

The  
Dover  
Society

# Newsletter

No. 81

November 2014



*Tyne Cot Cemetery  
between Passchendaele and Zonnebeke, Belgium*

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# THE DOVER SOCIETY

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# Contents

2 EDITORIAL

Alan Lee

## **SOCIETY OUTINGS**

6 1<sup>ST</sup> VISIT TO YPRES

Derek Leach

8 2<sup>ND</sup> VISIT TO YPRES

Patrick Sherratt

9 TIDES AND FLOODING

Lorraine Sencicle

14 A FLOOD ALLEVIATION PROPOSAL

Alan Sencicle

18 COWGATE CEMETERY

Barry Late

18 ASSOCIATION OF GRAVEYARD RABBITS

Alan Lee

20 PLANNING COMMITTEE

Patrick Sherratt

22 RIVER DOUR

Ray Newsam

23 BOOK REVIEW WESTERN HEIGHTS WWI

Alan Lee

## **SOCIETY OUTING**

24 OUTING TO THANET

Derek Leach

27 DOVER'S DOUBLE CONNECTION TO THE LAND OF OZ

Peter Sherrad

32 BRUCE'S STORY -PART 1

Merril Lilley

39 MEMBERSHIP NEWS

Sheila Cope

41 REFURBISHMENT COMMITTEE

Jeremy Cope

42 A RETIRING ARTIST

Peter Sherrad

45 DOVER FILM FESTIVAL

Alan Lee

48 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

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Once again with Christmas fast approaching we look forward to this year's Christmas Feast/Lunch to be held in the Stone Hall of the Dover Town Hall. Full details are inside of the back cover. Last year's event was a resounding success, so why not come and join us for an excellent meal and take the chance to meet other members and friends. You can bring guests that are non-members - it may encourage them to join the society.

If anybody would like to donate a prize for the Christmas raffle could you please put them in touch with a committee member or the organiser Denise Lee. She can be contacted at any of the society's meetings or through the Editor.

If any of our members have an article or story that they feel would be of interest to fellow members please contact the Editor either by mail, telephone or e-mail. The criteria are that there must be some link to the Dover area, either through the story or the person.

Dover Heritage Open Days: - this event coordinated by the society was again a resounding success this year. Congratulations to all those who organised and took part in the event.

This is also the last chance I have to remind you of the 2015 Dover Film Festival. This year an extra day has been added, Wednesday 4th March at the Silver Screen cinema off the Market Square. There are more details of this event inside this newsletter.

I would also like to take this opportunity to wish a merry Christmas and a prosperous New Year to all, especially those who work in the background. They keep the society alive and functioning.

Alan Lee

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## DEADLINE for contributions

The last date for the receipt of copy for issue 82 will be Wednesday 14th January 2015. 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

## *1st Visit to Ypres and First World War Cemeteries*

Derek Leach

On the longest day of the year and one of the sunniest a packed coach travelled via Eurotunnel to Ypres and the fields of Flanders to pay our respects to the many thousands who gave their lives during the carnage of the battles around the Ypres salient during the year commemorating the centenary of the outbreak of the 'war to end wars'.

A day trip could not possibly do justice to our objective and we were conscious of the pressures of time to complete our itinerary with our military historian and driver hurrying us along. The plan was to visit two British and Commonwealth Cemeteries and one German Cemetery culminating with attending the daily Menin Gate ceremony in Ypres. A lunch stop in Ypres came first where we lost our first bit of time negotiating road closures caused by a car rally in the town centre with the Cathedral close being used as pit stops! There was just time for a snack and a drink and a quick look inside the cathedral where there was a number of moving art displays on a First World War theme.

Passing several small, beautifully kept (by the Commonwealth War Graves Commission) cemeteries, our first stop was at Essex Farm cemetery. Our historian pointed out the special memorial to John McCrae, a Canadian doctor who enlisted early in the War and was stationed at Essex Farm with the Canadian Field Artillery. Having witnessed the burial of a close



*McCrae memorial Essex Farm*

friend buried there, John McCrae noticed the poppies blowing around the graves, which inspired him to write the well-known poem 'In Flanders Fields,' now recorded on his memorial.

The German cemetery at Langemark is one of only four German cemeteries in Flanders, containing the remains of over 44,000 soldiers. It differed greatly from the British cemeteries with their white, upright headstones standing proud in the sunshine. At the entrance was a sombre, mass grave, containing the remains of 24,917 unidentified soldiers. Elsewhere, shaded amongst lines of oak trees (a German symbol of perpetuity) were slabs of dark granite laid flat, concealing up to 15 named remains per stone. In one corner was a short, stubby black cross so different from the tall, white memorial crosses in our cemeteries. A sculpture of four mourning figures stands guard over the fallen which, strangely, include two British soldiers killed in 1918. Before leaving Langemark, some of us gathered to pray and meditate upon the horrific slaughter that this cemetery and others represent to us today.



Our final visit was to Tyne Cot Cemetery and its Memorial to the Missing. This is the largest Commonwealth war cemetery in the world with over 11,956 graves and on its impressive white walls 35,000 names of those with no known grave who died in the Ypres Salient after 16 August, 1917. The site was originally a barn with half a dozen German pill-boxes around it in the Passchendaele battlefields. Three pill-boxes remain and the large Cross of Sacrifice sits atop another. With little time we admired the beautiful red roses everywhere that complemented the row upon row of simple, white headstones - some with names, others inscribed, 'An Unknown Soldier of the Great War'.

We returned to Ypres for our booked main meal, leaving behind our historian and one of our party who had failed to return to the coach and who could not be found. Fortunately, he turned up eventually, but the delay cost us dear in time. The plan was to be at the Menin Gate an hour before the 8pm ceremony in order to obtain a good view. Instead, we managed to arrive just before the start and had to be content with looking over the heads of some 2,000 others. It was, nevertheless, a moving ceremony, carried out daily since 1928 after the Menin Gate was built in 1927 (except for a break during the Second World War German occupation when it was held at Brookwood Cemetery in Surrey). Inscribed on the Gate are the names of 54,896 Commonwealth soldiers who died in the Ypres Salient, but whose bodies have never been identified or found. The daily ceremony represents an expression of gratitude by Ypres citizens to those who gave their lives for Belgium. Buglers from the fire brigade sound the Last Post and wreaths are laid. Often visiting military bands from the UK and elsewhere take part and on our visit it was the London-Scottish Regiment.

Under strict instructions to get back to our coach as quickly as possible in order to make our booked return trip, we lost more time in the crowds, and our leaders were worried that we would not make it and would face a long delay and even extra cost, but we did, by the skin of our teeth, after loading time had officially passed. We were one of only four vehicles on the very long train.

The journey back gave us time for thought. Why do we and thousands of others make this trip to Flanders and other battlefields day after day, year after year, after 100 years? To remember and respect all those unknown to most of us who gave - no, whose lives were taken? To learn something from the slaughter?

Our thanks go to Pat and Patrick for organising the visit, especially for organising a second trip so as not to disappoint all those wishing to go.



*Menin Gate*

# SOCIETY OUTING

## *Second Trip to Ypres*

Patrick Sherratt

The first trip was fully booked within days and Patricia quickly organised a second trip.

So on Thursday 3rd July forty-one members joined the coach. Our crossing on this occasion was by DFDS to Dunkerque. A pleasant surprise awaited us as one of our members who is the Chief Engineer arranged for a small group to visit the bridge. Many thanks to Ed.



*On the bridge of Dover Seaways © J Pople*

Derek has beautifully described in his report of the first visit on Saturday 21st June, the three cemeteries that we visited so I shall not add other except to say that all on this trip were gripped with the emotion that is felt when visiting these cemeteries and seeing evidence of such a large scale loss of life.



*Christ's Hospital School Band Menin Gate © J Pople*

The only difference from to the first trip was that due to the later time of arrival in France by using a ferry it was not possible to have a break in Ypres at lunchtime.

Running like clockwork the timing enabled us to gain front row seats at the Menin Gate. The guest band on this occasion was the Christ's Hospital School that had a personal connection for me so was an added bonus.



*Fire Service Volunteers Menin Gate © J Pople*

With an earlier start and later time home all returned tired but appreciative of the experience of visiting the battlefield areas in this centenary year of the outbreak of World War I.

# Tides and Flooding

Lorraine Sencicle

Dover is subject to a perennial flooding problem. Physically, the town is situated at the extreme south-eastern tip of the British Isles. It is also the closest seaport to the Continent with Calais, France 20.6 miles (33.1km) away. Situated on the English Channel (French: La Manche), it is an arm of the Atlantic Ocean that joins the North Sea off the Thames Estuary. The Channel is about 350 miles (560 km) long, varies in width from the Strait of Dover (French: Pas de Calais) to 150 miles (240 km), and covers an area of approximately 29,000 square miles (75,000 square kilometres).

The Channel is a shallow sea with an average depth of about 390 feet (120 metres) at its widest part and about 148 feet (45 metres) in the Strait of Dover. Because of this, it acts as a funnel to both winds and tides, making the Strait notoriously tempestuous.

It has been recognised since ancient times that the Moon has an important effect on tidal movements. Its gravitational force tends to bring the Earth and the Moon towards each other but as they both rotate about a common centre of gravity, this has a counter effect. The part of the Earth's surface nearest the Moon is subject to the greatest gravitational force, but only water on the Earth's surface is free to move and it is this gravitational pull that creates tides. The actual magnitude of the gravitational pull and the time lags involved vary according to terrestrial conditions so no two places respond in the same way.

Another force involved is the Sun but due

to the greater distance involved this effect is much less. Albeit, when the Sun and Moon are in conjunction – during the phase of a 'New Moon' or in opposition 'Full Moon' – the combination of the two forces act together and the rise and fall of tides are stronger – these are called Spring Tides. When the two celestial bodies are at right angles to each other, the force is not so strong and the result is what is called Neap Tides.

Because there is a time interval involved, in the waters around Britain spring tides occur 2 days after a New and Full Moon and the neap tides 2 days after the Moon's Quarters. Finally, because the Moon's orbit is elliptical, the distance between it and the Earth varies. When they are closest this is said to be Perigee and furthest away, Apogee.

The next factor to be taken into account is Tidal streams. These are the movements produced in response to the above but they are also affected by winds – the stronger the wind the greater the effect. Another factor is the barometric effect, when the atmospheric pressure is low, the sea level is increased and vice versa. The sea level will also be raised on the coast towards which it is blowing. Finally, if sea level is raised in one area, there will be a fall in another. This is a particular problem in the southern part of the North Sea as it causes Storm surges leading to flooding along the east coast of England and on the west coasts of the Continent.

For Dover the problem of flooding increases if there are strong winds blowing

from the south-west and the tidal stream is running in the same direction during a Perigee Spring tide that causes an exceptionally high tide. Further, if there is an atmospheric deep depression travelling eastwards past the northern entrance to the North Sea, this too, with the combination of tide and wind, will cause flooding.

Dover is famous for the White cliffs; indeed the town nestles between the eastern cliffs on which the Castle is built and the Western Heights. They rise to 350 feet (110 metres) and are comprised of chalk and black flint. The river Dour is about three miles long, narrow and not particularly deep. The river rises at Temple Ewell, with a tributary coming in from the Alkham valley.

From Kearsney Abbey the Dour flows through the village of River and then the town skirting the east side of Pencester Gardens, turns west behind Castle Street and at Stembrook turns south towards the sea before going west again and through a culvert under Townwall Street (A20). The final leg of its journey to Wellington Dock, is through culverts under New Bridge and Cambridge Terrace.

In the past, there were a series of flood plains along this fast flowing river's embankment but after Kearsney Abbey, with the exception of Pencester Gardens, these have been subject to building development. Furthermore, for much of this part of the Dour's course, the developments are only a few feet above the ordinary level of the river. Hence, when there is heavy rain the areas that were once flood plains are prone to flooding and with a combination of an exceptionally high tide and heavy rain there will be flooding.

There is much evidence in the historical



*Western Docks and Former Lord Warden Hotel From Western Heights C1990s showing the concreting that has since been increased.*

records of the town being flooded from the sea, which has led to flood defences being built. There is also much evidence of the Dour overflowing its banks, for instance in 1850, from Charlton to Dieu Stone Lane the land on either side of the river flooded and froze and the area became a skaters' paradise. To some extent, the industrialisation along the Dour exacerbated the fresh water flooding but it was the large-scale house building and road laying programmes, in the second half of the nineteenth century, that turned the problem into a regular crisis.

In 1863, while what became Maison Dieu Road was being laid it was recommended that the surface should be raised 3 feet (1metre) above the Dour's mean level. It was decided that this was too expensive so flooding became a regular problem thereafter. Some thirty years later, the council purchased the riparian rights to Stembrook Mill and lowered the base of the river from there to St James Lane by about 2 feet (0.6metres). This initially solved the problem but since then many properties have been built and roads using concrete or other impervious materials.

By 5th January 1873, following the classic combination of wind, weather and tide, the Pier District around the harbour, was severely flooded. The heavily populated area was not only under a combination of

sea and fresh water but raw sewage as the outfalls ended in the sea nearby.

Following a quarter of a century of regular flooding, in 1899 an especially nasty flood affected the Pier District. The council proposed to buy land from Dover Harbour Board (DHB) to create a secondary sea defence but this came to naught. Instead, much of the Pier District was condemned and demolished in order to build a viaduct and road access to the harbour. More recently, in 1994, the Victorian sewage works on Elizabeth Street, in what was the Pier District, was upgraded and a 1,500mm diameter concrete pipe replaced the original outfall. Since 1999 sewage has been taken from there to Broomfield bank, Farthingloe, for treatment. However, in that area there has been extensive laying of impervious material to create the A20 and other roads plus lorry, coach and car parks.

Albeit, the combined effects of wind, weather, tides, and lack of flood plains continued to hit the town. Indeed, Dovorian Budge Adams, writing of his childhood in the early part of the 20th century, spoke of Dolphin Lane by the Phoenix brewery. He wrote in an article in the Dover Society magazine (May 1991) that in heavy weather and springtides'



*Dour River Flood Level St James Lane 7th May 1935  
Taken by D J Edward September 1953 © Library*

flooding was so regular that the sandbags stored in the yard of the brewery in readiness such that it made it difficult to enter the premises!

On 7th May 1937, five days before the Coronation of George VI (1936-1952), abnormal rainfall flooded Maison Dieu Road. On the night of 20th May, during high tide, there was a thunderstorm that lasted two hours and the Dolphin Lane/St James Lane area was under such deep water that a mark was affixed to the wall of the Phoenix brewery. This happened again on 10th June and finally on St Swithen's Day (15th July) that year, the floods extended from Maison Dieu Road to Townwall Street.

Shortly after, on 20th July, the town's



*Dour in Full Flood Dieu Stone Lane February 2014  
© Lorraine Sencicle*



*Dour in Full Flood Looking Towards Park Street  
February 2014 © Lorraine Sencicle*



*Flood Prevention Control Box Maison Dieu Road  
Recently Installed by Southern Water Ltd.*



*Flood prevention pumps are under the manhole covers  
and have recently been installed by Southern Water  
Limited on Maison Dieu Road.*

surveyor, William Boulton Smith, presented a report to the Town Council in Committee. In this, he stated that flooding occurred when heavy rains coincided with spring tides and that extensive and immediate steps were necessary to improve the surface water drainage system of Dover. He emphasised that the increasing number of roads impervious to water exacerbated the problem. His recommendations amounted to a cost approaching £400,000 and although work was initiated, it ceased when other calls on the town's budget were made.

Following World War II (1939-1945), the frequency of floods increased due to housing and industrial development. In July 1957, severe flooding occurred following heavy rain and a high tide restricting the discharge of the River Dour. This resulted in, David Bevan, Dover Borough Engineer 1951-1972, in September that year producing a report. He made several recommendations that included: a new bridge over the Dour at Flying Horse Lane; a new surface water sewer to drain the area to the north of Market Square; the division of the main sewer that crossed the Dour in a culvert under New Bridge and modifications to the Wellington Dock gates. The report was adopted and between 1957 and 1961 improvements were made in Barton Road, Granville Street, Maison Dieu Road and London Road from what is now Coombe Valley Road to Buckland Bridge. After 75 years, Head Wrightson and Co. had replaced the Wellington Docks gates at a cost of £35,000 in 1945, so the Harbour Board did not intend to replace them at that time. Since the early 1960s, there has been an increase in the use of automatic washing machines and the emphasis on human hygiene has increased the pressure on the removal of used household water through Dover's archaic drainage system.

Half a century after the Bevan report in 2008, the Community Hospital, in line with government recommendations of the time and included 'step-up and step-down beds', that this author and her small team won for Dover, was scuppered. Dover District Council (DDC) decided that the Community Hospital should be on the former Brook House site, in Maison Dieu Road. Those against the proposal loudly protested emphasising the flood risk in the area. The project was dropped and DDC blamed the Environment Agency for doing nothing to alleviate the flooding problem. The result is that Dover is to have a lower

grade polyclinic on a site where the road access leaves much to be desired.

As for the Brook House site proposal, the representative of the Environmental Agency this author had dealings with at that time, did identify the causes of the flooding risk and, in great detail, the solutions available. The problem, he said, was caused by a combination of heavy rain and a high tide restricting the discharge of the River Dour and the impervious road and car parking surfaces!

These, he said, could be dealt with by builders/householders being more environmentally aware. The use of specialist building measures on known flood plains – similar to those used for the Riverside Centre for the Community Hospital proposal. Flood prevention kiosks and vents to alleviate potential crisis situations – such as those built recently by Southern Water Limited in Maison Dieu Road, Brookfield Place and at the Buckland Mill housing development on Crabble Hill. Finally, dealing with the restriction problem of the River Dour at Wellington Dock that occurs during the combination of storms and high tides.

For the last few years the Dover Harbour Board (DHB) has been considering the

redevelopment of Western Docks that my husband, Alan, is particularly interested in. Several years ago, Alan emphasised the importance of small vessels being able to continue to use the Wellington Dock. It has been suggested that a new navigation channel may be cut through the Esplanade from the dock to connect with a proposed new marina development to be situated to the east of the Prince of Wales pier. The cut would incorporate a sea lock of modest proportions when compared with the size of the existing Wellington dock's twin mitre gates. It is these mitre gates that can retain water within the dock when sea levels are low but cannot prevent water flowing in when sea levels are high.

During family discussions on the subject, I brought to Alan's attention the 1993 DHB development plan for the Western Docks. Former DHB employee, Bill Fawcus was responsible for delivering the project. Alan asked Bill why the plan had not gone ahead and was told that the Environment Agency had blocked it due to an unacceptable flood risk. On the highest spring tides of the year, water levels can overtop the walls of the Wellington Dock. With a combination of low atmospheric pressure, storm force North West winds in the North Sea and heavy rainfall swelling the River Dour, the risk of flooding is further increased.



*Wellington Dock East End Bubbles Caused by the Dour Entering Through Culverts at this End*  
© Alan Sencicle 2009



*Wellington Dock Gates From the Tidal Basin with Swing Bridge in Background*  
© Alan Sencicle 2009.

# A Flood Alleviation Proposal for the Wellington Dock

— Alan Sencicle —

The following narrative outlines an idea that could potentially be of great benefit to Dover Harbour Board, the Environment Agency and the town of Dover.

Several years ago, at the time of the Western Docks Terminal 2 proposals, I emphasised the importance of small vessels being able to continue to use the Wellington Dock. This required a new navigation channel to be cut through the Esplanade from the dock to connect with the proposed new marina development to be situated to the east of the Prince of Wales pier. The cut would incorporate a sea lock of modest proportions when compared with the size of the existing Wellington dock's twin mitre gates. Although these gates can retain water within the dock, they cannot prevent water flowing in when sea levels are higher.

Earlier this year, my wife Lorraine showed me a copy of the 1993 DHB development plan for the Western Docks. Former DHB employee, Bill Fawcus, was responsible for delivering this project. I asked Bill why the



*Present Mitre Lock Gates to Wellington Dock that Retain Water within the Dock when Sea Levels are low but cannot prevent water flowing in when sea levels are high © Alan Sencicle 2009*

plan had not gone ahead. He told me the Environment Agency had blocked it due to an unacceptable flood risk. On the highest spring tides of the year, water levels can overtop the walls of the Wellington Dock. With a combination of low atmospheric pressure, storm force North West winds in the North Sea and heavy rainfall swelling the River Dour, the risk of flooding is further increased.

However, if the proposed lock between the dock and the new marina is fitted with suitably designed gates that can hold back exceptionally high tides, the potential for flooding could be eliminated.

There are a number of ways this could be achieved:

1. Duplicated mitre gates at the seaward end of the lock only. One pair facing in towards the dock and the other facing out towards the sea.
2. A transverse gate at the seaward end of the lock sliding in and out of a recess to the side of the lock structure, able to seal in both directions according to the state of the tide. This design of gate maximises the size or numbers of vessels that can pass through the lock for the minimum construction cost. The Kiel Canal locks incorporate such a design.
3. If a basic lock were to be provided with 2 sets of mitre gates designed to retain dock water levels. A stop gate could be provided that would need to be inserted and removed by crane at times of predicted high tides likely to result in flooding. Such



a stop gate would be situated between the mitre gates and the sea. If a second stop gate facility were to be incorporated beyond the mitre gates at the dock end of the new cut, then maintenance of all the dock gates could be carried out without the need to drain the dock. This has never been possible with the existing dock gates.

4. The cheapest option would consist of no more than a single pair of mitre gates designed to maintain dock water levels over the low water period. Even then a stop gate facility should be installed either side for both flood prevention and for maintenance.

5. A hinged gate on the seaward side of the lock that would lie flat on the bottom but was capable of being raised to the vertical at times when high tides are predicted. This design was incorporated into the Train Ferry Dock opened in 1936. A full description may be found at [www.doverhistorian.com](http://www.doverhistorian.com) The Thames Barrier is a development of this design.

The retaining walls of the proposed cut must be built such that they are higher than the highest possible predicted sea levels.

I have calculated the area of the Wellington Dock to be something of the order of 32,650 square metres. Within such an area a change in water level of only 1 metre equates to 32,650 tonnes or 3.265 million litres. I have studied water flows in the River Dour and estimate normal flow rates to be of the order of 2000 tonnes per hour (0.55 cubic metres per second; 550 litres per second) into the Wellington Dock. Maximum flow rates coincident with exceptionally high tides could be of the order of 10,000 tonnes per hour. It is likely that additional groundwater is finding its way into the dock. These figures may be

verified by closing the existing sluice gates over a low water period and monitoring the rate of rise of water level for both high and low river flows.

When required the new lock and its associated sluices could be used to lower the water level in the dock over the low water period. 1 to 1½ metres lowering of level would be all that is required to prevent any possible risk of flooding.

If a suitable facility is incorporated into the new cut to hold back exceptionally high tides with the dock level lowered and all sluices closed, the flow from the river Dour and any other fresh water ingress would result in a controlled increase in level with no potential for flooding. I cannot see a requirement for the lock gates and sluices to be closed for more than 1½ hours either side of high water.

There should be significant benefits of such a scheme for the Dover Harbour Board. The Environment Agency could save money on future flood prevention schemes as sea levels continue to rise as a result of climate change. Finally areas of the town blighted by the threat of flooding could also be made available for development. Risk of flooding prevented a proposed Community Hospital being built on the former site of Brook House between Maison Dieu Road and the river Dour.



*Kiel Canal Tranverse Lock Gates July 2007  
© Alan Sencicle*

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# COWGATE CEMETERY

Barry Late

Sometimes known in the past as 'The Noble Company of Carers of Cowgate Cemetery', recent discussion amongst our noble and selfless taphophiles (person interested in things relating to graves) has centred on news by one of our number of the existence of The Association of Graveyard Rabbits. On further investigation we discover the association was founded in the USA (where else) following publication of a poem by Frank Lebby Stanton entitled 'The Graveyard

Rabbit'. Any further interest waned rapidly as discussion moved on to the far more important matter of the introduction by Deborah of ginger flavoured banana cake at the coffee break!

Feedback and opinion from our dedicated band of strimmers, mowers, pruners and general maintenance volunteers is all very positive as we continue to progress the work at a good rate and appear to be slightly ahead with all our tasks.

If you would like to come and join us or just simply see what we get up to, sessions are from 9am to 12 noon on the following future dates:-

Month	Thursdays	Saturdays
November	06 Nov 14	15 Nov 14
December	04 Dec 14	13 Dec 14
January	08 Jan 15	17 Jan 15
February	05 Feb 15	14 Feb 15
March	05 Mar 15	14 Mar 15

*For more information please contact either:*

*Barry Late: 01304 826286 Email: [barry@late697.plus.com](mailto:barry@late697.plus.com)  
or Jeremy Cope: 01304 211348 Email: [Jeremycope@willersley.plus.com](mailto:Jeremycope@willersley.plus.com)*

## The Association of Graveyard Rabbits

Researched by Alan Lee

This association is dedicated to the academic promotion of the historical importance of cemeteries, grave markers, and the family history to be learned from a study of burial customs, burying grounds, and tombstones; and the social promotion of the study of cemeteries, the preservation of cemeteries, and the transcription of genealogical/historical information written in cemeteries.



The Association of Graveyard Rabbits was founded by Terry Thornton (Mississippi) with assistance from footnoteMaven (Washington) and Bob Franks (Mississippi). The Association of Graveyard Rabbits is authored by Terry Thornton of The GYRabbit of The Hill Country. It features a weekly article with links to all of the articles written by the membership and a weekly feature devoted to the introduction of one of the members. Members are in contact

with each other through their blogs, through a frequent Graveyard Rabbit e-Letter, and through interaction at the Graveyard Rabbit Group at Facebook. Additional publications planned include an e-Quarterly and an e-Annual.

### Why the Association of Graveyard Rabbits?

The Association was named after Frank Lebby Stanton's poem, *The Graveyard*

*Rabbit*. Although the poem is about superstitions associated with graveyard rabbits, Stanton also establishes that such rabbits have a charmingly intimate knowledge of graveyards and a loving association with the dead. These traits are the motivation for the human beings interested in this group. The *Graveyard Rabbit* was published in *An American Anthology, 1787-1900* edited by Edmund Clarence Stedman, (1833-1908).



## THE ASSOCIATION OF GRAVEYARD RABBITS

*"Among the graves . . . in the gloom and gleam,  
Content to dwell where the dead men dream"*

Frank Lebby Stanton



### The Graveyard Rabbit

By Frank Lebby Stanton (1857 - 1927)

*In the white moonlight, where the willow waves,  
He halfway gallops among the graves—  
A tiny ghost in the gloom and gleam,  
Content to dwell where the dead men dream,*

*But wary still!  
For they plot him ill;  
For the graveyard rabbit hath a charm  
(May God defend us!) to shield from harm.*

*Over the shimmering slabs he goes—  
Every grave in the dark he knows;  
But his nest is hidden from human eye  
Where headstones broken on old graves lie.*

*Wary still!  
For they plot him ill;  
For the graveyard rabbit, though sceptics scoff,  
Charmeth the witch and the wizard off!*

*The black man creeps, when the night is dim,  
Fearful, still, on the track of him;  
Or fleetly follows the way he runs,  
For he heals the hurts of the conjured ones.*

*Wary still!  
For they plot him ill;  
The soul's bewitched that would find release,—  
To the graveyard rabbit go for peace!*

*He holds their secret—he brings a boon  
Where winds moan wild in the dark o' the moon;  
And gold shall glitter and love smile sweet  
To whoever shall sever his furry feet!*

*Wary still!  
For they plot him ill;  
For the graveyard rabbit hath a charm  
(May God defend us!) to shield from harm.*

Poem reproduced by kind permission of Steven van Leeuwen, President, Bartleby.com, Inc.

# Planning Committee

Patrick Sherratt

The Planning Committee continues to respond to planning applications, in particular those affecting Conservation Areas and Listed buildings.

Much has been mentioned with regard to the car rental site in Maison Dieu Rd. Members may recall that this site was in a derelict condition having been used for many years by Kenning Car Hire. When the Planning Application was submitted in 2010 it was the Committee's view that the proposed plans and continuation of a car hire/rental business would actually enhance the site. Although the office was of a modern design it was in fact replacing a modern and dilapidating building, therefore, the Society made no objection.

Within one year there was evidence that the business was not just cars but HGV (lorries) and vans that were being sold as well as for rental. DDC were informed that there was a possibility of a breach of planning as well as no approval for signage within a conservation area. No action was taken by DDC. At a later date a "High Pressure Washing facility" was installed. This was for washing all types of vehicle including large HGV lorries. The spray from this industrial type machine resulted in excessive spray on the Grade II listed building behind the machine. The owner of the listed property raised this with DDC.

Subsequently a retrospective application was submitted. The DDC Planning Case Officer recommended refusal of the application and his lengthy report drew attention to the importance of protecting important heritage assets. Within the report he drew attention to the fact the design of

buildings as well as the problem of spray was due to large vehicles being washed. On the 28th August the application came to DDC Planning Committee where the Planning Officers recommendation for refusal was overruled. Sadly some of the DDC Councillors comments left much to be desired with "rain has chemicals (acid rain) so cannot see the problem with spray on the listed building", another Councillor could not hear any noise when he was in the public house, the fact that it is behind the listed building as well as being inside a noisy pub environment was not considered. The chair of DDC Planning Committee made every attempt to draw his members to the importance of the design of buildings in Conservation Areas but was ignored by all with the exception of one Councillor (Cllr J Cronk).

It is sad that the Planning Committee failed to impose any restriction on HGV/Large vehicles as suggested by the Planning Case Officer. This could have been a satisfactory solution.

The Society expressed its concern in an open letter to the Leader of DDC and was well reported in the press. Our MP has also shown his support for Society comments "I agree with you and the Dover Society. I was really shocked by this. I just don't understand the decision of the (DDC) Planning Committee".

Section 215 activities. It is now nearly three years since we initiated this important aspect of the 1990 Planning Act with full support from both Dover Town Council and Dover District Council. During this time over 70 properties within Dover have

responded by improving the visual maintenance of properties. DDC are continuing the process of working through the list to ensure remaining buildings comply. It is interesting to see also the number of owners who have also improved their buildings although not contacted under Section 215. This is exactly the same as is occurring in Hastings where for every one with Section 215 action two others improve.

The area of main concern in Dover is Bench Street and the buildings near the underpass. Three "legal" notices have been issued and it is to be hoped that we shall soon see some visual improvements to this area that is such an important thoroughfare for tourists (as well as residents) to and from the town centre and sea front.

Within this area DDC have revealed plans for the car park on the site when Centurion House is demolished. I am delighted that the various comments we made to DDC re landscaping has been taken on board with trees and the use of a tromp-l'oeil façade incorporated in the design.

As I write this report in early September it is sad to see the demolition of the former Cinema in Castle Street. The building is not listed or within the Castle Street Conservation Area. It is sad that someone did not seek some twenty years ago such listing when the interior was complete. A similar building in Tooting with Theodore Komisarjevsky interior is a Grade I listed building. Only the Castle is Grade I in Dover. So sadly another heritage asset is lost and we wait to see what the new owner intends to do with the site.

This now takes me to the DTIZ development. Compulsory Purchase Orders (CPO) was issued to landowners who have resisted selling land on this site

(Burlington House being the major obstacle). The CPO Process requires a Ministerial decision and I am pleased that this will take place from the 30th September; with a positive result we could at long last see the demolition of Burlington House and some building activity. Despite negative vibes from some quarters that seem determined to see DTIZ fail the current situation is positive with over 50% of the square meterage of the development either signed up or "under offer".

The Dover Society was asked to speak at the DDC Scrutiny Committee that was convened on the 23rd June following a public petition with regard to the delay of the DTIZ project. I emphasized how the St James's site (where DTIZ is to be built) had for so many years been left dormant with regard to making it attractive with appropriate landscaping. It is recognized that the Council is dependent on working with a commercial partner and inevitably there can be delays in particular during times of national recession. With such a lengthy time in delivery it was this type of neglect that caused residents to be annoyed and frustrated. My recorded comment to the Committee was, "To learn for the future that any major development sites must be suitably landscaped to enhance the town's visual appearance:- possibly jointly financed by Dover Town Council". If any member would like a full copy of my presentation do contact me.

What will the new name of Buckland Hospital be? By the time this newsletter is circulated I expect a decision will have been made. One of our Planning Committee members has heard that this spanking new building will have the boilers from the old hospital and that these are scheduled to be moved in February/March...will be cold in the new hospital if proven correct. We have been advised by the Clinical

Commissioning Group that our pressure on retaining the adjacent land for any future "Intermediate Care" facility has been partially successful. The latest statement by the Health Minister suggesting more local care bed facilities to ease the main hospitals, (a point we have continually made to the Health Authority), may see some movement in delivering the facility that Dover deserves.

The original site for the hospital was to be in central Dover; however, this was rejected

as the site is at risk of flooding. This is very sad for Dover as it would have been close to bus services from across the district as well as assisting with town centre regeneration. With Dover Harbour Board about to start on the Western Docks Cargo terminal Alan Sencicle presented a flood alleviation plan that could be incorporated within the Wellington Dock part of the scheme. I have, therefore, written to the Chief Executive at DHB with copies to appropriate Ministers, requesting giving serious thought to Alan's paper.

## River Dour Partnership

Ray Newsam

**W**ork has continued on our plans for the river, with much being read and written but not much practical improvement actually happening yet! This is the nature of what we are hoping to achieve in that any work on the river has to go through approved processes including environmental and flood impacts but we hope by the time of our next report there will be lots to report with our ongoing planning coming to fruition with some exciting projects. We have been keeping a watch on the river and where necessary contacting the Environment Agency about pollution reports, monitoring planning applications affecting the river, and watching developments such as the demolition of the cinema in Castle St where the river runs under the site.

Much of our time over the last few months has been spent meeting various bodies with an interest in the river, including parish councils and the town council where Jeremy Cope addressed a full meeting of the council in September. Our last partnership meeting in July was

preceded by a site visit to the Buckland Mill development, with our host being Alert Reipma from the Homes and Communities Agency who gave a talk to the society on the development earlier in the year. We were all interested to see in real life the developments that we had seen on screen.

Our meeting later in the day was hosted at the Royal Cinque Ports Yacht Club, and included a talk by Kevin Charles of DDC on the exciting new project at Kearsney parks - if not mentioned elsewhere in the newsletter you can find out more and sign up to receive news at <http://kearsneyparks.co.uk/Home.aspx>

Our volunteers have continued with their monthly river clean-ups over the summer, looking grand in their new safety gear supplied by our You Decide grant obtained last autumn. We now also have banners to display at our events and work parties, and volunteer leaflets giving more detail of what we are trying to achieve and how to get in touch - if anyone knows a place that



we would be suitable to place some of these then please get in touch.

A final mention as usual of volunteers! We need lots more help from people with all sorts of skills to achieve our plans, not just the physical help supplied by our clean-up

volunteers. Financial skills, writing skills, a knowledge of the natural environment, business planning, photography, fund raising experience etc. are all needed. If you would like to help or know someone who would then please get in touch via our secretary.

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

## *Dover's Western Heights in the First World War*

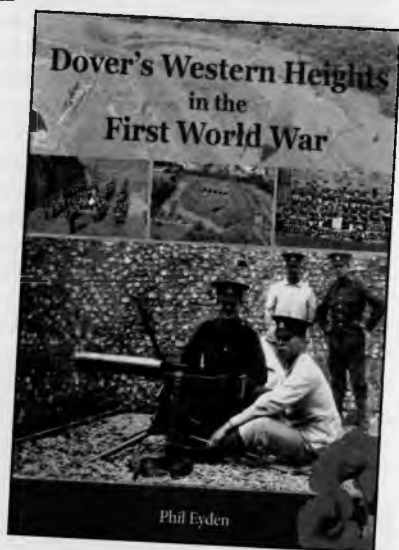
By Phil Eyden

*Phil is a researcher with the Western Heights Preservation Society and holds a combined B. A. (Hons) degree in History and Archaeology.*

This book details the story of the men garrisoned at the Drop Redoubt fort, the Citadel Fortress and the Grand Shaft Barracks during WWI.

Part 1 gives an in depth insight into the roles played by the infantry garrison, including The Buffs (East Kent Regiment), The East Surrey Regiment and The Royal Sussex Regiment. These are all forebear regiments of our own Princess of Wales's Royal Regiment which covers the whole of the South and South East of England.

Part 2 tells the history of the Dover Anti-Aircraft Corps and a Royal Naval Volunteer Reserve unit, composed of Dover residents, formed to protect the town from raids by Zeppelins.



£10 (plus £2 pp) a copy.

£5 will be donated to the WHPS for each copy to raise funds for the group.

Not available in High Street due to the 35% mark-up retailers demand.

Available from: Phil Eyden 42 Balfour Road, Dover, Kent. CT16 2NQ

E-mail: [phileyden@doverwesternheights.org](mailto:phileyden@doverwesternheights.org)

Please send a cheque for £12 (includes the donation and p&p). I can post two for £22.50 in the same envelope. I also accept PayPal or a bank transfer. The Editor can collect copies for delivery to members at our monthly winter meetings, cost £10.

# SOCIETY OUTING TO THANET

Derek Leach

On a glorious, sunny September day we set off for Ramsgate for our first visit of the day. This was to The Grange, rescued from development by the Landmark Trust in 1997 and subsequently restored at a cost of over £2million. Listed Grade 1 it is the house Augustus Pugin built for himself and his family. Born in 1812, Pugin was one of the most influential and prolific architects and designers of the 19th century. Only 40 when he died, Pugin revived medieval Gothic architecture and design, which he considered most fitting for Christians struggling amidst an increasingly secular society as well as being a counter to the popular Classical style, which he thought pagan. A convert to Catholicism, Pugin built many churches, schools, religious institutions and country houses as well as designing the interior of the Houses of Parliament.

With only himself to please, The Grange is not an extravagant house despite the richness of its interior. It was built to suit the life of his family (having eight children from his three wives) rather than the



*The Grange*

family having to fit around the design. It was built in 1843/44 and an enthusiastic and knowledgeable guide took us round the drawing room, library and dining room grouped around the entrance hall, which are richly wallpapered, painted and panelled. In Pugin's time it was full of furniture designed by him. We were particularly struck by how Pugin incorporated his family emblem, the martlet bird, and his own initials in much of the decoration - fireplaces, floor tiles, ceilings, wallpaper, stained glass windows plus the family motto 'En Avant' in the wallpaper. Biblical texts in Vulgate Latin act as a frieze around the library bookshelves. The house includes a private chapel, common in medieval households but unusual in the 1840s in a relatively modest house. The stained glass in the chapel includes Pugin kneeling beneath St. Augustine with his second wife and some of their children. Having looked at the kitchen, we ascended the stairs to the four bedrooms and the attics in the tower. Sadly, he only lived for two years after the house



*Pugin Wallpaper*

was finished, poisoned by mercury prescribed to cure recurring eye inflammation. The house remained in the family until 1928 when it became a school run by Benedictines. The Landmark Trust has made a fantastic job of returning the house to its 1840s original state and you may now stay there for a holiday – it sleeps eight!

We then went next door to see the church that Pugin built and paid for himself. It cost him £15,000 and he ran out of money before adding the planned steeple to the tower. Once again, Pugin was free of any pressure to design the building in any particular way and the result is an impressive Gothic church with beautiful stained glass (or, rather, painted windows). It includes the Pugin chantry chapel where Augustus and many of the family were later buried. Here Pugin was immortalised in stone by his son, Edward, also an architect. The cloister is dominated by colourful scenes from Christ's passion. The exterior is local knapped flint, unlike the stock yellow brick of The Grange.

Following time in Ramsgate town to find some lunch, we moved on to Margate and the amazing Grade 1 listed Shell Grotto. It was discovered in 1835 and opened to the public in 1838. The underground grotto



*Pugin Church St Augustines*

carved into the chalk is quite extensive, being some 104 feet long including a circular rotunda with 4.6 million mussel, cockle, whelk, limpet, scallops and oyster shells lining the walls in incredible designs. Nobody knows when the grotto was made, why or when. It is not mentioned in any documents before 1835. It could have been a devotional space of some sort - there is an altar - and the designs could be symbols. If you think it was built for a secular purpose then you will see patterns rather than symbols. Whatever its origin and purpose, it made for a fascinating visit.



*Stations of the Cross in Pugin's Church*



*Shell Grotto*

Finally, we went on to Cliftonville and the Walpole Bay Hotel for a cream tea - but this is no ordinary hotel! Once we were sitting in the restaurant, Jane Bishop, the owner, told us the story of the hotel and her part in it. It was built in 1914 and extended in 1927 with a veranda added in 1930, with no structural changes since and stayed in the same family, the Budes, until 1995. The hotel was very popular for family holidays and generations of the same families returned year after year until the 1970 and 1980s saw a decline with the growing popularity of overseas holidays. It closed in 1989 to be demolished.

This is when Jane Bishop and her husband stepped in. They had admired the hotel and its rich guests for many years, being regular day trippers from Chatham to Walpole Bay since their courting days. They were horrified at the prospect of demolition and, without any commercial or hotel experience, decided to try and buy it and reopen it. After a false start when the bank refused a mortgage because of the poor state of the building, they succeeded in purchasing the hotel. In the course of preparing the building for business they came across all sorts of equipment and records from the early days of the hotel: hotel registers from 1914, hotel linen, 1000 pieces of Walpole Bay Hotel crockery and other memorabilia. When the hotel reopened in 1995, Jane made a permanent display of some of the items. Families returned and started donating items that they had been hoarding for years (rather than throw them away). Jane has given them all a home and after her introductory talk we wandered around the public rooms and corridors to see the extensive collection of old typewriters, hoovers, toys, hats,

etc., etc. Also, hanging in the restaurant and along all the corridors are 132 framed linen napkins (soon to be 284) and Jane explained why. On one occasion a hotel reviewer visited and seemed to be very pleased with what he saw until at dinner he was apparently horrified to see paper napkins in use and asked why. Jane explained that the cost of laundering linen napkins was prohibitive except for special occasions like weddings, but he insisted upon having a linen napkin. Jane reluctantly obliged and left him to his dinner. Afterwards, Jane found that he had penned on the napkin a drawing and praise for the hotel. Jane had it framed and displayed. Many other guests have since followed suit with poems, drawings and paintings. The TV 'Hotel Inspector' visited and heavily criticised the Bishops saying that they must decide whether they were running a museum or a hotel. Jane's unequivocal reply was, 'Both!' By the way, the cream tea was excellent!

All that remained was to thank Patricia and Patrick Sherratt for organising a very interesting day and our driver, Ian, for managing to avoid the rush hour around Westwood by taking the scenic route.



*Walpole Bay Hotel*

## Dover's Double Connection with 'The Land of Oz'

— Fr. Peter Sherrad —

Over the past fifteen years many members of Dover families have encountered an individual who has offered pastoral care and considerable attention during very emotional periods of their lives accompanied with a far from local accent. The Reverend Ken Child, a native Australian affectionately known as "The Vicar of Oz", has been increasingly in demand as a minister for funeral services, mostly at Barham crematorium, by Dover families who have experienced and witnessed his pastoral concern and empathy for people when struggling with bereavement. When approached by funeral directors his immediate imperative is to journey from his home in Wingham to visit the families concerned and, through his Christian commitment sympathy and understanding, he has become in such

demand for these important services that families now routinely ask for him expressly because of his attentiveness with previous family bereavements. As a consequence he has built up a significant Dover connection. But such connection only reinforces one made many decades ago when he was ordained a Deacon in 1952 by the then Archbishop of Sydney the Most Reverend Howard Mowll who was born in Dover, was the son of a former mayor of Dover and was a member of the well-known Mowll/Worsfold families who have been active in the Dover Community for centuries. Both Howard Mowll and Ken Child carved out for themselves significant vocations in their ordained roles.

Howard West Kilvinton Mowll was a seventh generation Mowll, descended from William Mowll who had been granted the Freedom of Caen in January 1672, and the first born son of Henry Martyn Mowll as well as being one of seven children. His family home was at 'Chaldercot' Leyburne Road in Dover which had been built by his grandfather William Rutley Mowll a coal merchant, company director and man of affairs who had married Sarah Worsfold. Their sixth child Henry Martin Mowll, Howard's father, married Gertrude Emily Worsfold and, with his elder brother Edward Worsfold Mowll, founded the Castle Street Solicitors Mowll & Mowll (in recent years the firm has moved to Whitfield) which developed with a number of offices in Canterbury and elsewhere. Henry Mowll was an Alderman in Dover for twelve years, a member of the Corporation for twenty years, a Warden of



*The Revd Ken Child*

St James's church for twenty five years (as had been his father) and was Mayor of Dover in 1901-2 the latter being Coronation Year. It was said he was a person who had great faithfulness - to people as well as to God. Cowgate cemetery was the final destination for many members of the Mowll dynasty over the years.

Howard was educated at Dover College Junior School before becoming a student at King's School Canterbury in 1903 during which period as a King's scholar he was confirmed by Archbishop Randall Davidson in Canterbury cathedral. Following schooling he went up to King's College Cambridge and in 1912 to Ridley Hall where he read theology with a view to ordination. He was ordained Deacon in Manchester cathedral on 21st September 1913. On the 1st October that year he sailed to Canada and became a tutor/lecturer at Wycliffe College Toronto returning briefly to England the following year to be ordained priest in Canterbury Cathedral on Trinity Sunday by Archbishop Davidson. In Canada he built up a solid and good reputation such that by 1922 he was consecrated in Westminster Abbey as Assistant Bishop for the Diocese of Szechwan West China. During the next twelve years in China he met and married Dorothy Anne Martin who was to become his companion and friend in his great pastoral ministry. In 1934 this son of Dover was consecrated Archbishop of Sydney in Australia and in 1947 he became Primate of Australia. He was present in Westminster Abbey at the Coronation Service for the Queen and took the opportunity to make a day visit to Dover where he was saddened by the war damage to the town and especially the loss of St James's Church. In 1957 his wife of so many years died and he died in post in 1958 from a coronary at the age of 69 after 49 years of ordained ministry. Among tributes to him Howard

Mowll of Dover was described as "a man who was both good and great" by a subsequent Archbishop of Sydney and as "a man with a heart of gold, as large as the continent of Australia" testimony to which was shown by the attendance at his funeral where his cathedral was full and over 150,000 people lined the streets to pay their respects to this man who came from our town on the south coast of Kent.

The Most Reverend Howard Mowll had a considerable influence upon the course of Reverend Ken Child's life. Ken was born in 1927 when Howard Mowll was already Assistant Bishop in China but twenty five years later it was he who laid hands on a twenty five year old Ken ordaining him Deacon. Howard Mowll had given Ken the opportunity of restoring the most run-down parish in Sydney called Erskineville which was situated only a mile from the city centre and where the Rectory was a condemned building and the congregation in Holy Trinity church numbered just seven people! It was on the brink of closure. Within nine months by means of an active pastoral ministry, which is a hallmark of Ken's vocation, the congregation was close to one hundred achieved by house to house visiting, organised open air services, films and the formation of a children's choir and youth group. As a reward for his efforts, after his priesting in November 1952, he was inducted by Howard Mowll as the Rector of Erskineville and four years later this was merged with a neighbouring parish of Redfern with Ken in charge. The Rectory was demolished and a new house was built to replace it and in due time Ken was made Area Dean for ten similar inner city parishes. In the 1960s Ken broadened his ministry into the workplace when, with the help of members of the South Sydney Rotary Club and the Vehicle Builders Union, he set up a pilot scheme of

Industrial Chaplaincy with the British Motor Corporation Plant in his parish. Ken was made the first Director of the Inter-Church Trade and Industry Mission training many clergy and lay workers (over 300) for this ministry. His work was recognised by his Rotary Club when it awarded him a Paul Harris Fellowship, the highest award a Rotary Club can give to an individual.

Between 1968 and the late 1980's Ken was active in further parish ministry, (where one thousand two hundred people attended one of his inductions), unusually returning for a second period as Rector at Erskineville before a couple of Country parishes after which he was advised to give up full time ministry on health grounds. For a decade he and his second wife Jenny, to whom he has been married for over thirty years following the death of his first wife, having purchased a farm experienced, rural life and as his health improved he assisted in local parishes forming two choirs to encourage the growth of church music in the large community north of Sydney. Ken was an accomplished musician himself and the holder of the Archbishops' Certificate in Church Music. Following a "trip of a lifetime" to Europe including a visit to Canterbury Cathedral, which was a defining moment for them, Ken and Jenny emigrated to the UK with their Irish Setter "Tara" and settled in Wingham from where they both enjoy assisting in the cathedral. Jenny has written and published a number of small books on aspects of cathedral life while Ken has been licensed to officiate within the Diocese of Canterbury helping out in interregnums and was especially invited by a former Archdeacon to officiate at funerals particularly for cremations.

Howard Mowll's ministry covered forty five years and was almost certainly

influenced by his early years in Dover and the example of his father, Henry Mowll, among others. He left the town and these shores and settled eventually in Australia, via Canada and China en route, whereas Ken Child's ministry has so far covered sixty two years and he has settled in England after decades in Australia where his life was so heavily influenced and directed by Howard Mowll. Thus Dover's influence has come back to Dover in the ministry and example of Ken Child who at the time of writing is approaching his eighty seventh year showing no sign of diminishing his commitment to his vocation and his great pastoral ministry among the people of Dover and others. The wheel, it could be said, has come full circle in that Sydney claimed a son of Dover and Dover benefits from a son of Sydney whose hallmarks in times of challenge include the vitally important visit and the personal touch - such is the importance of "The Vicar of Oz" in these days of detachment and disinterest in certain elements of the institution of the church. Long may his vocation last!



*Archbishop Mowll*

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# Tribute to Bruce Lilley

## Part 1

Merril Lilley

### FORWARD

*I met Bruce in January 1980. We could not have been more different. Maybe it was an attraction of opposites. After leaving the Merchant Navy he was the owner of a small paint business making white line marking compound for sports grounds. I was a lecturer in English and Education at Middlesex Polytechnic. I was most intrigued by his tales of the sea and life in the Navy. He was bemused at the thought of my world of teaching and teachers.*

*We were married in December 1982. In our spare time we liked exploring London, trips on the river, wandering around the docks, seeing the development of Canary Wharf and the Dockland Light Railway, visiting Greenwich and the Maritime Museum., going to the theatre.*

*When we retired we bought a Regency house on the seafront in Dover. Both our mothers came to live with us. Then Bruce's mother died, aged 91, in 1989 and my mother followed in 1990, aged 87.*

*After this we travelled a lot on holidays and cruises always talking about the sea and ships. At this time I had joined a Writing Group via the U3A and we met once a month and as with all such groups our work led us to write about childhood memories and autobiographies.*

*It was then that I started to collect Bruce's*

*memories of his early days at sea from the age of 16. Much more interesting than my memories of a childhood in a grammar school in Wales, I thought.*

*I did this gradually over some years. He would tell me some anecdotes and I would write them and read them back to him and he would correct me or expand on them adding more each time. Sometimes he would find some photos or old documents. Sometimes he would remember useful additions when we went on holiday to Hong Kong, Singapore, Greece, the Panama Canal, Majorca and so on. Gradually I found I had written five chapters. Part of it I condensed into an article called 'going to Sea' which was published in the magazine, Sea Breezes.*

*For some reason, after five chapters he gave up. Maybe he thought he'd told me all the exciting parts. So here are his, and my, five chapters. He did talk about some of his later ships but not in sufficient detail to chronicle them.*

*I apologise for mistakes or inaccuracies in the details in this account. They are Bruce's version of events and I cannot now check on them. He does not touch on world affairs of the time. He does give details of the condition of the ships he served on and ports he visited but he seems more concerned with the job he was doing and how he coped with it and also, I think, how he enjoyed it.*

# Bruce's Story



## CHAPTER ONE The Early Years

I was born on 29th July, 1928, at Willow Walk Fire Station, Camden Town. My father joined the fire service when he left the navy. It was usual for ex-navy men to become firemen. The families lived in the fire stations. During my childhood we lived in four different stations. From Camden Town we moved to Deptford and later to Peckham and, finally, Brixton, where my father was made Section Officer. It was at the Deptford Fire Station that I had my first view of the river.

When I was ten years old we moved into LCC flats at Coldharbour Lane, Camberwell, built especially for the families of firemen. With an impending sense of war approaching, there was a move to transfer families to other accommodation, to leave only firemen living at the stations. I remember that all the occupants of the new flats were expected to help with digging trenches for the first makeshift air raid shelters.

I was eleven years old when the war started and I was evacuated to Cornwall. My sister, Brenda, who was only five, was sent to an aunt in Tiptree in Essex. Mine is a classic evacuee's tale, which those who experienced this uprooting will always remember. The parting at Denmark Hill station; the carriages with door handles removed; the sandwich lunch, the apprehension and the waiting and the sinking feeling in the stomach on arrival at our destination.

Our train arrived at Liskeard late at night and we were transferred by bus to Lerryn, where we waited to be allocated to a home. It was the luck of the draw. Some children were fortunate, some were not. I and one other boy were billeted with the local cobbler and his wife. They had no children and did their best for us, I suppose.

Now I have very little recall of the details of

my time there, although I do remember being sent to dig potatoes at a nearby farm. I suppose we accepted that our services had been offered to the farmer by our teacher and that he was pocketing our wages. Our schooling was rather haphazard at first, on a part-time basis in a village hall or institute. Later we had some lessons in the school building. I was not there for long, maybe a year at the most, when I received the news that my father had applied for me to go to the Royal Hospital School at Holbrook in Suffolk. The entrance papers were sent to Cornwall and I sat the examination in the village school there. After that my mother came to take me back to London. That was a journey to remember. When we got to Plymouth there was an air raid and we sat in the train for ten hours.

So I entered on the next stage of my adventurous young life as I was transported from a village in Cornwall to the other end of the country. There was a special train from Liverpool Street Station to take pupils to Holbrook. There were hundreds of us, or so it seemed to me, and I did not know any of the others. When we

arrived we had uniforms and kit, all provided by the school, I could not believe my good fortune and blessed my father for arranging it for me.

At the time Holbrook School was exclusively for children of men who had served in the navy and it was expected that the children would follow in their father's footsteps. This is no longer the case today. Holbrook is still flourishing but only some of the pupils are the children of ex-navy men. This school was the Royal Hospital School, which had transferred from Greenwich in 1933 when it was officially opened by the Prince of Wales. The school opened with 760 pupils, all boarders, organised in eleven houses, instead of in barracks as they had been for centuries. The old figurehead from the blockship *Fame* at Greenwich was re-erected at Holbrook, overlooking the vast playing fields and a rigged mast, 100ft high, stood on the terrace above her. On a brief visit there in 1997, I was impressed by the gracious buildings, sweeping lawns and, above all, by the demeanour of the pupils going about their daily tasks. It was not at



*Royal Hospital School, Holbrook*

all as I remembered it from the age of twelve or thirteen. Our lessons were regular and well-organised. We slept in dormitories with about twenty boys in each, as far as I can remember. The most important figure in our lives was 'Matron' and the treat of the week was bread pudding served after church on every Sunday evening. But the war was, by now, at its height and there was the constant sound of aircraft overhead and an ever-pervading sense of danger. Most nights we ended up the air raid shelters.

Once again, this stage of my life was short-lived. The following year, 1942, a visitor to the school asked for volunteers from the pupils to join the Royal Marines and start training in Portsmouth. I was among them and soon on my way to Portsmouth to learn to be a boy bugler. Why? I have often asked myself that question. A friend I had made at Holbrook, lived in Portsmouth and he wanted to apply and so I did too. When I returned to London I was officially enrolled in the Royal Marines at the Admiralty Recruiting Office, Charing Cross, before I set off to Portsmouth. I have my Certificate of Attestation dated 29th July, 1942, my fourteenth birthday. 'To be given to a MAN at the time of his offering to join the Royal Marine Forces'.

Stationed at Eastney Barracks it was a hard life for the boys. We were given 5 shillings a week, of which 2/6d was sent to our mothers. We paraded on the sea front and practised pieces on our bugles while German bombers flew overhead. On Friday mornings we queued up to collect our pay. As I was in 1 company I waited a long time to get my 2/6d, which was usually spent on cakes at the NAAFI. Out of this pay we were still expected to buy things like boot polish for ourselves.

On one occasion I was given a new bugle

and it was hard work polishing it up to the required shining standard demanded. A friend advised me to dent it a little, which would make polishing easier. So I did! What trouble that brought me! I was 'on the carpet' in dire disgrace, threatened with all kinds of punishment and retribution if such a thing occurred again.

I went back to Portsmouth a few years ago. The former Eastney Barracks are now part of an elegant and expensive development of flats and houses and the officers' quarters house a splendid museum.

But Fate did not decree that I follow a career in the Royal Marines. Disaster struck. The following year I received the news from London that my father was leaving my mother and they were getting a legal separation. My mother wanted me home. I did not know what to do. I confided in my Drum Major who sympathised with my dilemma.

'If you really want to go,' he said, 'make a total mess up of your exams on drums and bugle'.

So, reluctantly, I did. I played all the wrong notes as best I could and I was allowed to leave. As it turned out, many of the boys who were with me at Eastney were posted to ships before the war ended and some of them perished at sea.

When I was ready to leave there was a problem. I had to give up my uniform and go back to London in 'civvies'. But the only provision for this process was clothing in men's sizes. So I arrived home in a much-too-large men's suit and a trilby hat! 'What do you look like?' cried my mother.

It was a bad time to be back in London. The 'Blitz' raged and there was no time to think of anything else apart from surviving each

day. I had a feeling of being in limbo, of killing time, of waiting to see what happened next. Any day one might emerge from a night in a shelter and find that home no longer existed. My mother was working at Menley & James, the pharmaceutical company. She wanted me to get a proper job and settle down but I could never really give up my ambition of going to sea. I was depressed at the thought that I had missed my chance of serving in the Royal Navy when I left Holbrook and of a place in the Royal Marines when I left Eastney. I drifted from one job to another without an interest in any of them and merely to earn some money. I did not stay in any of these jobs for long. Few people did in those days.

My first attempt at regular employment was at 'The Scotsman' in Fleet Street as a very junior office boy. I soon left that job having been harassed by one of the older women on the staff.

I did quite well as a milkman for a time. After sketchy training, where I was told 'Never let the horse step between the blocks' (i.e. the wooden blocks on the road) I was on my own. I managed the round easily because the horse knew exactly what

to do and stopped automatically at every house where we delivered.

Another job I tried was in Wardour Street, where one of my duties each morning was to remove condoms from the railings outside. 'I can't do that', I said. 'Somebody has to', was the reply.

Throughout this time I knew I could not comply with my mother's wishes and that I was biding my time until an opportunity came for me to go to sea, which I suppose I felt had always been my destiny.

My last option now was to join the Merchant Navy. My chance came when I was accepted for an eight week course at the London Nautical School of Catering, which was organised by the Westminster School of Cookery and held at the Red Ensign Club in Dock Street. At the end of the course it was 'PC5. Upstairs. See the Doctor. Back to me'. Then each successful student was allocated to a ship. At the Board of Trade Office in Dock Street, after being signed on, photographed and fingerprinted I was issued with a British seaman's ID card and given a rail warrant to travel to Southampton to join my first ship. I was sixteen years old.

## CHAPTER TWO

# My First Ship

The ship I joined at Southampton was the Dalfonn, a Norwegian tanker. The crew were all Norwegians and they could not go home to Norway, which was occupied territory. Some of them had bases in London or New York. There was one other English boy who joined the ship with me. We were the only two English members of the crew. The rest conversed

in Norwegian most of the time, although many of them could speak English.

When we first joined the ship one of the first things we saw was an amazing spread of food; eggs bacon, ham, cereals, fruit, everything we wanted to eat. But the abundance of food did not make up for all the other aspects of the ship, which we found strange. It was difficult for us to

settle in to our new life. We were the youngest crew members. We had to sleep in our clothes. We were isolated by the language barrier.

When we got to Falmouth where we had to wait to join a convoy before leaving Britain, we wondered if we would jump over the side and swim ashore. There was no way we could have done this!

The Atlantic crossing was rough and I was proud of the fact that I was not sea sick. The crossing time for a convoy was ten to fourteen days for any convoy could only go as fast as the slowest ship. When we were under way and had regular gun drill, I was ordered to stand by the Oertikon gun. We gradually got used to our new life. The two of us shared a cabin. It was not until many months and ships later that I realised what a luxury that was!

When the convoy anchored off Halifax, it split up and the ships went their various ways. Our ship received orders to go to Baltimore for dry dock in the Bethlehem Steel Shipyard, Sparrow's Point. On reaching Baltimore one of my first impressions, after experiencing years of the London blackout, was that the whole town was ablaze with light.

We discharged all the ammunition and the ship went into dry dock for three weeks. Most of the dockyard workers were women, doing 'men's jobs'. The crew slept on the ship but went ashore for meals in the shipyard canteen. Ashore the members of the crew could spend time at the Seaman's Mission and could also visit the clubs of any of the services, though we tended, quite naturally, to frequent the Navy Club. It was my first experience of a foreign country. We found the Americans very friendly and hospitable. One of the security guards at the docks invited me and

my friend to his home to meet his family and share a meal with them. This was my first impression of Americans, which I retain until this day.

When we left Baltimore we went to Chester, Pennsylvania, to load our cargo of oil and then to New York, where we loaded a deck cargo of fighter planes, which were crated for shipment to the U.K. When we were anchored in the harbour there was a U.S. prison ship alongside and we could see the cages. At intervals we heard a shout of, 'Liberty men, fall in aft of the after smoke stack'. This is one thing that sticks in my mind.

I also remember in New York I queued for about half an hour in a department store to buy some nylons to take home for my mother.

Then we waited to join another convoy to cross the Atlantic. We were bound for Liverpool to discharge our cargo. The Dalfonn berthed at a dock in the Dingle, Liverpool, and we had to wait for a train warrant to London. One of the dock policemen asked us what time we would be leaving. When we told him he advised us that we could take ashore with us anything we wanted to, providing we came up with an offering for him. "A few bits of bacon and some eggs would not come amiss!" When the time came for us to leave we duly delivered his request and the eggs and bacon disappeared under his helmet. I was sorry in a way to leave the Dalfonn. It had been a good trip and the crew were a kind crowd and looked after us. We did not know it at the time but our two-berth cabin and abundant food were luxuries. We expected to receive the same treatment on English ships, but we were to be cruelly disappointed.

I had been away from home for nearly



*Albert Dock*

three months without being in touch with my mother. There were no arrangements for receiving mail on this trip and she had no means of knowing when she would see me walk through the door. I had missed Christmas in England and my mother had spent it with our relatives in Tiptree.

I think that in the years to come my mother became used to this pattern of my seafaring life. She would not know for how long I'd be gone or when to expect me home. When I was on shore leave it might be for days or for weeks and I could be off again at a day's notice. Later, when the war was over, I was able to give her an itinerary with a list of ports of call where mail could be collected.

The neighbours got used to my comings and goings. 'I see your son's home again, Mrs. Lilley. I saw the salmon tins in the dustbin'. Apart from the nylons, on many future trips I tried to bring home presents of food, which depended largely on the cargo of my last ship. It might be tinned meat or fish, a huge hand of green bananas, a net of oranges, or maybe half a carcass of lamb. I would roll up in style in a taxi with my offering. My friend John remembers calling at my home one day and being given some oranges from a large bag I had brought home with me. I was not there. I

had gone back to sea. Once I arrived home with an African Grey parrot which was not a popular present. My mother did not like it at all and I had to sell it. I was quite sorry as I had grown quite attached to it after sharing my cabin with it for several weeks. After hiding under the bunks for some days, the parrot was coaxed out and made himself at home, strutting around the floor of the cabin. I think there were about eleven parrots on board for that homeward trip. The man who purchased my parrot was interested in acquiring more and told me what to look for if I ever had the opportunity to bring home another African Grey, but I never did.

When on shore leave the number of days due would be calculated on the time we had spent at sea. There was an extra day for every Sunday we worked. New postings were obtained from the Pool in Dock Street. Sometimes they required seamen urgently, other times one might wait weeks for another ship. There was always a queue of seamen at the Pool and a list of ships in port was posted just inside the door. Of course, when I first joined the queues I had no means of knowing anything about the various ships available or which one to opt for, even if there was any choice left.

Dock Street was a busy bustling place, with dozens of pubs which opened early in the



*London Docks*



morning and were filled with dock workers drinking coffee and rum. The Pub directly opposite the dock gates was called the 'New York Stores', probably because most ships bound for New York left from London.

Some men, as soon as they got their pay, deposited most of it behind the bar and asked the landlord to tell them when the money ran out. The Red Ensign Club was also in Dock Street and was a very popular venue with seamen and dockers coming and going all day long. The whole place was a constant hive of activity, with trucks, barrows, trolleys, carts everywhere and taxis dropping off passengers and picking

up new ones. There was strict security on the high dock gates where a pass was needed to get in or out.

On a nostalgic visit to Dockland in the nineteen eighties, I walked along the river from Tower Hill, through Wapping, to the place where I remembered the dock entrance to be. Turning the corner I had a shock to see the gates had disappeared and there were no recognisable landmarks, apart from the pubs. Preparations were under way to start the construction of the Dockland Light Railway and the Canary Wharf development. Now little remains of the dockland I remember.

## MEMBERSHIP NEWS - AUTUMN 2014

**Sheila R. Cope Membership Secretary**

**I**n connection with the White Cliffs Walking Festival we joined a tour of Deal's Blue Plaque Trail and congratulate the Deal Society for their energy in continuing to record the fame of many former residents. The circular plaques that we saw commemorated people rather than events and we were grateful to the vice-chairman of the Deal Society who led a very interesting walk.

In spite of the summer break we have recruited new members, some of whom joined as a result of our outings, thanks to "the Pats" whose hard work demonstrates that the Dover Society is such a worthwhile organisation.

We therefore welcome (in order of joining):- Mr F Field, Mr J & Mrs J Duggan, Mrs P Barber, Mr D & Mrs C Donnelly, Mr I Keyser, Mrs S-J Hart & Mr R Hart, Miss S Beer and Mr D & Mrs J Kay. We now number 471.

Due to late notification Mr Keith Wells from Sandwich was omitted from last year's obituaries.

At 479 our membership number is higher than it has ever been, thanks to those who have introduced new members and to those who have paid their subscriptions on time.

A record number are now paying their subscriptions by standing order which is excellent from both the members' and the Society's viewpoint because it avoids the need for reminders, saves money on postage and provides us with an income which can be safely anticipated.

Our welcome new members in order of joining (or re-joining) are:- Mr D & Mrs P Carter, Ms C Hawkins, Mr K Vincent, Mr B & Mrs C Walters, Mr JL & Mrs FL Sykes, Mr H & Mrs L Tbh, Mr L Brooks, Mrs M Harcourt-Ronaldson, Mr P & Mrs A Castle, Mrs J Bygrave and Mr W Fawcus.

## Dover Society Badges



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# Refurbishment Committee

Jeremy Cope

The improved alternative on the Upper Road pathway from Bleriot Memorial to Langdon Cliffs now seems more of a possibility. KCC pathways have agreed that the pathway is still extant but needing substantial work to make it safe for use. I have told the Ramblers and Mike Weston keeps Dover and Thanet Rights of Way informed. You never know...

We continue to have problems with litter and dog fouling. It's not as bad and things will never be perfect but I would urge you to contact Dover District Council if you have problems. The response is usually quite prompt. A new problem are the Morrisons' shopping trolleys. Since they have removed the £1 deposit, trolleys have appeared in the town and more particularly in the Dour. Mike Weston has complained to Morrisons. If you come across lost trolleys do contact Morrisons.

Sylvie Parsons wanted to improve the appearance of Dover Priory Station with two areas of plantings and raised considerable amounts to fund the project. The railway company undertook to maintain this for 5 years i.e. weed and tidy the flower beds once completed. The first



bed was planted but not looked after – it appeared quite neglected. Quite rightly Sylvie did not feel that donors' money and volunteers' time should be risked in this way and the project and funding have been cancelled. Rather disappointing. Railway company black mark.

Another matter that concerns us is the look and feel of our town; how might we make a better destination for tourists? Dover has such a rich history and so much that is special but at times we struggle to realise a fraction of its potential. For example our conservation areas are not cared for as they are in Deal or Sandwich and I am afraid that some on the District Council seem unaware of many of our treasures. John Cotton keeps the committee informed on this subject and his list is rather long. He is involved with Dover Big Local who are also becoming concerned with raising the tourist profile both to create jobs and to enhance our environment.

Our member Di French has begun a campaign to limit speeding on Maison Dieu Road. Such a campaign would make the road a less dangerous experience for pedestrians and residents whilst making it safer for motorists. So far she has had a very limited response from those responsible for such matters and it has been agreed that the Society will take up the cudgels. I do wonder if our one way system has reached its sell by date especially now that we have "bypasses" to the Docks. Two way traffic would be likely to reduce speeding and car noise but in the authorities' eyes the motor car is god. I will report next time but don't hold your breath.

# A Retiring Artist

Peter Sherred

At the end of May 2014 the York Street Gallery in Ramsgate was host to a retirement exhibition of the work of well-known local artist Denys Le Fevre. After three decades engaged in the world of fine art as a professional artist Denys, 84, has decided to lay down his pens and paint brushes to focus on domestic matters such as his garden and his model railway both of which hobbies he loves greatly. Diagnosed with prostate cancer in 2010 he developed his third deep vein thrombosis in his left leg following an operation in April 2014 which curtailed his activities and confirmed his intention to retire from the artistic scene he has graced for so long to concentrate his energies on his home based hobbies.

Denys is well known in Dover and in many parts of the County and beyond for his excellent pen and ink drawings enhanced by his use of water colours. The photograph of him at his retirement exhibition shows him standing, with his wife Barbara, in front of a framed print of just one of his Dover scenes, a panoramic view of Dover Harbour from the Western Heights. A frequent visitor to Dover he was a familiar figure at the Calais Foire in association with the Dover Chamber of Commerce in the 1980s and 1990s often commuting daily to Calais with the late John Turnpenny a former Honorary Freeman of the Town. He became associated with Claude Devin and his gallery in Calais. Denys well knew René Aube, a

close contact of John Turnpenny in Calais, who with Henri Ravisse, President of Calais Chamber of Commerce, was a frequent visitor to Dover.

Denys was born an only child for his mother died just two weeks after his birth and his father, a Master Mariner, died when Denys was just nine years old. The loss of both his parents at this early age determined his early life as he was educated subsequently at the Royal Merchant Navy School near Wokingham during the Second World War years, 1939-1945, leaving at the age of sixteen to pursue a career in the Merchant Navy. However, this was unfortunately cut short by illness and following a 12 week spell in St George's Hospital in London he was enrolled as a student in the Art Department of Sir John Cass Technical Institute in London where he studied fine art which was to form a significant part of his life in later years and for which he developed a high reputation with his original creations now being highly collectable.



Denys and Barbara Le Fevre with Mary Sherred May 2014

Conscripted into the Royal Air Force at 18 for a period of two years he finished his mandatory service in 1950 at the base repair depot in Lüneburg, Germany, at the conclusion of the Berlin Air Lift. Two years later he emigrated to New Zealand as a '£10 Pom' but his expectations were not met and so a year later he returned to England via Australia departing Sydney on the P & O Liner RMS "Strathaird" on which he met Barbara, his future wife.

On his return to England he joined the electrical giant, Philips in London as a clerk but shortly after his talents in art were recognised and he was made a Lighting Design Engineer in the Lighting Design Service.

He and Barbara were married at St Luke's Church Wimbledon in June 1955 and moved to Sutton in Surrey. Over the next twenty years or so he moved on to the Atlas Lighting Overseas Department of Thorn Electrical Industries and from there to Troughton & Young Lighting Ltd. Before leaving Thorn he was elected in 1972 as a Fellow of the Royal Society of Arts and also became a Chevalier in the modern Christian Order of the Temple of Jerusalem, better known as Knights Templar. In the Knights Templar he rose to be Grand Prior of England, a position he held for eleven years, today holding the title of Grand Prior Emeritus.

By 1970 Denys and Barbara's family profile had changed with the addition of their two sons, Simon and Graham, both of whom became choristers at St Paul's Cathedral. Denys and Barbara moved to Ramsgate to run a guest house in Southwood Road. For the next two years Denys commuted to London every day in his employment with Troughton & Young Lighting Limited before obtaining employment with a local family-run firm in Sandwich which

manufactured sports equipment.

Continuing with his art as a hobby, in 1979 Denys, with Barbara, joined the Ramsgate Twinning Association and in May 1999 he organised a joint junior art exhibition in Ramsgate for the children of the town and of Conflans Sainte Honorine which is located at the confluence of the Seine and Oise rivers in France, as part of 20th Anniversary celebrations. In 2002 Denys was elected Chairman of the Association and produced the first edition of the successful "Twinning Topics." He was also instrumental in organising an official twinning with Chimay in Belgium.

In 1984 following redundancy he became self-employed which gave him the opportunity to establish himself in the field of fine art. A field in which, over the years, he has had many interesting and varied commissions. Among other prestigious projects he was invited to design a plaque commemorating the evacuation of 338,000 British, French and Belgian service personnel from the beaches of Dunkirk in May 1940 and this work stands in Ramsgate's Pier Yard overlooking the inner basin of the Royal Harbour. He designed two memorials to the pilot and crew of a Blenheim Bomber, L8665, which was brought down over Ramsgate on 8th August 1940. One of these was placed in the entrance to the Old Ramsgate Hospital and the other is to be found in the RAF Memorial Garden at the Spitfire Museum, Manston. Denys designed a stained glass window in the church of St Laurence-in-Thamet to commemorate both the life of Lloyd Butcher, a Church Reader, and the arrival of St Augustine to Thanet in AD 597. He has also designed a stained glass lozenge in the Huguenot Chapel in Canterbury Cathedral.

Other significant commissions included

one from the Confederation of the Cinque Ports for which he designed a map of the Confederation area complete with the shields of all Confederation towns the original of which hangs in Walmer Castle. All the towns acquired original prints with one notable exception – Dover! However, the town did eventually acquire a lesser copy at some later date missing out on the originals the other towns had acquired.

Other commissions required him to produce pictures for Sarah Ferguson, the Duchess of York, at the opening of Minster Agricultural Museum and for Her Majesty Queen Elizabeth II to commemorate a visit to Ramsgate in 1991. Denys was commissioned to provide the Roll of Honour at Bearwood College (formerly the Royal Merchant Navy School) for those lost in action in the Second World War and this framed work hangs in the school's St Nicholas Chapel and is of significant sentimental value.

Denys has held joint and one-man exhibitions at the Barbican Arts Centre in London and also in Calais, Guines, St Quentin and Conflans in France and Chimay in Belgium. His pictures hang in public and private collections throughout the world and he has published three books of his work as well as publishing, in a limited edition of 500, a book entitled "Ramsgate Illustrated".

In 2008 he mounted a retrospective exhibition of his work dating back to his school days. This was held in the Boating Pool Gallery, Royal Esplanade, on the West Cliff sea front in Ramsgate. Over 200 of his pictures and several albums, together with some models, were on display. The



*St Martin of Tours Church, Guston*

exhibition was opened by award-winning actress, Brenda Blethyn, (television's "Vera"), a Ramsgate resident. At the end of the exhibition with voluntary donations of £1 given for each of his catalogues he was able to send £1,100 to the then recently formed charity, 'Help for Heroes'.

His retirement exhibition included on display seventy pictures and some albums of his work of which 50% were sold before the exhibition ended. Examples of his art work in and around Dover include several churches including (as shown with this article) those of St Mary the Virgin, Dover, St Martin of Tours, Guston and St Peter and St Paul, Charlton in Dover each of which demonstrate his meticulous eye for detail and are fine examples of his work. As he has now laid down his pen and brush, original examples of his work will be hard to find and will be a treasure to those who have obtained some already – what a pity Dover was the only Confederation town not to obtain an original print of his work commissioned by the Confederation! A good friend of Dover we offer him every good wish for his retirement with his wife Barbara as they approach their Diamond Wedding Anniversary in 2015 together with their family.

# 2015



## Connaught Hall

**Dover Town Hall**

**4 Film Shows**

Monday 2nd & Tuesday 3rd March 2015

3.00pm & 7.30pm

**2014 Dover Film by Mike McFarnell**

**1964 Dover Film by Ray Warner**

**Adults £ 3.50**

**Senior Citizens £ 3.00**

**Children £ 2.00**

Tickets can be purchased in advance from

- \* Dover Visitor Information Centre, Market Square, Dover
- \* 4 Harold Street, Dover, Kent CT16 1SF Tel: 01304 201711

Tickets can also be purchased on the day

### Special Offer

DVD of this year's film only £7-00

For each DVD purchased you will receive one free entrance to the film festival

### Free programme

For a copy of the 2015 programme - available January 2015

Send a stamp addressed envelope to

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



## Stone Hall

**Pictorial exhibition of the work of  
Eddie Clapson, Press photographer**

Monday 2nd & Tuesday 3rd March 2015

1.00pm to 8.50pm

**Free admission**

## New This Year Silver Screen Cinema

Market Square, Dover

Wednesday 4th March 2015

3.00pm & 7.30pm

**2014 Dover Film by Mike McFarnell**

**1964 Dover Film by Ray Warner**

Prices as Connaught Hall



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 Joint membership - £10 annually  
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New  Renewal  Joint

Name (Mr/Mrs/Miss/Ms) .....

2nd Name if joint membership .....

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..... Postcode .....

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### Declaration

I wish/do not wish\* the Dover Society to benefit from the new Gift Aid Legislation. This Declaration applies to all subscriptions/donations I make on or after 6th April 2000. (\* Delete as applicable)

Signed..... Date .....

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

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

Social events  Writing for newsletter

Projects e.g. clearance, surveys, photography

Any other interests or expertise .....

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# PROGRAMME 2014/15

*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.*

## 2014

November 17  
Monday 7.30

**Speakers:** **Nicholas Humphrey-Smith** "Crowns and Regalia"  
**Keith Parfitt, Canterbury Archaeological Trust** "Recent Digs"

December 13  
Saturday  
12 noon for 12.30  
Cost £22.50

**Christmas Lunch Feast:** Will be held in the Stone Hall of the Maison Dieu. There will be a choice of menu. Make sure that you complete this part of the booking form. Welcome drink on arrival. Other drinks purchased at the bar.

Entertainment by "Of Men and Music" a talented group of young singers.  
**To book contact: Beverly Hall, 61 Castle Avenue, Dover CT16 1EZ**  
**Tel: 01304 202646 Email: bevbov61@hotmail.com**

## 2015

January 19  
Monday 7.30

**Speakers:** **John Barker, National Trust** "Fan Bay Project"  
**Chief Inspector Stephen Barlow** "Policing Dover"

February 16th  
Monday 7.30  
Cost £7.30

**Wine and 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. Tables of 6. If you are unable to make up a table, we will fit you in where appropriate. Book early to avoid disappointment.

**To book contact: Beverly Hall, 61 Castle Avenue, Dover CT16 1EZ**  
**Tel: 01304 202646 Email: bevbov61@hotmail.com**

March 16  
Monday 7.30

**Speakers:** **Derek Leach** "Peculiarities of some Kent Churches"  
**Mike Read** "Channel Swimming"

20 April  
Monday 7.30

### **Annual General Meeting**

**Speaker: Rowena Willard-Wright, English Heritage**  
"Celebrating Wellington and the Battle of Waterloo 1815"

May 16  
Saturday  
Cost £43.50

### **Portsmouth Historic Dockyard and the Spinnaker Tower.**

Please note the early start. There will be a break during the journey to take refreshments. The new internationally renowned Mary Rose Museum has reunited the hull of the Tudor galleon with the 19,000 perfectly preserved artefacts raised with her in 1982. You may visit HMS Victory and HMS Warrior 1860. Next the National Museum Royal Navy Portsmouth, Action Stations and Harbour Tour. Here you may visit one of the excellent catering facilities. It is then a short walk to the Spinnaker Tower with magnificent views across the Solent to the Isle of Wight. We leave at approx. 16.15 to arrive in Dover early evening.

Pick-up points: 06.45 The Railway Bell; 06.50 Hollis Motors;  
06.55 Frith Road; 07.00 Brook House Car Park (Maison Dieu)

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

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

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