

The  
Dover  
Society

# Newsletter

No. 84

November 2015



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## *The Objectives of the Dover Society*

*founded in 1988.*

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

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

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

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

## Editorial



As this is the last newsletter before Christmas I would like to wish all of our members, advertisers and the staff of Adams the Printer a very merry Christmas and a happy and prosperous 2016. A special thanks must go to all those who work behind the scenes, they are much appreciated and their work keeps the Society alive and functioning.

Once again the time for the Christmas meal is fast approaching (details inside back cover). I would like to remind you that you can bring non-members, it may encourage them to become a member of the Society. If anybody would like to donate a prize towards the Christmas raffle could you please pass them to a member of the committee or Denise who runs the raffle. She can be contacted at any of the Society's meetings or through the editor.

Could you write an article or story, with a local theme, that would be of interest to other members of the Society, or write reports of meetings and outings? If you would like to submit something my contact details are inside the front cover.

Finally I would like to remind members of the meal held at il Rustico before each of our indoor meetings. This is an excellent chance to get to know other members and meet the speakers for that evening. It is always an enjoyable event with a three course meal with a drink plus coffee/tea and biscuits all at a very reasonable cost. Usual start time is 6pm. anyone who is interested in attending the please contact Alan Sencicle, Jeremy Cope or myself for further details and the menu. All contact details are inside the front cover.

*Alan Lee - Editor*

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## DEADLINE for contributions

The last date for the receipt of copy for issue 85 will be Wednesday 13th January 2016. 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

## Battle Abbey and Eastbourne - 18th July

Derek Donnelly

A beautiful morning to the start of the day as we made our separate ways to our coach pick up points around the town starting with 0745 at Kearsney. The coach was on time and so were all the passengers at all the pick-ups so Kevin, our driver for the day, was able to depart without any delay.

A nice country drive through to Tenterden, where we had a short stop, then on towards Battle, following the scenic route through the countryside. Once into East Sussex and as we came nearer to Battle we started to see strange figures dotted about in some of the villages and gardens along the way. When we drew up in the square in Battle they were all over the place, on benches, slumped outside shops, standing in shop windows and doors. Scarecrows! We had arrived on the last day of the Battle and East Sussex Annual Scarecrow Competition. This annual event is run for charity and lots of the locals take part, not as the scarecrows, but with their own dummies.

We were given a time to return to the coach and then everyone went off to have



Annual Battle and East Sussex Scarecrow Competition



Battle Abbey School

a look around or for a bit of refreshment. We had a quick cup of coffee and then went into Battle Abbey and had a leisurely look around. While walking through the grounds my brother-in-law came across a swarm of bees that had come out of one of the hives and was clustered on a small tree. He reported it to a member of staff who went to get the beekeeper before they flew off. Needless to say he didn't linger in that part of the garden for long but managed to get a photo of them which is here along with a couple of the scarecrows.

### *A Little Bit of History*

The Abbey takes its name from the town and was founded to commemorate the bloody battle that saw William the Conqueror assume control of England in 1066.

The high altar of the abbey church was reputedly on the spot where Harold died and is now marked by a special commemorative stone. Little remains of the original abbey buildings but its impressive gateway dominates the south end of Battle High Street.

The remaining cloisters, part of the west range, were leased to Battle Abbey School shortly after the first world war, and the school remains in occupancy to this day. Although referred to as 'Battle Abbey', it is actually named 'St Martin's Abbey'.

The Abbey was founded as a result of a vow made by William in an Abbey at St Valerie Sur Somme, before the sea crossing, in which he promised to establish a monastery free of Episcopal control if God granted him victory. The Chronicles of Battle Abbey, which date from around 1180, state it was "founded by the Conqueror in expiation for the sin involved in the conquest."

We re-joined the coach and set off for Eastbourne on a pleasant drive, via the country roads, and it wasn't long before more scarecrows appeared alongside the road as we neared Pevensey as they were holding their own scarecrow competition. Arriving in Eastbourne we were dropped off near the pier and given a time to return to the pick-up.

Everyone went off, some for a stroll along

the pier, others along the promenade and some in search of refreshment. We went along the pier, which is under repair from the fire that destroyed part of it, and headed towards the end. A bracing breeze helped us along but once seated in the lee we enjoyed the view along the seafront and watching the small boats and the people fishing.

We then went for a walk along the promenade, had some refreshment and afterwards sat on the promenade with an ice cream enjoying the weather.

Back to the coach and homeward bound along the coast road past Rye and then up towards the M20, where we met Operation Stack and were diverted down the old A20. It caused a slight delay for our journey but it made a change to see the old A20 just like it used to be on a Bank Holiday pre M20.

It only leaves me to say thank you to Patricia from all of us for organising yet another splendid day out in good company and our thanks to Kevin for getting us there and back safely.

## River Dour Partnership Jeremy Cope

As I reported in the July newsletter things had stalled but I am pleased to report we have formed a committee consisting of myself, Martina White, Anita Luckett, Deborah Gasking, Ray Newsam with Kirk Alexander and Sue Bradford from White Cliffs Countryside Partnership. I am very grateful to them all - the usual reliable volunteers prepared to put their hands up.

South East Rivers Trust, a charitable organisation, has secured funding to install a fish pass at Morrison's dam and one at Minnis Lane. We will be discussing this

project with the Trust and putting forward comment and ideas to try and ensure that there is a local input. Among other ideas we are working on are volunteer river wardens, publicising the Dour riverside walk and investigating painting the ornate ironwork on Barton Path just off Beaconsfield Avenue Bridge.

I went past the old pond at Morrisons. The pond and its banks are rich with riverside plants and I could not help but admire the bull rushes.



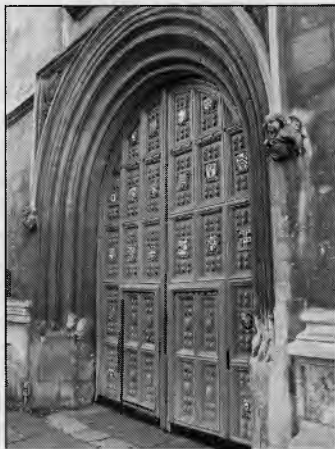
# Society Outing

## City of Oxford - 5th September

Sheila Farrell

We arrived at 10.30 a.m. weather grey, but dry. Everyone was given a map to use if required. Almost six hours to explore.

Historical buildings of Gothic design, one particular building Bodleian Library. At the entrance to the Library there are two big wooden doors displaying shields of the colleges and the University. The Library is the University of Oxford's chief library. It was founded by Sir Thomas Bodley in 1410, and opened in 1602 with 2,000 books in its collection. The Library now has more than 11 million printed volumes, this includes digitalised books. Sir Thomas Bodley arranged for his library to become a Legal Deposit Library, entitling it to request one free copy of every book published in this country. The Bodleian is a reference-only library, so it does not lend books to anyone. Even King Charles I was refused



*Entrance Bodleian Library*

permission to borrow a book in 1645!

In the underground caves below Bodleian Library, there are hundreds of books depicting sacred relics, and, Jewish Manuscripts. There was so much more we wanted to explore, so, decided against joining the long queue waiting for golf buggies to take the tour in the caves. The Radcliffe Camera is seldom open to the public, but today those taking a guided tour

of the Bodleian Library were privileged to enter the building. This is where students work in absolute silence, fortunately, we were there before the holidays were over. It also allows mature students to study/research there.

The indoor markets, were a delight. So much quality fresh produce, we bought three homemade pies to take home. Many lanes to follow encouraging us to do some early shopping.

There were so many things to see and do, such as:- River Boat Cruises, including cream teas. Themed walking tours. The Ashmolean, from which some people found it hard to tear themselves away. Also there were some of the colleges open to the public.

Thank you so much Mr. and Mrs. Sherratt for a great day out.



*Radcliffe Camera Oxford*



*Covered Market Oxford*

# Planning Committee

Patrick Sherratt

As I put pen to paper the weather in September is wet and dismal although from a planning perspective the sun is shining. The long-running DTIZ (St James's Development) has seen the multi-storey car park demolished, scaffolding is over half way up Burlington House ready for it to be taken down floor by floor, work to remove asbestos is currently being undertaken with a target date of mid-October to commence the full demolition.

The New Travelodge hotel submitted revised plans and we were very disappointed that some soft landscaping had been removed by the developer from the original plans, we objected to this but DDC accepted the revised plans. Soft landscaping is so important to new projects that are by way of design very stark and as such give added aesthetic value to the street scene. The developer had already reduced landscaping on the main DTIZ site (Shops/Cinema) and we shall continue to seek such landscaping.

As mentioned in the last newsletter we were successful in securing quality build and landscaping of the new Bench Street car park. Again thank you DDC for listening and taking action on our request.

The residential part of the DTIZ scheme (corner of Castle Street and Woolcomber Street) is almost complete and at the time of the planning application we congratulated the developer of the design that reflected the quality of build expected in Conservation Areas.

The DHB Western Docks scheme submitted planning request to remove Grade II listed

items (Lamp standards etc.) from the popular Prince of Wales Pier in order to reduce the 1970's part of the pier to a lower level thereby enabling construction of the new cargo berth. This will result in permanent closure for public access to the Prince of Wales Pier. The alternative pier constructions (Marina Curve and Eastern pier) would eventually be the alternative community pier facility instead of the current Prince of Wales Pier. However, the marina construction is not scheduled until phase II (after the construction of the cargo berth). It is understood DHB will be seeking a commercial partner to take on the operation of the marina, as such, if there is not a partner to take on the marina there is a risk of it not being constructed along with the alternative pier facilities. Also the access will have been lost to the Prince of Wales Pier because of the new cargo berth.

Our Chairman (Derek) responded on behalf of the Society that we could not fully support the application unless our conditions were delivered (a copy of Derek's is letter available). My own personal view is that any marina



*Nearing completion the new residential property corner of Castle Street and Woolcomber Street within the DTIZ scheme © Pat Sherratt*

development plan must be fully delivered at the same time as the cargo berth, otherwise there is the possibility of it not being constructed and total loss of any pier access to the local community. Capt. Weston and Alan Sencicle both with nautical experience, who are members of our planning committee, have also expressed a desire for more detail of the "cut" from the proposed new marina to the Wellington Dock as no detail is given by DHB, only artist impressions. Nearly 350 objections to DDC have been submitted, raising concern at the loss of public access to the Prince of Wales Pier. The Dover Society has sought a quality waterfront development but without detailed plans it is not possible to see what the design intentions are for the waterfront. We recognize and support the need for regeneration of the area particularly since the demolition of the former hoverport.

We all witnessed the horrific road situation this summer as striking French ferry workers held both the port of Calais and Eurotunnel to ransom. With lorries stacked for nearly 40 miles the penny dropped with Central Government on how vulnerable the country is for free movement of trade and the consequential chaos for all of Kent. We await what alternative solutions are to be proposed but from the Society perspective we have, and shall continue to support the need for the upgrading of the A2 from Lydden and to bypass Whitfield.

We have pressed DDC for a replacement Conservation Officer following the retirement of Clive Alexander as reported in the last newsletter. I am delighted to have learnt in the last week that a new person will take on this role in mid-October.

## MEMBERSHIP NEWS - SUMMER 2015

**Sheila R. Cope Membership Secretary**

This has been a sad year for bereavements. In September our chairman Derek's wife died. During their 50 year marriage Linda was always there to support Derek in his many roles while at the same time carrying out her own work as a devoted mother and grandmother within the family and contributing to pastoral work at River. "She touched the lives of so many children and adults, giving time, love and inspiration." We send our heartfelt condolences to Derek and to all the Leach family.

Our Newsletter distributors do very valuable work for the Society and their services are much appreciated. Unfortunately Mrs Lucy Hoar and Mr Arthur Vassey have been obliged to resign from their tasks due to ill-health. Both members have served the Society faithfully

for many years, Lucy by delivering Newsletters in part of Whitfield and Arthur by covering an extensive area around Elms Vale. We thank them for their good work and look forward to their continued attendance at our meetings.

Now that all subscriptions have been gathered in our numbers have fallen back to 464. We face the usual uphill task to replace lost members but trust that with the resumption of our indoor meetings the interesting topics of our talks, two at each session, will attract more people who will subsequently join us. A specific invitation from an existing member is one of the best ways of bringing people in.

So with thanks to those who have spread the word we have recently welcomed:- Mr D Frazer, Mr L Wellard and Mr E Wright.



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# An Old Dovorian at Jesus College Cambridge

## The Story of 'Billie' Nevill's Footballs

Alan Lee

In Dover College is a First World War Memorial which lists the names, on six panels, of 187 'Dovorians' who sacrificed themselves for their country in the Great War. One was Captain Wilfred Percy 'Billie' Nevill.

"Billie" Nevill became a national hero almost overnight. His name along with 120 other men is on the Memorial Cross in St Mary's churchyard, Twickenham listing all those from these parishes who fell in the Great War.



*Captain Wilfred 'Billie' Percy Nevill (8th (Service Battalion) East Surrey Regiment), born 14th July 1894, died on 1st July 1916, aged 21.*

He was born on 14th July 1894 in Canonbury, NE London the son of Thomas George Nevill, a coal merchant and later Managing Director of Kelly's Directories (he died in 1903) and Elizabeth Ann Nevill (formerly Smith born 1857). Shortly afterwards the family moved to "Tennyson's House" 15 Montpelier Road Twickenham. The family was comfortably well off and also owned a second house in Westgate-on-Sea where Billie had attended school but 'Tennyson's House' was still their main abode. Later Mrs Nevill bought a house at Holmbury St. Mary near Dorking in Surrey.

He was initially educated at Penrhyn Lodge, Westgate-on-Sea but in 1907 at the age of thirteen he was enrolled at Dover

College where he was to spend five happy years. He was Head Boy and captain of the hockey team and cricket eleven. In the 1913 season he was second in batting, scoring 540 runs with an average of 33.75 and took 21 wickets for 20.23 runs each. He left Dover College in the autumn of 1913 to read classics at Jesus College, Cambridge. At both Dover and Cambridge he was a keen member of the Officer's Training Corps.

At the outbreak of WWI Lord Kitchener appealed for volunteers. Billie

promptly left college on 5th August 1914 and completed application forms for a commission. These reveal his desire to join the 1st Battalion East Surrey Regiment and that he was 6 feet tall and weighed 12 stone. His request was not met and on 27th November 1914 he was commissioned as a 2nd Lieutenant in the 1st Battalion the East Yorkshire Regiment then later transferred to the 8th (Service) Battalion the East Surrey Regiment. He was posted to 'the front' in France and left Folkestone on a troopship and landed at Boulogne on 28th July 1915. By November that year he had been accepted as a regular soldier, as opposed to a volunteer, promoted to Captain in March 1916 he was given command of B Company.

"Billie" had three sisters and three brothers. During WWI Elizabeth (Else/Elsie), the eldest child, born in 1877, was an artist and married Arthur Bond on 2nd May 1916. She also visited "Billie's" badly wounded friend from Dover College Donald Campbell. His second sister Amy, born in 1879, was a nurse working in the General Hospital in Etaples-sur-Mer, France. Stanley Thorpe born in 1883 was a Captain in the Royal Flying Corps. Dorothy (Doff) was born in 1885 and married Lionel Bond in 1917. Walter Howard born 5th September 1887 was an Assistant Paymaster (by December 1930 Paymaster Commander) in the Royal Navy Volunteer Reserve and served on HMS Canada. He was one of only 14 survivors on board when the Axillary Armed Boarding Steamer HMS Louvain was torpedoed. On 20th January 1918 in the Kelos Strait, Aegean Sea a torpedo fired from the German submarine UC22, captained by Carl Bunte, had struck her aft astern. The Louvain sank almost immediately with the loss of 224 lives which included 71 Maltese sailors on board. Originally owned by the Great Eastern Railway and named the Dresden she operated between Harwich and the Hook of Holland and was renamed when requisitioned by the Navy in 1915. Thomas Seymour the youngest was born in 1901 and was a pupil at Dover College during the war.

Although not married "Billie" was very keen on a girl called Alice Schooling but known as "Muff" or "Muffie". They had been neighbours and grew up together but his father disapproved of her. Despite this they still kept in touch with each other after she moved from Twickenham to Hastings.

In May 1916 Captain Nevill went home to England on leave. To provide his men with a familiar symbol from home he purchased

two footballs, some say four, to take back to France. He hoped that his "team" would kick and dribble their way to the German trenches and so on to victory. Owing to the discrepancy on the number of footballs in the various reports it seems that he must have obtained more.

In the East Surrey's operational orders that day a paragraph stated "All ranks are reminded that it is absolutely forbidden to use the word 'Retire' for any purpose. It can only originate from the enemy."

### **Carnoy trenches, Montauban, The Somme 1st July 1916**

An assault on the German trenches had been ordered. Three days of heavy rain had ceased leaving several inches of water in the trenches, this and continuous shelling during the night had prevented the men getting much rest or sleep. At 4,30am the Brigade Reserve (7th Battalion the Queen's Own Royal West Kent Regiment) brought up a breakfast of rum, bread, a quarter pound of biscuits and some chocolate. The mist lifted leaving a clear blue sky and hot sun. Heavy shelling caused casualties and severe damage. Captain Nevill, commanding B Company, having to cross 400 yards of No Man's Land issued each of his platoons with a football.

At 7.27 am, he climbed out of the trench, kicked off one of the footballs and advanced' being met by very heavy machine-gun fire, but made steady progress. The German Breslau Trench came under heavy artillery and Stokes mortar fire disappearing in a cloud of dust and smoke. Captain Nevill was shot in the head and killed just outside the German wire. At about 8.40am, owing to heavy casualties, a company of the 7th Battalion "The Buffs" moved forward to reinforce the East Surreys. The attack lasted over nine hours and only about 250 men reached

Breslau Trench unwounded. Casualties on the Somme that day were over 57,000, over 20,000 died in the first 30 minutes, out of 120,000 who left the trenches, the bloodiest day in British history. In four months of fighting on the Somme, which gained 8 miles of ground, some 420,000 British perished - about half of our casualties for the entire First World War.

Two of the footballs were found the next day and returned to England. In Britain Nevill became a national hero standing for courage and strength of character, whilst in Germany his act was regarded as British madness. Stirring scenes were witnessed when one was taken back to the East Surrey Depot Barracks at Kingston on Thames.

Various reports have one ball first kicked by Captain Nevill a second first kicked by Private A. A. Fursey (this is held in PWRR and Queen's Museum at Dover Castle), a third by Private Draper and a fourth by Lieutenant R.E. Soames 2nd in command of B Company. There is still some disagreement as to the exact number of footballs that were kicked that day, some say only 2 others say one for each platoon.

Although the original writing on the footballs was 'rubbed-off' during the battle. Sometime later one had '6' & 'B', written on it. Thus indicating 6 platoons in B Company at the time. This is now on display at the regimental museum at Dover Castle. The other ball held at the Surrey Infantry Museum, Clandon House was destroyed following a disastrous fire at the National Trust property on 29th April 2015.

The entry in the Commonwealth War Graves Register describes his actions on that fateful day. Captain Nevill bought four footballs, one for each of his platoons. The idea being that on the day of the First Battle of the Somme, the footballs would be "kicked into No Man's Land" as far towards



*Football receiving full honours at Kingston-on-Thames Depot  
Colonel Treeby O C leading the cheering*

*The following message appears in the war diaries of the 8th  
(Service Battalion) East Surrey Regiment.*

**APPENDIX No. 6.**

**From Colonel Treeby,  
Officer Commanding Depot,  
East Surrey Regiment,  
Kingston-on-Thames.**

**21.7.16. K.1185. Historic football arrived and received full honours on parade today. Officers, Non-Commissioned Officers and men at Depôt whilst deploring the heavy losses of the gallant 8th rejoice in their devotion and heroism.**

**(Signed) Col. TREEBY,  
Cmdg. Depôt.**



the German line as was possible, and the winner would receive a prize from the Captain, who "kicked off" the first ball - the prize was never collected as Nevill died on the day.

No clear information is available about the circumstances of his death but his body was recovered from the battlefield and buried in Carnoy Military Cemetery, Somme, France, Row E. Grave 28. Returned to his mother was a damaged silver flask, a revolver in case, cheque books, cigarette case, 1 steel knife, 1 pocket chess, 1 money wallet with photos, 1 leather photo case, 1 pocket book, 1 scarf pin, and a book of stamps.

Pte A A Fursey is credited with kicking the second ball, this is 'confirmed' in a letter from Captain C. Thorn (Officer Commanding B Company in September 1916) to the mother of Pte A.A. Fursey which states that "Captain Nevill (who was killed) himself kicked off one of the two footballs which the Company dribbled across, and you will be proud to hear it was actually your son who kicked off the other one .....".

In the East Surrey History it states "Captain Nevill had provided each platoon of B Company with a football which was to be kicked across No Man's Land", "at 7.27am Captain Nevill climbed out of the trench, kicked off one of the footballs and started to advance." It also states "two of B Company's footballs were picked up the next day". This seems to imply that there were more than two.

A letter from 2nd Lt Alcock to Miss D Nevill dated 27th July 1916 states that "..... There were two footballs, and on one was printed 'The Great European Cup-Tie Final East Surreys v Bavarians. Kick off at zero.' On the other in large letters was 'NO



*Nevill's Football*

REFEREE', which was W's way of telling the men they needn't treat the Hun too gently".

The British press viewed his exploit as the only uplifting feature of an unmitigated disaster. It gave a welcome boost to morale at home in contrast to the gloom and despair of nine months previous after the failure at Loos.

The name of Captain Nevill joined those of 120 other young men on the Memorial Cross in St Mary's churchyard, listing all those from the parishes of St Mary's, Twickenham, who fell in the Great War. Dover College and Jesus College can be rightly proud of the selfless sacrifice and devotion to his duty and country he displayed that day.

*Casualties in France and Flanders during World War One were horrific with the total dead or missing from Britain and the Dominions recorded as 956,703. Of these 704,803 were from the British Isles and 251,900 from the Dominions. Out of the British Army casualties there were 564,715 confirmed as dead with the remainder listed as missing.*

# Death of Dr Reginald Koettlitz 100th Anniversary

A A 'Gus' Jones

Author of 'Scott's Forgotten Surgeon' - Koettlitz biography

January 2016 marks 100 years since the death of Dover's famous polar explorer, geologist and botanist Dr Reginald Koettlitz. He died in Cradock, South Africa, on 10 January 1916 within two hours of his wife Marie Louise.



*Reginald Koettlitz*

In previous articles for the society magazine I concentrated on his epic polar expeditions to the Arctic (Jackson-Harmsworth) and Antarctic (Discovery with Scott). Here I aim to concentrate on the Weld-Blundell Expedition through north-east Africa from Berbera, Somalia to Khartoum via Addis Abbaba and transiting the Blue Nile in 1898.

In his paper written for the Scottish Geographical Magazine Koettlitz wrote: 'Abyssinia the ancient Ethiopia, historically a land of many mysteries and containing one of the sources of the Nile, glorious mountains and volcanic activity had always held a great attraction for me. Therefore, when I was offered an opportunity for visiting and travel across the southern, less visited portion from east to west and return via Sudan and Egypt the offer could not be resisted.'

The expedition was led by Mr Weld Blundell together with his nephew, Lord Lovatt, Mr Harwood a taxidermist, a valet acting as camp major-domo and Dr Koettlitz. The group met in Aden before crossing the Gulf of Aden to Berbera where 35 camels, mules, Somali animal drivers, servants, four

Sudanese soldiers who had fought at the Battle of Omdurman were hired. The group included a donkey as bait for lions.

Berbera was a busy port with a cosmopolitan feel as many merchants from Europe and the Indian continent resided there. There was an impressive mosque in the centre of town.

The expedition set out in the afternoon of 6 December heading inland, the time of departure was timed to prevent the locally recruited staff enjoying the 'pleasures of the town' in the evening.

Koettlitz describes in detail the abundant wildlife and herds of domestic cattle encountered on the march. The area was under cultivation with date palms and rice. Wild animals included antelopes, the elegant Speke's gazelle, ground squirrels and jackals, so hated by the locals. Birds, too many to list, but vultures, eagles, weaver birds, wheatears, rollers, toucans, sunbirds, parrots, Francolin partridge, bustard and guinea fowl were observed or shot for dinner. I often wonder how these areas have changed over time.

They were continually rising in altitude from the plains to the mountainous interior. The only threat to the donkey so far had been a leopard that entered the camp but was driven off by the attendants. Elephant tracks were often seen but no herds sighted. The group camped in an area known as Jeff



*Berbera Mosque*

Auri or Jejr Medir at approximately 5374 feet. Mr Blundell was determined to bag a lion so took the unfortunate, but as Koettlitz writes 'devoted' donkey, on a mission to shoot local lions. Once again the donkey was spared as no lion were seen.

For the duration of this expedition Dr Koettlitz kept detailed records of the landscape and vegetation. Many plant and rock samples were taken for further research on return to the UK. His journal records the daily temperature, precipitation and other weather extremes which were subject of study by Mr R T Ormond at the University of Edinburgh. The temperature varied from between 80F and 30F at night. Koettlitz wrote, 'Our Somali servants were rather pitiable objects, for until the sun's heat warmed them, as they wore nothing but thin cotton, they felt it acutely.'

On crossing the Abyssinian border which was marked by a stockade compound they headed for Fiambiro, a market place and trading centre. They were now at 6403 feet and the cultivated terraces reminded Koettlitz of the vineyards around the Rhine or Moselle. The camels in particular struggled with the steep ascents and descents into steep ravines. Fiambiro is described as a bustling market town selling all manner of vegetable produce together

with sheep, goats, cattle and donkeys. It was here that the camel drivers were paid off as the terrain was too difficult. There were many requests for 'baksheesh' which Mr Blundell refused to provide! Mules were now to be the means of transportation. These had been sent by Captain Harrington the British representative in Addis Abbaba under the charge of an extraordinary character named, McKelvey the Abyssinian Englishman.

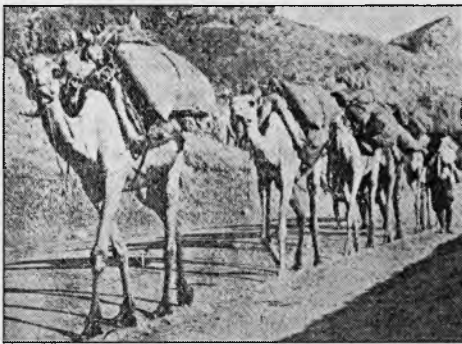
Dr Koettlitz recorded his assessment of McKelvey in the clearest terms. He was captured at the battle of Magdela whilst in the British army in 1868. At this battle a large British/Indian army defeated Emperor Tewodros of Ethiopia with the loss of only two soldiers. McKelvey, following capture, had been tortured and still bore the scars but on return to Alexandria decided he preferred to live as a native in Ethiopia. He dressed as a native and lived in a 'barbarous fashion' with many wives and worked as a merchant and translator for Captain Harrington. Koettlitz remarks: 'Needless to say his morals have sunk, he has both European and Abyssinian vices, there are no redeeming qualities, and he is a plausible humbug and cheat!'

The expedition progressed through Harrar, a walled town of substance with many Greeks, Indians and French merchants and under the control of Governor Ras Makonnen who resided in a fine residence made of red granite. On leaving they moved through fertile undulating country much cultivated. Koettlitz was impressed with the Quolquol tree; some were in bloom with beautiful rose-coloured flowers on the top of long, extraordinary, candelabra-like arms. The group pressed on via Lake Hanamaya and Lake Chercher. They were at an altitude of between 7000 and 8000 feet, the air was clear but cold at night. Birds, black and white ibis, stilts, ducks, coots, teal,

geese, knots and plants were numerous and many specimens were taken for later return to UK. The group continued through this terrain for two more days; small fortified villages were atop the loftiest hills and from a point near the Hawash River a wonderful view was seen towards Addis Abbaba. The Fantalle Hills were crossed, Koettlitz describing their structure as a result of volcanic activity some of which was recent in geological terms.

Addis Abbaba the capital of Abyssinia was the seat of King Menelik who was currently away some 180 miles to the north to resolve a border dispute. The capital was the residence of the British representative Captain Harrington who resided in a walled compound with thatched huts within. Also present were representatives of France, Italy and particularly Russia. Foreign trade was principally undertaken by Greek, French and Armenian traders. Abyssinia was a Coptic Christian country whose people believed they were the only true Christians together with the Russians who shared similar beliefs. The conical thatched churches throughout the region were all surmounted by the Coptic cross.

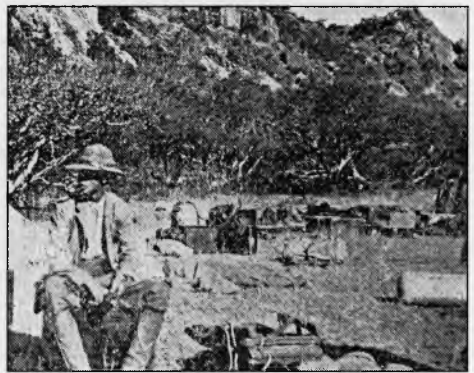
Weld Blundell and Lord Lovat had to obtain the permission of the king before the expedition could precede thereby allowing



*Camel Train*

Dr Koettlitz the opportunity to visit and examine Mount Zouquala, the Abyssinians' holy mountain forty miles from the capital. The mountain stands at 10,000 feet and is one of a series of volcanic caters in the region. The air is cold and bracing with a large lake at its core. Koettlitz wrote that the Abyssinians thought that by drinking and bathing in the lake miraculous cures were wrought so pilgrimages were made by the sick, maimed and diseased in great numbers. By drinking the stream water women fervently believed it cured sterility. The mountain is dedicated to the Virgin Mary.

At the main church Koettlitz encountered a number of hermit priests deep in prayer. Regular flogging with hippopotamus hide whips was practised. They had a wild, maniacal appearance. He gained entrance to the church and its inner square chamber, the 'holy of holies' with chromo-lithographs representing the Virgin, Christ and the Saints. The Russian influence was obvious but any other foreigner claiming to be a Christian was viewed with suspicion. Koettlitz was quizzed as to his knowledge of the Christian faith and in particular St George the patron saint of Abyssinia. This was his opportunity as he remembered a sovereign in his pocket showing St George.



*Camp Jejr Auri*

This was examined with great excitement and compared with their images. Here indeed was a Christian of no mean order, who carried about him an effigy of the Abyssinian patron saint, a talisman against evil and full access was permitted.

On Weld Blundell's return the expedition left Addis Abbaba leaving Captain Harrington and his man, McKelvey, to their 'interesting' existence and headed for the Blue Nile. Koettlitz described in detail the differences between the Shangalla and Galla people they encountered. One being a race displaying almost European features, the other being a truly black African race with totally differing customs within the same country. The Shangalla people were heavily tattooed with gashes to their entire bodies; they carried fearsome weapons but were constantly suppressed by native Abyssinians.

They crossed the Blue Nile at Famaka and made contact with a remote outpost of the Anglo-Egyptian army continuing still with their caravan of mules, porters and specimens to Rosaries and then by gunboat

to Sennaar where they were met by Colonel Lewis, the hero of the battle of Dakla. It took another ten days in a cramped boat to reach Khartoum and Omdurman, arriving on 1 June 1899. They were lodged in the Kaleefa's palace, visiting the Omdurman battlefield before heading by boat and train to Cairo.

The expedition returned to London with a considerable specimen count. Altogether 303 bird species were taken including 16 new to science, numerous species of animal and insect, plants and geological samples. These included a new mollusc species named after Dr Koettlitz - *sepia Koettlitz*. The plants and insects Koettlitz gathered were sent for further study to the Royal Geographical Society and Edinburgh University, his weather records to the Scottish Meteorological Society. The expedition was regarded as a success by the great scientific establishments in London and Edinburgh. But Dr Reginald Koettlitz was destined for colder climes - the Antarctic continent beckoned, he was due to head south with Scott as a member of the Discovery expedition within a year.

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## COWGATE CEMETERY

Jeremy Cope

If you are a gardener you will, no doubt, have noticed that vegetation growth this year is very vigorous. The cemetery is no exception but despite this we have made good progress with mowing the grass and pruning the trees. I can report that we found lesser spotted orchids in three places, the first time we have seen orchids for several years. It is a lovely spot with a grand outlook on Dover, shortly to be enhanced with the removal of Burlington House.

My sincere thanks to our band of volunteers. Deborah Gasking is currently using the White Cliffs Explorers website to

try and recruit more volunteers. If you are interested why not give it a try? My phone number is on the front inside cover if you would like to have a chat. Sessions last from 9.00 am to midday. Our preliminary (weather dependent) timetable to the end of March 2016 is as follows:-

Month	Thursday	Saturday
November 2015	5th	14th
December 2015	3rd	12th
January 2016	7th	16th
February 2016	4th	13th
March 2016	3rd	12th

# Lady Emma Hamilton

Died 15th January 1815

Martyn Webster

On 28th January 1815, during the brief period of peace between England and France before the battle of Waterloo while Napoleon was still in exile on Elba, when cross channel packets were back in the running for a while, there arrived at Dover on a passage vessel from Calais on her fourteenth birthday a British orphan girl. She was accompanied by a male chaperone in the person of Henry Cadogan (no relation), the Lloyd's agent and British Consul in Calais, to be handed over on arrival to the husband of her paternal aunt (Catherine, known as Kitty, Matcham, nee Nelson). The uncle was George Matcham, an East India Company man, whose family's home was at Ashfold house in Sussex whither she was then taken to live. She had few possessions. Such items as were hers were with pawnbrokers in France listed on an inventory of her recently deceased mother's belongings which she brought over with her. These were retrieved for her by her uncle some time later.

This poor girl was Horatia, the love child of Admiral Lord Nelson and Emma, Lady Hamilton. The whole of her life to this point had been caught up in the outcome of the complicated triangular relationship of her parents and Sir William Hamilton, the former British Ambassador to Naples. She had been born in London in 1801 and raised under the surname of Thompson in



*Lady Hamilton - Emma*

circumstances contrived to give the illusion that she had been adopted by Nelson and given over to the care of Lady Hamilton. In later life she did indeed acknowledge Nelson as her father, even adding his surname to hers, but never admitting to her mother's identity even though it must have been plainly obvious to her having been under her care and guidance throughout her young life.

Horatia bore the marks of her childhood through to her death at the age of 80 even though meanwhile having become happily married to a Norfolk clergyman and raising a large family of ten children. She had become Mrs Horatia Nelson Ward. Her mind however must over the years have turned back often not only to earlier happy times with her "parents" and their society (her father died when she was but four years old) but more to the dismal time she had spent latterly as a teenager with her mother in misery caring for her in her dying days in lodgings in Calais where, impoverished and abandoned, they had sought exile from debtors' prison and public banishment.

In his dying words on HMS Victory in 1805 at Trafalgar, and also written in a last codicil to his will, Nelson had bequeathed the welfare and fate of his beloved Emma and their daughter Horatia to the nation. The nation however turned its scandalised back on them so that Emma fell into penury,

poverty and alcoholism leading inevitably to her own self destruction, exiled on a foreign shore at the age of 50. Her story has been told many times over and has been made the subject of films, plays and books evoking every emotion.

Emma had risen from the humblest of surroundings at Neston pit village on the Wirral, Cheshire where her father, who died shortly after her birth in 1764, was a blacksmith. She had been raised an only child to country ways by her mother at the home of her grandmother, a Mrs Kidd, at Hawarden in Flintshire. Then, when in her teens she with her redoubtable mother, known as Mrs Cadogan, moved inexplicably to London for menial work. There her captivating beauty and talent for dance soon caught the attention of two young society rakes, Sir Harry Fetherstonhaugh (baronet and politician) with whom she lived for a time at Uppark and Charles Greville (antiquarian, collector and politician), friends of the artist George Romney who was inspired by what he saw to paint her portrait several times. Through their society she was introduced to a very much older father figure, uncle of Charles Greville, the widowed and childless Ambassador to Naples Sir William Hamilton and given over to him in settlement of debts incurred by his nephew. She married him in 1791 at the age of 26 (he was 61) having lived from 1785 onwards in Naples with him as his wife, all under the eye of her ever present supporting and resourceful mother (who died in 1810). He had Emma educated in the ways of courtly life, music, art, languages and his prodigious knowledge of antiquities and vulcanology. She was a quick learner. She then spent ten subsequent happy years as British ambassadress, a role which she played with such aplomb and success that she had the entrée to the royal palace itself at all times becoming a confidante of the Queen of

Naples, Maria Carolina, sister of the ill-fated Marie Antoinette. Anybody who was anybody from everywhere passed though the ambassadorial Palazzo Sesso and they all fell under Emma's entertaining spell to the magical backdrop of the Bay of Naples and Mount Vesuvius. Through this she was first introduced to Nelson in 1793 when he arrived in Naples with his fleet seeking shelter and victualing which Lady Hamilton achieved for him through the Queen. After various successful sea battles where he lost his right arm and the sight of an eye he returned to Naples in 1798 and their historical romance then began in the turmoil that descended upon Italy caused by Napoleon's invasion of the country requiring the evacuation of the royal family of the Kingdom of the Two Sicilies and the Hamiltons to Palermo on Nelson's own flagship.

Nelson and the Hamiltons subsequently returned together (referring to themselves as "Tria Juncta in Uno") after a triumphal journey through Europe to England in 1800 but when they got there they inspired only derision, scorn and contempt of many in a hypocritically scandalised society - none more so than Frances, Lady Nelson (formerly Nesbit, nee Woolard) who refused to divorce her husband for his adultery and flagrant behaviour. Nelson however in spite of everything remained and rose above it all as the national hero that he was and still is, gathering honours to himself all the while.

Emma in life we are told by her detractors was indulgent, fat and coarse tongued. She had never been able to shake off the image of a vulgar upstart. This was all a matter of opinion of course. However no one could ignore that she had and retained great beauty of face, was kind, generous to her own long term disadvantage, highly intelligent and accomplished in all that those around her had taught her. She

idolised Nelson reciprocally. Her story is truly captivating. It has intrigued and fascinated posterity so that whatever the rights and wrongs, the truths and falsehoods about her she has appealed to an enduring sense of historical romance that overcomes the contemporary judgments of her. She was an enigmatic tragic woman ahead of her time and has captured the imagination to the present day.

It is now 200 years since Emma, Lady Hamilton gave up on life. She died on 15th January 1815 at number 27 Rue Françoise, Calais where she and Horatia had upper rooms. This humble house along with the entire centre of old Calais was flattened to the ground by the bombardments of the Second World War and alas no trace of it now exists. We have however a photograph of it on an old commemorative French postcard.

War and other tribulations of time have also taken from existence Emma's final resting



*Picture Card of 27 Rue Françoise, Calais*

place in Calais. A contemporary account of the funeral does exist. She was buried with proper ceremony, apparently embalmed with a vain view to being returned to England, one week after her death and at the expense of the British consul and well-wishers but some uncertainty has always remained as to where exactly her grave was. It is supposed by biographers to have been in the churchyard of the Eglise Notre Dame and/or a site referred to as the Duchess of Kingston's garden either of which may or may not be the same as the site now known as the Parc Richelieu. However in France bodies do not always remain in the graves in which they were or indeed are first buried beyond the rate of burial concession paid for. It is one way or the other recorded that soon afterwards the site, wherever it was, became a timber yard where the graves there ceased to be cared for and eventually "passed from sight". Whatever the case, disappearance was undoubtedly the fate of Emma's last earthly remains which over time are said to have been moved more than once. In any event, when the Second World War brought havoc to Calais, wherever Emma's body then lay, it was lost altogether in the destruction and subsequent reconstruction of the devastated town.

It is recorded that at first Emma's grave had a wooden sign "like a battledore, handle downwards" bearing the inscription "Emma Hamilton, England's friend". By 1833 a headstone had been long erected in Latin legend but only partly decipherable when recorded reading "Who...at Calais in the Rue Françoise died in no 106 on the 15th day of January AD 1815. In her fifty-first year". In the First World War British Army Officers in 1918 following the centenary of her death fixed a memorial plaque to the house where Emma had died but this along with the whole neighbourhood disappeared in the Second World War. A second plaque was



subsequently placed in 1958 by the city of Calais through the then British Consul on a wall in the street now standing where the Rue Françoise had once stood together subsequently with an adjacent information board which is now only skeletal. This is at the intersection of the present Rue Jean de Vienne and Rue Philippine Hainault.

Finally on 23rd April 1994 an American benefactor Mrs Jean Kislak in the presence of descendants of Nelson and Emma Hamilton unveiled a monument surmounted by stone from near Emma's birthplace on the Wirral a monument to her in a quiet corner of the Parc Richelieu (just across the canal from Calais railway station near to the Tourist Office) on the perceived approximate site of Emma's original grave, which she donated to the city of Calais.

On the bicentenary of Emma Hamilton's death, 15th January 2015, it is therefore heartening to record that in remembrance of Nelson's dying wish for the great love of his life floral tributes were laid at the



*Emma's Monument at Parc Richelieu, Calais  
15th Jan 2015*

memorial for her to honour her memory. Disheartening is the fact that no mention of this anniversary appeared in any national newspaper or journal nor reference made by either the Nelson Society or the 1805 Club, whose own websites uphold their concerns for the upkeep of graves and memorials to those associated with Nelson. At the time of the tri-centenary in 2115 it is extremely doubtful on this basis that any of the Calais memorials will be legible, assuming they remain in place that long, unless they are kept in good repair and the stone lettering re-incised sometime soon.

Emma had done good service for her country and those around her in her lifetime. It is in this spirit that we in our turn should now bequeath her memory to the nation in keeping with Lord Nelson's own bequest to us.

*I am indebted in this account for much of the detail courtesy of Flora Fraser's book "Beloved Emma - The Life of Emma, Lady Hamilton" (Bloomsbury 1986, reprinted 2013).*



*Rail Link Campaign C1993*

## **High Speed Rail Track To Dover Securing and Maintaining It**

— Peter Sherrad —

**W**hen on the 20th January 1986, in Lille France, President François Mitterrand and Prime Minister Margaret Thatcher announced their support of the Channel Tunnel project followed by an Anglo-French Treaty and Exchange of Notes signed in Canterbury by Geoffrey Howe, Secretary of State for Foreign and Commonwealth Affairs, and Roland Dumas, The Minister for External Affairs of the French Republic, on 12th February 1986 it was clear there would be

major implications for Dover's economy. There was a prolonged period of opposition to the Channel Tunnel project but alongside such opposition much foundation work was undertaken to motivate local people and businesses to come to terms with substantial changes that would arise and in the forefront of the agencies engaged in such work was the Dover Chamber of Commerce of which I was honoured to be President twice in these turbulent years. In the face of little or no support from the government, which was directing all its energies, finances and support to the Channel Tunnel, local agencies including the Chamber of Commerce turned their attention to the diversification of the local economy and the key infrastructure elements Dover would require if anything like a level playing field was to be achieved between Tunnel and Port.

Central to the infrastructure requirements was a call to upgrade of the road access routes into Dover (the A20 was dualled from the M20 to the port but for the A2 dualling we are still waiting!) and the safeguarding of the rail link to Dover via Folkestone with a particular call to enable high speed trains to reach the town. The campaign for a high speed train service to be extended to Dover was to be a protracted one and, in the initial stages, one that was to prove to be a very lonely experience and not one to guarantee popularity in the many arenas engaged in the massive Channel Tunnel project. The notion of a high speed rail service to Dover found no friends in Alastair Morton's Channel Tunnel Group and the government made clear it did not have an obligation to provide such rail link to Dover while British Rail indicated it was not its responsibility either and added that the franchisee would

only want to operate profitable lines while Union Rail indicated it was not commercially attractive to extend the high speed train services to Dover. The omens were not good and no-one it seemed was supporting Dover, the political will being conspicuous by its absence! I battled on over the years making Dover's case as best I could and maintaining media interest but things continued to look stacked against Dover.

Then an opportunity arose, with the publication of the Channel Tunnel Rail Link Bill, to try one more time to persuade Parliament of Dover's need for such a high speed rail link. My wife, Mary, and I lodged a Petition in Parliament opposing the Bill unless it contained amendments we put forward to include a Dover link concurrently with or following the completion of the Channel Tunnel high speed link connecting with and of a complementary standard to the high speed link. I appeared before the Select Committee on 15th March 1995. Needless to say the promoters of the Bill strongly objected to the Petition on various grounds ranging from challenging my locus standi to suggesting such an infrastructure project was a commercial decision for Railtrack. Notwithstanding, the Committee listened to



*Hitachi Visit*

me in polite silence as I put forward a case for this element of infrastructure for Dover but it was manifestly not falling on sympathetic ears and I was advised I could not take a contrary view to the committee! The Chairman added "We have been charged by the House of Commons on a certain line and that is the line I am charged with." I believe the Petition of my wife and I was the only Petition deposited in Parliament by (a) member(s) of the public. Notwithstanding this further setback we battled on often being criticised and parodied - one celebrated put down was in being advised that anyone pursuing the possibility of a high speed train service to Dover was "living on the Planet Zog" (wherever that may be). Others took up the baton in the campaign.

In 2015 we are in Planet Zog - with a high speed rail service linking Dover to St Pancras via Ashford and it has proved to be very popular. Now, maybe, we take the dark blue Javelin trains and the high speed journey for granted but how is that service maintained and where? That was a question explored by two groups from Dover, including Society members, when they visited recently the Hitachi Train Maintenance Centre at Ashford which has been established as a centre of excellence



*Society Member Ron Chatburn gives the thumbs up!*

with capability for complete train service support.

Those attending were given a visual presentation on the development of the Hitachi rail commitment in the UK which has led to Hitachi's global rail Headquarters being centred in London and with Ashford being identified as a base for fleet maintenance of the class 395 train sets, more commonly known as the Javelin trains. These trains, made in Kasado Japan, comprising six coaches are employed on the HSI route from Ashford International to St Pancras International, which commenced in December 2009 but also run through East Kent to include Dover, Sandwich and Ramsgate. The 395 class fleet comprise the first High Speed commuter trains in the UK the initial units of which were delivered some nine months ahead of schedule with the entire fleet being supplied to programme and entering service in 2009.

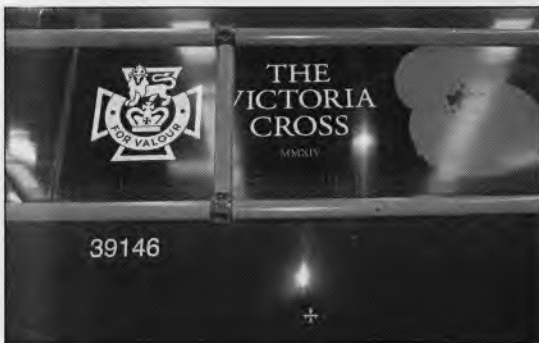
The Maintenance Centre was completed by 2007 and provides whole life maintenance as well as repair and overnight servicing and cleansing for all 29 six car Class 395 units as well as other activities for other trains. The state of the art Centre Maintenance Workshop comprises five "roads" where complete trains are serviced and includes a synchronous train lift (enabling a complete train to be lifted off its bogie wheels without the need to separate the carriages) and a bogie /equipment drop as well as a Tandem Wheel Lathe, in a separate workshop, which can simultaneously re-profile four wheels in situ. In addition the site has two train wash plants and a fully isolated train test track and automatic inspection equipment. At any one time of the 29 trains in the fleet two are in the depot being comprehensively overhauled while one is being fully maintained. The maintenance processes

have been developed from successful Japanese experiences the knowledge of which has been transferred by the company to Europe. The visitors were treated to a complete tour of the Centre including access to the cab of a Javelin. Hitachi employs up to 200 people many of whom are recruited locally or from other areas of the rail industry. Hitachi recruits two apprentices every other year to join the workforce with career progression possibilities. The maintenance staff have a full knowledge of Kaizen a Japanese practice or philosophy that focusses upon continuous improvement of processes in manufacturing, engineering, supporting business processes and management. Fitness to run checks are carried out on the entire Class 395 fleet at the end of each day either at Ashford or in Faversham and Ramsgate where the trains are also stationed for the night. The 395 series of trains make the journey from Ashford to the London terminus in 38 minutes at a speed of 140 mph and can carry 354 seated and 508 standing passengers.

The highly informative and interesting tour of the Centre enable Dorsetians to learn about the complex technology that is required to run a modern train service in particular where different signalling and power systems are engaged. The full behind

the scenes visit opened eyes to the skills and expertise that are employed to keep the high speed rail service running as well as an insight into the career possibilities for young people within the railway industry. In addition to the Javelin trains the Centre provides overnight servicing and cleaning of 34 x 4 car classic train sets and Hitachi has replaced 194 traction packages on the class 465 commuter trains at the rate of two trains a week so Dover is doubly served by the facilities now in place at Ashford. Hitachi is developing its train expertise in the United Kingdom with new depots and a rail factory in Newton Aycliffe as it seeks to expand in the United Kingdom and in Europe. With their work ethic, assured delivery processes in place, whole life maintenance philosophy and talent for inventiveness, we can no doubt expect the Japanese to have a growing influence on our rail network with newer series of Hitachi trains throughout the country and maybe even the Very High Speed trains introduced including the world famous Shinkansen bullet train (or will that have to await HS2?!).

The next time you travel on a Javelin train give a thought to the behind the scenes operations that keep these trains on the right track to Dover. The battle for a high speed rail link to the town, protracted and lonely as it was in the early days, definitely was well worth the effort in the town's interests. Javelin trains taking us to St Pancras in a short time has definitely been worth the wait and the battle to secure the service. A great pity we had to wait so long for the political will to be favourable for the delivery of this vital piece of the infrastructure puzzle for Dover in the context of the development of the Channel Tunnel. So this is what Planet Zog represents!



*The Victoria Cross Train*



In Memory of  
**Pamela Claire Taylor**

17th October 1943

- 11th June 2015

Pam Brivio

I am pleased to be able to write these few words in memory of our dear friend Pam Taylor who died in June after a short illness. Pam will be well known to readers of the Dover Society newsletter as for many years she was a proof reader and I understand this goes back many years.

I, and many others, I know feel privileged to have had Pam as a friend and a part of our life here in Dover. Whilst South African born, Pam Loved Dover, her adopted town, always quick to defend any criticism and give praise.

She had a wide community of friends both here in Dover, the UK and worldwide. I was always impressed by how she kept up with people, whether by letter, or by long phone calls (we were not able to get her to embrace modern technology!) Pam was a friend to many, often long friendships came about by chance meetings. She was the sort of person who could- and would - talk to anyone and everyone and more than that, get to know them.

We will all have treasured memories of Pam, she was such great company, enjoying trips to the cinema, lunch at the Marina, to the theatre to see a favourite comedian, or a

play, discussing books or just stopping for coffee. A passionate advocate of many causes, the environment, peace, the women's movement, fights against injustice. Her career spanned working with older people via Age Concern (with her great friend Anne Mole) and then a return to teaching at South Kent College with students with special needs.

Family meant a great deal to Pam, and she loved family celebrations of all kinds, the advent of grandchildren provided Pam, who adored babies, in fact children and young people of all ages, with the opportunity to welcome her grandchildren into the world with love and enthusiasm.

Her funeral in the beautiful setting of Deerton Natural Burial Ground was a wonderful tribute to a wonderful person; the service was conducted by her close friend Sue Baumbach. Eulogies were delivered by her sister Moira, her children and grandchildren, her former husband Gavin and his wife Helena. "Attila the Stockbroker" read one of his poems. Pete Seeger's anthem "we shall overcome" was played and the ceremony closed with "Nkosi Sikelel i Afrika" by Soweto Gospel Choir.

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# What's On - Up On The Downs

••••• Alan Lee •••••

## Gentle Walks

Led by Kirk Alexander

Booking and further information on

01304 241806 or 07885 599182

Cost: Suggested donation of £2

## South Foreland at War

**Saturday 7th November 2015**

**2pm - 4.30pm**

*A walk to explore the wildlife and history of the South Foreland Valley, especially the military remains.*

Meet at St Margaret's-at-Cliffe Village Car Park, High Street, St Margaret's-at-Cliffe (Near the Church).

## Folkestone Warren Walk

**Sunday 8th November 2015**

**2pm - 4.30pm**

*A gentle afternoon walk to learn how to identify trees in winter and hear about the folklore and traditional uses of our native trees.*

Meet outside Harbour Cafe (formerly Sandbanks/the Pavilion), Wear Bay Road, Folkestone. Distance: 4 miles (2.5 hours)

•••••

## Forest Skills

**Old Park Hill Nature Reserve**

*Gain outdoor skills to pass on to your children. Learn woodland skills, bushcraft techniques and how nature reserves are managed. A series of Free forest skills taster sessions funded by the Up on the Downs. Delivered by Kent Wildlife Trust on behalf of the Town and Country Foundation. No experience necessary. Over 16s only.*

Meet at Old Park Community Centre, Dover, Kent. Booking and further information: Sara Hutchinson (07545 207038) or sara.hutchinson@tchg.org.uk

**Wednesday 11th November 2015**

**9.30am to 2.30pm**

*This session will include practical conservation, charcoal making and making a charcoal pencil as well as lighting a fire.*

**Wednesday 18th November 2015**

**9.30am to 2.30pm**

*This session will include whittling skills and making a knife as well as lighting a fire.*

**Wednesday 25th November 2015**

**9.30am to 2.30pm**

*This session will include cooking pizzas, potatoes, stews, dampers and hot chocolate on a camp fire.*

•••••

## Education Shelter

**Samphire Hoe**

White Cliffs Countryside Partnership  
Booking essential contact: 01304 225649

**Art in the Shelter - The Art of Navigation**

**Sunday 22nd November 2015**

**4.00pm-6.00pm**

Leader: Steve Walker Cost: £5 donation per person appreciated towards materials.

*Have fun finding out how to draw amazing pictures in the dark. A drink of mulled apple juice and a warm fire might tempt you to join us. All ages, all abilities. Wear appropriate clothes and bring a torch.*



**Winter Tales Around the Fire**  
**Sunday 29th November 2015**  
**2.00pm-3.00pm**

Leader: Paul Holt

Cost: £2 donation appreciated

*Join us in the shelter to hear unbelievable and fascinating stories and with your help we shall create our very own myth.*

.....

## Looking

Lookers are reliable people who love spending time outdoors and want to help look after the livestock that maintain our amazing chalk grassland. They make sure that the sheep, horses and cows that graze the partnership area are healthy and report any problems to a member of staff.

Up on the Downs work in partnership with Kent Wildlife Trust, National Trust and White Cliffs Countryside Partnership and look after over 500 hectares of chalk grassland in the Dover and Folkestone area. Livestock is used to graze these sites to make sure that this grassland has rich and varied wildlife. With such a large area and 10 or more herds of cows or flocks of sheep to be looked after we depend on the hard work of volunteers to help us make sure that animals are in good condition.

By getting involved you join a friendly team and make new friends. You will learn new skills, ensure the highest possible animal welfare standards are maintained and make a real difference to how the landscape is managed. Spend time outside, be more active and work alongside dedicated countryside management professionals.

### *What's involved?*

You will work on a rota with other volunteers and be asked to go to a specific

site on a particular day. You will check the number of animals, get close enough to tell whether they are healthy, check that water is provided and that ice is broken in freezing weather. Report any problems with fencing, gates or paths and report back to staff to let them know you have checked the animals.

This role will suit you if you are outdoorsy, whatever the weather's doing, somebody who takes regular walks in the countryside, keen to work with people and animals, passionate about the Up on the Downs landscape area and available at least once a week.

### *Extra Information*

You do not need to be an expert as training will be provided.

We have opportunities to volunteer at the following places:

In Dover: Old Park Hill, Gorse Hill, Dover Castle, Nemo Down, Samphire Hoe, White Cliffs and Western Heights.

In Folkestone: The Warren and Folkestone Downs.

Plus South Foreland Valley (St Margaret's at Cliffe) and National Trust sites at St Margaret's.

Contact Mike Phillips on 01304 872158 or at [mike.phillips@dover.gov.uk](mailto:mike.phillips@dover.gov.uk)

We will then find out which sites you are interested in and put you in touch with the relevant member of staff.

.....

### **Up on the Downs web:**

**<http://www.uponthedowns.org.uk>**

**E-mail: [uponthedowns@dover.gov.uk](mailto:uponthedowns@dover.gov.uk)**

**Tel: 01304 872138**

**Up on the Downs, c/o Dover District**

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# Refurbishment Committee

Jeremy Cope

Here are some of the matters with which we are involved and work to take forward:-

The Upper Road path from Bleriot Memorial to Langdon Cliffs. Kent Public Rights of Way have done their stuff and the pathway is being kept maintained. Our only task now is to raise funds to have the pathway properly signposted. I am on the lookout for a volunteer.

You will be aware of the new street lights that KCC Highways have installed. We are concerned that the lampposts used in the town centre (a conservation area) are not appropriate. Following enquiries to Dover Town Council and Dover District Council we have been directed to Kent Highways as the body that makes the decision on the lampposts to use. I await details of the criteria that are used for conservation areas and shall be sending off a reminder shortly.

We have received a positive response from East Kent Hospitals to our idea of information panels in the reception area of the new hospital. Our idea is to set out the history of the site in providing welfare to Dover starting with the workhouse (a very old fashioned idea of welfare) to the old Buckland Hospital to the new building. Should be interesting.

We have also expressed a concern on the Lindemann Plaque on the seafront. The cover has been renovated but it is not clear if the brown discolouration arises from the acrylic cover or the monument itself. We await details.

Jenny Olpin and John Cotton continue to have regular meetings with DCI Barlow to raise the Society's concerns. Do please let us know of any problems concerning police matters that you wish to be raised.

The noise from Dover Music Festival caused some members considerable discomfort. In dealing with such a matter one has to recognise that there is a very different reaction across the generations. One of our committee described the opposite reaction of his grandson who did not object to the sound. If we complain we need to offer sensible alternatives or there is a strong possibility we will not be taken seriously. Jim Pople is taking this forward for the Society.

I am very pleased to say that Alan Sencicle is now taking part in our committee, an invaluable person to pester the authorities on litter, drainage of our roads and improvements to our railway's fares system and its service.

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## The Confederation of the Cinque Ports the Registrar and Seneschal

Peter Sherred

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On 21 May 2016 an event bestowing a significant honour upon Dover will take place when the Right Worshipful the Town Mayor of Dover will assume the rôle

of Speaker of the Confederation of the Cinque Ports. This honour comes round every seven years and Dover's Mayor will be the leading civic dignitary of the ancient



*Ian Russell at Dover Castle.  
Photo by Melvin Pett of Winchelsea*

organisation which until 2006 boasted one of only two Speakers in the United Kingdom - the other being the Speaker of the House of Commons. Since 2006 the number of Speakers has risen to three with the addition of the Speaker of the House of Lords. Dover's Mayor will hold the position until 2017 when the Speakership will transfer to Sandwich. During the twelve months Dover's Mayor is the Speaker he or she will be supported by and receive advice from the Registrar and Seneschal of the Cinque Ports who is appointed by the Lord Warden. So who and what is the Registrar and Seneschal of this organisation of towns and ports embracing the coastal region of Kent and East Sussex? The present holder of the post Ian Russell MA (Oxon) MSocSc (Birmingham), a retired lawyer living in East Sussex, has been an Officer of the Cinque Ports since 1991 first as a Joint Solicitor appointed by the Confederation and latterly as the Registrar and Seneschal from 2005. In 2016, therefore, Ian will commemorate a quarter of a century of service to the organisation. His immediate predecessor, Ian Gill, was formerly the Town Clerk of Dover and his predecessor, James A Johnson, was also the Town Clerk of Dover.

James A Johnson, who was a towering and controversial local government figure in

Dover, was appointed Town Clerk in September 1944 taking up office on December 1st 1944 having been previously Deputy Town Clerk of South Shields. Mr Johnson was appointed Coroner in which post he developed a formidable reputation for his rigour and in 1964 he conducted the twelve day Christine inquest which made national headlines in reports written by celebrated local journalist Terry Sutton MBE. As Coroner he made determined efforts to unravel the mystery of the death of a 32 year old London stock car driver who drowned after sailing from Ramsgate in the "unseaworthy" yacht Christine. In his capacity as Registrar and Seneschal in 1966 he was involved in the organisation of the ceremony for the installation of Sir Robert Menzies the former Prime Minister of Australia as Lord Warden in succession to Sir Winston Churchill who died in 1965.

Ian Gill took over the post of Town Clerk in 1968 upon the retirement of his predecessor and proved to be a less controversial figure. During his tenure in office as Registrar and Seneschal from 1979, when he was appointed to the rôle, he was responsible for the organisation of the ceremony for the installation of Her Majesty Queen Elizabeth, the Queen Mother, as Lord Warden in August of that year following the death of Sir Robert Menzies. Upon the death of the Queen Mother in 2002 Ian Gill's last major task before his retirement was to oversee the installation of the current Lord Warden, Admiral of the Fleet The Lord Boyce, in 2005 and in which he was ably supported by his Joint Solicitor colleague who was to succeed him, Ian David Arthur Russell. Ian Gill had been included in the Honours list marking the Queen Mother's 100th birthday when he was made a Commander of the Royal Victorian Order having previously been appointed a Lieutenant of the Order.

Ian Russell, 66, was born in Erith in Kent and attended primary school in Dartford before attending Dartford Grammar School between 1960/67. He attended Pembroke College, Oxford between 1967/70 where he read Law completing his academic education at Birmingham University between 1973/74 where he obtained a Master's Degree in Local Government Management. He married Marcia, who had been a neighbour of his and had attended Dartford Grammar School for Girls, in Dartford in 1969. Ian and Marcia have two children, Stuart married to Sarah, and James married to Alyson, both married sons have children. Ian also has one elder brother.

Ian had a distinguished career of 30 years' public service in local government law and administration starting in 1970 when he was articled to the Town Clerk of Reading County Borough Council. After attending the College of Law at Guildford to secure his legal professional qualifications he was admitted a Solicitor with Reading County Borough Council before receiving promotion to Assistant Town Clerk with Reading Borough Council (after the 1974 Local Government re-organisation). He subsequently served as Assistant City Secretary with Portsmouth City Council for 8 years. He then moved to Hastings Borough Council in December 1990 first as Borough Secretary (and Solicitor to the Council) and then as Director of Central Services, where he remained until retirement in 1999. During this period he was supported by two Assistant Secretaries (one legal, one administrative) and oversaw approximately 40 members of staff within his department.

During his service in local government Ian had professional experience in a wide range of legal matters from conveyancing to the conduct of planning appeals, from housing

matters to court work in addition to increasing administration commitments and he was the Parliamentary and Local Government Elections Returning Officer for Hastings. His association with the Confederation of the Cinque Ports began while he was with Hastings Borough Council when in 1991 he was appointed a Joint Solicitor to the Confederation joining Ian Gill. He assumed responsibility for the day to day administration of the Confederation in 1994 upon Ian Gill's retirement as Chief Executive of Thanet District Council. He was appointed Registrar and Seneschal by Warrant in 2005 in succession to Ian Gill upon his retirement from the post.

In the 25 years of his service with the Confederation Ian has worked with and for many of the Confederation's Mayors, Town Clerks and other Officers and has been responsible for meetings of the Standing Committee offering advice and carrying out the resolved decisions of the Confederation. In particular he has been engaged with specific aspects of the Confederation's life such as raising funding from member towns and others to enable the publication of two editions of the Confederation Visitor Leaflet. He was involved in the establishment and maintenance of the Cinque Ports' website for which he provided all the copy and photographs and which he now maintains personally. He took the lead in the organisation of the installation of the current Lord Warden in April 2005 in conjunction with the Armed Services, English Heritage, Dover District Council and Dover College among others to bring about a complex but successful occasion in Dover. Ian was engaged in the many aspects of settling the installation rituals from its commencement in Dover Castle and St Mary-in-Castro to the Court of Shepway in the Close of Dover College and finally the Banquet at Dover Town Hall all taking

many months of planning. He has presided over a number of "special events" organised by the Confederation such as the celebration of HM The Queen's Diamond Jubilee including the commissioning of a Loyal Address from a calligrapher in Sandwich. Also with the first of 250 specially commissioned bone china tankards, which were formally presented to the Lord Warden at a ceremony at Dover Castle before the Lord Warden, the Speaker (Roger Neaves of Winchelsea) and Ian (as Registrar and Seneschal) delivered both to Her Majesty's Private Secretary, Sir Christopher Geidt KCB, KCVO, OBE at Buckingham Palace. The Jubilee commemoration also included the distribution of the remaining tankards by sale through the Confederation and a range of local outlets - The Queen being the recipient of No 1 and the Lord Warden No 2. His most recent event was the organisation of the commemoration of the Lord Warden's decade of service to the Confederation marked by a presentation of a specially commissioned map of the historic Cinque Ports at Walmer Castle in April 2015. Ian had commissioned the map from well-known local artist Denys Le Fevre of Ramsgate. At the same event English Heritage presented the Lord Warden with a stand for his ceremonial sword which had been presented to him upon appointment by the Confederation and organised by Ian. On the relevance of the Confederation in the 21st century Ian comments "England has historically been and remains a maritime nation and this has influenced both the local and the national character. The Confederation of the Cinque Ports helps to foster and maintain the influence of this local and national character and generates considerable visitor interest in the history of the Confederation which adds to the economies of the various Cinque Port towns."

After the who, the what - what is the Registrar and Seneschal? Ian indicates that in theory the Registrar runs the Court of Admiralty of the Confederation which still retains Admiralty Jurisdiction concurrent with the Admiralty Court in London. The Court also has Chancery Jurisdiction but Ian does not recall it being exercised. The title of Seneschal probably originates from the 11th/12th century and related to a High Steward in charge of the day-to-day affairs of a medieval baron. The Seneschal became responsible for running the civil side of the activities of the Lord Warden. In his Warrant, from 2005, Ian points out this is emphasised by the fact he is appointed, among other things, as the Clerk of the Castle of Dover. Of his rôle as Registrar Ian comments "The Registrar's rôle, as I perceive it to be, is to support the Lord Warden for the time being and to support the objectives and aims of the Confederation, in particular by exploiting tourist initiatives. This in addition to the legal and administrative rôle of the post." He is supported by the current Joint Solicitor, Christine Barkshire-Jones, who is the Solicitor to Hastings Borough Council.

Ian will be seen in Dover in 2016 as the town hosts the Speakership and in particular he will be on parade in his legal attire of wing collar, tabs, gown and wig in the procession that accompanies Speaker's Day held in October each year when all the Mayors, Town Clerks, distinguished guests and the other Officers will descend on Dover for the traditional procession to the church of St Mary the Virgin, Cannon Street, for a service of celebration of the continuing life of the Confederation. Of his long period of association with the Confederation, more latterly as Registrar and Seneschal, Ian says "I have very much enjoyed the special and unique rôles I have been privileged to experience. It has been a fascinating journey into the unique local

history of the Confederation and its constituent parts and it has enabled me to meet many interesting local people and to participate in some memorable local and national events”.

Ian is widely respected throughout the Confederation and in particular by his fellow Officers of the Confederation who recognise in him a hard-working, committed, loyal and wise colleague who carries his exalted unique position in a modest and unassuming manner and whose presence and commitment in and to the Confederation is second to none. It is a great privilege to know and work with him. Perhaps the last words however should be given by the current Lord Warden and Admiral of the Cinque Ports and Constable of Dover Castle, Admiral of the Fleet the Lord Boyce KG GCB OBE DL who was

appointed in 2004 and is the only naval officer to have occupied the position apart from Admiral Robert Blake during the 17th century. “The Cinque Ports are enormously proud of their long and distinguished heritage, and are always prepared to work together to nurture it. However, given that the key players - the Speakers and Mayors - mostly change every year, it is vital that there is someone to provide a continuity and coordinating function. This duty lies naturally with the Registrar and Seneschal and the Confederation is most fortunate in having as the current incumbent of this post Ian Russell: a person whose knowledge of the subject is second to none and who is prepared to devote, with great conscientiousness and wisdom, a significant amount of his time to ensure that the Cinque Ports remain a strong entity now and in the future.”

# The Story of Bruce Lilley 1928 - 2014

## Part 4

Bruce and Merrill Lilley

### CHAPTER FIVE

## The Fifties

1950 started with a number of short trips during which nothing memorable occurred. In February I did a standby job on the Highland Prince as a relief while the regular cook was on holiday. However I was the cook in charge of the galley which was a good experience for me and a slight increase in salary. Generally speaking a small ship might have a cook, two assistant cooks and a galley boy. Larger ships could have up to ten assistant cooks. A position as second cook and baker also had a higher salary. My standby job was followed by two

trips to the Eastern Mediterranean, as assistant cook on the Sycamore, a small ship which carried cargo and twelve passengers who were mainly government employees. We loaded guns in Cardiff and ended up in Beirut, having stopped in Cyprus and Egypt. My next trip on the Vasco was also to the Med. I had a longer trip to Cuba on the Lord Codrington at the end of the year. It was a lousy ship with chain steering and bad conditions for the crew. We took general cargo to the southern states and loaded grain to go back to Antwerp. When we got

there we found Antwerp a sad city almost in ruins still from bomb damage during the war. Many people had nothing and were in a sorry state.

At Antwerp I went straight on to the Nimares as second cook and baker for a few weeks. Then I had the same job on a tanker belonging to Esso called the Missionary Ridge for a few weeks before I got a longer trip for nine months on the English Prince, visiting the States and the Persian Gulf. Again I was second cook and baker.

On 16th September 1952 I joined the Marinia, a salvage tug as cook/steward. This was only a small ship but for the first time I was in charge. I bought the stores and cooked. I had a small cabin to myself, box-like but my own. This applied to most of the jobs on salvage tugs as they would have a crew of only six or seven men. I then had several trips on the Marinia when it was on standby in Falmouth and ready to go at any time to ships in distress. We might be on shore in a pub or a cinema and a message would come telling us to return immediately to the ship, 'Crew of Marinia return'. The tug belonged to the Overseas Towing and Salvage Company who also owned the famous salvage tug, Turmoil, which went to the aid of the American-owned Flying Enterprise and made newspaper headlines for a few days. Sadly they failed to salvage it and it finally sank.

Early in 1953 I was on a few delivery jobs, once again as cook/steward in charge of the galley. On 9th January we delivered the Plymstock from Falmouth to Gibraltar and came back to England by train, a fairly straightforward assignment.

My next trip was a very different matter and one I could never forget. On 18th February we set off to deliver to Kuwait the Danube VI, a London tug owned by the Westminster

Dredging company and towing a barge also for delivery. There were four able seamen, a bosun and myself. We all shared the same crew accommodation I did not have my own cook/steward cabin as I had done on other tugs. In addition there were two barge men who stayed on the barge and were supplied by me with stores to last them between bunkering stops, when they were on their own. You can imagine my feelings on facing this trip - taking a London tug from Southampton to Kuwait and towing a barge!

We picked up at Southampton and proceeded, via Lisbon and Gibraltar, to Malta where we ran into a problem. The crew of four plus the barge men refused to come back on board the ship for three days and the captain sacked them and picked a Maltese crew to continue the voyage. So we set off from Malta with six new crew members bound for Port Said to transit the Suez Canal and thence to the Red Sea to Aden to pick up more bunkers. The next stop was an island where the RAF were based, to pick up bunkers in 45 gallon drums before proceeding to Kuwait which was a small walled city surrounded by desert. Afterwards we flew home on a DC3. The flight took two days. The first day each of us received a packet with sandwiches, an apple and an orange on a flight to Malta to drop off the Maltese crew. The following day I flew with the bosun to Copenhagen and then to then on to Blackbush airport in the UK. We got home on 23rd April and I was thankful to get some leave before joining another salvage tug, the Secundo, at Plymouth. After that it was to Falmouth which turned out to be my last posting on the Marinia. Then back to Dock Street for another posting.

For almost two years, between July 1953 and May 1955, my job remained the same, described in most certificates of discharge

as 'second cook and baker'. I served in this time on, altogether five ships, the Baltic Pine, the Exedene, the Vardulia, the Arvans and the Blandford. On these larger ships I was no longer in charge of the galley but the pay remained the same. The last of these trips on the Blandford was the longest, from June 1954 to May 1955. The Blandford was a modern ship with good working conditions. Every crew member had his own cabin. The ship belonged to the Blandford Shipping Company, part of the Fred Olsen group. We were working the east coast of America loading oil from Curacao in the Dutch Antilles in the West Indies and delivering it in the winter months to Buenos Aires and Montevideo. In Montevideo we had to unload some of the cargo to lighten the ship before we could proceed up the River Plate. We used to anchor in the Amazon Basin to take on fresh water before we went to Curacao. When we got back to the UK we put into Barry on 18th May 1955.

After this long trip I had some weeks leave due before I reported for another posting. I went as a passenger via ferry from Harwich to Rotterdam where I joined a ship called the Maidenhead on 27th June with promotion to Ship's Cook with the appropriate status and responsibility, I was pleased to have achieved this at last at the age of twenty-seven.

## AFTERWORD

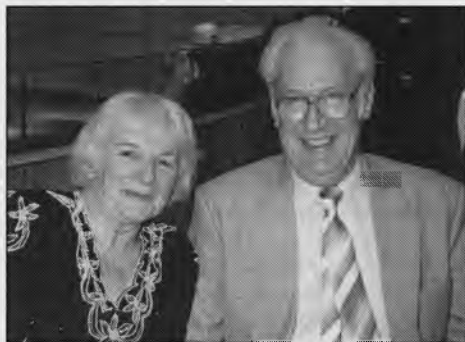
After Bruce achieved the post of Chief Cook in 1955, I do not have any details of his later voyages, except the names in the Ship's record book. For the remainder of his life as a seaman all the existing books from 1951 to his last posting show his postings as Chief Cook and Steward. It seems that many of the trips were on ships like the Sycamore which carried cargo and twelve passengers. Bruce told me that when one of these ships called into Dover, the passengers would go

to the White Cliffs Hotel. It was on one of these trips that Bruce met his wife, Alice, a widow, who liked to choose a holiday as a passenger on a cargo ship, many of which went to the Mediterranean.

Bruce and Alice were married in 1969 and they bought a house in Luton, where Alice lived. Bruce continued at sea until February 1972. There are letters from Cory Maritime Limited, thanking Bruce for all his work for the company. One of these letters mentions that Alice was in poor health at the time.

Alice owned a small paint company in Luton and she was struggling to run it after losing her husband. With Alice, Bruce became a Managing Director of Robinson and Groom which manufactured a sports marking compound called Indeline. It was widely used in sports ground marking and, as Bruce frequently pointed out, was used at Wimbledon and Wembley and by many major football clubs. Bruce would see a match on TV and say, 'That's our paint!'

Alice died in February 1979. I met Bruce in January 1980, having been divorced the previous year. We were both working with full-time jobs and it took a while for us to get to know each other. We married in December 1982 and started our new life together.



*Bruce and Merrill*



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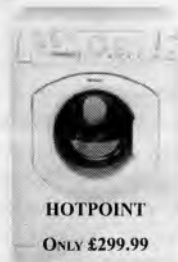
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## **Ann & Pams Florist**

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Email: [info@annandpamsflorist.co.uk](mailto:info@annandpamsflorist.co.uk)

[www.annandpamsflorist.co.uk](http://www.annandpamsflorist.co.uk)

### *Quality Florist*

4 Cherry Tree Avenue,  
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# *il Rustico*

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[www.ilrusticorestaurant.org.uk](http://www.ilrusticorestaurant.org.uk)

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Dover, Kent CT16 1QD  
Tel: 01304 201994  
Fax: 01304 240117

Email: [dover@spainbrothers.co.uk](mailto:dover@spainbrothers.co.uk)  
Website: [www.spainbrothers.co.uk](http://www.spainbrothers.co.uk)

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EST. 1937

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Tel: 01304 206432

Email: [petshopsteve@gmail.com](mailto:petshopsteve@gmail.com)

Website: [www.petsarcadiaquatics.com](http://www.petsarcadiaquatics.com)

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**“Curiosity of Dover”**



## Application for Membership

Membership: Individuals - £6 annually  
 Joint membership - £10 annually  
*Payable on 31st March*

New  Renewal  Joint

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

2nd Name if joint membership .....

Address .....

..... Postcode .....

Phone .....

Email .....

**The Gift Aid Legislation allows us to reclaim basic tax rate on your subscription and any donations. Please state that you are happy for us to do this by signing the Declaration below. You must be a UK taxpayer and pay an amount of income tax or capital gains tax we reclaim on your subscription/donation. For joint members the first named is asked to sign as the taxpayer.**

### 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 2015

*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.*

November 16  
Monday 7.30

**Speakers: Chief Inspector Stephen Barlow**

"Policing Dover"

**Phil Eyden**

"Archcliffe Fort in World War I"

December 13  
Sunday  
12.30 for 1pm  
£24.00

**Christmas Lunch/Feast**

Our luncheon is on Sunday this year and will take place in the Stone Hall of the Maison Dieu. As usual, there will be a three course meal with coffee and mints. A welcome drink is included. Other drinks may be purchased at the bar. This year we welcome back "Quodlibet" who will provide us with the musical entertainment. As usual we will be running our end of year raffle. Non-members are also welcome to attend.

Please make sure you complete the booking form with your choice of menu and welcome drink.

**To book: Complete the enclosed form and return with your payment to: Beverley Hall, 61 Castle Avenue, Dover CT16 1EZ Tel: 01304 202646**

January 18  
Monday 7.30

**Speakers: Richard Barnard**

"The Work of Porchlight"

**Jim Davies**

"Invicta Miners - Stories of the Kent Coalfield"

February 15  
Monday 7.30  
£8.00

**Wine and Wisdom**

Once again we welcome back Clive Taylor and his team to host our popular quiz night. Please book early to avoid disappointment. The price includes a selection of sandwiches and other nibbles. There will be complimentary wine provided on each table. Prizes for first and second placed teams. If you are unable to make up a table of 6, we can fit you in where appropriate.

**To book please return the enclosed form to: Beverley Hall, 61 Castle Ave, Dover CT16 1EZ Tel: 01304 202646 Email: bevbvov61@hotmail.com**

March 21  
Monday 7.30

**Speakers: Lynda Pearce**

"The Dover Pageant"

**Roisin Murray**

"Dover District Volunteers"

April 18  
Monday 7.30

**AGM**

**Speaker: Keith Parfitt**

"St James Area Recent Dig"

*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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# Sleepyhead-Beds

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