



# Newsletter

No. 91

March 2018



*Preußen (Preussen) Under Full Sail*

IF  
£1.50  
SOLD

# THE DOVER SOCIETY

FOUNDED IN 1988

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

## PRESIDENT

### VICE-PRESIDENTS

Mrs Joan Liggett, Jonathan Sloggett, Terry Sutton,  
Miss Christine Waterman

## THE COMMITTEE

### CHAIRMAN

Derek Leach OBE, 24 Riverdale, River, Dover CT17 0GX  
Tel: 01304 823926 Email: derekriverdale@btinternet.com

### VICE-CHAIRMAN

Jeremy Cope, 53 Park Avenue, Dover CT16 1HD  
Tel: 01304 211348 Email: jeremycop@willersley.plus.com

### HON. SECRETARY

Beverley Hall, 61 Castle Avenue, Dover CT16 1EZ  
Tel: 01304 202646 Email: bevbov61@hotmail.com

### HON. TREASURER

Mike Weston, 71 Castle Avenue, Dover CT16 1EZ  
Tel: 01304 202059 Email: weston71dover@gmail.com

### MEMBERSHIP SECRETARY

Sheila Cope, 53 Park Avenue, Dover CT16 1HD  
Tel: 01304 211348 Email: sheilacope@willersley.plus.com

### SUMMER SOCIAL SECRETARY

Patricia Hooper-Sherratt, Castle Lea, Taswell St, Dover CT16 1SG  
Tel: 01304 228129 Email: castlelea@tiscali.co.uk

### WINTER SOCIAL SECRETARY

Beverley Hall, 61 Castle Avenue, Dover CT16 1EZ  
Tel: 01304 202646 Email: bevbov61@hotmail.com

### EDITOR

Alan Lee, 8 Cherry Tree Avenue, Dover CT16 2NL  
Tel: 01304 213668 Email: Alan.lee1947@ntlworld.com

### PRESS SECRETARY

Terry Sutton MBE, 17 Bewsbury Cross Lane, Whitfield, Dover CT16  
3HB Tel: 01304 820122 Email: terry.sutton@route56.co.uk

### PLANNING

*Chairman* Pat Sherratt, Castle Lea, Taswell Street, Dover CT16 1SG  
Tel: 01304 228129 Email: tt.castle-lea@tiscali.co.uk

*Committee* Alan Sencicle, Mike Weston, Beverley Hall,  
Graham Margery, Sandra Conlon

### REFUBISHMENT

*Chair* Jenny Olpin, 19 Redlands Court, London Road, River,  
Dover CT17 0TW. Tel: 01304 825011 Email: jennyolpin@gmail.com

*Committee* Jeremy Cope, John Cotton, Mike McFarnell,  
Jim Pople, Mike Weston, Alan Sencicle

### ARCHIVIST

Dr S.S.G. Hale, 34 Church Hill, Temple Ewell, Dover CT16 3DR  
Tel: 01304 825670

### MINUTE SECRETARY

Yvonne Miller

### WEB PAGE

Mike McFarnell, Email: mmcfarnell@hotmail.com

### ADVERTISING SECRETARY

Jean Marsh, 31 Millais Road, Dover CT16 2LW  
Tel: 01304 206123 Email: jean.marsh7@ntlworld.com

### COMMITTEE MEMBERS

Alan Sencicle, Email: lorraine.sencicle@btinternet.com  
Deborah Gasking, Email: deb4tune8@yahoo.co.uk

### WEB SITE

www.doversociety.org.uk

# Contents

2	Editorial	Alan Lee
5	Dover Society 2017 Christmas Lunch/Feast	Denise Lee
<b>OCTOBER MEETING 2017</b>		
6	"The Goodwin Sands and Its Wrecks" - a talk by Peter Legg	Alan Lee
8	"The Love Dover Project" - a talk by Graham Tutthill	Terry Sutton
<b>NOVEMBER MEETING 2017</b>		
9	Managing Dover Castle - a talk by Ros Daniels	Terry Sutton
10	50 Years of Megger Instruments - a talk by Graham Heritage	Alan Lee
<b>JANUARY MEETING 2018</b>		
12	Conserving Dover - a talk by Alison Cummings	Alan Lee
13	Dover's WWI Garrison - a talk by Phil Eyden	Terry Sutton
15	Around and About	Alan Lee
16	Planning Committee Meeting	Patrick Sherratt
18	Cowgate Cemetery	Jeremy Cope
18	River Dour Partnership	Deborah Gasking
19	AGM Reminder	Alan Lee
19	Refurbishment Committee	Jenny Olpin
20	Old Park Hill Nature Reserve, Dover	Emily Neighbour
21	Membership	Sheila Cope
22	A Unique and Privileged Visit	Peter Sherred
24	Dover's Forgotten Aviation History Part II	Brian Flood
29	The Gateway Flats	David Attwood
33	He Walked Along the Middle of the Road	John Lockyer
35	Dover Film Festival	Alan Lee
36	Farthingloe - The Historic Valley of Legends and Outstanding Natural Beauty Part II	Lorraine Sencicle
43	All at Sea - the Life of George Sutcliffe Part I	Peter Sherred
48	Application Form for Membership	
	Inside Back Cover	Programme

## *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

The first thing I must do is to remind all members that the date of the Annual General Meeting will take place on Monday 26th April. All members are reminded that any nominations for elected posts within the committee and any resolutions for the meeting must be received by the secretary Beverly Hall no later than 14 days before the date of the AGM.

As usual we, as a society, are on the lookout for volunteers to take an interest in various sub-committees. Also needed is help at our society meetings, with projects, at events and submitting articles and reports for the newsletter.

Organized by Dover Town Council, April 23rd, St George's Day, will see the centenary of the Zeebrugge Raid commemorated. At 9.30am coaches depart from outside Age Concern, Maison Dieu car park to St James' Cemetery where the service and wreath laying will take place at 10.30am. Coaches will return to the Market Square for, at 11.30, the parade to the Maison Dieu/Town Hall led by the Royal Marines and at 12 noon the ringing of the Zeebrugge Bell and short service.

At 12.30pm Tea, coffee and biscuits will be offered at Biggin Hall, behind the Town Council offices.

Following restoration and cleaning at the Loughborough bell foundry of John Taylor & Co the Zeebrugge Bell has returned to Dover. Cllr Neil Rix, the Town Mayor of Dover, Cllr Sue Chandler, the Chairman of Dover District Council, and Tony Yelverton, Managing Director of Hipperson Builders, the project contractors who also completed conservation work to the bell housing and tower, welcomed the return.

HM The King of the Belgians, Albert I, presented The Zeebrugge Bell to the people of Dover, as a souvenir of the Zeebrugge harbour naval raid on St George's Day 23rd April 1918.

Later in the day, at 3pm there is the launch of the Royal Marines Heritage Trails, Deal, at the open green space behind Deal Castle.

The Royal Marines played a pivotal role in the raid on Zeebrugge with many of them trained at the Royal Marines Depot in Deal.

*Alan Lee - Editor*

## COPYRIGHT

All published material contained within this publication remains the copyright of its authors, artists or photographers.

No article or image can be reproduced or used without the specific owners express permission.

The owners can be contacted by way of the editor.

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

## DEADLINE for contributions

The last date for the receipt of copy for issue 92 will be Wednesday 16th May 2018. 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 to be submitted in JPEG and not imbedded in the text of the article and must be in as high resolution as possible. Please ring 01304 213668 to discuss details.

*Publication in the Newsletter does not imply the Society's agreement with any views expressed, nor does the Society accept responsibility for any statements made.*

## EDITORIAL AND PRODUCTION TEAM

<b>Editor:</b>	Mr Alan Lee
<b>Proof Readers:</b>	Miss May Jones, Mr Terry Sutton and Mrs Tessa George
<b>Advertising Secretary:</b>	Mrs J. Marsh
<b>Distribution Organiser:</b>	Mr J. Cope
<b>Envelopes and Labels:</b>	Mr J. Cope
<b>Area Distributors:</b>	J.Betts, C.Blackburn, M.Burton, C.Collings, J.Cope, S.Cope, J.Fox, J.Francis, J.Luckhurst, A.Mole, J. Morgan, M.Morris, D.Smith, G.Rapley, A.Sencicle, C.Taylor, D.Gasking, D.Sutton

\* \* \* \* \*

## DOVER GREETERS

Dover Greeters are volunteers greeting visitors to Dover. We love doing it and invite you to come and try it once!

**Tel: 01304 206458**

# PRICE LESS FURNITURE

**MORE CHOICE LESS PRICE!**  
**STOCKISTS OF SOFAS, CHAIRS,**  
**BEDS, MATTRESSES**  
**LOUNGE, DINING AND**  
**OCCASIONAL FURNITURE**  
**+ MUCH MORE**

**PRICE LESS FURNITURE**

**72-74 BIGGIN STREET**

**DOVER**

**CT16 1BB**

**01304 203055**

**[www.pricelessfurnitureuk.co.uk](http://www.pricelessfurnitureuk.co.uk)**

# Dover Society Christmas Feast 2017

Denise Lee

Our Christmas Feast took place early in December and was held in the Stone Hall part of the Maison Dieu our magnificent historical Town Hall. With an increased attendance this year it seems that by starting the meal at 1pm it suited more people. Members and their guests were greeted with a welcome drink of mulled wine or tropical fruit punch before sitting down to the now traditional three course meal followed by coffee and mints.

I must thank Shelia Cope for helping me with the selling of raffle tickets. It was very successful this year as we managed to sell £269 worth of tickets. This was helped in no small way by a number of people being most generous in donating some excellent raffle prizes, these were really appreciated. The raffle takings help in offsetting some of the costs associated with the event.

Beverley Hall must especially be congratulated for organising the event. Thanks must also go to the people working that day for preparing and serving the food and for all those who assisted in anyway in the planning and running of the event. Their efforts are what made this such a successful and enjoyable day.

After lunch, we were entertained by the 'Three Yarrows', brothers Stephen and Mark along with Joe, Stephen's son. All three are born and bred in Dover.

Many songs this year had a common theme, all from West End shows. Mark opened with "Where is the life that late I led" (Kiss Me Kate), "My Boy Bill" (Carousel) and "Some Enchanting Evening" (South Pacific). Joe followed with the popular songs "You Make Me Feel So Young" (1946 musical film Three Little Girls in Blue), "On the Street Where You Live" (My Fair Lady) and "Mack the Knife" (The Threepenny Opera).

Stephen then sang "True Love" (Hi Society) and "Stars" (Les Misérables). He then finished the afternoon by inviting all the guests to join him in the singing of that most famous of all carols "I'm Dreaming of a White Christmas" (originally from the movie Holiday Inn).

Have any of you got any ideas about the type or form the entertainment for the 2018 feast should take? If so could you please let Beverley Hall know your thoughts? Her contact details are printed inside the front cover of the newsletter.



# OCTOBER MEETING

————— First Speaker —————

## The Goodwin Sands and Its Wrecks

A talk by Peter Legg

Reported by Alan Lee

Peter opened his presentation by showing the members a map of the Goodwin Sands linked to some topical music about ship wrecks.

Once farmland, the sands are up to 3 miles wide and covers an area of about 21 square miles. Contrary to popular belief the depth of the sand over the majority of the Goodwin's is only 15 to 30 feet. It became known as the great ship swallower.

The first recorded ship wreck was in 1298. In WWII a German Dornier was shot down by the crew of a Bolton. It crashed on the Goodwin's with only two survivors.

In 1851 the Admiral Taylor, a barge, was moored to be used as floating asylum, within days it had sunk.

Originally there were six lifeboats that covered the Goodwin Sands, Ramsgate, Walmer, Kingsdown, Hythe, Dungeness and North Deal. For many years' lifeboats were open to the elements with no extra floatation and the crews did not have the benefit of lifejackets until the mid 1850's. *"The first cork life jacket was patented in 1765 by Dr John Wilkinson."*

In 1367 Brother Nicholas De Legh, a hermit monk, is said to have kept a lantern burning in a cave at St Margaret's to warn mariners of



Peter Legg

the dreaded Goodwin's.

In 1635, a distinguished soldier, Sir John Meldrum, arranged for the construction of two iron braziers which held an open fire, and from that time onwards we have always had two Lighthouses at South Foreland. In 1636 he was granted by letters-patent from Charles I licence to continue and renew the lighthouses. He also profited from a monopoly that entitled him to levy 'light dues' at a penny per ton of cargo carried by ships that passed the lighthouses, payable at the next British port they reached.

At one time there were 7 light vessels now only 2 remain and they are both unmanned. The South Foreland is the highest lighthouse above sea level in the UK.

In November 1703 during the great storm 14 warships, including the Stirling Castle and 40 merchant vessels (some estimates are as many as 90 ships), were wrecked with the loss of some 1190 lives.

### The phantom ghost ship

The Lady Lovibond a three-mast schooner was bound for Oporto, Portugal, with a cargo of flour, meat, wine and gold. The ship was lost on the 13th February 1748. The Captain Simon Peel was celebrating his honeymoon with his new wife, when Rivers the ships mate deliberately ran the ship aground in a jealous rage. All hands were lost to the dark



sea on that fateful night. Every 50 years on the anniversary of the disaster this grim story is said to re-enact itself. On Feb 13th 1898, 1948 and 1998 the 'ghost ship' has been reported trapped on the sands by several other ships in the area, but upon further investigation each time no wreck or sign on the ship has been found.

In October 1939 the Mahratta II ran aground on the Goodwin Sands. After the Mahratta II broke up, the ship was found to be resting on top of the first Mahratta which had sunk on the Goodwins in 1909. On 31 January 2008, the roll on roll off passenger ferry Pride of Canterbury hit the wreckage and suffered extensive damage.

Although not wrecked on the Goodwins Peter mentioned a couple of other local shipping incidents. The Preussen was a German steel-hulled five-masted ship-rigged windjammer five masts carrying six square sails on each mast. Until the 2000 launch of the Royal Clipper it was the world's only ship of this class ever built. In 1910 it was in collision with the small British cross-channel steamer Brighton 8 nautical miles (15 km) south of Newhaven. They tried to tow the Preussen into Dover Harbour but the weather was against them so 10 tugs towed her round to Fan Bay where she broke her tow and beached on the rocks. The cargo included 100 pianos bound for Chile, one piano was broken and found to be full of guns. Many people in St Margaret's ended up with a piano in their house. What a surprise!

HMS Glatton was a flat bottomed ship with heavy guns and in 1918 suffered a small explosion that ignited the cordite and the ship became engulfed in flames. Vice-Admiral Keyes alarmed by the munitions ship, the Gransha, tailing a mere 150 yards away ordered the Glatton to be blown from the water. H.M.S Cossack launched two torpedoes, neither of which were successful

in sinking the Glatton. Keyes subsequently ordered H.M.S Myngs to fire its turrets at the ruptured hull to quell any concerns of triggering the Gransha. Sixty crew men were killed by this manoeuvre, with a further nineteen dying of burns. The wreck remained in Dover Harbour, salvaging the Glatton was repeatedly delayed by expense. On 16th March 1926, it was moved to its current position and now remains buried under the car ferry terminal.

At 03.30 on the 19th November 1991, with her main anchor failed, the MV Ross Revenge, better known as Radio Caroline, found herself grounded on the Goodwin Sands. 04:45 DHB tug Dextrous deployed. 05:35 Ramsgate lifeboat arrived and at 06:58 ran aground but managed to free herself. 06:57 the crew were airlifted by an RAF Sea King helicopter to RAF Manston. Twice the Dextrous failed to move the Ross but on the high tide on 21st November they finally succeeded and towed the Ross back to the Eastern Docks at Dover. While waiting to move Caroline obtained a temporary licence and continued to broadcast from the Granville Dock.

The Channel Navigation System operating from the 1970's to the present day has seen great advances in safety covering the sea area from Dover to Harwich.



26 27th November 1954,  
*Wreck of the South Goodwin Lightship*

# OCTOBER MEETING

— Second Speaker —

## The Love Dover Project

A talk by Graham Tutthill

Reported by Terry Sutton

St Mary's parish centre was well filled with an audience of about 80 on Monday, October 16, for two different talks arranged by The Dover Society.

One of the speakers was retired journalist Graham Tutthill who is now the chairman of the Love Dover Regeneration charity. Graham spent 48 years serving on the staff of the Dover Express and later on the Dover Mercury.

He told how Love Dover, with a grant from Dover Town Council, had bought one iconic building in Dover, Dickens Corner in the Market Square, and had plans to use it to benefit the local community.

"Basically we want to encourage the people of Dover, especially those who are finding life a challenge, to raise their aspirations, to learn new skills, to find jobs, and to have somewhere to live," he said.

Explaining proposals for purchased Dickens Corner he said plans were being drawn up to convert the two top floors into an apartment and to upgrade the ground floor and basement for retail and community use. When the work on the apartment was completed the aim was to sell it and to use the income for the purchase of other town centre property.

One of the reasons for this approach was to reduce the burden of the existing business rate on the property because the residential council tax rate, for the flat,

would not be so high.

He revealed Love Dover was looking to buy other main street, or London Road, property when it came on the market. The team had hoped to buy two adjoining Biggin Street shops but they were outbid when the price went up to £272,000 which was well above what Love Dover could afford. "But we are keeping our eyes open for other property that might come on the market," he added.

He believed some out-of-town developers or financiers were buying town centre retail properties in Dover in the expectation that the value would increase when the beneficial effects of the St James' development became apparent.

Mr Tutthill did not hide his views on some Dover folk who are always ready to criticise.

He had this to say: "There are those who sit behind their keyboards, some using false names, who seem to use most of their time to criticise everyone else, making sarcastic comments and generally running Dover down.

"There is a danger that those involved in doing worthwhile things will become discouraged and decide it's just not worth the hassle. Dover would be a much better place if people offered their time to help rather than being so negative and vindictive."

# NOVEMBER MEETING

— First Speaker —

## Managing Dover Castle

A talk by Ros Daniels

Reported by Terry Sutton

Ros Daniels, English Heritage's general manager at Dover Castle, provided a range of interesting facts when she was our guest speaker at a meeting at St Mary's parish centre on November 20th. She explained her main role was to increase income and to control costs.

Dover Castle employs around 120 staff with numbers increasing during the main tourist season. They were now being assisted by a team of 50-60 volunteers, a new role, and English Heritage would welcome any more volunteers from the local community.

After Stonehenge, Dover Castle was English Heritage's main income earner and (questioned) Ros said this amounted to a "six figure contribution" which helped the charity to look after the many other historic structures in its care. A question about the possibility of allowing a cheaper entrance fee to the castle for local people was not fully answered.

Ros's talk, flanked by screen images, was packed with facts. She reported that 2017 was set to be a record year with 380,000 paying visitors expected at the castle as well as hundreds of British and foreign children who were admitted free.

More than 10,000 attended the recent jousting tournament at the castle, which was booked to return in 2018. Another 10,000 paid to enjoy the World War Two weekends.

Costs of caring for Dover Castle were heavy. In 2018, she said, around £500,000 was going to be spent on the upkeep of the castle walls, including the removal of weeds. During 2017 they had repaired the massive drawbridge to Palace Yard, without halting the passage of pedestrians.

It cost £40,000 a year to heat Constable's Tower now unoccupied since the departure of the army. English Heritage welcomes the opportunity to hire the Tower to organisations and individuals for special functions.

One source of income was the use of the castle by film companies (sequences for King Lear were filmed there) with Dover standing in for the Tower of London where there were restrictions. Another income stream was the letting of holiday "cottages" to tourists. This resulted in an 85 per cent occupancy.

Looking ahead Ros said they were working on a 15-year masterplan which included an aspiration to restore the 1850 designed officers' mess on the clifftop. But there were major problems including the estimated cost of £10 million.

One tongue-in-cheek question won a few smiles. Ros was asked if the 15-year plan made allowances for the return to the castle of the army which might be needed for defence when the UK broke away from the European Union after Brexit!

# NOVEMBER MEETING

————— Second Speaker —————

## 50 Years of Megger Instruments

A talk by Graham Heritage, Managing Director

Reported by Alan Lee

After introducing himself Graham stated that he was proud of the company's record and the 50 year connection with Dover. Megger is a privately owned company that employs over 1,300 people worldwide. With development and manufacturing in Germany, Sweden, the USA as well as the UK. They employ around 250 staff locally and have many offices in Europe and other countries around the world. Megger products cover almost every application in the electrical supply industry. They trade worldwide and Dover is their HQ. Around 2/3 of goods are exported to some 180 countries, only a relatively small amount to Europe. Graham thinks that the export side will continue to provide opportunities for growth after Britex.

Donald Macadie MBE was born on 14th August 1871 in Halkirk, Caithness, Scotland. He became a senior engineer at the General Post Office (GPO) primary responsible for the British Telecommunications systems. He had great dissatisfaction with the instruments they were using due to the large number and weight he had to carry around. His frustration led him to invent the first single test meter able to measure Amps, Volts and Ohms (the AVO or AVOMeter). The GPO had no interest in his invention so he approached the Automatic Coil Winder and Electrical Equipment



*The first AVOMETER*

Company (ACWEECo). The first AVOMeter went on sale in 1923. In 1932 he received an MBE for his work on a Post Office Sorting Machine design.

Between 1923 and 1957 improved models were introduced including two military models a Braille meter (1951). Over this time success led the company to expand many times over.

In 1952 the company supplied equipment to the British North Greenland Expedition. The Panclimatic Model 8XS AVOMeter was lost overboard during a storm in Baffin Bay. Four days later it was washed up on shore, dried out over a paraffin stove and found to be working. When returned to AVO Westminster it was still within the original limits of accuracy.

1957 ACWEECo moved to Vauxhall Bridge Road, London and changed its name to AVO Ltd. The company needed to expand and Dover was chosen as AVO branch factory No. 2.

In 1960 the War Department identified a 232 acre site at Western Heights/Archcliff as surplus. A 12.5 acre section, containing a military hospital and Archcliffe Yard and stables, was deemed suitable for the proposed AVO site. AVO set up a temporary factory within Archcliffe Fort and in January 1963 produced the first Dover

AVOMeter. In 1964 production started in a new purpose built building at Archcliffe and by 1965 the millionth had been produced, totally justifying the move.

The new factory, Avocet House, was divided into five main sections with a three floor office block and an adjoining administrative floor. The factory area consists of a machine shop, assembly shop and the air-conditioned 'clean air' floor. Housed in the old military buildings, was an engineering laboratory, a drawing office with a print room and a comprehensive engineering library and a sales office.

In March 1966 the machine shop at the new factory was in production. By May about 700 people were employed. On 24th October the site was officially opened by Admiral of the Fleet, the Earl Mountbatten of Burma. In November employees families were invited to view the factory.

1967: Metal Industries sold Thorn Electrical Industries the company.

1979: The FOSTER division moved to Dover. In October Thorn and EMI merged to become Thorn EMI. The work force was now over 800.



*A Factory Worker shows Lord Mountbatten product Opening of Megger Factory Acliffe Dover 1966*



*1964 Temporary Production at new Building at Archcliffe Yard*

1980: A new office block opened on the site of the old military buildings.

1985: RECORD Chart Recorders move to the Dover factory.

1986: Evershed & Vignoles were taken over and their production moved to Dover (Sydney Evershed had invented the insulation tester in 1889).

1987: Became Megger Instruments Ltd. following a management buyout.

1991: Taken over by the Thyssen Bornemisza Group (TBG) and the enlarged group became AVO International.

2002: Became Megger Instruments Limited.

2016: Celebrated its first 50 years of the new factory in Dover.

Since Donald Macadie MBE invented the first single test meter the company in its many guises has been at the forefront of supplying the electrical industry's needs, but with a much larger range of electrical equipment.

# JANUARY MEETING 2018

————— First Speaker —————

## Conserving Dover

**A talk by Alison Cummings DDC Principal Heritage Officer**

**Reported by Alan Lee**

Alison explained that she had been in a post for a couple of years and works for and on behalf of Dover District Council (DDC) on all matters to do with the built heritage. This includes: Listed building consent applications. Advice on conservation areas and undesignated heritage assets. Liaison with national heritage bodies and county council (highways, archaeologists). Giving advice to planners, building control, councillors, parish/town councils, developers, architects, home owners etc. To work within Planning (Listed Buildings and Conservation areas) Act 1990.

Alison expanded on the National Planning Policy Framework (NPPF) Core Strategy 10: This ensured that the intrinsic quality of the historic environment is protected and enhanced and that these are used positively to support regeneration, especially in Dover.

NPPF Section 12: This states that local authorities are required to set out a "positive strategy for the conservation and enjoyment of the historic environment."

In 2013 DDC approved the amended Dover District Heritage Strategy (DDHS) and Action Plan Framework. This should aim to enhance the local distinctiveness of an area but also includes threats including vandalism and development pressure. There are 27 recommendations which are based on 4 overriding objectives.

- 1) Regeneration.
- 2) Tourism.

3) Sustaining and enhancing.

4) Increasing understanding and enjoyment.

Alison told the meeting that she appreciated the help of local knowledge when drawing up conservation plans for Dover. She mentioned our area's historic parks and gardens, Connaught Park is not a registered site.

During the question and answer session Alison had to answer a number of critical views from the members including one, that she refuted, that DDC had financed conservation work in "the nice and smart areas" of Walmer/Kingsdown and Sandwich and not in Dover.

Another point raised was a lack of action on some of the seven conservation areas in Dover. Alison said she needs help to do appraisals for Dover and is willing to work with local people but cannot input cash as there is not a budget for appraisals or projects.

When asked what recourse do we have if the planning officer agreed permission for something that broke the rules? The reply was she cannot overturn a planning permission, even when it is erroneously given. This left the audience with the impression of a toothless body. Especially the lack of help for small projects.

Alison stated that her work was mainly reactive as opposed to proactive.

# JANUARY MEETING 2018

## Second Speaker Dover's WWI Army Garrisons

A talk by Phil Eyden

Reported by Terry Sutton

The dramatic wartime days when there was an estimated 30,000 troops stationed in and around Dover were described by military historian Border Force officer Phil Eyden who is also an authority on the Western Heights. Phil, one of our guest speakers at our January public meeting, screened a series of remarkable pictures of military activity in and around Dover in the days before, during and after World War One. It was during the earlier stages of the 1914-18 war when so many troops were stationed in Dover.

Today, there are none, and as a result Dover has suffered economically with the loss of the troops' spending power and that of their families.

Phil, in his talk entitled *Dover's World War One Army Garrison*, explained that pre-1914 there were four battalions (each of 600-700 men) stationed at the Grand Shaft barracks, Citadel, South Front barracks (all at the Western Heights) and on the hillside

at the back of Dover Castle. His photographs showed many of these units in training or at play.

When war in August 1914 was declared, unexpectedly for the majority of civilians, these Dover-based regiments were hurriedly sent to France where many of them died (in some cases half their number) halting the German rapid advance on Paris.

With the immediate need to train reinforcements, thousands of troops were switched to Dover, creating the 30,000 estimated by Mr Eyden. Some of those remained in and around the town for defence purposes and were used to man check points to try to ensure no spies infiltrated the town. Others, as the war continued, manned searchlights and anti-aircraft guns designed to defend the town and harbour shipping. A number of these gunners were centred on Burgoyne Heights.



*Hospital Train*

The series of pictures screened including one of 2,500 troops in camp at the Western Heights. Another rare picture was of the nurses and crew of one of the hundreds of hospital trains at Dover's Marine Station through which 1.2 million war wounded were brought home. Some were to die at the now demolished military hospital on the lower slopes of the Western Heights.

# SULLIVAN & SON

## Independent Funeral Service

Traditional, Eco-friendly, Alternative and Pre-Paid funerals available

**PAUL SULLIVAN, Dip FD, Proprietor**  
In funeral service since 1992



24 Hour Service



Funeral contractor to Dover District Council

Recommended by the Good Funeral Guide and the Natural Death Centre

12 Beaconsfield Road, Dover, CT16 2LL

Tel/Fax: 01304 201322

Get an instant estimate at our new website

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





# *Around and About*

*Reported by Sydney S [Glyn] Hale and edited by Alan Lee*

Since the last newsletter many things have happened in and around Temple Ewell.

**Messy Service 2nd Sunday of Each Month:** This lasts one hour and is a mixture of craft fun, a 10 minute religious theme and ends with a family feast. Each month has a different menu. All denominations can attend.

**Christmas:** The Annual Church Bazaar was held in a full village hall and with free refreshments the event ended with a tea party. £500 was raised. Over 100 people attended the Christmas tree festival with 21 trees on show. The 143 pupils of Temple Ewell C of E Primary School held their annual carol service. After the service a packed Millennium hall enjoyed the Christmas market with free mince pies and the best mulled wine that I have tasted. During the Christingle service children built the crib, the lights were turned off and candles lit. Over £100 was raised for the Children's Society.

**Fiat Lux 3rd December - Players Corner:** The Parish council hosted over 100 people. All were given mulled wine, mince pies and soft drinks and entertained by the Bettshanger Welfare band and carol singers. Father Xmas handed out gifts. Dick Wittington and his cat turned on Xmas lights.

**Branching Out:** £318.90 raised for MacMillan Cancer Support. Stalls and games create a cheerful atmosphere. They run a village only postal service.

**Love in a Box - Millennium Hall:** In November about 40 people gathered to pack some 86 boxes for needy children (Operation

Christmas Child).

**Thursday Morning Coffee Break - Village Hall:** Christmas saw the hall decorated with food and refreshments free. It was announced that the clock structure needs major repair costing £1500.

**Mobile Library Every Friday by Lorna's:** Petham no borrowers so use it or lose it. December problems; computer system down, step lift and heater not working. Regular library off the road, replacement limited for books, KCC's new policy is no service if the librarian is ill. This will have a detrimental effect on the number using the service.

**Kearsney:** Trees have been felled to extend the abbey west car park and some trees felled in Russell Gardens. Handicapped parking only planned at the tea room. Model yacht racing continues on a Sunday morning.

**January WI Lunch at the Village Hall:** With various soups and accompaniments. About 30 diners raised some good funds for the WI.

**Short Mat Bowls:** Meet in the village hall Thursday afternoons 2 to 4 pm. Play for fun, all are welcome.

**Yoga Sessions at DODS Mill:** Takes place on Mondays 6 to 7.15pm and Wednesdays 9 to 10.15am and 6 to 7.15pm and Wednesday

**Other:** January and February saw Circle Dancing run by U3A in Lydden village hall. Temple Ewell village hall hosted Dick Whittington in January.

# Planning Committee

Patrick Sherratt

Firstly a belated happy New Year. A year that should see some interesting developments that could affect Dover for years to come. The committee will continue to make comment on local planning issues with the objective to improve both the visual and socio-economic profile of Dover.

**Road and Transport infrastructure:** As freight traffic continues to increase through the Port of Dover it is essential that suitable "Lorry Parks" are developed, particularly as the concept of the large Lorry Park at Westenhangar has been dropped.

In November the Secretary of State for Transport announced the preferred third Thames Crossing. With a tunnel east of Gravesend and Tilbury. This was the option preferred by our Society as indeed by all East Kent local authorities. The Highways England timescale being:

2018 Statutory consultation

2019 Submit an application for a Government Consent Order.

2020 Expect Government Consent Order to be agreed late 2020 early 2021

2027 Expected to open to traffic

This option would see more traffic using the M2/A2 and we shall continue to press for dualling of the A2 from Lydden and a Whitfield Bypass.

**Dover Western Docks Revival (DWDR):**

The new cargo handling areas are well under construction with sand being taken from the Thames Estuary site. This is estimated to considerably increase the cost of the project and as such the "Community" Waterfront area could be at risk of completion and as mentioned in my previous report would be a tragedy for

Dover and consequential set back to Dover regeneration.

**Dover Leisure Centre:** Well under construction at Whitfield. We have contacted DDC to have the existing site landscaped when the Townwall Street buildings are demolished. Dover does not require another eye-sore that existed for 20 plus years on the DTIZ site.

**DTIZ (St James Development):** The Cinema and associated restaurants are now scheduled to open in early March so when you read this report the facility could be open. Retail shops will follow shortly after and the Travelodge is already taking reservations from early May.

The development is heralded as regenerating Dover and we all hope this is the case although the existing Town Centre will be affected and DDC have just announced an "Improvement Vision". Work continues at a faster pace than of recent years and it is anticipated opening "in early 2018",

**Castle Street/Biggin Street:** As the role of the town centre evolves more Change of Use planning applications are being received for Castle Street and just starting for Biggin Street, both within Dover Conservation Areas. Applications involve converting the upper floors of existing commercial buildings to residential use. As contained in my last report we are supportive of such alterations provided they deliver quality. Sadly, a recent application for nine flats above commercial properties in Biggin Street being recommended by the DDC Principal Planner will not do so with

seven of these flats being below the minimum space guidelines for flat conversions. We have, together with Dover Town Council opposed this and at the full DDC Planning meeting succeeded in obtaining the application be deferred so we await the outcome. The town centre does not require "shoe-box" flats as has become the norm in the Folkestone Road area with the consequential increase of anti-social behaviour and increased levels of deprivation.

**Conservation Areas:** I recently attended a seminar organized by Civic Voice and Heritage England. The latter is extremely concerned of the decline in Urban Conservation Areas as local authorities concentrate on rural and residential urban areas. This is sadly mirrored in Dover as for two years since the appointment of a Senior Heritage Officer at DDC has resulted in little or no support. Not surprising when the Senior Heritage Officer recently made her first visit to Castle Street after being in the post for nearly two years. We have sought DDC to produce Conservation Area Appraisals without success although it is understood £20k is allocated for such appraisals for Sandwich. The Deal Society have produced two appraisal reports with the assistance of DDC. These are for mainly already tidy residential areas. Our Chairman (Derek) and I looked at the process that is far more complex for commercial/urban reports that require the need of a "professional" to produce the appraisals as is the case in Sandwich.

**Section 215 of Town and Country Planning Act 1990:** In 2010 we persuaded DDC to use this legislation to improve the external appearance of building. We had great success but DDC then ceased dealing with Dover properties as other locations within the District were concentrated on. A few buildings adjacent to the DTIZ

including Bench Street, were improved but our list of buildings, that also contains the former Crypt site, had become neglected. Announced in mid-January was a proposal by DDC with DTC to deliver various town centre improvements, contained in this is a dedicated officer at DDC to deal with Section 215 matters in Dover Town Centre. We welcome this and hope to be involved having initiated the action. Sadly, there is no mention of support for Conservation Areas

**Farthingloe and Western Heights:** With the latest High Court judgment in favour of CPRE it will be interesting to see what revised planning applications may be submitted.

**Failure to develop brownfield sites in Dover:** We have been extremely concerned in the failure of development on the Westmount and Connaught Barracks site as well as very slow delivery on the Buckland Mill site. Land-banking (the action of securing planning permission but not delivering) is a serious restriction to regeneration that affects many towns. We feel it is time central government should adopt a financial penalty system in respect to Land banking. I have, therefore, written to the Secretary of State for Housing, Communities and Local Government.

**Dover Hospital (Polyclinic):** As contained in my last report. I have previously mentioned the auction of the land by KCC in December 2016 that raised £1.45million. We have failed to receive a satisfactory response under FOI as to the valuation report where East Kent Health Authority accepted £375k from KCC. This has been taken up by our local Member of Parliament.

I thank members of the Planning Committee in respect of support activity.

---

# River Dour Partnership

Deborah Gasking

---

For a Dover 'good news' report, read on.

## Our Finest Dour

This novel title is the acorn for funding plans and river improvements.

The first of which is for converting the, now closed, toilet block at Buckland Bridge into an information centre. Its surrounding green space is also included. The whole to be used as a River Dour educational resource.

Watch this space for more.

Fish passes are now being galvanized ready for installation. Yet another step-up on meeting EU standards and, locally, creating improvements for our unique brown trout which is the most significant colony in South East England.

Water levels update from the Environment Agency - these are on the low side due to lower rainfall over the past year. To counter this, the green habitation is being left to allow cover for our trout and boost water flow rates which keeps the river bed in tip top condition and optimises water quality.

The monthly river clean-ups are ongoing, which are vital for its good quality as well as projecting a first class image for the town. Please do come along and offer a hand, we are a great bunch of people, very welcoming. Doughnuts, fruit and tea/coffee provided. We have an annual meal and all volunteers are invited to a complimentary meal and fun at Alkham village hall. Phone Sue Bradford at WCCP for a chat about how you can support us.

Asda supermarket has provided a waste bin on the green alongside Morrisons. Not only have they done this, but also empty it. Such a great gesture for our town. Thank you, Asda.

We need to thank many organisations for all the good work and funding opportunities - White Cliffs Countryside Partnership, Dover Town Council, Dover District Council, Dover Harbour Board, South East Rivers Trust, Dover Big Local, River Dour Committee, Heritage Lottery Fund, and the Environment Agency.

The River Dour Project will truly become a beacon for Dover.

---

## COWGATE CEMETERY

Jeremy Cope

This winter has had a few wet days which seem to have acquired the habit of coinciding with our working days; however we have still managed to fit in a few sessions. Despite the weather the cemetery looks fine and we are reasonably up to date.

We could do with another volunteer or two - we are a cheerful crew and our tea breaks are not rushed. If interested please contact me on 01304 211348 or my email is

on at the front of this newsletter. Why not give it a try? Sessions are from 9am to noon and the provisional diary, being of course weather dependent, is.

Month	Thursday	Saturday
March	1st	10th
April	5th	14th
May	3rd	12th
June	7th	16th
July	5th	14th

---

# Refurbishment Committee

---

Jenny Olpin

---

The Refurbishment Committee has had a period of re-organisation with a change of Secretary and Chairman, followed by adjustment to the regular meeting date to the last Monday in the month. Our membership remains stable although we welcome anyone interested in joining us who has a passion to brighten and restore the appearance of our town.

Mike McFarnell continues to keep us informed of the Healthy High Streets initiative that is currently in flux as the regeneration of Dover's shopping centre becomes a reality. He also links with the Dover Town Team so keeps us briefed of any activity of our ever-increasing empty shops. We will of course, with everyone in the town, remain vigilant in any interest in the Marks & Spencer's empty building. Litter is a regular item with contributions from all the committee especially with respect to the William Muge site. Dover District Council (DDC) has confirmed that they will be clearing the site and we are regularly monitoring this. Fly tipping has been noted by Alan Sencicle on the Roman Road that crosses to the top of Melbourne Avenue. Also of concern is the collection of scrap at the Old Boat House, East Cliff where action is being taken by DDC following complaints by the local residents.

Right of Way access and signposting is being monitored on ER32 following our engagement with Dover Town Council and Kent County Council. Our regular walker Mike Weston reports on any progress with the signage that Refurbishment is pursuing with respect to ER32 and its links with the Bleriot Memorial. Our activity with this

has led to a partnership with DAD (Dover Arts Development) and an invitation to an event at the Pines Calyx to join in the launch of the CHALKUP21 website and the installation of the nine trail markers that mark significant architecture on a trail between Folkestone and Deal.

Two members of our Refurbishment Committee will be meeting in March with Chief Inspector Mark Weller of Kent Police for their regular bi-annual meeting. Do contact us should you have any thoughts or issues you may wish us to raise at these partnership meetings.

## **AGM**

### **A reminder to all members**

The Annual General Meeting this year will take place on Monday 16th April. This is also the last of the winter meetings until October. All members are urged to attend.

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

Beverley Hall  
61 Castle Avenue,  
Dover. CT16 1EZ  
Tel: 01304 202646  
E-Mail: [bevbov61@hotmail.com](mailto:bevbov61@hotmail.com)

# Old Park Hill Nature Reserve, Dover Kent Wildlife Trust's Newest Nature Reserve



Emily Neighbour

Old Park Hill is one of the Kent Wildlife Trust's newest nature reserves situated on the outskirts of Dover Town adjacent to Whitfield Village. It has magnificent views across Dover and the coast of France and is a good site to find butterflies, reptiles and wild flowers. The reserve covers some 36 ha [90 acres] of old chalk grassland with peripheral woodland.

The Trust established Old Park Hill as a nature reserve under a leasehold agreement with the Dover Harbour Board in 2011 which had acquired the site from the Ministry of Defence in 1987. Historically it had been used as a barracks and more recently as the training centre of the Junior Leaders of the Royal Engineers. For decades the site was largely neglected and grazing had ceased with consequent loss of habitat due to alien scrub invasion, particularly by aggressive non-native species such as Holm oak and sycamore. More recently there had been an increase in anti-social activities including fly-tipping, vandalism and off-road motor bike riding.

In 2015 The Kent Wildlife Trust was awarded a grant by The Big Lottery Fund, through the "Reaching Communities" Programme, to run for three years until the end of 2018. The main aim of the project is to restore the species rich native grassland but a key requirement for the funding was that it should involve the local community.

Scrub clearance of the site started in 2016 with the help of local volunteers and the site was then fenced to allow grazing to prevent regrowth and promote grassland flowers and animals. Konik ponies were used initially

and currently there are Highland cattle on the site and soon sheep as well. Both cattle and ponies are happy to eat scrub regrowth and coarse plants like thistles and bramble. The Trust also manages two Roadside Nature Reserves on the southern and western slopes that support many rare species and will act as sources to help recolonization of the nature reserve as the habitat improves. In August 2017 four Adonis blue butterflies were recorded sunning themselves during a guided walk attended by local families which showed that the chalk grassland had already begun to improve. It was particularly pleasing as the logo of the Kent Wildlife Trust is the Adonis blue!

Many locals have visited the site over the last two years, often on a regular basis. Some have been given free training in practical scrub clearance and scientific monitoring, but also there have been opportunities to gain more transferable skills such as project delivery and education.



As part of the Hill at the Heart project pupils from local schools have visited the reserve to spend time in nature, to hear about the conservation and management of the site and to learn about the wildlife and plant species that are native to the chalk grassland. Students have also taken part in "Forest School". These offer regular, exciting outdoor programmes of woodland adventure which aim to increase the students' understanding, appreciation and respect for the natural world. New interpretation boards have recently been installed at the 4

entrances to the reserve welcoming visitors and providing information about what they might expect to see whilst walking through the different landscapes. The colourful boards included artistic input by children from local schools with one pupil designing the project logo.

The project is funded until the end of this year. It is not as yet clear whether the initiative will be carried on. New funding is actively being sought as the local commitment and involvement has been very high.

There is a regular programme of free events open to the public to encourage visitors to discover this, until recently, little known

and under-appreciated hill in the heart of Dover.

If you would like to know more, please contact the Hill at the Heart Project Manager, James Traynor, in Dover on 01622 357883/ 07717 803059 or email James.Traynor@kentwildlife.org.uk You can keep up to date with the project by visiting (and following) Facebook page <https://www.facebook.com/OldParkHill>

The reserve can be accessed on foot at the following points (nearest postcodes):  
Car park off Monks Way (CT16 2DL), Bottom of Whitfield Hill (CT16 3BQ), Via Khartoum Square (CT16 2EU), Off Old Park Hill (CT16 2BW)

## MEMBERSHIP NEWS **Sheila Cope**

### **SUBSCRIPTIONS ARE NOW DUE (if you do not pay by standing order)**

£10 joint for 2 members at the same address, £6 single membership.

**O**ur Marketing Group has met twice since the publication of the last Newsletter and has discussed the need to modernise subscription paying and recording by means of greater use of the internet while at the same time retaining the existing options of using standing order, cheque or cash. The Group also intends to explore the means by which articles in former Newsletters may be made accessible on line since at present a great resource remains hidden and almost impossible to access. Further methods of advertising our existence are also being investigated. Considerations of security are essential of course and are due to become more complex with the imminent introduction of the Data Protection Act in May. Expert advice on these matters is being obtained.

Deborah Gasking has distributed membership packs containing information about the Society, former Newsletters and

invitations to join, to non-members in the Elms Vale area and we are grateful to her for instigating this experiment. It follows on from her presence at events in the town where she has publicised the Society and recruited additional members.

We have welcomed Mrs G. Haq and Ms A. Tomalak to the Society together with five returners.

We are pleased to add Mr Chris Blackburn to our list of Area Distributors and thank him for volunteering to cover North Whitfield which is fast becoming an expanding area.

We send our condolences to the families and friends of those members whose deaths have been notified this year. They are: Mrs Audrey Thorn, Mrs Sylvia Stewart, Mrs Veronica "Ronnie" Philpott, Mr Bill Newman, Mr Maurice Palmer, Mrs Daphne Stoker and Mr D W Moynan.

# A Unique and Privileged Visit

Peter Sherrad

Members of the Dover Society, who are also members of the Rotary Club of Dover, together with their partners, were included in a group of people who were given a very special treat in August when they were guests of the Very Reverend Doctor Robert Willis DL, Dean of Canterbury Cathedral, at his residence The Deanery in the grounds of Canterbury Cathedral. The Deanery is an imposing and large rectangular shaped building fronting Green Court on the far side of the Cathedral from the usual public entrance to The Precincts of the Cathedral. Other imposing buildings housing Cathedral officials and staff include The Old Palace, the Canterbury residence of the Archbishop of Canterbury.

Dean Robert is the 39th Dean of Canterbury since The Reformation and was installed in July 2001 having previously been Dean of Hereford for nine years. He is an honorary Doctor of Divinity of Yale University and Doctor of Civil Law of the University of Kent and is a Deputy Lieutenant of the County of Kent. In 2008 he was made a Freeman of the City of Canterbury and in 2012 he was awarded the Cross of St Augustine for services to the Anglican Communion and is a Knight of the Order of St John. He had been a guest speaker at the Rotary Club in 2016 and extended an invitation to people to tour his residence to view the unique collection of portraits of all his predecessors in post since The Reformation beginning with Nicholas Wotton who in 1541 became the first post-Reformation Dean of Canterbury and who survived in post during the reigns of Henry VIII, Edward VI, Queen Mary and into the



*Inside The Deanery*

reign of Queen Elizabeth I, one of the most unsettled and dangerous periods of English Christian history. The evening visit began with the visitors attending said Evensong in The Crypt of the Cathedral – as it was August the Cathedral choir members were on holiday and while visiting choirs do attend during this period there are days when they do not appear, so the Evensong is said in the intimate setting of The Crypt. After the service the Dean conducted his guests on a tour of the Chapter House and Cloisters. The Chapter House is home to some of the oldest stained-glass windows in the world up to 800-years-old and Dean Robert described the detail of some of the Western Window which is immediately above the entrance to the Chapter House. He explained that the detail in the coloured glass tells the history of the Cathedral through many of the people associated with it over the centuries and includes, among many others, the meeting of Queen Bertha and St Augustine as well as the murders of five Archbishops of Canterbury, St Alphege, St Thomas Becket (with the subsequent beating, as penance, of Henry II) Simon Sudbury (killed during the Peasants' Revolt



in 1381), Archbishop Thomas Cranmer who was burnt at the stake in Oxford and William Laud who was beheaded on Tower Hill in 1645. The last picture in the window is of the coronation of Queen Victoria. The Eastern stained-glass window features monarchs and archbishops from Queen Bertha to Queen Victoria. In the Cloisters the Dean pointed out the memorial window to Allan Willett, the former Lord Lieutenant of Kent who died in 2015, highlighting the distinctive features of the memorial which includes a bar code in recognition of the fact that Allan Willett was the founder of Willett International which became one of the world's largest electronic coding and information labelling companies.

Following the tour of the Chapter House and Cloisters the Dean provided refreshments in The Deanery and took his guests on a tour of the building which has had a long but chequered history from before the sixteenth century and which has included bomb damage from World War II. Now listed a Grade 1 building it provides accommodation for the Dean and is also used for cathedral functions. As Dean Robert described the history of the building, including improvements carried out to it since he has been in residence, he talked of some of the differing characters of the men who had held the post currently held by him. These included some of his more recent predecessors such as Hewlett Johnson Dean from 1931 -1963, whose nickname "The Red Dean of Canterbury" was given for his support for the Soviet Union, and Dean Robert's immediate predecessor John Simpson who lives in retirement in Folkestone. The unique collection of the oil portraits of all the post Reformation Deans, including that of Dean Robert, occupies

the walls on all three levels of The Deanery. In many of the portraits the Deans in question hold a book with a finger inside it to show they were Anglican and prayer book based.

In the Church of England and elsewhere in the Anglican Communion, the Dean is the chief resident cleric of a cathedral and the head of the Chapter of Canons of the cathedral. Dean Robert has particular and important roles to play at Canterbury when an Archbishop retires and also at the election and subsequent Enthronement of an Archbishop. When an Archbishop retires after the giving of his final blessing, Dean Robert told his guests, it is his duty to take from the Archbishop his crozier and, depending on the particular Archbishop's experience of his term in office, it is handed over either reluctantly or enthusiastically!

Following the tour of the building the party was permitted to walk round and appreciate the exquisite gardens of The Deanery. The hospitality of the Dean was first class and when the visit came to an end he was thanked for his kindness in offering the invitation to his visitors and for his hospitality on what was, in the words of one of those attending, "a unique and wonderful occasion."



*The Dean and the visiting group*

# Dover's Forgotten Aviation History

## Part II

Brian Flood, Vice Chairman, Dover Transport Museum

The story of early aviation is full of characters whose exploits, and often sad fates, are inspirational even a century later. One such was Lt. Hubert Harvey-Kelly of 2 Squadron RFC who flew his BE2a down from Montrose to Swingate before departure for France. A photograph exists of Harvey-Kelly resting en route to Swingate, lying against a haystack in a field, nonchalantly smoking a cigarette. Beside him is his parked, fuelled up aeroplane and a small crowd of enthralled country folk. 2 Squadron was ordered to France on 14th August. Harvey-Kelly, determined to be first to arrive, ignored the flight plan and flew by the most direct route to achieve his ambition. His war gear consisted mainly of sandwiches, soap and a pistol. On 26th August he became the first British pilot to bring down a German plane when he flew his unarmed BE2 so aggressively behind a German Taube that

the German landed his plane and fled. For a while, Harvey-Kelly's tactics became a recommended model for other British pilots! In "Bloody April" 1917 at the height of the Battle of Arras, when RFC losses in the air were truly alarming, partly due to the depredations of Von Richtofen's Jasta 11, Harvey-Kelly was station commander at Vert Galand on the Western Front. On 29th April, hearing that the Red Baron was aloft, Harvey-Kelly led his squadron to the attack without waiting for reinforcements. He was shot down by the German pilot Kurt Wolff and died 3 days later in a German hospital. He was 26 years old. The Germans returned his personal possessions to the British lines. Kurt Wolff, who was 22, was killed by the RFC in September the same year.

After 1914, Swingate continued to develop, primarily as a training depot, ultimately becoming in 1918 the specialist station for training in convoy and antisubmarine work following the merger of the RNAS and RFC to form the RAF. In 1916, in an effort to improve defences against Zeppelin attacks on London and the South East, No. 50 Home Defence Squadron, which included a night fighter wing of BE2c aircraft, was established at Swingate. It subsequently moved to Bekesbourne and had flights at Throwley and Detling as well as Harrietsham at various times. During the Gotha bombing campaign between May 1917 and April 1918 it usually operated on a



Lt. Hubert Harvey-Kelly attacks a German Taube, August 1914.  
Reproduced by kind permission of James Field, artist.

patrol line that stretched from Throwley through Bekesbourne to Dover. Many hundreds of airmen passed through Swingate air station which, by the end of the war, covered 219 acres. Its contribution to the successful prosecution of the War is recognised in the memorial to 2, 3, 4 and 5 squadrons which is all that stands on the site today to remind passers by of its history.

The Dover Patrol and the battle for control of the Channel is of course a major story in its own right. Suffice it to say that the war for the Dover Straits was waged on both sides of the Channel and the RNAS, whose principal base was Dunkirk, led the way in the air over the Channel for most of the war. In August 1914, the RNAS (until May 1915 the Naval Wing Royal Flying Corps) had 93 aircraft, six airships, two balloons and 727 personnel, more than the army element of the RFC.

The scale of the defence challenge can be gauged from the fact that in a single 6 week period in 1916 21,000 ships were passed through the patrol. 1¼ million wounded came through Dover during the war; 11,936 cross channel journeys were made to and from Dover; 10,636 troop ship crossings were made from Folkestone and 10,000 barges were despatched from Richborough. Just 63 ships were lost in the Channel during the war from more than 125,000 ship movements.

The Royal Navy planned for the protection of Dover Harbour from the air well before the war started. From June 1913 some 55 acres at Guston between Fort Burgoyne and the Duke of York's Military School were earmarked for an airfield. Progress was slow but in January 1915 No.1 Squadron RNAS arrived to complete training and assume responsibility for the defence of Dover Harbour. The first

seaplane attacks on the harbour occurred in daylight on 9th January 1916; this was followed by a night attack in which 9 bombs fell. The RNAS planes at Guston became the 'Dover Defence Flight' and, until the end of the war, training and day and night defence patrols were flown. There was a good deal of interchange and operational collaboration with the RNAS base at Dunkirk – Guston was part of the single command subordinated to the Officer Commanding, Dover Patrol. In 1915 planes from Guston Road joined large scale attacks on German installations at Zeebrugge and Oostende and in 1916 on the Tirpitz Battery. In August 1916 the airfield was bombed but not seriously damaged. Guston Road was also used as a testing station for new types. One of the more unusual "pusher scout" designs tested there was the Pemberton-Billing PB25 "Zeppelin Destroyer". According to contemporary sources it, "...climbed like a rocket," which was, after all, the requirement, Zeppelins having been difficult to reach because of their height and the slow rate of climb of most attacking aircraft. In the event, the PB25's poor landing and take off characteristics outweighed the value of its fast rate of climb. Much of the site of the airfield is now built upon but traces of the foundations of administrative buildings can still be seen in the grass where no modern buildings have yet appeared. There is no memorial to the many who served there.

The Navy had been quick to recognise the potential value of seaplanes for operations in coastal waters. In 1913, Guilford battery and its site around Moat's Bulwark was requisitioned for the 'RN Seaplane Patrol'. No progress was made, however, until November 1914 when U12 sank a gun-boat off Deal Pier. Two Wright navy planes were rapidly ordered to Dover from Eastchurch

with orders to set up a seaplane base. The skating rink on Marine Parade was requisitioned for the planes and a slipway was built to enable them to be hauled up the beach and across the road! By May 1915 the first planes had been replaced by the Short model 184 and some 15 planes were on station. In August that year much of the operational flying was transferred to Dunkirk. In addition to some residual operational flights, Dover assumed a major training and repair role for which two large hangars were built adjacent to the skating rink. Every pilot posted to Dunkirk had to spend a month at Dover first, learning the ropes. The busy harbour was unsuitable for take off, so planes had to weather the harbour entrance to take off beyond the mole. The base produced modifications to the floats and wings of the Shorts to enable them to cope better with the conditions. These planes became officially known as the "Dover Type" 184's and were powered by an uprated Sunbeam engine. Sopwith Baby fighter seaplanes later flew with the Short patrol 184's to defend them against German fighters. The only damage suffered by the seaplane base was during a 5 hour Gotha bomber raid on Dover on the night of 31st October 1917 when 22 Gothas attacked various Kent targets and destroyed a gasometer in Ramsgate. With the formation of the RAF in April 1918 the Dover seaplanes became part of 5 Group which supported the Zeebrugge raid in April and then concentrated on closing the Channel to German submarines. Heavy patrolling in support of the submarine barrage and other elements of the Dover Patrol ensured that no U-boats successfully passed down the Channel after May 1918. No trace now remains of the Marine Parade seaplane base.

During the war the Royal Navy maintained twelve airship stations around the coast of Britain. The strength of the airship was,

above all, its ability to remain on station for long periods. Its weakness was that in bad weather it could be unmanageable and it always required large numbers of people to handle it on landing and take off. Nevertheless, the RNAS made great use of airships throughout the war, particularly in countering the submarine menace. Their importance cannot be overestimated – during the entire war there was only one instance of a ship being sunk whilst being escorted by an airship. The importance of the Straits and the inevitability of the transports, merchantmen and Dover based warships becoming targets for submarines was fully appreciated. At first patrols were mounted by airships from Kingsnorth but the German's declaration of unrestricted submarine warfare in February 1915, "All the waters surrounding Great Britain and Ireland, are hereby declared to be a war zone. From February 18 onwards every enemy merchant vessel found within this war zone will be destroyed", galvanised the Admiralty and work on a new airship station at Capel started in April that year. The site is now largely occupied by mobile homes. There were three hangars and a workshop on about 240 acres. The first airships at Capel were ex-Army but they were soon replaced by the new SS (Sea Scout) airships. Simple and cheap to build, 158 were produced during the war. They were powered by a BE2 aircraft fuselage. Incredibly, the first Sea Scout to be delivered (often called the Silver Queen) was entrusted to Sub Lt. Ralph Booth who had just passed his test and had never flown cross-country before. He brought SS1 from Kingsnorth to Capel and mistook the wind direction arrows laid out by the helpful ground crew for landing directions. The result was that he approached down wind, overshot the landing and piled into the roadside telegraph wires. The balloon caught fire and the crew had to leap to safety on the edge of the cliffs.

Nevertheless, Booth recovered from the disgrace and, as Commander Booth, took R100 on its return crossing of the Atlantic in 1930. The engineering section at Capel went on to build a very successful variant of the SS airship: the SSZ. The SSZ had an improved car and was fitted with a (pusher) 75hp Rolls-Royce Hawk aero-engine, giving a speed of 50+ mph; it was test flown in August 1916. It could carry 350lbs of bombs. The Admiralty, on discovering the modifications censured the air station for carrying out unauthorised work, but then ordered the type into production!

Convoy escort was a major role for the Capel airships as well as escorting Folkestone - Boulogne cross Channel transports. It all looks rather primitive to us but it is worth repeating that during the whole war only one ship was sunk by a submarine whilst being escorted by an airship. By 1918 there were 9 airships on station at Capel and there were satellite moorings at Godmersham Park and Wittersham.

The Downs anchorage has been used by merchant ships for centuries. In early 1917 a ship was torpedoed at anchor in The Downs and the Admiralty rapidly ordered the establishment of an airfield to give additional protection to the area. The site chosen at Hawkshill Walmer was ideal; it directly overlooks the stretch of sea towards the Goodwin Sands that is the Downs. The aerodrome occupied 57 acres between Walmer Castle and Kingsdown; it is now farmland and a nature reserve popular with walkers. The aircraft were housed in Bessoneau hangers and the men in tents and, later, wooden huts alongside the hangars. Officers were billeted offsite. In order to start up operations, six of the best pilots who had been serving in France for many months were posted to

Hawkshill. The transfer to Walmer ostensibly met a need both to protect the shipping and to provide airmen with a rest from the very stressful conditions in France. The "rest" was relative; the "Walmer Defence Flight" established primarily for protection of shipping took a very active part in Home Defence duties. Patrols were flown constantly and aircraft from the Flight played a creditable part in the Gotha battles of 1917/18. Remarkably, one of the Sopwith Pups based at Walmer has survived and can be found in the RAF Museum. N5182 is one of a total of 64 Pups built in 1916. The plane had a very active operational life in France before transferring to the Walmer Defence Flight in May 1917. Thereafter it is recorded as having flown anti-Zeppelin and anti-Gotha bomber patrols. In both July and August 1917 it was noted as being badly damaged, but it was evidently repaired and in October transferred to the War Flight School at Manston. Although the Hawkshill site was abandoned after the war, the memory of the airmen who served there has not been lost. In 1920 Lady Beauchamp donated a memorial that still stands.

October 1918 was exactly 10 years after Samuel Cody had managed to fly a mere 1400 feet. In 1914 the RFC mustered 60 planes to fly from Dover in support of the BEF. On formation in 1918, the RAF came into possession of more than 20,000 machines. Between 1910 and 1918 the skies around Dover were full of aircraft - first in pursuit of better aeroplanes to fly longer distances to and from Europe and, later, as a truly vital component of the war machine that defeated the Kaiser. Thousands of civilian and military aviators and engineering and ground crews passed through the Dover air stations, a remarkable story that is now all but forgotten.



TersonsDover



Tersons\_Dover



*the voice of  
experience*

Selling, Letting, Managing  
and Surveying properties  
in the Dover District

**A part of Dover's society since 1821.**



**01304 246111 • [www.tersons.com](http://www.tersons.com)**

**27-29 Castle Street, Dover CT16 IPT**

# The Gateway Flats

David Attwood

Have you ever wondered what pre-war Dover looked like in the area now covered by the Gateway flats? Where would you locate the Gateway on the 1937 photograph of pre-war Dover? Today so many roads around the Gateway have retained their original names but are in different positions and this can cause some confusion. There are very few pre-war buildings left in the area to help; however, there are some clues. The following are more or less unchanged: Camden Crescent, though more than half was destroyed during the War. Granville Gardens, except all the buildings including the bandstand have gone. New Bridge Street. Marine Parade, although thankfully the railway line on the promenade side has gone. Wellesley Road. Douro Place. Woolcomber Street, though today it is wider in parts.

On the site of the new hotel in Marine Parade to the east of Douro Place was, until recently, Marine Court. There were similar buildings to Marine Court all the way from Douro Place to Wellesley Road.

The public house on the corner of the pre-war Townwall Street and Mill Lane was the Britannia. The present short service road is the original line of Townwall Street, which was not much wider and went only as far as Fector Place, until recently an extension of Russell Street and now part of the St. James development. The pre-war Townwall Street crossed over the present Russell Street into Clarence Street, sometimes shown on street maps as Townwall Lane, and ran approximately behind the present BP service station to

Woolcomber Street.

Where does the Gateway fit into all this? I think that the straight block is built on the seaward building line of what was Liverpool Street. Using this as a datum point, you can get some idea of where the rest of the flats are situated on the pre-war map. Pre-war there were two open grass areas, named Guilford Lawn and Clarence Lawn, which ran from Marine Parade through to Liverpool Street. Guilford Lawn would have been approximately where the present sunken garden is in Marine Gardens in the centre of the main block and Clarence Lawn would have been further east. Pre-war Woolcomber Street continued across Liverpool Street to Marine Parade, but was called Marine Place. The seaward end of Marine Place was more or less where the present sunken garden is situated in front of the Gateway crescent. The Captain Webb Memorial was unveiled in June 1910 on the Clarence Lawn. The Rolls Memorial was unveiled in April 1912 on the Guilford Lawn. It is good that in recent years they are now back approximately where they were first situated. Because the Burlington Hotel was the highest building near the sea front with the open Clarence Lawn in front, it was used as a sighting mark by the German cross Channel gunners during World War II.

Regarding the building of the Gateway, below are notes made by David Bevan in 1997 who was Borough Engineer when the flats were planned and built. The planning and construction of 221 flats now known as the Gateway covers a period of about 7

years from 1953 to 1960.

**1953:** In 1953 some 6.5 acres of war-damaged buildings, mainly houses, were demolished to clear the site for redevelopment. All the buildings had been damaged or destroyed by shell-fire and bombing. The site was acquired by Dover Corporation by Compulsory Purchase Order made pursuant to the Town and Country Planning Acts of 1944 and 1947.

Preparations were made for an architects' competition. The general conditions and information instructions to competing architects, with the schedule of requirements, were drawn up by Arthur Kenyon, the assessor for the competition appointed by the Corporation, James Johnson, Town Clerk and David Bevan, the Borough Engineer. The competitors were advised that the site afforded 'a unique opportunity for a fine, dignified, architectural treatment'

The design selected by the Corporation would require the approval of Kent County Council under the Town and Country Planning Act, 1947 and also of the Ministry of Housing and Local Government under the Housing Acts.

**1936 and 1942:** The conditions for the competition provided for premiums to be awarded to each of the first 6 submissions placed by the assessor: 1st design - 1000 guineas, 2nd 500 guineas, 3rd 250 guineas, 4th 150 guineas, 5th 75 guineas and 6th 50 guineas. Designs were required by 10 September 1953 and 144 designs were submitted. The winners were Dalgleish and Pullen with their design for 301 flats of which only 23 would not have a sea view. All the designs were put on public display for one week in October 1953 and a model of the winning scheme was prepared.

**1954 and 1955:** Objections were raised about the height of the curved block of flats at the eastern end and after discussions with the assessor, the Borough Engineer, the Consulting Architect of KCC, the number of flats was reduced from 301 to 283 by reduction of the height of the curved block. An outline planning application was made to KCC based on the amended design. The Borough Engineer's recommendation that Messrs. White and Gummersall be appointed as Consulting Engineers was agreed.

**1956:** At a meeting on 10 January the architects and consulting engineers were instructed to proceed with detailed plans with the intention of issuing invitations to tender by the end of June 1956. The Borough Council agreed to invite tenders from a selected list of 12 contractors in view of the size of the scheme and 12 tenders were submitted. The lowest tender, £1,044,613, was submitted by Rush and Tomkins Ltd.

It was in 1956 that pronouncements by the Chancellor of the Exchequer on the economic policy of the government caused the Borough Council to suspend all activities on the scheme pending the outcome of discussions with the Ministry of Housing and Local Government regarding the application for a loan. There was a move by 2 councillors to abandon the scheme, but it was finally agreed by a small majority that, subject to the Ministry of Housing and Local Government sanctioning a loan, the tender of Rush and Tomkins for 221 flats should be accepted.

**1957:** The revised estimated tender figure for submission to the Ministry was agreed at £872,958 for 221 flats. The Borough Treasurer reported that the total estimated cost of the scheme was £948,558. The Borough Engineer was authorised to issue



instructions to commence the works.

**1958 and 1959:** It was decided to name the flats The Gateway. Construction started and the architect, Mr Pullen, gave progress reports to the Borough Council during 1958 and 1959. Grey coloured bricks were used to comply with the requirement that the large mass of this building should not intrude unduly on the general view of the castle situated behind and above the Gateway. A sub-committee was appointed to agree the applications received for leases and the first 64 were agreed during 1958. The rents varied between £169 and £275 to commence in November and December. Leases were granted as groups of blocks of flats were completed.

**1960:** The Borough Treasurer reported that the charge to the General Rate Fund, after deducting subsidies received etc. would amount to £7,573 per annum. The final list of tenancies granted was approved in January. In February the Borough Engineer's proposed design for the layout of the gardens fronting the flats was agreed, as was his proposal for a mosaic to be provided at the western end of the gardens on the corner of Wellesley Road. The design adopted for the area between the flats and Marine Parade was based on the following concepts: to landscape the

area to provide open space and an appropriate setting fronting this multi-storey building; to encourage only limited use of this area by the general public to avoid unwelcome intrusion into the privacy of the flat tenants; to provide some seated areas sheltered from the wind.

I have been unable to find any reference to the date of completion of this project but I assume it was toward the end of 1960.

**1961:** An arbitration case started in 1961 between the Borough Council and the Contractors regarding some of the work in the flats. It was not settled, in favour of the Borough Council, until July 1964.

During the immediate post-war years, until about 1956, there was very little redevelopment taking place on the many war-damaged areas of the Borough, other than the provision of both temporary and permanent houses, mainly on the Buckland Estate. The building of the Gateway flats seems to have triggered a start on other much-needed reconstruction in the town.

*NB Written by David Atwood in March 2001, the text has been edited where necessary to reflect changes since that date.*



*The Gateway site post war cleared of the damaged properties*

*PS An unplanned feature of the development occurred when green glazed tiles failed to arrive and, to avoid delay, the site engineer used instead a large number of dark green gin bottles obtained from Lukey's the Bench Street wine merchant. They can still be seen, bottoms protruding and spaced at intervals, on the Townwall Street side of the building – see if you can spot them!*

# **Florland CARPETS**

ESTABLISHED 1993

## **DOMESTIC & CONTRACT FLOORING**

Please come in and browse  
or telephone for  
further information

**62 London Road, Dover  
Kent CT17 0SP  
Tel: 01304 240071**

## **Ann & Pams Florist**

Tel: 01304 202796

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,  
Dover, Kent. CT16 2NL

# *il Rustico*

*No 4 Bench Street*

*Dover, Kent CT16 1JH*

*Tel: 01304 211110*

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

***Traditional Italian Restaurant  
And Pizzeria***

***Take-Away Menu Available***

*Opening Hours 12 - 2pm and 6pm - 10pm*

# *He Walked Along the Middle of the Road*

— John Lockyer —

There are not many aged Dovorians who would remember Councillor John Walker: as he died in 1940. He lived in a large house at the top of Queens Street - a part of Dover much changed since the end of World War Two and the demolition of two historic buildings - the St Mary's School for Boys, originally a late 18th century charity school and "The Cause Has Altered" - a 17th Century Inn, reputed as a meeting place for smugglers. Before the war, Councillor Walker - middle of the road, passed these buildings in the summer months, when not called to his civic duties, to get to the Seafront West of Granville Gardens, where his rowing boat and speedboat business was located. St Mary's schoolboys when on holiday in the boating season, would work for boatmen such as Councillor Walker. Brackman his most immediate neighbour and Betts a few yards to the East, gave us instruction in seamanship in return for our labours. They made a part of our education. For Councillor Walker, this was a priority as you will see.



*Queen Street*

The sound of an aero engine coming from the East made you look up towards Dover Castle. A white and blue De Havilland Biplane was swooping down from a thousand feet at two hundred miles or so per hour. Banking sharply, it changes course at about a hundred feet to fly the length of the crowded beach and promenade.

Dover Regatta in 1930's was able to have much more sea room than today's restrictions caused by the increase of Dover's value as a commercial port. Before this, there were a few strict safety rules. Bombing speedboats with heavy bags of flour having a 200 mph velocity, is not in our modern safety regulations, but Councillor John Walker was for us boys a champion. Let me describe how "Bombing speedboats" was a star attraction of the Annual Dover Regatta. To get the complete pleasure, get some real Dover Rock made by Simpkins, or a tub of Grilli's superb ice cream (as was made in the 1930's in Snargate Street). I did!

This is Councillor Walker's adversary - a skilled stunt pilot who soon has people in rapture with his death defying aerobatics, after twenty minutes these stunts drew Councillor Walker's response. He switched on the ignition of his twin Rolls Royce engines that growled like a Lion. Then engaging the speedboat's clutch the "Shooting Star" roared louder than the biplane which was lining up for the first bombing run. That day, in 1934, Councillor Walker anticipated every bombing run to perfection and was triumphant, but in 1939 "Shooting Star" had a direct hit in the fourth bombing run. 1940 was spent without a Regatta, but Dunkirk was sadly more spectacular. I watched almost every day from a viewpoint near the Drop Redoubt. My account of what I saw is kept in the war

archives and I was one of the three guests of honour at the 50th Anniversary. Beside me in 1990 was the son of Vice Admiral Sir Bertram Ramsey and the grandson of Sir Winston Churchill. Through this I found a number of lasting friends. One man who deserves to be honourably remembered from those far off "dark days" is Councillor John Walker who soon after Dunkirk, having in mind that while most of Dover's children (including me) had been evacuated to South Wales with their teachers, 800 - possibly more Dover children had remained without teachers or textbooks - not forgetting the hazards of enemy actions.

On behalf of these disadvantaged children he appealed that necessary text books should be provided as soon as possible. A fellow councillor was sorry to inform him that all the Kent Education Committee books had been sent to Wales. Councillor Walker already mentioned as a keen

educator, firmly hoped that Dover people would do their best to find suitable textbooks and give them to him or the local authority so that needy children could benefit.

Apart from the council matters, John Walker found time to look after things in his boatyard and take his dog for a walk on the seafront. This was a frequent routine following the unfortunate 1939 Regatta. On a fine day, 11th September 1940, our hero walked down the middle of Queen Street for the last time. No St Mary's boys were there to admire him, but men of the Luftwaffe were to make an appointment with him later on. The Germans had been keen to bomb shipping in Dover Harbour that day. Councillor Walker and his dog took shelter under the laid up "Shooting Star". A direct hit from a stick of bombs blasted everything to oblivion. There should be a memorial Plaque on the Bluebird Trail about this remarkable public servant.

# CHALK UP21

ANOTHER **DAD** PROJECT

**DISCOVER 21<sup>ST</sup> CENTURY  
ART & ARCHITECTURE ALONG  
THE STRAIT OF DOVER**

**CHALKUP21.COM**

Contact Dover Arts Development via [info@dadonline.eu](mailto:info@dadonline.eu) or 078 55 83 26 38



**Showing at the Silver Screen Community Cinema  
Gaol Lane, Market Square, Dover**

**Sunday 4th to Friday 9th March 2018**

Sunday 4th - 2.30pm  
 Monday 5th - 11am, 2.30pm & 7.30pm  
 Tuesday 6th - 2.30pm & 7.30pm  
 Wednesday 7th - 11am, 2.30pm & 7.30pm  
 Thursday 8th - 2.30pm & 7.30pm  
 Friday 9th - 2.30pm

**2017 Dover Film by Mike McFarnell  
 1977 Dover Film by Ray Warner**

<b>Adults</b>	<b>£ 5.00</b>
<b>Senior Citizens</b>	<b>£ 4.00</b>
<b>Children</b>	<b>£ 2.00</b>

***Free Colour Programme***

*Tickets can be purchased in advance from:*

Dover Visitor Information Centre, Market Square Tel: 01304 205108  
 Silver Screen Community Cinema, Gaol Lane, Market Square, Dover Tel: 01304 228000  
 17 Chisnall Road, River, CT17 0RH. Tel: 01304 8295194

**All Major Dover Events Covered**

Web: [www.dover-film.com](http://www.dover-film.com) Email: [doverfilmfestivals@gmail.com](mailto:doverfilmfestivals@gmail.com)

*Organised by Dover Film Festival Society*

# Farthingloe – The Historic Valley of Legends and Outstanding Natural Beauty

## Part II

Lorraine Sencicle

Following the outbreak of World War II (1939-1945), the number of military personnel in Dover increased significantly and defences were strengthened. Initially, it was hoped that Allied forces on the Continent would deter a German advance west to the Channel ports and therefore attack from the air was seen as a greater risk. Anti-aircraft batteries were built along the cliffs, including Round Down, in groups of four or more and directed from their own command post. Following the German invasion of Norway in April 1940, anti-invasion measures were increased and the arrival of the German forces on the Channel coast followed by the Dunkirk evacuation led to an expected invasion and pillboxes were erected.

Along the coast, barbed wire and guns commanded every likely line of approach and Round Down Cliff was heavily defended. By 1941, the batteries were equipped with radar for target-detection and gun-laying and although most were later destroyed,

remnants can still be seen. In the valley, troops trained in the art of mechanised warfare and carried out manoeuvres in readiness for the day when the enemy should come. Air photographs following the Battle of Britain (10 July-21 October 1940) show both Round Down cliff and Farthingloe valley to be heavily and extensively cratered from the bombs and shells. In 1944, the batteries were incorporated as part of trip line batteries along the Kentish coast to counter the V flying bomb offensive. Locals, however, still lived in the valley and the town was subject to both bombing and shelling until the end of September 1944.

Before War was declared, the vulnerability of Britain being an island nation would lead to food shortages and women for the Land Army were recruited from June 1939. Administered by the Ministry of Agriculture and Fisheries the figurehead was former Women's Suffrage movement stalwart, (Gertrude) Trudie the Baroness Denham (1884-1954). Initially, the Army was made up



WWI Gun Emplacement Round Down Cliff  
© Alan Sencicle 2014



Little Farthingloe Farm Womens Land Army Museum  
© Alan Sencicle 2014

of volunteers but as the war progressed conscription was introduced. Coming from all walks of life, the women had to be single and if they did marry they were obliged to leave.

The Women's duty was to aid the farmer for which they received low pay, worked long and very hard hours. Their duties included tending poultry and animals, digging, sowing, hoeing, weeding, driving farm machinery, threshing and sacking. To give more daylight in the evening double summertime was introduced when clocks were put forward by two hours. The Women's Land Army was finally disbanded on 21 October 1949 and the only museum in the country dedicated solely to them is at Little Farthingloe Farm. The exhibition consists of personal letters from ex-Women's Land Army girls, authentic uniforms and information and is well worth a visit.

Following the War, the north side of the valley, including Little Farthingloe farm, was returned to the Church Commissioners. The south side including Great Farthingloe farm remained in the hands of the War Department. Folkestone Road (A259) through Farthingloe was the less used of the two main roads out of Dover to London, the more popular was the A2, via Canterbury. In order to improve the A259 the Ministry of Transport sanctioned modern street lighting along the road as far as the boundary with Folkestone that was, by this time, on the west side of Capel.

However, the inadequacy of both trunk roads became evident in January 1955 during particularly heavy winter snow. The A2 was already blocked so all traffic was using the A259 when a four ton lorry overturned at Farthingloe blocking the only access and egress to Dover town and port. Two years later, in order to alleviate such problems, the road through Farthingloe was

widened and an application was made to the council for planning permission to build a petrol station next to the Plough Inn. However, this was refused.

In April 1955, the War Department proposed to erect new gun practice ranges on the Round Down Cliff side of Great Farthingloe farm. There had been ranges along the south side of the valley and cliff top since the beginning of the War. The new ranges, they said, would be for the firing of rocket-propelled weapons and this caused public outrage. Albeit, the council were obliged to accept the proposal but did make stipulations. These included reassurances that live ammunition would not be left on the ranges, a baffle wall to keep down noise and they forbid army vehicles accessing the ranges by the Old Folkestone Road through the Aycliffe housing estate.

The Church Commissioners put Little Farthingloe Farm to auction in 1963 when it was stated that the 174 acre farm, had a good main residence, farm buildings and out buildings. At the time the tenants of Great Farthingloe farm was the Miller family who were great supporters of the Dover carnival and each year would enter a float with a thatched roof. When Peter Miller's father died, his mother moved to the Gateway and Peter took over the running of the farm. However, on 4 December 1975 he died in tragic circumstances.

His close friend, Barry Sheppard, takes up the story. 'While Peter's wife was in hospital after giving birth to their first child, two soldiers from Folkestone who had been out for the night in Dover were walking back to barracks. When they reached Farthingloe, they were very cold and decided to seek refuge. They entered the cellar of the house, in which was stored straw. They lit a fire for warmth but it got out of hand. Peter's bedroom was above and became filled with

smoke. He and his faithful sheepdog died! The soldiers were from the 1st Royal Green Jackets, based at Shorncliffe, Folkestone. Rifleman Christopher Radmore age 23, a married man with two children, also died as a result of the fire. Great Farthingloe farmhouse was not badly damaged.

In 1979, National Trust purchased part of the 67-acre Great Farthingloe farm from the Ministry of Defence for £25,000. This included the top of Round Down Cliff. They also tried to purchase the beach below that was, by this time, owned by British Railways, Southern Region. Although they were not interested in selling it, as they needed to retain access to the railway lines, an arrangement was made with the National Trust to look after it. Great Farthingloe farm remained a tenancy of the Ministry of Defence.

The following year, 1980, the Saxon Shore Way long-distance footpath opened. Starting at Gravesend, Kent, it follows the Southeast coast as it was in 3rd century AD when the Romans occupied Britain against marauding Saxons. The path is 163 miles (262 km) in length and finishes at Hastings, Sussex. At Farthingloe, the path runs along Round Down Cliff top having come from the Western Heights. Farthingloe, by this time, had become a tourist destination and for years there had been an accommodating caravan park next to the Plough Inn. In 1987, the pub owners, Beefeaters, applied for planning permission to build a 50 two-bed roomed Travel Lodge but this was refused. They applied again, two years later, having modified their plans to 32 bedrooms and permission was given. In 1995, they successfully applied to erect a second block of 32 bedrooms and in 2007, the pub underwent a major refurbishment. In the summer of 1990, a farm trail opened at Little Farthingloe farm that gave visitors and locals the chance to see a working farm.

Prior to building the Channel Tunnel, Eurotunnel had looked for a site for its construction workers camp. They did not get their ideal location at Aycliffe but accepted 36 acres east of Great Farthingloe farm. Eurotunnel then made a bid to buy the land but the Ministry of Defence, who still owned it, declined. Dover District Council (DDC), were delighted at the decision over the location of the camp and hoped that the 'after use' of the site would be tourist related. The Chamber of Commerce also gave its backing, but made it clear that they saw the 'after-use' as an industrial/ business park.

Over the latter there was major opposition, not only from those who lived in the in the Valley but from Dover folk, Kent Trust for Nature Conservation and the Council for the Protection of Rural England (CPRE). The site under consideration was in an Area of Natural Beauty (ANB) and a Site of Nature Conservation Interest (SNCI) and therefore should be protected. Following discussions, the 'after use' of the site was dropped and temporary planning permission was given for a Channel Tunnel workers camp.

Archaeological work was undertaken at the site in advance of the camp being built but nothing of interest was reported. The Tunnel-related work involved the terracing of land up the slope and the construction of an access track to the Channel Tunnel workings at Aycliffe. The workers camp, which formally opened in 1988, contained some 1,600 rooms, in 38-bedroom blocks, cost Eurotunnel £9million and was nicknamed Stalag 15. There was a chapel dedicated to St Patrick in the 18th century thatched barn, spacious bars and a subsidised canteen.

Workers, earning on average £1,000 a week, paid £45 for this accommodation and the wartime Hougham battery complex was used for fire safety training. Ventilation





*Farthingloe Workers Camp Courtesy of Dover Museum*

shafts were built for the tunnel at the base of the cliffs and the spoil was deposited mainly along the foot of Round Down Cliff. Tunnelling was completed in 1991 and by 1993 the camp was empty. The contents were put for auction and each 38-bedroom block was sold for £16,000.

During this time, consideration was being given for the new A20 road to Dover's Eastern Dock. Several routes were under discussion and there was a public inquiry in spring 1988. Nonetheless, the route chosen was the one preferred by the Department of Transport and stated by DDC Chief Executive John Moir, to the House of Lord Select Committee on 18 March 1987 (Hansard pp343-345), as the council's preferred route. This is the route we see today going across the west of Farthingloe Valley, then along the cliffs separating Farthingloe from Round Down Cliff and Aycliffe from Shakespeare Cliff, then into Dover close to Western Docks. From there it separates the town from the seafront before finishing at Eastern Docks. Started in 1989 and completed in 1993 it cost £24million to build. It has since been stated that this was not DDC's preferred route, that they wanted the link to the M20 via an improved A2 and A249.

Because of the new A20, the first major modification to Dover's sewerage system took place in 1994. The original main outfall near Western Docks was replaced with a 1,500mm diameter concrete pipe. At about the same time a well-landscaped, virtually automatic water treatment plant was built on Broomfield Bank, on the north side of the Farthingloe Valley. This was completed in 1999 at the same time as the pumping station in Elizabeth Street was upgraded to take the town's wastewater to Broomfield Park for treatment. Another change, due to the new A20, Folkestone Road was redesignated as B2011. As it was no longer a trunk road many of the former hotels and guest houses were turned into one-bedroom flats – which put an unforeseen strain on the new sewerage system!

With tourism in mind, a consortium of DDC, KCC, Eurotunnel, Kent Trust for Nature Conservation, Countryside Commission, Shepway District Council and the National Conservancy Council launched the White Cliffs Countryside Project in December 1989. Run by full time staff and volunteers, the initial aim was to attract more visitors to the area as well as protecting and managing areas directly affected by the Channel Tunnel. The Project, led by Dr Kirk Alexander, was scheduled to last three years

but was so successful that it became permanent and the name was changed to White Cliffs Countryside Partnership (WCCP). The headquarters are at the Council Offices, Whitfield.

In 1998, the WCCP took over the management of Samphire Hoe, at the foot of Round Down Cliff, the 75 acres of newly created land from the Channel Tunnel spoil. Samphire, after which the Hoe is named, is a succulent plant that grows in crevices on the cliff face and used to be pickled as a delicacy. The samphire gatherers, mentioned earlier, drove iron bars into the top of the cliff, attaching a rope that they climbed down to gather the plant. They were immortalised by William Shakespeare (1564-1616) in the tragedy, King Lear (Scene 6 Act 4):

*There is a cliff, whose high and bandy head  
Looks fearfully in the confined deep...  
Show scarce so gross as beetles, halfway down  
Hangs one that gathers samphire, dreadful  
trade!  
Methinks he seems no bigger than his head.  
The fishermen that walk upon the beach  
Appear like mice...'*

Even though temporary planning permission had been given for the Channel Tunnel Workers camp before it was removed, Eurotunnel Developments Ltd applied for a further two-year extension to the temporary planning permission. By this time, it would appear that they owned the site on which they wanted to develop a high quality low-density business park. It was envisaged that the business park would provide 19,510 metres of office space and research accommodation and that the site would be landscaped to include a lake. The thatched barn was to be turned into a restaurant and belts of woodland were to be established. Actively supported by Dover's Chamber of Commerce, outline planning permission was given and the designation of the site was

changed from temporary to permanent. Renamed Farthingloe Technology Village, hard core was laid at the entrance to the site.

Nothing more happened until 2000 when a planning application was made by Eurotunnel Developments Ltd for a temporary call centre at the Technology Village. Thereafter, the holding appears to have been sold and various planning applications have been submitted all of which, it would seem, have been refused or withdrawn. In March 1998, Old Park was formally bought by Dover Harbour Board (DHB) with the stated intention of creating a Lorry Park and Port Zone. The lorry park was desperately needed to ease congestion to Eastern Docks but it never materialised to any extent on that site. Then, in November 2005, DHB announced that they were going to build a £30million lorry park off the A20. Several sites were being considered all of which were met with opposition from environmental campaigners as they were designated AONB sites.

By this time much of the south side of Farthingloe valley was either in the hands of /or being considered by China Gateway International (CGI) – a development company. They had divided the south side of the Valley into four plots designated A to D. Plot C was at the west end and, they stated, was, 'subject, in part, to contractual arrangements that have been concluded with the Dover Harbour Board. This comprises an area of 135.94 acres and the Company has granted the Dover Harbour Board the option to acquire between 50 and 70 acres at a price of not less than £25,000 per acre which it proposes to use for the purpose of providing a buffer zone/marshalling area for the Port of Dover'

CGI went on to say that the lorry park was to alleviate traffic congestion at peak times and that, 'the Dover Harbour Board will be

obliged as a condition of the sale to provide a new entrance and exit from the land purchased onto the A20! According to Bob Goldfield, former Chief Executive of DHB, negotiations with CGI were terminated by DHB about 2008 when it was evident that DHB would not get planning permission for the proposed lorry park.

In 2012, CGI sought planning permission for a housing development around Great Farthingloe farm together with developments on Western Heights. This was outside DDC's Core Strategy, adopted in 2010, and neither sites were listed in the supporting Strategic Housing Land Allocations Assessment. In the part of the planning application applicable to Farthingloe, CGI proposed to build 521 residential units, a 90-apartment retirement block and the conversion of the Great Farthingloe farm and thatched barn to pub/restaurant plus the conversion of the stable block to a retail shop. Although for many environmental and historic reasons, this was seen as detrimental to Dover, outline planning permission was given. For this DDC could receive monies on account of the New Homes Bonus fund – this is a levy on money raised from the development that can be spent on the District.

At the time of writing, Farthingloe remains one of the most historic, beautiful and enchanting areas close to Dover's town centre, but for how long?

The story above was first posted on 29 November 2014 since then:

**December 2015:** The Campaign to Protect Rural England (CPRE) tried to gain a Judicial Review against the Farthingloe development proposals pointing out that it is an Area of Outstanding Natural Beauty (AONB), and as such protected by law. However, Dover District Council (DDC) encouraged by,

amongst others, the local Member of Parliament – Charles Elphicke, spent £75,000 of council taxpayers' money to fight CPRE and won. As CPRE are a registered charity, they are obliged to pay £10,000 towards these costs. Further, the ruling has put in jeopardy AONB protected sites throughout the country.

This is the second precedent the DDC Planning Committee has set, not long ago they allowed a carwash to exist in close proximity to the 18th century Grade II\* Listed Castle Hill House. One councillor was reported as saying that he voted for the carwash, as he could not hear it when he was in the local pub!

**September 2016:** Following a second attempt to gain a Judicial Review on the proposed Farthingloe Development the Campaign to Protect Rural England (CPRE) were successful in saving the Area of Outstanding Natural Beauty from developers.

Lord Justice Laws and Lord Justice Simon at the Court of Appeal quashed the planning application to build 521 homes and a 90 apartment retirement village. They said that Dover District Council's planning committee failed to give legally adequate reasons for granting permission, contrary to an officers' recommendation which had made 'trenchant criticisms' of the density, layout and design of the proposed development.

They went on to say that the Council planning officers had made huge efforts to mitigate the harm while ensuring the scheme was still financially viable. They recommended a reduction in the number of homes to 375 and changes to the density and design to protect the most sensitive part of the landscape. This was ignored by both the developer, China Gateway, and the planning committee!

## B & H Fireplaces

Suppliers of traditional  
and cast stoves and fireplaces

With fireplaces and stoves  
becoming more popular in the  
UK our family business is hoping  
to carry a range to suit

We are HETAS registered  
installers and do free surveys to  
suit you

Visit our showroom at 5 London  
Road,  
Dover CT17 0ST  
or call to arrange a survey  
01304 242444 or 07872 665497

## PAINT & DECOR

**YOUR LOCAL DECORATING CENTRE**

DOVER 84-86 LONDON ROAD  
01304 204460

## DECOR DISCOUNT

WALMER 28 THE STRAND  
01304 374104

FOR ALL YOUR DECORATING NEEDS  
HELP AND ADVICE WITH ALL YOUR  
DECORATING PROBLEMS

1,000'S OF TINTED COLOURS IN  
LEYLAND AND DULUX

100'S OF WALLPAPERS

### DOVER

MON - FRI 7.30 - 4 SAT 9 - 3

### DEAL

MON - FRI 8 - 5 SAT 9 - 4

## Maison Dieu Guest House Dover



89 Maison Dieu Road, Dover, CT161RU

Quality affordable Bed & Breakfast guest  
accommodation, located in Dover town centre -  
great for friends and family.

Single, Double, Twin & Family En-suites  
available with free parking & Wi-Fi.

Barry & Di French Tel: 01304 204033

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

The Pines Garden & St Margaret's Museum  
Beach Road, St Margaret's Bay  
Tel: 01304 851737



**Tea Room & Museum**  
Wed - Sun & Bank Holidays  
(Daily during the summer)  
10.00am - 4.30pm

**Pines Garden**  
Open all year daily  
10.00am - 5.00pm



**Kent Family History Society**  
**Deal & District Branch**  
**(Including Dover)**

Meet on the Second Tuesday of the Month  
The Landmark Centre, Cleary Hall,  
129 High Street, Deal, CT14 6BB  
7.10 p.m. for 7.30 p.m.

Speakers on a range of  
history & genealogical topics  
Entrance £2  
KFHS members Free

[deal@kfhs.org.uk](mailto:deal@kfhs.org.uk)

[www.kfhs.org.uk/deal](http://www.kfhs.org.uk/deal)

# All at Sea – the Life of George Sutcliffe

## Part I - Early Life and Deep Sea

Peter W Sherred

Well known within the Dover Community through his membership of Probus, with over forty years as a Lay Reader in the Church of England and associated with the local port and ferry communities among others 87 year old George currently lives at St Margaret's Bay from where he can not only look over the Channel but also look back over a life that has been predominantly "all at sea".



*Captain George Sutcliffe*

George was born in The East End Maternity Hospital, Poplar on the 21st August 1930. With his sister Lena he was sent to a Catholic school in Burnt Oak. From an early age he loved the water and remembers an uncle taking him aboard Thames barges. Being a Thames Lighterman his uncle knew the skippers. When war broke out George was 9 years old and with his sister was sent to stay with relations in Burnley where he attended St Mary's Roman Catholic School but after six months his parents decided the war was not going to end as soon as they thought so he and his sister returned home - just in time for the blitz during which the family home was damaged so the two children returned to Burnley where George enrolled in evening classes at Burnley Technical College for a course in Inorganic Chemistry, part of his dream of becoming a doctor which dream never materialised. When their home was repaired George and his sister were able to return and when the war ended he was old enough to join in the celebrations in London. When he left school he was employed for a few months in a furniture shop in Kingsbury as a trainee

salesman but it was the lure of the sea that beckoned.

George joined his first ship, the Athelprince of Athel Line Limited, as an apprentice aged 17 on 11th October 1947. Athelprince was a tanker employed on the molasses and oil trades between the West Indies and Europe and had been right through the war having been once torpedoed

and abandoned. The crew realizing next morning she was still afloat re-boarded her and returned her to the UK. Subsequent Athel Line ships included Athelqueen, Athelduke, Athelknight, then the Athelbeach the latter also being on the molasses run to the West Indies and where George spent the last year of his apprenticeship. Under the terms of his indenture he received £75 in the first year, £90 in the second, £105 in the third and £120 in the fourth. On completion of his apprenticeship, in 1951, George enrolled at the Edward the Seventh Nautical College, Poplar. His Second Mate's examination comprised several written papers over three days followed by an oral examination conducted by a very stern old school Board of Trade captain examiner who put George to the test but, to his great surprise, he passed first attempt.

Realising his next examination, for First Mate, would be very strong on cargo stowage and handling George felt he needed cargo ship experience so applied for a job with Lykiadopolis of London. Following interview he was sent to join his ship, SS Seawall, in Rotterdam where she had just completed a refit and had been fitted with

radar. His first voyage started with a charter to a French Company which traded to islands and ports in the Indian Ocean. The ship loaded general cargo in Calais, Le Havre and Bordeaux and its discharge ports were Djibuti, at the southern end of the Red Sea, several ports on Madagascar, Punta Gallet in Reunion and, finally, Port Louis Mauritius. Two of the ports in Madagascar were anchorage ports where cargo was discharged into canoes. Seven-ton lorries were discharged by lowering onto two canoes lashed together. It was very dangerous work. His next port was Aden where salt was loaded for Japan. The salt was brought from the salt flats in lighters and hoisted aboard in large baskets then a cargo worker poured the salt into the hold where men shovelled it out level. In Japan gangs of women came aboard who worked in the hold shovelling the salt into baskets which were hoisted out by the derricks and tipped into barges alongside.

From Japan George crossed the North Pacific to Vancouver stopping to load timber then home via the Panama Canal. In the UK the timber was discharged in Hull. His next trip involved loading coal on the River Tyne which was then taken to Alexandria in Egypt where the discharging was undertaken by gangs in the hold who shovelled the coal into the baskets which were hoisted out by the derricks and then tipped down chutes onto a great pile beside each hatch on the quayside. Around each heap were positioned scales and at each scales, under a big parasol, sat a tally clerk. Workers filled panniers with the coal and heaped them on the scales for the tally clerk to record the weight then workers took a pannier each on their heads and trotted away up planks up the side of other piles where the coal was deposited. George says coal was not the nicest of cargoes as it was necessary to ventilate the ship during passage because of the danger of spontaneous combustion.

Discharge ended the holds were cleaned out so a cargo of salt for Japan could be loaded! On arrival back home from Japan George discharged in Liverpool and after a brief spell at home his ship sailed in ballast for Canada where grain was loaded. This had to be done in accordance with grain regulations which were laid down many years ago after ships were lost through the movement of grain in holds. On one trip the ship went up the Manchester Ship Canal to discharge in Salford going under bridges over the canal requiring topmasts to be lowered. When paid off in Salford George only needed a couple of month's sea time before going up for his Mate's certificate, so as he did not want to risk another round the world trip, he said goodbye to the Seawall.

Following interview with a company called Livannos George joined the Duke of Athens in Hull. Having loaded very varied general cargo around the UK and France discharge took place at several ports on the west coast of Africa most notable being Port Harcourt, which was just a jungle berth, where some cargo was discharged and hard wood logs, which had been floated down river in rafts, were loaded. The time on the west coast was a rich learning experience for George which he thoroughly enjoyed. Upon return to Hull George left the ship to return to his parents' home to study, over another three months, at the Sir John Cass College in Aldgate to prepare for his Mate's examination. Once again he passed first time.

Shipping companies at that time were expanding into the tanker market and were crying out for officers with tanker experience. Wishing to obtain his two years' sea time fast to go up for his Master's ticket George decided to look around for a company which had both tankers and cargo ships. Houlder Brothers fitted the bill nicely. He was appointed as second officer on the Imperial Transport, a medium sized tanker.

His first trip was less than four months to Curacao arriving back in Avonmouth. On arrival home his parents decided to have a party to celebrate their Silver Wedding and invited a cousin of his mother's called Emily. Her daughter's friend was a girl called Mary whom George began to date and who he would subsequently marry in 1957 in Leytonstone.

Following the Imperial Transport George joined the 'Corato' which was a very similar vessel and sailed on what turned out to be a ten-month trip trading all over the world before return to the UK. While away he grew a distinguishing facial feature – a beard which he sports to this day. The ship returned to North Shields for dry dock where after a few days he was relieved and went home to get to know his then fiancée Mary and to make plans for their wedding as well as trying to find a house in which to start married life together. He also started another three months study at the Sir John Cass College to sit his Master's exams.

While studying, Mary and George spent time in Dover looking at houses for which Mary had made arrangements to view and eventually purchased one in Farthingloe thanks to the help of a mortgage through the Dover and District Building Society courtesy of Raymond Cook, Managing Director of the D&D Building Society, and Messrs Worsfolds who handled their business. Once again George was lucky with his exam and passed first attempt. George and Mary's wedding had been arranged for the weekend following the completion of the exam after which they did not bother with a honeymoon because they wanted to settle in their first home together. Until the end of his leave George found work at Broadley's Farm, Whitfield, at the princely rate of three shillings an hour. After their marriage George and Mary started a family immediately, much to Mary's joy. Roger was

born in hospital on the 22nd February 1958. At the time George was Chief Officer on the Langton Grange in Buenos Aires so he learned of the event by telegram to the agent's office. A couple of years later Martin arrived followed by Melanie.

George's next ship with Houlder Brothers was a fully refrigerated vessel, the Duquesa which he believed had the largest chilled capacity of any vessel at that time. It carried up to twelve passengers and, quite unusually, a doctor. The standard of cleanliness for chilled meat was very high. George recalls that one time, when there was a hiccup in the meat trade, the ship was chartered to Shaw Savill for a trip to Australia for a cargo of apples. Before loading in Hobart, Tasmania, a surveyor came aboard to inspect the cargo spaces for cleanliness at the end of which he said "I have never seen such a clean ship in all my life". Loading apples in Hobart each shipper, with a consignment of apples to load, placed a couple of open cases on the quayside for the ship workers to help themselves; it was a way of reducing the number of cases that would be broken into when they felt peckish or wanted some to take home. George says it seemed to work! His time on the Duquesa came to an end and while on leave in 1963 his mother in law sent him a newspaper advert for a fourth officer on the cable ship Ariel based in Dover. He had continued deep sea until Roger was five but was increasingly frustrated by having to renew the acquaintance of his children each time he came home after around three months at a time. He had been on the list as a Trinity House Pilot but had not been called by the age of 35 so George went aboard Ariel, had an interview with the captain, took the step of accepting a fifty per cent cut in pay and signed on with the Ariel. Following the ending of his deep-sea career he was to find that working 24 hours on 48 hours off was heaven for all the family.



## **Britannia Coaches**

**BRITANNIA HOUSE  
HOLLOW WOOD ROAD  
DOVER CT17 0UB**

Tel: 01304 228111

Fax: 01304 215350

8 - 16 seat  
Luxury Minicoaches

Wheelchair-accessible  
Vehicles available

## **Mowll & Mowll** S O L I C I T O R S ■■

Residential & Commercial Property

Wills Probate & Trusts

Elderly Client Advice

Civil & Commercial Litigation

Company & Business Law

Family

Family Mediation

**Telephone 01304 873344**

Fax 01304 873355

**[www.mowll.co.uk](http://www.mowll.co.uk)**

Trafalgar House Gordon Road Whitfield  
Dover Kent CT16 3PN

# DOVER

**BUILDING & PROPERTY MAINTENANCE**

## **For all your Building & Maintenance Needs**

Property Maintenance	Painting & Decorating	Loft Conversions
Foundations & Drainage	Roads & Driveways	Roofs & Fascias
Insurance Work Undertaken	New Builds	Extensions

**Free Estimates**

**Why Move ... Improve!**

**01304 210565**

Fax: 01304 208822

Mob: 07885 212473

[angela@doverbuilding.co.uk](mailto:angela@doverbuilding.co.uk)

Please call into our office and speak to Angela

4 London Road, Dover, Kent CT17 0ST





### We are here in Dover to help you

We aim to offer you the services you need. We will not waste your time or money with brilliant solutions to problems you don't have. We can help you with:

- Self-Assessment Tax Returns
- Bookkeeping and VAT Returns
- Accounts Preparation
- Company Taxation
- Company Audits
- Payroll Bureau
- Tax Planning
- VAT Management
- Company Formation and Secretarial Services
- Management Consultancy
- Inheritance Tax Advice
- Business Acquisition and Disposal

BUILDING YOUR SUCCESS  
ONE STEP AT A TIME

Contact us at:

5 St. James's Street,  
Dover, Kent CT16 1QQ  
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)

# Pets Arcadia & Aquatics

Est. 1937

16 High Street, Dover, Kent, CT16 1DR

Tel: 01304 206432

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

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

### Wild Bird Requirements

Bulk Peanuts, Seeds, Sunflower Hearts

### Pond Fish Specialists

Tropical and Cold Water Fish  
and much, much, more!

**10% discount for Dover  
Society Members**

# Curiosity of Dover

17 Cannon Street, Dover CT16 1BZ Tel 01304 202621

Curiosity of Dover probably have one of the largest collections of Swarovski Silver Crystal in East Kent. They also have Border Fine Arts, Florence Figurines and Capo Di Monte.

Call in to see the extensive range of Moorcraft Pottery and top quality jewellery, including Murano Glass, Freshwater Pearls and Amber Jewellery.

We have designer sunglasses and exclusive hand-made handbags and many other quality gift items for you, or for you to give.

*Come and have a browse and discover why it's called*

**“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 .....

---

---

# PROGRAMME 2018

*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.*

## 2018

March 19  
Monday 7.30

**Speakers:** **Nick Humphrey-Smith**  
"Dover Community Association"  
**Paul Skelton**  
"Dover's Old Pubs"

April 16  
Monday 7.30

**AGM**  
**Speaker:** **Lt. Col. George Gelder RN (Retd)** Royal Marines Historian  
at the Naval Historical Branch, Portsmouth  
"The centenary of the Zeebrugge Raid 23rd April 1918"

May 20  
Sunday  
£35.00

**Amberley Museum & Heritage Centre:** Special **Home Front** weekend.  
This site brings to life the industrial and transport heritage of Sussex.  
Included is cake and a hot drink on arrival, with a talk,  
and guided tour for one hour.  
This was once a busy working quarry and limeworks. The museum runs its own bus  
and train services around the site which has over 40 buildings covering 36 acres.  
There are two cafés on site serving lunches, snacks or afternoon teas.

**Pick-up points:**

Railway Bell 07.45; Frith Road 07.50; Maison Dieu Rd (Brook House) car park 08.00

To book please complete the enclosed booking form and return with your  
payment/cheque payable: "The Dover Society". To:- Patricia Hooper-Sherratt, Castle  
Lea, Taswell Street, Dover, CT16 1SG Tel: 01304 228129

July 14  
Saturday  
£62.00

**Ypres and the Menin Gate:** to include a visit to the important Tyne Cot  
Cemetery and the most impressive Hooze Crater Museum. which includes  
a snack/lunch.

This is a renovated chapel, and holds the finest WW1 collections in the area.

**Pick-up points:**

Railway Bell 06.45; Hollis Motors 06.50; Frith Road 06.55; Maison Dieu Rd  
(Brook House) car park 07.00

To book please complete the enclosed booking form and return with your  
payment/cheque payable: "The Dover Society". To:- Patricia Hooper-Sherratt, Castle  
Lea, Taswell Street, Dover, CT16 1SG Tel: 01304 228129

**Thus trip has been arranged by popular request so early booking is  
advisable.**

October 15  
Monday 7.30

**Speakers:** **David Gilchrist**  
"William Burges, Dover Town Hall and Cardiff Castle restorer"  
**Brian Flood**  
"Dover Trams"

*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*

---

---

# Sleepyhead-Beds

- Expert Advice
- Free Local Delivery
- Assembly Service
- Old Bed Disposal Service



MYERS



The Charlton Centre, High Street,

01304 241144

Dover CT16 1TT

01304 241144

[www.sleepyhead-beds.com](http://www.sleepyhead-beds.com)