted into living quarters for another 90 children. By 1784 this had grown to three wards for boys, three for girls, a sick ward and a



Chartwell House © Alan Sencicle

separate room for mentally disabled children, in all a total of 208 beds for children.

Babies accepted by the Hospital were sent to wet-nurses in the country then returned when between three to five years old. The majority spent nine or ten years here before being moved to the main Hospital in London to continue their modest education. They would then be apprenticed to a trade or put into domestic service. Some boys were sent to join the army or navy. It was very rare that a child might be reunited with its family.

An inspector appointed by the Hospital's local committee kept an eye on the children's welfare. The first was Miss Pratt, a local lady who was experienced in supervising the network of rural wet-nurses.

The children were given only an elementary education at the hospital: one book used was entitled *An Introduction to Spelling*. There were separate playgrounds for the boys and girls. Much of the children's time was spent doing manual work. The girls spun flax on a spinning-wheel, knitted worsted cloth and quilting, made stockings, shirts, petticoats, mittens, gloves and linen bags, and did various kinds of needlework for ladies of the district. These items would be sold locally. The boys would be set to picking oakum (unravelling old ropes, the fibres or oakum were then sent to be reused mainly for caulking the seams on wooden ships). This was an arduous unpleasant task that was commonly given to convicts in the prisons. The boys were hired out to local farmers to clear stones or couch-grass from the fields. Another of their

tasks was to prepare hams and fitches of bacon from the farm for sale locally.

The children would have to help on the farm and work in the gardens, though most of the farm work was carried out by paid adult labour. The farm produced hops, wheat, oats, barley and turnips. They also raised sheep and some cattle. There were fishponds, vegetable plots, two lime kilns and woodlands providing timber. The orchards included a press so that cider could be made.

As well as supplying most of the needs of the house the Wellstreet farm sold its surplus produce at the local market. As quite substantial sums of money were sent at intervals to the main Hospital in London it seems that the farm must have been a financial success.

It is not clear how long the London Foundling Hospital retained its branch at Wellstreet. It was still shown as *Foundling House* on an Ordnance Survey map of 1818-19. By 1836 the Hospital must have closed as in that year the estate was put up for sale under the will of a Mr Benjamin Fletcher. The new owners were a family called Drinkwater-Bethune, who leased the land to tenant farmers. In 1848 they sold it on to the Campbell-Colquhoun family who named the house and estate Chartwell.

Much of this information can be found in the Hospital records at the London Metropolitan Archives.

The Churchill Years

In 1922 the estate was bought from the Campbell-Colquhoun family by Winston Churchill and his wife Clementine. Chartwell derives its name

from the well to the north of the house called Chart Well. Chart being an Old English word for rough ground. The highest point of the estate is about 650 feet above sea level, and the house commands a spectacular view across the Weald of Kent. This was an important factor in persuading Churchill to buy a house of no great architectural merit.

Between 1922 and 1924 they employed architect Philip Tilden who extended the house and carried out extensive renovations, simplifying and modernising the home. As well as allowing more light into the house through large casement windows he worked in the gently vernacular architecture style that stripped back many historic details but retained the multiple gables with stepped gable ends. The windows were laid out in strips set in expanses of warm pink brick hung with climbers. Tilden's work completely transformed the house. When completed Chartwell then became the Churchill's principal home.

The house has also been described as an example of Victorian architecture at its least attractive with a ponderous red brick country mansion of tile-hung gables and poky oriel windows.

The immediate grounds which fall away behind the house, were shaped into overlapping rectilinear terraces and garden plats, laid out in lawn and mixed herbaceous gardens linked by steps descending to lakes that Churchill created by a series of small dams. There is the water garden where he fed his fish, Lady Churchill's Rose garden and the Golden Rose Walk, a Golden Wedding anniversary gift from their children. The garden areas provided

inspiration for Churchill's paintings, many of which are on display in the house's garden studio.

In 1938, for financial reasons, Churchill offered Chartwell for sale. It was advertised as containing 5 reception rooms, 19 bed and dressing rooms, 8 bathrooms, set in 80 acres with three cottages on the estate and a heated and floodlit swimming pool. He withdrew the offer after industrialist Sir Henry Strakosch took over his share portfolio (which had suffered heavy losses on Wall Street) for three years and to pay off heavy debts.

During the Second World War the house was mostly unused. Its relatively exposed position so near to German occupied France meant it was vulnerable to a German airstrike or raid.

Churchill had been knighted in 1943 but by 1946 it became clear that he could no longer afford to run the property. A consortium of wealthy friends and businessmen organized by Lord Camrose purchased the estate. They arranged that for payment of a nominal rent both Sir Winston and Lady Churchill would have the right to live there until they both died: at this point the property was to be presented to the National Trust. Sir Winston died in 1965 and in 1966 Clementine decided to present Chartwell immediately to the National Trust. It was only then that it opened to the public.

The house is preserved as when Churchill owned it. Rooms are decorated with the original furniture, memorabilia, gifts, books, honours and medals. The house is Grade I listed for historical reasons and the gardens are listed Grade II.

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Going to Sea

Part IV ~ Home Waters

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

JIM FRANCIS

In 1960, now married with a young family it was decision time: whether to remain at sea and become a ship's captain or come ashore. It was an easy decision to make helped by the introduction of the 707 Boeing aircraft that were then beginning to remove the passenger trade off the Union Castle Line to and from South Africa, also fewer ships with diminished promotion for ships' officers. Under these circumstances I applied to become a London Trinity House Pilot.

Qualifications that a candidate required included a Foreign Going Master's Certificate, that he was a natural born British subject on his birth certificate, also that of his father and mother again, proof of their British nationality. "That he shall also possess qualifications of his previous conduct and his habits sober. That he has served five years as a watch keeping officer and does not exceed the age of 35 years by the time he is called. That he must also be physically fit for the duties of a pilot."

As I desired to make an application for the Cinque Ports Pilotage District based



Jim Francis 1946

in Dover, to ensure that I would know when this opening became available, which was only advertised briefly in Lloyds List and the Times, I provided and received a receipt from Trinity House for the sum of one shilling. This was signed by S Rawlings Smith, Principal, being the Fee for Notification when this List was advertised by the Corporation of Trinity House.

When Mary's telegram reached me, I was Chief Officer of the Roslin Castle off the west coast of Africa bound for Antwerp with a full cargo of oranges from South Africa for the European market. The telegram contained advice from Trinity House who advised that my recent application to be considered as a candidate for an appointment as a Cinque Ports Pilot would be.....and went on to provide details for an interview over a period of six weeks.

For candidates to be able to attend an interview over a restrict period was always a lottery, essentially in which part of the world you are. Japan, China or the America's could rule you out but

in my case, I would be in Antwerp for the best part of a week. The captain said he could spare me for twenty-four hours before the ship returned to South Africa, so I made the necessary arrangements and was able to attend.

Within a year I was advised that I had been approved for a Cinque Ports Pilot's vacancy and that I was to place myself at my expense under the supervision of the Ruler of Pilots, Dover, for five months in order that I might accompany licensed pilots throughout the Southern District of the River Thames. With no income this meant that Mary was the only "breadwinner" for the Francis family over this period in her capacity as a teacher with the Kent Education Authority.

On the 6th March 1962 I was finally licensed to act as a pilot for the purpose of conducting ships from Dungeness to Gravesend and all ports in between including the River Medway. A "pilot" was defined by the Merchant Shipping Act, 1894, as "any person not belonging to a ship who has the conduct thereof. And they are under an obligation to offer their services in all weathers, unless under circumstances of absolute danger to their lives". The captain of a ship once said to Mark Twain, who was a Mississippi pilot, "I suppose you know where every bank and shoal is on this river" Twain replied "No Captain, but I sure know where they ain't". On the 10th March 1962 I piloted my first ship, the Roerdomp gross tonnage 349 tons draught 6' 8" from Margate to Gravesend. Pilotage charged £15 9s 2p.

The winter of 1962/63 was the severest for many years with snow and ice persisting for three months. The early hours of the 1st February was no



London Pilotage Licence J Francis

exception when the duty pilot phoned and stood me off to pilot the Weserstrom out of Ramsgate and to sea when I would disembark into Bob Cannon's fishing boat Poppy and back ashore. The duty pilot added that there may be a "little problem". A career at sea had taught me that a large or difficult problem could be simply solved but a "little problem" prepared me for the worst.

On arrival in Ramsgate I found the Weserstrom enclosed in ice in the inner basin, there were numerous ice flows in the outer harbour and pack ice was piled high in the harbour entrance. The ship's captain was anxious to leave and with the Weserstrom fitted with ice breaker bows and a powerful engine, the ship would leave a path in the ice in which Poppy could follow, then, with the Weserstrom's helm hard over would provide a pool of clear water when outside the harbour, down the pilot ladder I would go into the waiting boat and back on dry land in half an hour.

I was still dubious and so was Bob Carmon who said that his Poppy didn't need ice breaker bows to pick up his lobster pots, and his engine wasn't all that powerful. However, providing no time was lost in getting off the ship he



could get back into the harbour. That was the theory, "any delay and Poppy got stuck in the ice we would have a little problem," added Bob.

Clearing the outer harbour, I shook hands with the Captain, "the ladder is waiting for you on the port side". The main deck was like a sheet of ice, where the pilot ladder had been rigged for the 15 foot descent into the boat. Bulwark steps with a pair of stanchions attached to it had been placed against the ship's side which I mounted, grasping the stanchions firmly and turned and felt for the first rung of the pilot ladder.

In a fleeting moment and too late, I realised my weight had levered the bulwark steps off the deck and I fell the fifteen feet backwards into a sea of ice with bulwark steps/stanchion

combination on top of me. Whether my concussion was caused by the bulwark steps, landing on an ice floe or Bob Cannon's Polly, but when I partly recovered I found myself lashed to the side of the boat, and my stiffening figure being towed half-submerged through the broken ice the half mile back to Ramsgate harbour. Seeing that my eyes were now open Bob asked me how I felt.

I learnt later that I had been swept clear of the harbour lights enmeshed in the ice and steps. Bob Cannon had quickly assessed the gravity of the situation and immediate action was essential, but it was several minutes before he could manoeuvre the boat and pass a rope under my arms and make it fast to a cleat while the Weserstrom proceeded on its way.

Fortunately, waiting on the quayside were willing hands of the mooring gang who were able to place my frozen and unbending body in the rear of a 5 ton truck and the journey to Ramsgate hospital achieved in record time, where I was placed in a warm bath and slowly brought up to body heat and my clothes cut from my body. The abrasions on my body from the broken ice were attended to before I was placed in a warm bed.

Following doctor's rounds it was suggested that I should remain in hospital for observation but after some persuasion I was pronounced fit enough to only travel back to Dover. As I was escorted off the premises by the Matron and following a paternal pat on the back she suggested that "I should try swimming off Ramsgate during the summer". Arriving home by taxi, dressed in pyjamas, dressing gown and slippers and carrying a sodden, dripping bag of torn clothing, from the puzzled

look on Mary's face it was quite clear that I had a lot of explaining to do. "There was a little problem..." I began.

The cause of my accident had been because the stanchion uprights had been attached to the bulwark steps, if the stanchions were detached from the bulwark steps and only attached to the ship's structure and written into the Merchant Shipping (Pilot Ladder) Rules, such accidents would be avoided. I put this into a full written report to the Safety Division of the Ministry of Transport concerning my accident requesting their observations. The British Underwriters were also informed and agreed on a claim for damages and shock of £50, subject to findings.

This claim was subsequently withdrawn by the British Underwriters for, according to a report from the Ministry of Transport, the German Ministry had responded to my complaint by saying that the ship's pilot ladder construction conformed within British Regulations and the captain's excellent reputation suggested no further action should be taken. This argument was accepted by Mr R W Bullmore, Under Secretary to the Ministry of Transport on the 12th December 1963 and the file closed. Following my complaint for not being advised, I received a letter from Mr Bullmore which essentially said, "Sorry, we should have told you." However, on the threat of proceeding against the British Underwriters by the United Kingdom Pilots Association upon their refusal to settle, they finally agreed to pay me £73 10s including damages.

That may have been the end of the story, however, following consultations with my Cinque Ports Pilots Committee, a Pilot Ladder Sub Committee was

authorised comprising pilot Captain Gordon Greenham and me to negotiate with the Ministry of Transport to introduce new Rules on Pilot Ladder Safety. The remit required that, "bulwark ladder and stanchions must be independently secured to the ship as required by the International Organisation for Standardization (ISO) Pilot Ladders."

Following a meeting with Mr Rodger, President of the Ministry of Transport, my Pilot Ladder Sub-Committee found that he was unimpressed with our requests on pilot ladder safety which were met with a cool response.

Because giving up was not an option, we asked the Member of Parliament for Folkestone and Hythe, Mr Albert Costain, to raise a question in Parliament, essentially. "While the rest of the world's sea-faring nations provide safe pilot ladder rules, the British Government was the only nation that refused to accept them."

Mr Costain put this question in the House to Mr Rodgers, President of the Board of Trade. Who replied, "No, these are very difficult problems involving technical considerations."

Matters came to a head on 3rd August 1967 when the tragedy waiting to happen occurred off Dover almost exactly a year after another pilot Captain Leslie Hasset of The Gateway, Dover, fell to his death off the port.

The British vessel Afric had stopped off the port to land her Cinque Ports Pilot, Captain Jim Pearson. The inquest reported that he had mounted the bulwark steps using the side rails for support, as he turned with his back to

the sea to begin his descent down the ladder to the waiting pilot boat. Whereupon, the whole bulwark steps tipped under his weight, and crashed down onto the boat below. Pilot Jim Pearson landed in the sea and according to the boatman appeared to be swimming and raised an arm as the boat drew near him. That was the last movement that he was seen to make when he disappeared below the surface.

The Dover Express & East Kent News, report dated Friday 15th August 1967.

Sea Safety Regulations Were Broken - Coroner.

The Coroner, Mr James A. Johnson was enquiring into the circumstances that led to the death of Captain James H Pearson, of Garth, London Road, River, Dover to fall to his death outside Dover Harbour. During four hours of evidence, cross examined by Mr Maurice Sayers (for the Cinque Ports Pilots of Trinity House) the Captain of the Afric agreed "that it would have been safer if the stanchions of the bulwark steps had been part of the ship's structure rather than relying on someone to put their foot on the lower step to prevent it tipping up."

This statement was supported by the Jury Foreman, Councillor George Lock who said, "The steps and handrails should have been better secured." Dr. Marshall B King confirmed that the cause of death possibly resulted from the injuries to the back, or from falling into the sea.

Summing up the Coroner said that "the British Board of Trade had passed the bulwark steps and stanchion combination. They should be told of the recommendations of the International

Organisation for Standardisation (ISO) Pilot Ladders which led to the regulations that the stanchions should be independently attached to the ship."

"There was a good deal wrong here," said the Coroner. These faults he listed as "the inefficiency of the ladder which was twisted, the bulwark steps, and the supervision of the pilot's departure, his findings would be passed to the Board of Trade, and that the pilot's death was caused by shock."

I therefore reported to my Cinque Ports Pilots' Committee that with such a damning report to the Board of Trade, it was just a question of time before the President of the Board of Trade would accept defeat and introduce new rules stating "that the bulwark stanchions would be independently secured to the ship." However, I was soon to discover that a pilot who expected justice was expecting too much.

The Board of Trade refused to accept the Coroner's recommendations, that the stanchions should be detached from the



Cartoon Safety Ladder

steps and independently attached to the ships structure. The reason for their refusal was provided by the Board of Trade in a letter dated 19th February 1968 was that, "the Afric's bulwark steps/ladder combination provided by German builders had been used without accident for ten years and did not have to conform to any British statutory specification referred to."

Once again my Pilot Ladder Sub-Committee experienced failure to have the Safety Rules amended. However, failure is not falling down. Failure is falling down and not getting up again to continue and as we were not prepared to accept defeat, it was back to Mr Costain MP for guidance on how to obtain new rules on pilot ladder safety through a political solution.

It was therefore decided after much thought that initially, in order to obtain popular public support, that: - First, I should be filmed climbing a pilot ladder, grasping both stanchions attached to bulwark steps and then falling into the sea with the steps on top of me. The obvious danger was being struck on the head by the falling steps and being killed. However, this matter was solved by attaching a rope to the steps to stop them three feet short of my head when I hit the water. Final arrangements were then made with the Dover Harbour Board, Southern Television, the Dover Motor Boat Company and an agreeable ship's Captain in the Granville Dock. The film was then shown nationwide



L to R Interviewer, Captain Jim Francis, Captain Gordon Greenham, Mr Albert Costain MP © Southern Independent Television

with Mr Costain MP, myself, Pilot Gordon Greenham and the Presenter with always an empty chair for a Board of Trade official who as expected always declined invitations to attend.

And: - Secondly, Mr Costain MP would arrange with Parliament to present a 10 Minute Rule Bill, to ask Parliament to bring a Bill to assure the security of boarding ladders.

So it followed that at 3.35 pm on the 12th May 1970, Mr A.P. Costain MP (Folkestone and Hythe) rose and opened his address in front of a packed House, with the President of the Board of Trade sitting on the Front Bench. No Member was allowed to interfere with Mr Costain while he presented his Bill.

"I beg to move" began Mr Costain. "My Bill is designed to ensure that the legislation regarding the safety of pilot ladders in this country is equal if not better than that of all other maritime nations"...and finally, following a ten

minute speech.... Read a First time, to be read a Second time upon Friday, 10th July and to be printed (Bill 179) The Bill possibly receiving the Royal Assent.

Within days the Safety Division of the Board of Trade called a meeting of all responsible marine parties throughout the country connected with pilot ladder safety and chaired by Mr Service, Board of Trade Secretary who announced "that the Government had agreed to draft and introduce immediately, that bulwark ladder and stanchions must be independently secured to the ship". Mr Service continued "that it was not therefore necessary for the 10 Minute Rule Bill to be Introduced a Second time upon Friday, 10th July". Mr Service then closed the brief meeting by "complementing those who had played a dogged determination and sustained part in bringing in strict regulations that also included clothing, launches and other aspects of pilot safety."

On reflection, it was over seven years since my accident off Ramsgate and I was now able to appreciate the numerous supports that had been

received, to introduce new Safety Rules. These included the Dover Coroner, Mr Johnson, Registrar of the Cinque Ports, as being Town Clerk of Dover; Councillor George Lock with his gallant jury of four ladies and four men who acknowledged and passed judgement on the dangers of pilot/steps combination. Member of Parliament Mr Albert Costain and the numerous pilot authorities and committees who decided that one day, a ship leaving port would have a well lit access to the pilot ladder, in addition to stanchions secured to the ship's bulwark, a crewman standing by with a lifeline and buoy. The pilot himself wears a reflective inflatable fitted with a powerful strobe light. The high-powered launch would have a two-man crew, a mechanical hoist at the stern to lift a body out of the sea, powerful searchlights, survival kit and wireless communication between ship, launch and port control.

Consequently, no longer would a freezing body have to be lashed to the gunwale of a fishing boat and towed more dead than alive back to the harbour!



Jim Francis landing on a VLCC [Very Large Crude Carrier] Mid Channel 1993

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2014



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Dover Town Hall

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1963 Dover Film by Ray Warner

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Tickets can also be purchased on the day

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For a copy of the 2014 programme - available January 2014

Send a stamp addressed envelope to

The Dover Film Festival Society, 4 Harold Street, Dover. Kent CT161SF



Stone Hall

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1.00pm to 8.50pm

Free admission

Organised by Dover Film Festival Society

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Connaught Pond and Fountain

MEMBERSHIP NEWS

Sheila R. Cope Membership Secretary

Our Newsletter distributors perform an excellent service for the Society and we are most grateful to them for saving us a considerable amount in postage, which as we all know to our cost, is always increasing. We must particularly thank Ken Palmer who has covered an extensive "round" for many years but has now been obliged to give up due to ill health. We manage to cover most areas of Dover unless they are particularly outlying and would welcome further help in the Temple Ewell area.

We number 459 and hope to welcome more new members at our autumn meetings.

Recent additions to our number include:- Mrs Y Miller (to whom we are grateful for volunteering as our Minute Secretary), Mr A & Mrs J Traylor, Mr R & Mrs S Knight, Mr J & Mrs M Cooper and Mr M and Mrs E Barker. We trust that they will all enjoy their membership.

The Archcliff Fort Inn or The Archcliff Fort

Martin Atkins
A look at the life and times of
one of Dover's lost pubs

In the winter edition of Channel Draught (Local branch magazine for the Campaign for Real Ale) we printed an account of a trip around the pubs of the old Dover Pier District at the turn of the 19th and 20th centuries. The following is a more detailed account of what life might have been like in one of them drawn largely from local press reports.

Up to about 1909 the inn seems to have been called The Archcliff Fort Inn and between 1909 and 1914 was spelt Archcliff and Archcliffe and after 1914 mainly spelt as Archcliffe. Ed.

The pub took its name from the nearby fort which at one time dominated the area. It was a defensive measure dating from the time of Henry VIII and was largely demolished in 1927-8, although parts of it still remain. The formation of Bulwark Street in which the Archcliff Fort pub was sited commenced about 1800, but the origin of the pub itself is thought to be 1867. References to it as "Carter's ArchcliffeFort Inn", suggests that James Carter was the first keeper. In 1873 he handed over to Charles Parfitt.

Extracts from the Dover Express and East Kent News



Archcliff Fort Inn Bulwark Street 1900

Friday, 19 May, 1874 Attempted Suicide

Samuel French, brought up in custody from the Union Hospital, was charged with attempting to commit suicide on the 18th of April last.

Charlotte Parfitt deposed: "I am the wife of Charles Parfitt, who keeps the "Archcliff Fort Inn." On the 12th of April, at about half-past twelve, prisoner came in and called for a pint of porter, and went into the parlour with two soldiers. They stayed there about 1½ hours, when the soldiers came out and asked if I would allow prisoner to lie down somewhere, and. I permitted him to lie down in the sitting-room. About seven or eight minutes afterwards I looked into the room and saw he had cut his throat. Dr. Colbeck and a Policeman were called, and prisoner was soon after removed to the hospital".

Police-constable Pilcher deposed: "On the 18th of April, about two in the afternoon, I was called to the Archcliff Fort Inn. I went to the front sitting room upstairs, and saw prisoner, who was being attended by Dr. Colbeck, lying on the floor with a wound in his throat and a large clasp-knife by his side."

Dr. Alfred Grandison deposed: "I am house surgeon at the Dover Hospital. On the 18th of April prisoner was brought in. I examined him and found he had been drinking hard for some time previous, being in a condition bordering on delirium tremens. I have no reason to suppose he is insane."

Samuel French informed the magistrates that he was a stableman from London, and was very sorry. "I was disappointed in getting work, and had more drink than was good for me, and did not know what I was about." He was committed for trial at the next Quarter Sessions, where, having subsequently found employment in the service of the Rev. Charles Oxenden, of Nonington, and expressing great regret, the Recorder's adjudged that: "you will enter into your own recognizance of £20 to come up for judgement when called upon, which means you will hear nothing further of the matter if you conduct yourself well

in the future."

1874 seems to have been an interesting year for the Archcliff Fort.

Friday, 17 July, 1874
Charge of Assault Against a Publican

William Charles Parfitt, landlord of the "Archcliff Fort Inn," was summoned for assaulting Henry Knott. Defendant pleaded not guilty.

Complainant deposed: "I am a labourer, and live at 37, Oxenden Street. On Saturday afternoon between one and two, I went into the "Archcliff Fort Inn," kept by defendant. I called for a glass of beer, and stood waiting for it, when defendant, who was behind the bar, without saying anything, up with his fist and struck me on the face. I asked him what he did it for, and he then took hold of my collar and ran me into the street. I did not say anything, but went to Mr.



Archcliff Fort Inn 1874



Archcliffe Fort Now spelt with an e



Archcliffe Fort and Limekiln Street 1935

Stillwell's office and got a summons for him."

Parfitt said in defence, that complainant came drunk into his house. When refused to be served, he began to use foul language, so he was ejected with gentle force. There being no witnesses the Bench could not say where the truth lay, and dismissed the case.

Inquests

At this time inquests were often held in pubs and two are recorded at the Archcliff Fort. Firstly, again in 1874, in December, of the drowning of a young crew member of the Trinity House Pilot Cutter, who fell into the Pent while crossing the dock gate at the Wellington Bridge; and secondly another drowning, this time in August 1980, of a soldier while swimming with his regiment at Shakespeare Beach.

Tenancy

The Parfitts appear to have left in the mid 1870s and tenancy details for the next couple of decades are scant. However from 1895 to 1901 the landlord was Mr. Frederick Buckingham whose death at Deal at the age of 70 was recorded in January 1909. For several years he was landlord of pubs in Dover, including the Archcliffe Fort, the Engineer and the Invicta. A former Metropolitan policeman who retired in 1882, he had at times been selected for duty at the Royal enclosures of various race courses, and spent many years guarding the Beckton gas facility from the activities of Fenians.

That the pub hosted inquests and had for a period a former policeman as landlord suggests that it might have been among the more reputable in a part of Dover not always considered to be particularly law



Archcliffe Fort 1980 Barry Smith

abiding. However, contemporary photographs would suggest a certain decline in status as World War I approached, many of the surrounding buildings appearing to have been demolished presumably to facilitate the expansion of the railways and other commercial developments.

In 1914 the business moved slightly when new premises were built a few yards distant on the site of a former shop. According to the *Dover Express*, a matter of just 10ft and really a technicality. Later it appears to have moved again. The *Dover Express* in February, 1924 reported the granting of an application from Messrs. A. C. Leney and Co for the removal of the licence from one side of the spur at the Viaduct to the other as a result of developments to railway services to the Pier.

This presumably, is the location that it occupied until it was finally demolished to make way for highway developments in the late 20th century. Leney was acquired by Maidstone brewer Fremlins in about 1930, which was itself taken over by Whitbread in the late 1960s.



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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 2013/14

*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.*

2013

18 November
Monday 7.30

Speakers: Simon Crowley and David Little

'Dover Town Team'

Graham Tutthill

'A Lifetime Reporting on Dover'

December 7

Saturday
12 for 12.30
£22.50

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2014

January 20
Monday 7.30

Speakers: Les Richmond

'The Geology of the White Cliffs'

Ben Robinson

'Dover Street Pastors'

February 17th
Monday 7.30
£7.00

Wine & Wisdom: Our ever popular quiz with Clive Taylor and his team. Price to include Ploughman's and nibbles. Complimentary wine provided on each table. Prizes for first and second places. Tables of 6. If you are unable to make up a table, we will fit you in where appropriate. Book early to avoid disappointment for this popular event.

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March 17
Monday 7.30

Speakers: Derek Leach

'Life in Dover during the First World War'

Chris Russell

(CEO Dover Federation for the Arts) 'Education in Dover'

April 14th
Monday 7.30

Annual General Meeting

Speaker: Homes and Communities Agency representative

'Redevelopment of Buckland Paper Mill'

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