

The
Dover
Society

Newsletter

No. 79

March 2014

*Little Boy
wearing a Gansey*



*Anybody with any
information about
this photograph
please contact the
editor*

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THE DOVER SOCIETY

FOUNDED IN 1988

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

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Contents

2	EDITORIAL	Alan Lee
	SOCIETY OUTING	
6	St Katharine Docks Brick Lane Music Hall	Patricia Hooper-Sherratt Sheila Farrell
	OCTOBER MEETING	
8	The New NHS - a talk by Darren Cocker	Terry Sutton
9	Dover, St Margaret's and Martin Mill Railway	Lorraine Sencicle
	NOVEMBER MEETING	
18	Dover Town Team - a talk by Simon Crowley	Alan Lee
19	A Lifetime Reporting on Dover- a talk by Graham Tutthill	Terry Sutton
20	MEMBERSHIP NEWS	Sheila Cope
21	THE CHRISTMAS LUNCH	Denise Lee
	JANUARY MEETING	
22	The Geology of the white cliffs - a talk by Les Richmond Dover Street and Prayer Pastors - a talk by Noel Beamish	Terry Sutton Terry Sutton
23	COWGATE CEMETERY	Barry Late
25	DR KOETTLITZ SLEDGING FLAG	Gus Jones
27	THE TOWN HALL PROJECT	Derek Leach
28	THE DAY THE BALLOON WENT UP IN DOVER	Terry Sutton
31	REFURBISHMENT	Jeremy Cope
32	RIVER DOUR STEERING GROUP	Ray Newsam
34	THE LINDEMANN MONUMENT	Derek Leach
37	ANTI-SOCIAL BEHAVIOUR ISSUES IN DOVER	Jenny Olpin
38	PLANNING COMMITTEE	Patrick Sherratt
40	AFFORDABLE RAIL TRAVEL	Alan Sencicle
44	APPLICATION FORM FOR MEMBERSHIP	

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

Our next meeting will be the Annual General Meeting, at 7.30 pm on Monday 14th April at St. Mary's Parish Centre. This will also be the last of the indoor meetings until Monday 20th October.

I would like to remind members that all nominations for elected posts within the committee, and any resolutions, must be received by the secretary no later than 14 days before the date of the Annual General Meeting.

Once again, this year the committee has decided to keep the membership subscriptions at the same level as last year. This offers excellent value considering that the last time the rate was increased was back in 1996.

If you know of anyone contemplating joining the society and needing an application form then please contact Sheila Cope or the editor. There will also be forms available at all of the meetings.

Saturday 21st June sees the return of a society trip abroad. In keeping with the centenary commemorations of WWI this will be a special visit to Ypres and the Menin Gate. Full details are on the inside of the back cover.

If any of the members have any ideas as to future visits to places of interest, or for any speakers or topics at meetings then please contact any member of the committee or the editor. Contact details are inside the front cover.

I would like to remind all readers that the annual Zeebrugge service will take place, as usual, on St George's Day, the 23rd April, at 11 am in St James' cemetery. This will then be followed at 12 noon by the ringing of the Zeebrugge bell at the Town Hall.



Alan Lee

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DEADLINE for contributions

The last date for the receipt of copy for issue 80 will be Wednesday 14th May 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.

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SOCIETY OUTING

St. Katharine Docks and Brick Lane Music Hall

12th SEPTEMBER 2013

St. Katharine Docks

Patricia Hooper-Sherratt

We arrived at St. Katharine Docks before going on to the music hall. What a surprise, we were not prepared for the magnificent display of boats. The Queen's Rowbarge the *Gloriana*, which was used for the Golden Jubilee in 2012, and a selection of Dunkirk little ships. This was due to the Thames Festival week-end which coincided with the Mayor's Thames Festival.

The docks were officially opened on 25th October 1828. Although well used, they were not a great commercial success and were unable to accommodate large ships. They were amalgamated in 1864 with the neighbouring London docks. In 1909, the Port of London Authority took over the management of almost all of the Thames docks, including the St. Katharine.

They were badly damaged by German bombing during the Second World War. All the warehouses around the eastern basin were destroyed, and the site they had occupied remained derelict until the 1990s.

They were closed in 1968 and were sold to the Greater London Council. The site was

leased to developers and most of the original warehouses around the western basin were demolished and replaced by modern commercial buildings in the early 1970s, the docks themselves becoming a marina. The development has often been cited as a model example of successful urban redevelopment.

The area now features offices, social and private housing, a large hotel, shops and restaurants, a pub, (The Dickens Inn, a former brewery dating back to the 18th century), a yachting marina and other recreational facilities.

The east dock is now dominated by the City Quay residential development, comprising more than 200 privately owned flats overlooking the marina. The south side of the each dock is surrounded by the South Quay Estate



The Queen on board Gloriana at Windsor

which was originally social housing. The dock is still used by small to medium sized boats on a daily basis.

The Royal Rowbarge Gloriana is an all wood structure of British oak, iroko, sweet chestnut and marine ply and is 88 feet long and 11 feet wide. The hull is clinker built and has electric propulsion. Overall the vessel weighs 9 tons and is wheel chair friendly. There is a rowing crew of 18 with 3 deck crew and it can carry 30 passengers. The saloon or coach interior is 20 feet by 10 feet 6 inches with a clear headroom of 7 feet. The fine Regency-style decoration is fully gilded in gold leaf and includes 16 crests representing the Realms of the Commonwealth. Editor



Gloriana at Henley Royal Regatta

Brick Lane Music Hall

Sheila Farrell

I had no idea of the splendour of this Victorian "Music Hall". The founder Vincent Hayes loved music halls, and saw them disappearing. He decided to create his own in 1992 in the former Truman's Brewery building in Brick Lane. After a move to larger premises in Shoreditch, the Music Hall finally settled in Silvertown, in the Royal Docks, next to London City Airport. The building where the Music Hall is now housed is the former church of St Mark's built in the 1870's by Samuel Sanders Teulon. The building is of historic interest for its unique Gothic brick exterior and the grace of its interior design. It is now a Grade II* listed building. People from many areas came, disabled were especially welcomed.

We were entertained with slap-stick comedy which brought the house down with laughter, jokes, sketches and cockney sing-songs. The staff were most



helpful. During the interval we were served freshly prepared sandwiches, cakes, tea and coffee, equal to the "Ritz". The bar was available if required, from 2.00 pm to 5.00 pm.

Thank you Dover Society for a magical afternoon. We enjoyed it so much and look forward to another visit.

The New NHS

- what it means for Dover

A talk by Dr Darren Cocker

Reported by Terry Sutton

Dr Darren Cocker, a local GP and clinical chairman of the South Kent Coast clinical commissioning group (CCG), answered a barrage of questions when he was the guest speaker at our public meeting at St Mary's parish centre in October.

He detailed the big changes that are taking place in the National Health Service (NHS) and the role now being played by CCGs which commission 70 per cent of local health services. NHS England commissioned most of the remainder, although local authorities played a minor part.

The CCG commissioning group that he chairs covers a stretch along the coast from Deal to Lydd including Dover, Folkestone and Hythe with a population of 198,000 on a budget of £253 million - working out, he said, at about £1,200 per head of population. There are 31 GP practices in that zone. The CCG governing body is made up of a dozen people including eight clinicians, two lay members and two expert managers.

He explained the major changes that would be carried out at the new Buckland Hospital with the aim of "one stop clinics" and the provision of MRI scans. "It would be a flagship in the new way of working in outpatients' departments," Dr Cocker predicted. The new hospital "must support the local community," he added but suggested the population of Deal might "lose out"

because of the provision of the new Dover hospital, due to be completed in February 2015. Looking to the future Dr Cocker said technology will allow the treatment of patients to be carried out at, or near, their homes. "The major concept is to reduce hospital care to only the absolutely necessary and keep patients at home or in local facilities through integrated working," he explained.

It would mean consultants coming out of hospitals to go into local communities as well as carrying out their normal work in hospitals. He accepted that might meet some opposition from those concerned.

Past and present nurses, other hospital workers and patients were among the audience who asked a series of questions. Our society members called for "step up/step down" intermediate beds at Buckland Hospital which (it was suggested) would relieve pressure at William Harvey and Queen Elizabeth hospitals.

Dr Cocker was also told of the demand by The Dover Society that surplus land at the hospital should not be sold off but some retained for future expansion if and when Dover's population increased. He called on his audience to get involved in the planning of health services and to let the CCG know what Dover people wanted, despite the further savings required.

Following Lorraine's talk to the society at the October meeting it has been decided to publish the full story part 2 will appear in the next newsletter. Editor

Dover, St Margaret's and Martin Mill Railway Line Part 1

Lorraine Sencicle

At the cliff end of Athol Terrace, near Eastern Docks, Dover, a steep footpath leads up the cliff and then along Langdon Cliffs towards St Margaret's. From the footpath, one can watch the daily activities of Dover's Eastern Docks and Channel shipping beyond. On clear day, the coast of France with the Strait of Dover, like a wide river, in between is quite a sight. As one traverses the path, it becomes apparent that it was once a railway track.

The story begins in 1892 when Dover Harbour Board (DHB) accepted the tender of John Jackson (1851-1919) for the building of the Eastern Arm of the new Commercial Harbour - the Prince of Wales Pier. Four years later, in August 1896, the Undercliff Reclamation Act received Royal Assent. The Act was for laying out land on the South Foreland, near St Margaret's, where a new 'Dover' was to be built.

The Parliamentary Bill had been sponsored by Sir William Crundall (1847-1934), thirteen times Mayor of Dover from 1886 to 1910. Crundall owned a cons-

truction company that had been founded by his late father, also called William. Both father and son were the prime movers in the development of Dover's town planning:

- On the west side of the Dour cottages for the working class - Clarendon estate
- On the east side homes for the lower middle class i.e. Barton Road neighbourhood - Below the Castle and nearer the sea, villas for the upper middle class i.e. the Castle Avenue estate. The next part of their dream for Dover was to be a private estate on the South Foreland for the well-to-do upper classes.



Sir William Crundall
(1847 - 1934)

Crundall had been appointed to DHB in 1886 and twenty years later, in 1906, he was elected Chairman of the Board. He was to hold the office until his death in 1934. Two other businessmen were involved in the proposed South Foreland scheme, Sir John Jackson, who had won the contract for building the Prince of Wales Pier. The third person involved in the South Foreland enterprise was the eminent construction engineer



*Sir John Jackson
Civil Engineer*



*Weetman Pearson
1st Viscount Cowdray*

Weetman Dickinson Pearson, 1st Viscount Cowdray. His company had tendered to build the proposed Admiralty Harbour, which would enclose the whole of Dover bay.

The three men decided that access to the South Foreland site was to be by a road starting from the shore by Castle Jetty, at the east end of Dover's seafront. It would then run along the base of the cliffs before gently rising to South Foreland at St Margaret's. To reduce anticipated opposition while the Undercliff Reclamation Bill was going through Parliament, the main purpose given was the prevention of sea erosion at the base of the cliffs. This was substantiated by Sir John Jackson calling an expert witness who proclaimed the necessity. Dover Corporation echoed this and showed that over the previous 25 years the encroachment of the sea had given rise to numerous cliff falls.

It was agreed that in time an Undercliff marine road would be built on the inside of a seawall between Dover and St Margaret's Bay but not in the foreseeable future. In the immediate future a road if built, they implied, would go over the cliffs. Thus the opposition centred their argument on this saying that if the over-cliff road were to go ahead, it would effectively put public land into private

hands. This was dealt with by amendment to the Bill by giving the over-cliff road a lower priority than the Undercliff marine road ... either way, the three men got exactly what they wanted!

Before the Bill had received parliamentary approval, excavations began. Initially, the men stated that 500 convicts from the then Langdon prison would be part of the workforce. However, Herbert Asquith, the Home Secretary, refused to comply! For the residents of Athol Terrace, permission for the compulsorily purchase of their front gardens was given and the road we see today was laid at their doorsteps.

The Admiralty Harbour, we see today, was given the go ahead by the government on 5 April 1898 when the contract was signed. Viscount Cowdray's company (Pearsons) were the main contractors, Sir John Jackson was a



The road to St Margaret's in the making

subcontractor and Dover Harbour Board, under Sir William Crundall, was actively involved.

To build the Piers and the Breakwater of the new Admiralty Harbour, Pearsons used locally made concrete blocks and faced them with granite. The concrete blocks were made at two blockyards, one on Shakespeare beach in the west and the second on reclaimed land to the east of Castle Jetty, where the Undercliff marine road was proposed to start. To reclaim land the cliff face was blasted and the surplus chalk was removed by steam-navvies - locomotive driven excavators made by Ruston, Proctor & Co, Sheaf Ironworks, Lincoln. Soon a level platform, some 24 acres (9.915 hectares), was created at the base of the eastern cliffs where the massive blocks were made and stored.

The blocks were made out of sand and



Eastern Arm - Reclamation April 1900. DHB Archives

shingle brought by ship from Stonar, near Sandwich and unloaded into trucks at the Castle Jetty. From there the trucks were manually pushed along a narrow-gauge track to the blockyard. However, the sea journey was subject to the vagaries of the weather and so it was decided to run a Standard gauge Light Railway line (engines could not go more than 25 miles an hour) from Martin Mill, the nearest station on the South East and Chatham Railway line between Dover and Deal.

The three and a half mile track was pegged out by June 1898. It ran from the Dover side of Martin Mill main line station parallel to the Dover - Deal line for about a mile, crossing two roads on bridges made of brick abutments with supporting iron girders. Just before the main line Guston Tunnel the Pearson line veered south towards the coast and then along an embankment passing under the Dover-Deal road (A258) near the Swingate Inn. Past Bere Farm, West Cliffe, the line continued south-east crossing the Dover - St Margaret's Upper Road by a gate. It then turned south-west, following the cliff contours, skirting Langdon Bay. Running west, it followed the edge of Langdon Cliff for about half a mile where metal frames were erected on the cliff edge to stop chalk falling on the works below.

Much of the land that the Pearson railway, as it was called, crossed, was owned by the Cliff Land Company the principal owner of which was Frederick George North, 8th Earl of Guilford (1876-1949) of Waldershare Park. Back in 1844, with the coming of the South Eastern Railway to



Eastern Blockyard 1901. Bob Hollingsbee

Dover, the Guilford family had made an application to build 1,500 houses on land to the north of the Castle with an approach road from Castle Jetty. The family still had this dream and the 8th Earl made a deal with Pearsons to charge £25 per year ground rent with the option to buy the standard gauge line, once the lease had expired, for £3,000. It was planned that the Cliff Land Company would use the railway for a passenger service to the development. From Langdon Hole to East Cliff the land was owned by the War Office. They stipulated that the track was to be completed by December 1899. Further, that the Pearson railway was only to be used for carrying materials and the site had to be restored to its original condition.

At the end of the line was a chute down which the materials were fed to the blockyard. This quickly proved a problem and was replaced by a funicular, down the cliff face, with side tipping skips to ease unloading. At the bottom, the skips were pushed by hand along a narrow-gauge track built on trestles to the blockyard and emptied into one of six lines of mixers where some 250 blocks were

made at once. These were moved by blockyard goliaths - cranes with a span of 100-feet that could lift 50-tons.

The excavations were not without problems. In October 1898, fuses and explosives were taken and deliberately fired at the rear of the sea front East Cliff houses. In September 1899, Albert Knowler was killed during blasting and three months later, a fire in the East Cliff office burnt a man to death. Then, on 19 January

1900, as men were preparing to blast some more of the cliff face there was a massive explosion. Five men, George Jeffries, aged 24, who later died, James Murton, Ernest Dutton, William Davies and Algenon Gibbs were all injured. In May 1900, labourer Bill Chadwick age-32, was killed by a lump of chalk during blasting at East Cliff.

Neither was the new railway line without controversy, much to the annoyance of the local tourist industry it caused the North Fall Tunnel, a pathway created by the Dover Chamber of Commerce in 1870 to provide a short cut from the beach to the Castle, to be destroyed. In its place, a new path with a steep gradient was excavated up to Broadlees, some distance east of the Castle. This path was expected to be extended in the direction of St Margaret's Bay and eventually to become the over-cliff road, one of the two options that was envisaged to connect Dover with New Dover - the superlative estate that Crundall, Jackson and Cowdray planned to build at the South Foreland.

The actual building of the Eastern Arm was started in January 1901 and

Crundall, Cowdray and Jackson applied for a Light Railway Order to extend the Pearson railway to the South Foreland. A Light Railway order would allow the trains to run on a standard track but at no more than 25 miles an hour, however, this the degree of regulation was less than that applied to main line services and therefore cheaper to set up, run and maintain. The proposal said that the line would run from Athol Terrace, up a 1-in-28 gradient along a 60-foot wide 'road' cut into the face of the cliff to Langdon Battery. It would then cross the fields to St Margaret's to the proposed site of New Dover, before continuing to Martin Mill and joining the main line.

The application stated that it would be a tram/railway service powered by electricity - the local electricity company was then in private ownership and Crundall was the Chairman. There was also the stated intention of extending the line from the Eastern Dockyard, as it came to be called, along Dover's seafront, Union Street, Strond Street and then to the Harbour station, on the western side of what became the Western Docks. There the proposed line would join the main South East and Chatham Railway line. Another line would go from the existing Deal line at Buckland and then via River to Bushy Ruff in the Alkham Valley.

In April 1902 a public inquiry, headed by the Earl of Jersey, was held into the application. It was agreed that the Company could lay down lines for a light railway in the Borough of Dover, but they could not exercise that power for two years. This was to give time to Dover Corporation, if desirable, to obtain the authority to extend their tramways. Further, on the proposed light railway to Bushy Ruff in the Alkham Valley, this

was to terminate at River church and go no further. The application explicitly stated that the tram/railway would be a passenger service, which contravened the agreement with the Earl of Guilford. He immediately sought legal advice and eventually laid out his landholdings on the cliff top as a seaside residential resort.

Crundall, against considerable opposition, in 1907, gained permission to develop the area around the South Foreland. This would, claimed the local paper, Dover Express, turn the acres east of Dover into a '*land flowing with milk and honey, with many noble marine residences.*' In the meantime, the land from Bere Farm to Langdon Hole, owned by the Earl of Guilford and designated as a seaside residential resort, was taken over by the War Office.

At the western end of the harbour, the Admiralty Pier extension was completed in 1908 and South Eastern Railway Company, with representatives on the Dover Harbour Board, proposed to erect a grand new terminal station at the landward end. Early the following year, Crundall, as Chairman of DHB, invited tenders to widen Admiralty Pier for the possibility of a new railway station. The Lords of the Admiralty visited and discussed the proposals and on 9 December, Pearsons were given the contract.

The Admiralty Harbour was officially opened on the 15 October 1909 by the Prince of Wales, later George V (1910-1936) who unveiled a stone commemorating the event on the Eastern Arm. Two months before, on 9 August, the Dover, St Margaret's and Martin Mill Light Railway Company (Light Railway Company) was formed. Crundall, Cowdray and Jackson owned

25 shares each and four others owned one share each. One of these shareholders was Richard Tilden-Smith who later became the main shareholder of Tilmanstone Colliery.

Later that month planning permission was given by Dover Corporation for the utilisation of the Light Railway Company line as a public tramway. The residents of East Cliff objected but their concerns were dismissed by the Corporation and John Bavington Jones, of the Dover Express.

Work started on 21 July 1910 to widen the shore end of the Admiralty Pier for the new railway station comprising of over 11 acres. Chalk for in-filling was taken from East Cliff excavated by the steam-navvy machines. The excavations also created a new road. However, because the cliffs are so steep, when the 'road' reached the top it had to be cut in a series of zigzags. This problem was expected to be dealt with later, when the rest of the road was nearing completion.

At the base of East Cliff, railway lines were used to transport the chalk to Castle Jetty where it was loaded onto barges and taken across to Admiralty Pier. In 1910, while the excavations were going on, Channel Collieries Trust was set up to purchase land near South Foreland. Their remit stated that they would build a residential estate, approached by a Cliff Road and the St Margaret's Light Railway from Dover. The Trust syndicate was composed of Crundall, Cowdray and Jackson. The road from the excavations was started on 21 July 1910.

The last coping stone on the Admiralty Pier extension was laid by Crundall on 2 April 1913. A month later work started

on building the Marine Station, the foundations having been filled in by 1 million cubic yards of chalk from the eastern cliffs.

Two months before, in February 1913, DHB chaired by Crundall, filed a Parliamentary Bill to make changes to the Tidal Basin at the Western Docks. As a supplementary, the Channel Collieries Trust sort consent to replace the western half of the seafront and beach with a 5.75 acre dock and terminus for a Light Railway Company. This went down badly in Dover and a petition was raised followed by a poll that took place on 20 May 1913. Of those eligible to vote, 2,265 voted against the Bill's Supplement and 1,508 for it. The Supplement was withdrawn.

On 13 April, a closed meeting of the Light Railway Company was held when it was announced that Cowdray and Crundall had sold their shares, by transfer, to the Channel Collieries Trust. The four holders of the single shares in



Richard Tilden Smith. Courtesy of Dover Museum

Light Railway Company were not invited to the meeting - the first they heard about it was when they read the national newspapers. A bitter legal battle ensued with Richard Tilden-Smith unsuccessfully trying to seek redress. In the event, Sir John Jackson and two nominees owned the controlling shares in the Light Railway Company.

At the time, the East Kent coalmining industry was taking off. Arthur Burr, a mining entrepreneur and major shareholder of several companies with interests in the Kent coalfield, was the leading light. One of these companies was Kent Coal Concessions. Arthur Burr had formed it in 1896 with the purpose of buying potential underground coal fields but not surface land. The intention was lease the coalfields for a share of the royalties. By 1906, the company had secured coal mining rights in East Kent sufficient, it was said, for 20 collieries. East Kent Colliery Company also was part of Burr's portfolio and its holdings included, Shakespeare and Snowdown Collieries. Shakespeare Colliery was sunk in 1896, but had not proved viable and was finally abandoned in December 1915. However, Snowdown, north of Dover, saw the first commercial East Kent coal raised on 19 November 1912. About that time, Burr announced the intention of floating a new company, as a subsidiary of Kent Coal Concessions, to '*exploit undeveloped areas of East Kent.*'

A previous similar floatation had not been a commercial success and the Company Board were not happy. The situation came to a head at a meeting on 31 July 1913 when Burr, along with his son, Dr Malcolm Burr, were 'retired' from the Board. The remaining directors consolidated Kent Coal Concessions with allied companies including Kent

Collieries Ltd that had extensive mineral rights and had been undertaking mineral exploration. Towards the end of 1913 the giant steel firm, Dorman Long, in which Cowdray was involved, reported that they held 30,000 shares in the Channel Collieries Trust Company, whose holdings included the East Kent Colliery Company, part of the Burr portfolio. Borings had confirmed the existence of iron stone. Dorman Long also had interests in Kent Collieries Ltd.

Just prior to World War I (1914-1918), in May 1914, Burr attempted to raise £77,000 in debentures and £800,000 in income bonds for his East Kent Colliery Company. However, little interest was shown and the holdings were handed over to Kent Coal Concessions, by the Official Receiver, with the remit to consolidate. Following consolidation the company held mineral rights under some 20,000 acres of East Kent. In December 1917, Burr was declared bankrupt with debts amounting to £53,176 but he died in September 1919 age 70.

At Dorman Long & Co's AGM held in August 1917, it was reported that their investments, through the Channel Collieries Trust Ltd, were a satisfactory £877,304, even though the War had stopped any further excavations. Albeit, with the consent of the Treasury, a fusion of the different East Kent coal interests was agreed with the two chief companies, Kent Collieries Ltd and the Channel Collieries Trust put into voluntary liquidation. Out of this, the Channel Steel Company was formed with a capital of £750,000. It was reported to the assembled shareholders that it was the existence of a large deposit of ironstone in East Kent that had provided the name of the new company.



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November Meeting

Dover Town Team

A talk by Simon Crowley reported by Alan Lee

After introducing himself and describing his role with the Town Team Simon explained the origins of its formation. He stressed that it was nothing to do with the local or district authorities.

It was founded by a group of like-minded people who decided to do something to improve the town. These were things that the local government cannot or did not want to do.

They applied for £100,000 under the so called Portas scheme, set up to improve town centres. They were unsuccessful but later reapplied under the second round of funding but were once again turned down. As it turned out and looking at towns which did receive funding it turned out to be a blessing in disguise. Many of these towns have been riven by arguments and back biting, both with the improvement plans and the way meetings and interviews were carried out and filmed.

After a visit to Dartford it was decided to run the Town Team as an independent scheme. Dover District Council (DDC) agreed to underwrite £80,000 of the scheme. They were given a free lease on two shops in the Market Square and had no rates or rent to pay. There was also a concession that on Tuesday (Market day) there would be a 50% reduction on car parking fees in Russell Street. They then obtained another £10,000, a

£6,500 grant from Dover Town Council (DTC) and Councillor Nigel Collor gave £1,500 from his members grant.

Tuesday was chosen as only one other existing market locally on that day was at Capel. When the Town Team applied for planning permission they asked for a market on six days just in case it was needed. Shop keepers throughout the town when asked for their opinion gave overwhelming support and the market opened in 2012.

Twelve stalls were purchased and were rented out at a very reasonable £10 per day. David Little, John Angell and Neil Wiggins put up the stalls every market day. Other stallholders, with their own stalls were also attracted. The number of stalls has averaged 15 with the highest being 30. Independents have so far not been charged rent for their pitches. The major cost associated with the market has been the clearing up of rubbish afterwards as DDC would not fund or assist with this. The move indoors for the winter at the start of 2013 was not a success. Nor was it helped by the publicity banner being removed because of high winds.

The team is now working hard on the next scheme, with the assistance of the Port of Dover, The Bluebird Trail. This will run from the cruise terminal and ferry port and through the town with a branch to Dover Castle.

The team engaged with K College to

repair and paint the Townwall Street hoardings. DDC has now granted permission for these to be repainted now and turned into the Town Art Gallery with a common theme and ideas from the Town Team.

A four day Italian market was run and it's success means it will return in 2014. A Minchen (German) style market is also planned for the 18th, 19th and 20th July 2014. Hopefully this will tie in with the Dover Music Festival over the same weekend.

The Town Team ran Make It Happen when two people each received £2,000 to help start their own business. A course will also be run over a twelve week period then at the end one person will be awarded £2,000 and two others £1,000 each.

At a presentation held in the Refectory at Dover College £700 was raised. There is about £10,000 still held in the bank. This has remained fairly constant since the beginning, thanks to some excellent housekeeping and fund raising.

It is recognised that the town centre, in fact all town centres, are struggling for customers. By encouraging more events throughout the town e.g. Maggie's Melody Makers putting on musical events in empty shops, which should help to attract more people into the town.

The Town Team are a close knit group and all get on with one another and are confident that over the long term the centre of Dover can only improve and attract more people.

A Lifetime Reporting on Dover

A talk by Graham Tutthill reported by Terry Sutton

On the eve of his retirement after 48 years as a journalist, Dover Mercury chief reporter Graham Tutthill was one of our speakers at the well-attended November meeting at St Mary's parish centre. He told us of the big changes in newspaper production during his career, from typewriters to computers and on to multimedia origination. He spoke of the other changes he had witnessed from the time he joined the Dover Express (and remained for eight years) when there were four collieries and when reporters covered all the various courts held in Dover, including County Courts. Now most of those courts are no longer here.

Graham, born at the Royal Victoria Hospital and educated at Shatterlocks, Barton, and Dover Grammar schools, began his career with work experience on the Dover Express before joining the East Kent Mercury at Deal - which later became part of the Kent Messenger Group - and then the Dover Mercury. While employed by the Dover Express he became involved in the Dover hospital radio service.

Using a PowerPoint presentation he screened photographs of some of the stories he had covered, notably the fatal fire at The Crypt, the Dover hovercraft crash when four died and the Herald of Free Enterprise disaster when 193 died.

He covered all the inquests for his newspaper. He regretted that no longer were there any newspaper offices in Dover and explained he was currently working from his home. He had always tried to ensure that every successful Channel swimmer got a mention and, during the height of the immigrant arrivals, had worked to calm the situation by giving a positive message when others were expressing negative views.

Graham spoke of the many disparate organisations and people working for the good of the town and suggested it needed someone to bring them all together.

His audience heard that Graham, as part of his work, should that evening be enjoying a night on board one of the cruise liners visiting Dover that day. So, by keeping his Dover Society date, he was missing out on a gala dinner and on-board first class entertainment.

Questioned about his future, after retirement, Graham said he was not going to be rushed into anything. But one of his duties would be to continue playing the organ at his church, a task undertaken for the last 50 years.

Graham has been replaced by Victoria Chessum, a 21-year-old who has just graduated from university.

MEMBERSHIP NEWS - SPRING 2014

Sheila R. Cope Membership Secretary

SUBSCRIPTIONS ARE DUE AGAIN

One of the reasons why our subscriptions are such good value and we are able to maintain them at £10 for two members living at the same address or £6 for a single person, is that as a charity our payments are eligible for Gift Aid. Tax-paying members may sign up for this, ensuring that 25% of their contributions can be claimed back from HMRC for the Society's benefit. However there are some valued and long-standing members who joined before we introduced Gift Aid and who pay by standing order and have therefore never needed to sign an up-to-date application form. If you suspect that you could fall into this category please help the Society by signing up now. Just let me have a completed application form that includes a positive signed Gift Aid declaration from the back of this Newsletter. You will be helping the Society at no inconvenience to you.

We number 465 at present and have been pleased to add: Ms C Bond, Mr B & Mrs V Clark, Mrs C Faraone, Ms J Graeme, Mrs D Harber, Mr J. Richards, Mr L Melville, Ms J Stavrietsky, Miss K Taylor, Ms M White and Mrs P Wood.

As usual at this time of year we send our condolences to the families and friends of:- our late Vice-President Miss Lilian Kay, Mrs Jean Walkden, Mrs Muriel Goulding (who self-effacingly provided refreshments at meetings), Miss Marjorie Bullock and Mr Charles Nelson.

Christmas Lunch 2013

Saturday 17th December 2013 - Denise Lee



Dover Society members and guests Xmas Lunch 2013

For the first time the Dover Society annual meal was held in the Stone Hall in the Town Hall with about 100 attending. From 12 noon members and their guests were welcomed with either a glass of tropical fruit punch or mulled wine prior to their meal at 12.30 pm.

The entertainment was by Terravoces who are part of Maddie's Melody Makers. The trio consisted of Gary Cordes (vocals), Maddie Cordes (vocals and keyboard) and Pam Madge-Wood (vocals and flute). The guests joined in the entertainment by singing the carols O Come All Ye Faithful and The First Noel.

Thanks must go to all who helped with the raffle and the organisation of the event with special thanks to Patricia Hooper-Sherratt.

I was especially pleased that the raffle raised a remarkable £251.50p. Fears that the hall would not be warm enough were unfounded and all present seemed to have a thoroughly good time enjoying the good company, entertainment and food.



Terravoces Xmas Lunch 2013

January Meeting

The Geology of the White Cliffs

Les Richmond

Dover Street and Prayer Pastors

Noel Beamish

Reported by Terry Sutton

Society members and their guests heard about two very different subjects at our meeting at St Mary's parish centre on January 20th.

Leslie Richmond, a former ferry officer, told us how the white cliffs of Dover were formed millions of years ago while Noel Beamish, vice chairman of Christians Together in Dover, detailed the progress of the Street Pastor volunteers who help others in the town centre on Saturday nights.

Mr Richmond was invalided out of the Dover ferry industry following serious

injuries sustained in a fall. With time on his hands he studied geology with the Open University to be awarded with a B.Sc. (Hons) in Natural Sciences with Earth Science.

Using a PowerPoint presentation he described the various stages in the creation of the earth over many millions of years. At one stage the temperature rose to 17 degrees warmer than now, melting the ice at the poles, creating more water in the seas that eventually overflowed to form the English Channel. Until then these isles were linked to France.

The cliffs of Dover, made up of soft white chalk, consist mainly of coccoliths, plates of calcium carbonate formed by



The White Cliffs showing erosion



Gephyrocapsa Oceanica showing the Coccoliths

planktonic algae whose skeleton remains sank to the bottom of the sea to form sediment. Amazingly, each "little beastie" was so small that five of them were smaller than a hair breadth. Yet there were so many they created cliffs, at one stage, 500 feet high. The line of flints to be observed in the cliffs indicated the rise and fall of the seas over millions of years.

Second speaker Noel Beamish, chairman of Dover Street and Prayer Pastors, told how the initiative began nationally, with an Apostolic background, in 2003. There are now 250 groups with 9,000 volunteers nationally. Kent police suggested a similar group be formed in Dover and in September 2011 the Dover Street Pastors were commissioned.

They now have, in Dover, 13 Street Pastors and nine Prayer Pastors who, in

turn, are on duty on Saturday nights from 10 pm to 3 am.

They help those who have drunk too much, check on rough sleepers, collect up any glass bottles that might cause danger, provide first aid when necessary and hand-out "goodies" such as sweets, drinks of water, and flip-flops for girls tottering on high heels.

Mr Beamish said that when they began in Dover they received generous donations but now, as they were about to start recruiting again, the funds were drying up.

Questioned about costs he said that the annual costs were about £7,000 which also funded a co-ordinator or £2,000 without one. He also explained to a questioner why every volunteer had to be a Christian and an attendee at a church.

COWGATE CEMETERY

Barry Late

Although the weather and number of volunteers will always be a factor, the overall appearance and condition of the cemetery continues to show many obvious signs of improvement year on year, much thanks, in no small part to the effort and skill of 'The Noble Company of The Carers of Cowgate Cemetery'.

The latest addition to our merry band is Michele Cooper who has settled in and taken to strimming grass with consummate ease. We appear to be on target to complete all our winter tasks quite soon, with the opportunity to then possibly consider new tasks locally elsewhere?

Do you have a little spare time you could offer - new team members are always very welcome. For more information please contact either:

Jeremy Cope 01304 211348 Email: jeremycope@willersley.plus.com

Barry Late: 01304 826286 Email: barry@late697.plus.com

Working party sessions are from 9 am to noon with dates for 2014 as follows:-

Thursdays:	06 Mar	03 Apr	01 May	12 Jun	03 Jul
Saturdays	15 Mar	12 Apr	10 May	21 Jun	12 Jul

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Dr Reginald Koettlitz Sledging Flag from the National Antarctic (Discovery) Expedition

Gus (Aubrey) Jones

A flag that journeyed to the Antarctic with Captain Scott, and has been lying forgotten under a bed for 25 years, has been carefully restored for its owners.



Dover's famous polar explorer, Dr Reginald Koettlitz, was senior surgeon on Scott's first expedition to the Antarctic, commonly known as the Discovery Expedition, named after the ship which took them south (see previous newsletters).

The officers and scientists had official sledging flag designs prepared by the organising committee on the instructions and supervision of Sir Clements Markham, president of the Royal Geographical Society.

Dr Koettlitz, following research of the Koettlitz family in Prussia, designed his personal sledging flag showing the family crest and distinctive colours. This silk flag was created by his French wife, Anne Marie.

Following his death in Cradock, South Africa, the flag was returned to his brother Maurice who resided at the family home, Charlton House, Dover, and later became the property of Ulrica Koettlitz who lived in Lydden. She gave it to her niece, Ann Koettlitz, who has looked after it ever since. Ann is married to Gus (Aubrey) Jones, author of the Koettlitz biography, *Scott's Forgotten Surgeon*.

Due to its fragile condition it was impossible to display and thus remained under a family bed for many years. It was decided, after the launch of the biography in Dundee on board Discovery, to conserve the flag in order that others can benefit from viewing such an historical artefact from the heroic period of polar exploration.

The National Trust Textile Conservation Studio at, Blickling, Norfolk, agreed to take on the project and following a month's delicate work by skilled textile conservationist Claire Golbourn the flag was ready to be framed. On the advice of the NT studio Gus and Ann approached Wayne Dodds of Fine Frames, Melton Constable, Norfolk, who completed the project using his skill and expertise to ensure the flag was free of contaminants. Wayne was born in Folkestone and knows Dover well.

At last the Koettlitz sledging flag can be displayed, loaned to museums, or just enjoyed by the Koettlitz family and seen by the people of Dover, through the Society newsletter.

The Town Hall Project - An Update

Derek Leach

The Dover Society's decision in 2011, supported by Dover District Council and Dover Town Council, to organise guided tours of the Town Hall had the aim of making the local community and visitors to the town more aware of the building's 800 years of fascinating history and its architecture. It was intended as a precursor to a major Heritage Lottery Fund bid to assist in the restoration of the building, as far as possible, to its Victorian glory.

A desire to restore an historic building is not, unfortunately, sufficient reason to merit a heritage lottery grant. Any such grant application has to include, amongst other criteria, proposals for a sustainable future use. Sadly, after a few encouraging initial meetings with interested parties, including the District Council (the owner) and Dover Town Council, no meetings have been held since February 2012 due to the stretched staff resources of DDC.

In the meantime, the Society, with a dedicated band of volunteers, continues to offer guided tours every Wednesday. Since 2011, 1125 people have enjoyed tours, with entrance fees and donations received totalling £1900. Several times a number of people refused a tour but had a look round the Stone Hall – we do not allow them to go any further unescorted in case they get lost!

During the summer of 2011 we started tentatively with tours on Wednesday mornings once a month, but from September with the opening of the History Room in the former Court Room we increased tour hours to every Wednesday from 10 to 4. A constraint is that we have to work around other Town

Hall activities at the same time – the weekly afternoon tea dance and two regular monthly lunch bookings.

Most of our visitors are 'casual' turning up on the day – local people, cruise passengers or others from the UK or abroad – but we also cater for pre-booked groups either on a Wednesday or another day, avoiding commercial events. Groups have included two coach loads from the Historic Houses Association when we guides had to be on our toes with these enthusiasts and their complex questions! The Town Hall operator often benefits from these visits when lunch or refreshments are required.

We have attractive publicity leaflets available at the Town Hall, the Town Council offices, Dover Museum/Visitor Information Centre and the Library. We



Town Hall 1904

also advertise on websites such as Visit Kent and in the Kent History Journal. On sale are sets of specially produced postcards of the six glorious stained glass windows in the Stone Hall. During 2013 requests for a guide book were satisfied by producing a very attractive 32 page full colour guide cum history, which is also available in the Museum shop and at WH Smith or direct from me. It was financed from the Society's publication fund but the cost will be recouped from sales. Any profit will go into our Town Hall Restoration Fund which has benefited from a generous donation of £1,000 from Jack Woolford, from income on shares donated to the Society and the value of the shares. The Fund now totals £4,643.

A disappointment has been failure to obtain permission for regular access to the old cells in the basement, which many visitors ask to see, particularly

those who remember the Old Town Gaol attraction. Most of the cells are full of museum items in store, but at least one cell is empty plus the fascinating passageway with cells on either side, but there are health and safety and security issues. We did, however, manage to have them open specially for the Kent History Conference last May when 150 members of history societies throughout Kent spent the morning in the Town Hall listening to three presentations on Dover - its Town Hall, its caves and tunnels and the Western Heights. In the afternoon people chose one of several guided tours on offer around the town including the Town Hall.

Now we would like to share the building with school groups. To achieve this we are thinking of producing a package of activities for primary school groups using the history and architecture of the Town Hall.

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The Day the Balloon went up in Dover

Terry Sutton

The English Channel was swum more than one hundred times in 2013, more than in the first eighty years of the sport that followed Matthew Webb's pioneer crossing. As a result, with so many successes, no longer are there headlines in newspapers when another crossing from Dover is notched up.

How different it was in the heydays of Channel swimming when the Daily Mail and then Billy Butlin organised international races from France to the Kent coast. Today the French maritime authorities will not allow Channel swims to start from the French side. On those far off days Dover and the cliffs were crowded with spectators waiting to welcome the race winners ashore.

But they were not the only days when



Jean-Pierre Blanchard

thousands of spectators poured into Dover to watch an attempt to cross the Strait.

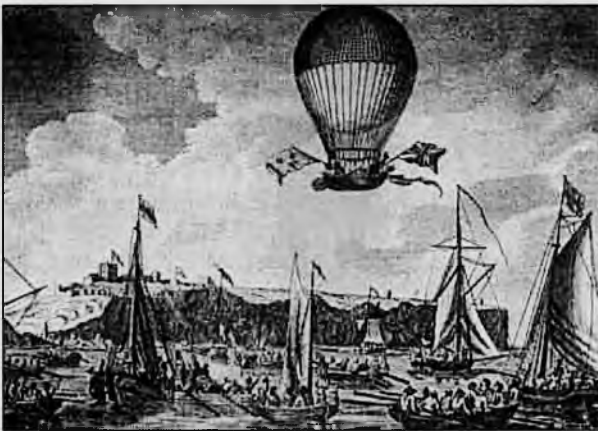
One time was in January 1785 when a brave Frenchman was preparing, with a colleague, to fly from Dover to France in a gas-filled balloon.

M. Jean-Pierre Blanchard was a great believer in hydrogen gas balloons and, reluctantly, he agreed to be

accompanied on his pioneer flight by the American Dr John Jeffries.

Arrangements were made for the couple to set off from Dover Castle and the event was so important that on the morning of their departure the military authorities fired three guns from the castle ramparts. A flag was hoisted at the castle when M. Blanchard began filling his balloon and a fourth gun was fired when the filling operation was completed.

Those in the castle grounds were astounded to see the shape of the passenger basket (in those days described as the car) attached to the balloon. It was in the shape of a boat with oars. Blanchard believed he would be able to use the oars to navigate the direction of the balloon once airborne. The basket was loaded with ballast, a sack of letters, a compass,



Blanchard - Cross Channel Flight

barometer, thermometer, two life jackets and, most necessary, a bottle of brandy.

The place of take-off was near the site where once stood the Queen Elizabeth Pocket Pistol (not far from the present NAAFI building) and soon after one o'clock the balloon began to rise. When clear of the castle M. Blanchard stood in the basket and bowed to the crowd of spectators.

Soon things began to go wrong and those watching from the cliffs saw the balloon dipping towards the sea. To prevent an unwanted swim the duo in the basket began hurling out the ballast and the balloon rose again. But, mid-Channel, the balloon dipped towards the sea once more and other items had to be ditched to lighten the load. An anchor went - and even Blanchard's trousers!

Just in time there was a change in air pressure. The balloon went up and was able to drift comfortably over the French cliffs.

The balloon landed in a forest near Calais soon after three o'clock-the crossing taking about two hours.

The French were waiting for them and they carried the intrepid flyers in triumph to Calais where Blanchard was awarded the Freedom of the Town. There was a scheme to erect a statue in honour of Blanchard in Calais but it is doubtful if this was ever done.

**Some 24 years later M. Blanchard was up in a balloon again at The Hague when he suffered a heart attack, resulting in him falling to the ground. The fall caused serious injuries from which he died a year later.*

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Refurbishment Committee

Jeremy Cope

To continue with the note of optimism from the November issue report I can state that the overgrown verge alongside Upper Road (a section of the path from the Bleriot Memorial to Langdon Cliffs) has now been cut back by KCC Highways, allowing people to walk off the road at a blind and dangerous corner. You should still wear boots in wet weather as the roadside path can be muddy in places, but I am due to fix an appointment with KCC to see what may be done. KCC Pathways have put in a stile over the barrier and although there is still much to be done, things are on the up.

At our regular meeting with Dover District Council we raised several matters. We questioned the progress of the new enforcement of anti-litter and dog fouling measures. Over the first couple of months only 78 notices had been issued across the district with the comment that new wardens had not been seen. For the whole district 3 wardens are not a lot. The implementation is not "zero tolerance". Policy is applied with common sense rather than the approach adopted in Folkestone with its large number of fines leading to the scheme's withdrawal due to public outcry. We discussed the policy of making the town centre a "no go" area to drinkers and addicts. Whilst recognising its very real value we made clear our concerns that those pushed on would end up in parks and amenity areas just outside the town centre. We discussed street cleaning and the verges of the main roads in and out of Dover. But the message is clear - in such matters there

is never a perfect answer and the only way to improve standards is to keep telling DDC of concerns and lapses.

Jenny Olpin has an article on the meeting with Dover police to establish links so that we may pass on our concerns. Again do please let Jenny or Joan Liggett know of any problems.

Sylvie Parsons has had to close Brighter Dover for personal reasons. During the time she organised it she and her helpers achieved great things and the Society will be seeing what it can do to fill in the gaps left. It is difficult to imagine Sylvie not wielding her trowel in Dover centre.

I keep our committee updated on the progress at Dover Big Local, the group charged with securing the £1 million lottery grant for Dover Town Centre. It is supported by the Society and is making good progress in establishing locals' ideas of what needs to be done and how the task should be approached. As you may well imagine £1 million is not a lot of money in the context of what is required. The group holds monthly public meetings and if members would like any information please email me on jeremyclope@willersley.plus.com.

Finally a big thank you to Pam Brivio, always public spirited, who has been our secretary preparing the minutes. Pam, now a County Councillor is inevitably having to withdraw from the role. We need a new secretary also interested in what we are doing. Again volunteers please email me or phone on 01304 211348.

River Dour Steering Group

Ray Newsam - Chairman, River Dour Steering Group

Not much has been happening on the practical side with the River Dour since the last newsletter report, but much has been happening in the background in preparation for what we hope will be big improvements in the coming years.

Our membership of the Kentish Stour Catchment Partnership with the South East Rivers Trust, White Cliffs Countryside Partnership and Kentish Stour Countryside Partnership has been formalised and our share of the funds awarded to that partnership is starting to trickle through the various levels of bureaucracy. By the time the newsletter is published we hope they will have been used for increased staff time to pull together all the reports on the River Dour from various agencies and bodies, and produce our immediate 'action plan' to work towards the Water Framework Directive target of raising the quality of the river from its current 'Poor' status to 'Good' by 2025. The first formal meeting of the partnership was held in the autumn, the next one is due in early February.



River Dour 1906

As part of this process, in October we had a visit from the director and four trustees of the Wandle Trust (on which the SE Rivers Trust is based), who were thrilled to find a chalk stream that has many of the problems and potential of their own river in suburban London. We hope to be doing a reciprocal visit shortly to look at their solutions to the similar problems faced by the River Dour.

We have had several meetings over the last few months with relevant partners and bodies with an interest in the river – I spoke at a River Parish Council meeting which resulted in the award of a grant towards our projects, I have also been making good contacts with the Trustees at Crabble Mill, and have had several meetings with the Communications and Engagement Team at DDC. One of these was with two representatives from the Angling Trust to discuss their Fishing for Life, Building Bridges and Voluntary Bailiff schemes, and we hope to be able to report progress on these soon.

A further site visit was held at Crabble Mill with a geomorphology specialist from the Environment Agency who has produced a report highlighting work that needs to be done on the mill pond, and which produced some interesting information not known before. We will be working with the mill trustees towards securing grants for this work and hopefully will produce a fuller report for the newsletter soon. We should also thank the mill trustees for allowing us use of the mill for our group meetings.

Flooding of the A20 underpass has been a problem several times in the last year, the worst event being during the recent tidal surge when the river over-topped its channel. Through our membership of the catchment partnership we are aware that the Highways Agency and Environment Agency are working towards a solution to prevent repeats of these occurrences, and hopefully there will soon be some announcements about this work.

Leaving the best news to last, at the DDC/KCC You Decide event at the town hall in November our project to secure funds for new safety and work equipment for the River Dour clean-up volunteers was not only successful but came top of the public vote, so when the clean-ups start again in April we will have a whole new set of waders, buoyancy aids, litter pickers etc for our volunteers to use. A big thank you is due

to our volunteers (who had a jolly pre-Christmas get together at the White Horse) and to the public for voting for us. It was also a good networking event: following on we picked up some new volunteers, received a small grant from Cllr Sue Jones of DTC towards our project, and I will hopefully be speaking to Dover Town Council and other local bodies shortly about our plans for the future.



River Dour



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10am – 4pm**

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The Lindemann Monument

Derek Leach

On the seafront facing Waterloo Crescent is a rather strange and now somewhat neglected monument from the Second World War called the Lindemann Monument that the Dover Society is trying to have restored. Why is it there, what does it commemorate and why is it called Lindemann?

Ernst Lindemann was a German naval officer who was awarded the Iron Cross during World War I. During the 1930s he was a lecturer at the German Naval Gunnery School and then Head of the Construction Department at the Naval High Command. In 1940 he was given command of the battleship Bismarck responsible for the sinking of the battleship HMS Hood and for damaging HMS Prince of Wales. However, less than a week later the Royal Navy sank the Bismarck. Lindemann went down with his ship.



Ernst Lindemann

Following the collapse of France in the Second World War, Germany built 24 formidable long range naval gun batteries containing 73 guns between Calais and Boulogne on the Channel coast. The first such site on the coast road going from Calais to Boulogne (half a mile inland to the left of the coastal road just past Sangatte) was named Lindemann Battery.

In only 10 weeks 14,400 cubic metres of reinforced concrete went into the construction of Lindemann.

Each gun was housed in a 60 foot diameter pit sunk into the top floor protected by an 11 inch thick roof and walls of reinforced concrete. The battery was designed to be self-supporting with accommodation for 81 men, a well-equipped hospital with an operating theatre and 38 beds, a communications centre, two water reservoirs and with magazines on the



German 16 inch gun

bottom floor. It was also air conditioned and gas-proof.

In 1944 in order to take Boulogne, Montgomery considered it essential to capture the cross-Channel guns despite their being heavily defended. Lindemann Battery had anti-tank ditches, perimeter barbed wire, seven foot high steel barriers, minefields, 18 machine gun sites and nine light anti-aircraft guns; every casemate was surrounded by an electrified fence as well as gun emplacements. To confuse attackers, there was also a dummy anti-aircraft site outside the perimeter. The defenders were determined - inscribed on the wall of Lindemann Battery were the words, 'Wir kämpfen bis zur letzten granate' - We will fight to the last round.

On 20 September 1944 the allies dropped 5,600 high explosive bombs on the battery, 23 of which hit the gun emplacements including each gun pit yet all three survived due to the excellent construction. An article published in the 1980 edition of *After*

the *Battle* magazine stated that the battery remained much as it was after the battle for its capture by the Canadians. The site and surrounding area was littered with bomb and shell craters, but with access unrestricted there was still much to explore. There were three well-weathered casemates - one named 'Anton' had been used as a rubbish tip. The surface of 'Bruno' had been badly shattered from a demolition charge fired on its roof after capture, but the underground works were in a reasonable state. 'Caesar' was the name of the third.

The capture of the cross-Channel guns in September 1944 ended four years of bombarding first British shipping in an attempt to dominate the Dover Strait which was an essential prerequisite for the invasion of Britain; later, with no invasion the guns were concentrated on shelling the Dover gun batteries and the deliberate shelling of coastal towns. With their capture imminent and with orders to exhaust their stocks of ammunition, in September 1944 alone

German guns destroyed 239 houses and damaged 1936 others in Dover and elsewhere - over half of the four years of shelling damage.

What you see today on Dover seafront is the painted German 'score sheet' on a piece of armoured plating from Lindemann's Caesar turret, which was presented to the town of Dover by the Calais branch of the British Legion to commemorate the capture of the batteries by the gallant Canadians, ending the terrible shelling of Dover.



Lindemann Monument

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Anti-social Behaviour Issues in Dover Visit to Chief Inspector Steve Barlow

Jenny Olpin

On 10th December, 2013 Joan Liggett and Jenny Olpin had the pleasure of meeting with Chief Inspector Steve Barlow at Dover Police Station to discuss anti-social behaviour issues in Dover. We were very pleased that the meeting was at our local Police Station in Ladywell and were surprised to find a modern and refurbished reception area with staff available and specifically there to help. The station was busy with staff and the Chief Inspector directed us to his modern and functional office where he updated us on Kent Police and Anti-Social Behaviour in our town.

Chief Inspector Barlow was very clear and understanding as to those citizens who can cause the problems and commented that there are 'no magic solutions'. However, that said, the aim of Kent Police is to make it 'uncomfortable for the unpleasant' in Dover. Methods being applied to make this possible include having an alcohol free zone where an officer in uniform can confiscate the drink and direct the offender not to access the area for up to 24 hours, or be subject to arrest. The current dispersal target areas are Pencester Gardens and the Market Square.

Of course, we are all aware of the reduction in Police staffing over the past few years and this made us doubtful as to whether this initiative could actually be implemented.

However Chief Inspector Barlow quickly gained our confidence when he informed us that he had recruited, for this initiative, a Dover Town Centre team of eight officers, plus a sergeant, working shifts in two groups of four covering seven days per week.

This Team will be based at Ladywell and it is hoped that the target areas will be 'cleaned up' by the summer of 2014. It is expected that those citizens 'moved on' will either stay at home or may appear on the fringes of the town where the Team will collaborate with the Police Community Support Officers (PCSO's) and Community Wardens as required. Engagement with other Agencies such as Social Care and Mental Health is also envisaged to provide support in the longer term. Key to supporting these initiatives is the Dover community. The Society is keen to help Kent Police in their efforts to 'clean up' our town to ensure a 'two way' effort and have arranged to meet with the Chief Inspector quarterly during 2014 to update and to share information.

Therefore, should any of you have anything you may wish us to raise at these meetings please email us either on; jenny.olpin@uwclub.net or; liggettjoan@hotmail.com

Dates of the meetings are 11th March, 10th June, 9th September and 10th December 2014.

Planning Committee

Patrick Sherratt

Since my last report in the November Newsletter (written in September) it is pleasing to see a major step forward with the Dover Town Investment Zone (DTIZ).

Revised plans for the DTIZ incorporating a multi-plex cinema and minor adjustments to some of the retail units were approved in December. Our Planning Committee has, as last reported, been concerned as to the way the legal aspects have been handled by DDC in respect to Compulsory Purchase Orders (CPO). It is therefore most pleasing to see that DDC has accepted the appointment of a CPO Team that will be driven by the Developer in conjunction with DDC Officers. I have no doubt that this will ensure any purchase of land will be achieved much quicker and if any CPO action is undertaken that it will be executed faster with the required result of the demolition of the major eye-sore of Burlington House.

The "anchor store" has signed agreements and, as announced in the press, has Marks and Spencer. We understand that the existing M&S would have closed in 2016 as their lease expires with the consequential result of no M&S presence in Dover. M&S have stated that the DTIZ unit will be "food only" and this has led to many residents expressing concern with the loss of the clothing department. We shall be contacting M&S in an attempt for them to continue to offer clothing, especially as the unit that they will occupy has a

mezzanine area that was introduced at planning stage for future expansion. At our Executive Meeting it has been suggested that as many write to M&S requesting reconsideration to the food only decision.

Write to:

Marc Bolland
Chief Executive
Marks and Spencer Group plc
Waterside House
35 North Wharf Road
London
W2 1NW

It is anticipated that the Developer will shortly be announcing details of other "brand names" that will be occupying other retail units within the DTIZ. As reported in the last Newsletter we continue to seek landscaping between the River Dour and York Street as when the DTIZ is complete this area will remain a major eye-sore.

Your Chairman, Vice Chairman and I held our regular meeting with DDC Officers and sought the latest situation on the Farthingloe/Western Heights development and understand that legal agreements are at a conclusion stage. When Planning Application comments were sought we expressed concern that a sustainable heritage package must be in place. At our meeting we were given the impression that this is moving forward with a possible "Trust" with the support of English Heritage. A £1 million "up front" payment by the Developer (eventually a total package of £5 million) and following the

success of the Betteshanger scheme could also gain Heritage Lottery Funding. We all recognize the lack of support by English Heritage to this important heritage site and it must be recognized if it was not for the tremendous work put in by volunteer members of The Western Heights Preservation Society that the decline in the Drop Redoubt and surrounding area would be far worse than at present. The Drop Redoubt is on the English Heritage "At Risk Register".

I anticipate that the much heralded Dover Priory station scheme may be at planning by the time this article is printed. At the time of writing (January 2014) it is anticipated Network Rail will shortly submit a full planning application having secured a funding grant of £3.5 million. Currently without adequate parking at Dover Priory many commuters drive to Ashford. The parking will enable the true potential for expansion of commuter business from Dover.

So with a "glass half full" attitude there is hope to see some major developments coming to fruition. This brings me to the need to continually seek properties that are in disrepair to bring up to standard if the visual aspect of Dover is to improve. The Dover Society in partnership with Dover Town Council and Dover District Council has been identifying properties and I have reported in some detail in previous reports how Section 215 of the Town and Country Planning Act 1990 has been used. It is now two years since we first started this partnership in the phase 1 area (Town

Centre) where 70 properties were identified, as at December 2013 66% (46 properties) have either completed work or work is underway, a clear indication of the success. It is one year since the Phase 2 (part of Folkestone Road) started where 38 properties have been identified. So far 26% (10 properties) have either completed or work is underway. As with the experience gained from Hastings as soon as properties improve it is amazing how many owners in adjacent properties not identified under Section 215 then also carry out maintenance further enhancing the visual aspect.

In conclusion of Section 215 I am pleased to report that the third "Legal" notice has been served by DDC and this is on the former ABC Cinema in Castle Street owned by J.D.Wetherspoon.

We have also made comment to Dept. of Transport with regard to the provision of a third Thames Crossing supporting the most easterly option. We also took the opportunity to express the need to upgrade the A2 from Lydden, in particular a Whitfield bypass as proposed developments will put pressure on the existing A2 through Whitfield.

Finally we continue to seek assurance that land be protected adjacent to the new Buckland Polyclinic/Hospital in Coombe Valley Rd. As there are currently no "care bed" facilities being provided it is essential land is retained on the existing hospital site for any future provision that could include such facilities.



Affordable Rail Travel

— Alan Sencicle —

Prospects for exploring Britain by train were greatly improved when the Javelin High-Speed train commenced operation from Dover Priory in December 2009. Earlier on January 21st, members of the Society had enjoyed a visit to the Hitachi maintenance depot in Ashford at a time when the new rolling stock was being delivered at the rate of a train each week.

Although the location of St. Pancras is not ideal for access to London tourist attractions, it is well placed for onward rail travel, particularly for East Midland services from the same station or King's Cross. Euston is just over 10 minutes' walk or 1 stop along the Northern line and Paddington is a 10-minute journey using the Hammersmith and City line. Once in London, many interesting destinations can be reached fairly quickly. Bristol, Manchester, Liverpool and York in around 2 hours, Newcastle in 3 hours, Glasgow and Edinburgh in less than 4½ hours. Leaving Dover Priory at am it is even possible to be in Inverness just after 8 pm the same day.

Due to the perceived high cost of rail fares, many of our members resort to coach travel. This has partly come about because affordable advance rail fares have not been available for journeys within the network operated solely by Southeastern Railway since the company was awarded the franchise in 2006. As a result, journeys to and from London are expensive compared to far cheaper advance

fares available elsewhere from other rail companies. The cost of a high-speed rail journey to Dover from London is £40 for a standard class monthly return. Compare this with advance return fares from London to Birmingham - £12, Chester, Manchester and Liverpool - £25, Brighton and Southampton - £10, Bournemouth - £22 and Weymouth - £28.

This gross distortion of the rail fares market is having an adverse effect on the potential for tourism in East Kent. For some years I have been the Dover Society representative on the White Cliffs Country Tourism Alliance (WCCTA). Following extensive research on the availability of cheap rail fares elsewhere, I was asked to approach Southeastern Railway with a view to persuading the company to adopt an advance fares structure. Initially the company outlined a host of reasons why they were reluctant to offer far cheaper advance fares that could reduce the cost of a return journey from Dover to St.



Hitachi Depot Visit

Pancras from £40 to £14.

By supplying Southeastern with a large number of facts which they have been unable to dispute, the current position is that an advance fares structure is now on their agenda. Unfortunately, with the term of the next franchise commencing in October 2014, advance fares are currently on hold. It is disappointing, that so far, the much improved rail service has not brought to Dover, Deal and Sandwich the expected benefits. It is a great pity that it might be almost 5 years following the introduction of the high-speed service before they are finally realised.

In the interim, for Society members wishing to travel to destinations beyond London, many bargain rail journeys are on offer when booked from Dover, Deal or Sandwich. The following rail fares are available now, shown as advance single fares that can be booked up to 12 weeks in advance. Additionally, all these fares are eligible for the one-third off railcard discount shown in brackets.

The real bargains are Chester, Manchester and Liverpool at £17.50 (£11.20) as well as Birmingham for only £12 (£7.90). It is worth mentioning that travel via Manchester, using 2 separate advance single tickets, can be much cheaper than buying 1 advance ticket to such places as Leeds, York and Newcastle, destinations all served directly by East Coast from King's Cross. Although this increases journey times, such an option is valid when comparisons are made with lengthier journey options such as National Express or even travel by car.

All these 'through tickets' permit the use of the high-speed train to St. Pancras

along with London Underground travel within Zone 1. A dagger symbol on the ticket indicates the availability of the latter option.

I once travelled to Manchester by coach during my school days. I won't ever do so again. It would be interesting to compare the current cost and travel time with the senior railcard option of £22.40 return for a typical 4-hour journey each way?

Finding the cheapest advance fares can be a little tricky. Persevere and you will be awarded with significant savings and don't ignore the option of 1st Class travel. Booking a week ahead this may only be slightly more expensive than a Standard ticket. A combination of senior railcards, advance fares and faster journey times can be very attractive. Although advance rail tickets can be purchased from station booking offices, it is far easier to find the bargains by searching online.

I will continue with my campaign in an attempt to bring advance fares to the Southeastern Railway network as soon as possible. Until that welcome day, there are many attractive tourist destinations to which rail fares are cheaper than tickets as far as London.

Another stumbling block is the lack of adequate car parking at Dover Priory where there are only 31 spaces. This almost certainly results in commuters driving to park at Folkestone or Ashford. Could this explain the reduction of passenger numbers using the station since the coming of the Javelin trains?

Useful websites:

www.southeasternrailway.co.uk and

www.rail-reg.gov.uk



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

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

Social events Writing for newsletter

Projects e.g. clearance, surveys, photography

Any other interests or expertise

PROGRAMME 2014

*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.*

March 17
Monday 7.30

Speakers: **Derek Leach** "Life in Dover during the First World War"
Chris Russell "Education in Dover"

April 14
Monday 7.30

Annual General Meeting

Speaker: **Allert Riepma**
"Redevelopment of Buckland Paper Mill"

June 21
Saturday
£46.00

Ypres and The Menin Gate. This trip will have a Military Historian Specialist Guide from start to finish. We travel by Eurotunnel, arrive at Ypres approx 13.30 local time, where we can spend a little time to take some refreshment and/or browse the local shops. The coach will then take us to Essex Farm, which started as a small, basic dressing station, and, gradually over the years became the Advanced Dressing Station. From Essex Farm, move on to Langemark (German Cemetery). On our way from Langemark to Tyne Cot we pass the memorial known as "The Brooding Soldier" which commemorates the Canadian 1st Division. Onwards to Tyne Cot Cemetery which is the resting place of 11,954 soldiers of the Commonwealth Forces. Travel back to Ypres where we will be dropped off at a restaurant for a three course meal (which is included in the price). Menin Gate is approx 10 minutes walk from the restaurant where the buglers of the Local Volunteer Fire Brigade sound The Last Post, followed by a minute's silence, then Reveille. For those who have not previously witnessed this event, it is most moving, and, appropriate in this Centenary Year. From the Menin Gate we return to the UK via Eurotunnel arriving in Dover late evening.

October 20th
Monday 7.30
£7.00

Itinerary, maybe subject to alteration on the day.

Passports are essential on this trip.

Pick up points: 09.00 The Railway Bell; 09.05 Hollis Motors; 09.10 Frith Road; 08.00 Brook House Car Park 09.20

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

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Tim Waggott
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