

The
Dover
Society

Newsletter

No 15

December 1992



The A20 cuts through the slope behind Shakespeare Cliff
Will landscaping remove the scars?

We are grateful to the Editor of the "Dover Express" who gladly provided this photograph



THE DOVER SOCIETY

FOUNDED IN 1988

Registered with the Civic Trust, Affiliated to the Kent Federation of Amenity Societies
Registered Charity No. 299954

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The 1993 Programme is printed on the inside back cover.

EDITORIAL

IT IS with great regret that we announce the loss of our President, the Rt. Hon. The Countess of Guilford. Sadly, her illness prevented her from participating in many of the Society's functions she would dearly have liked to attend, but we knew that we always enjoyed her moral support. Peter Johnson, our senior Vice-President writes an appreciation in this issue and I am sure the sentiments he expresses are those of all of us.

With our new publication date of 1st December, this year we are able to wish members a Merry Christmas as well as a Happy New Year. We hope to see many members at the Christmas Feast on 12th December, which promises to be as enjoyable as ever.

The complete programme for 1993 is now available and is presented on the inside back cover of this issue. The first meeting in the New Year will be on 18th January when Keith Parfitt of the Canterbury Archæological Trust will talk on the archæology of the A20 construction. The February meeting will be a Wine and Wisdom Evening. Make your own team of six or eight if you wish, or join one when you get there on the night. The March meeting will be a members' Meeting, partly to replace the meeting lost by the November Dickens Evening and partly in response to members asking for more members' meetings. This will give members another chance to discuss local issues, to give their views on the Impact scheme and to see some more local slides. If members have slides or pictures which may be of interest please bring them with you. Budge Adams will be bringing his ancient epidiascope to the meeting and will be able to project any photographs provided they are not bigger than about 6" x 8".

In relation to the Impact scheme, introduced at the October meeting, it is important to stress that we, as a Society, may have a crucial rôle to play in the future planning of town improvements, as we have already established links with the Impact team and look forward to playing a prominent rôle in the formulation of a forum team in 1993.

With less time than usual between issues, there are only three events to report; the visit to St. Omer, the Impact meeting and the Dickens Evening. Thank you to everyone concerned in the organisation of these events and, in the case of the

St. Omer outing, particularly to our Secretary, Leo Wright, for liaising with the French contacts in the town. Thanks are also due to the members who have written reports for the *Newsletter* and also to all contributors to this issue, both regular and new writers. In addition we are grateful to Christine Waterman, Curator of the Dover Museum, for allowing us to use the four photographs of the Bronze Age Boat in our centre pages and to the Editor of the *Dover Express* for permission to use the cover photograph.

The discovery of the Bronze Age Boat must be the most important news in Dover since our last issue and we will look forward to hearing more about it from Keith Parfitt on 18th January.

The publication date for the next *Newsletter* will be 1st April and the Agenda for the Annual General Meeting will be included in that issue. The date of the Annual General Meeting will be 26th April, therefore any nominations or items for inclusion on the Agenda should reach the Hon. Secretary, Leo Wright, by 11th April (14 clear days before the meeting) but preferably sooner than that to facilitate the printing of the Agenda in time for distribution with the April *Newsletter*.

Our Society is going from strength to strength, with a current membership of over 350. Please continue to introduce new members. Free spare copies of *Newsletter 14* are available for you if you feel that handing a copy to friends or acquaintances will help you gain an extra member. You could pick up a copy at any meeting or collect one or two from Budge Adams, tel. 208008. Please note that from 1st you will be able to pay your subscription by Standing Order should you so wish. This facility has been introduced at the request of several of our members.

1993 may be seen as a turning point for Dover, heralding major changes. The completion of the A20, the development of the Wellington Dock and the beginning of the Impact scheme, spending money on town centre regeneration, will all contribute to the start of a face-lift for the town, which we welcome with optimism and enthusiasm. We hope the Society will play a major rôle in shaping Dover's future.

IMPACT MONEY:

How would YOU spend it in Dover?

The *Dover Society Planning Committee* is compiling a list of members' suggestions for improvements to our town. If you missed the IMPACT meeting on 12th October and cannot wait until 22nd March to give us your views about town re-generation, please write to the Editor.

THE RT. HON. THE COUNTESS OF GUILFORD

President of the Dover Society, 1988 – 1992

I wrote to the Countess of Guilford in May 1988 to tell her about the formation of The Dover Society and to ask if she would become our first president. Her reply on 6th June speaks for itself:

“Yes, of course, I shall be delighted to become your first President of the New Dover Society. It's such a good idea and I entirely agree that all development is not necessarily good and it needs monitoring. Dover is such a special place and almost uniquely interesting in history as our Gateway to Europe. I shall be happy to try to help . . .”

She was a great enthusiast for anything really worthwhile and she warmly supported the Society's introduction of Awards for developments of particular merit in the town. On the 4th October 1988 she performed her first official duties for the Society when she presented Award certificates for the new Magistrates' Court in Pencester Road and for the Restoration and re-instatement of Buckland Paper Mill.

Unhappily, early in 1989 she was struck down by illness and there began a long battle against cancer which she fought with courage and determination. She continued to be interested in what The Dover Society was doing and it was a source of great regret to her that she was never able to fulfil the last few words which I quoted earlier – “I shall be happy to try to help . . .”

Lady Guilford died on 15th August this year. The last thing she wrote for the Society was her contribution to the thoughts and memories of Ray Warner which were published in our *Newsletter* in January 1990. She said of Ray “he made the world a brighter, nicer place.” I would say the same of her.

PETER JOHNSON
11TH NOVEMBER 1992



Day Trip to St. Omer

—CECILEY W. WALKER

AFTER the stormy and chilly weather at the beginning of the month, it was a relief to members anticipating their journey to St. Omer, that the 19th turned out to be more seasonable – without a cold wind or rain. We boarded our coach in buoyant mood and were driven on to the "Pride of Dover", confident of a comfortable and calm crossing.

Our driver ensured we all knew the position of our coach before we went on deck and our organiser gave us a list of various restaurants in St. Omer, together with a pamphlet and map of the town. All this was very helpful to our enjoyment of the day.

Back in the coach at Calais and on the road to St. Omer our driver/courier explained he was taking us on a country route so that we would pass through villages and farms. We appreciated this and also his excellent driving.

On our arrival at the Tourist Information Office we had about two hours to have lunch and explore before re-assembling to meet our two guides. We were drawn magnet-like to the large, well stocked market nearby in the Place Foch where we browsed, tried out our French and bought cheeses. Fruit and vegetables were in abundance besides clothes and household goods, but what impressed us most was the quality of the plants and cut flowers on offer. The boxes of huge blemish-free pansies of all colours were particularly tempting.

After lunch we set off for the tour in two groups – each with a guide. First we were led to the Park which claims to be one of the most beautiful in France and is set in the old ramparts of this old frontier town. We looked from a bridge on to a wide expanse



The Organ in the Cathedral of Our Lady



In the Courtyard of the Musée

St. Omer 1992

A corner of the Park



La Cathédral





The Town Hall at St. Omer – "The Coffee Pot"

– a large modern dormer window dominating a tall elegant town house of considerable age. Our guide agreed it was a mistake!

A short walk through a narrow street took us to the splendid Cathedral of Our Lady. Completed in the 16th century, it is in gothic style and illustrates a history in stone of ecclesiastical architectural development covering four centuries. We all felt that the outstanding feature was the grand organ, with its surrounds of carvings and statues, at the west end of the cathedral. Its recent restoration took three years to complete. It was all so absorbing that we stayed a little longer here than expected – some members still made time for a brief visit to the Museum which they thought well worthwhile.

Back in the coach in the late afternoon, we were whisked into the hypermarket for last-minute shopping, and out again on our way to Calais and home. Our thanks were expressed to those who so ably organised a thoroughly enjoyable day out, Leo Wright,

Society Members in the Courtyard at the Musée



of lawn on which there was a formal arrangement of well-manicured, evergreen bushes of different shapes and sizes.

Further on, surrounded by beautiful trees, we had a glimpse of some of the elaborate flower beds and, no doubt, there were many more to see,

Next we assembled in front of the Town Hall – known as "The Coffee Mill" because of its shape. It was a pity we were not invited to see inside, so that we could make a comparison with our own Town Hall. Place Foch is surrounded by an attractive variety of architecture, mostly Dutch and with some of the buildings exposing warm yellow-coloured brickwork where the stucco had been cleaned off. Altogether a pleasing sight and only one blot on the landscape, to those of us sensitive to planning matters on the D.D.C.

our Secretary and Joan Liggett, our new Social Secretary. As one of our older members was heard to say as she was being 'dropped off' in Ladywell – "thank you all. I've had a lovely day, but I'm glad to be back in my dear old Dover!"



THE SOCIETY'S OCTOBER OPEN MEETING

MAY JONES

The IMPACT meeting on 12th October was well-attended and it was good to see new members as well as familiar faces in the audience. John Gerrard, deputising for Jack Woolford, introduced the speakers with his customary good humour.

Julian Owen, IMPACT Project leader, with the aid of a K.C.C. video, ably demonstrated what had been achieved in Gravesend and Ramsgate through consultation and co-operation with property owners and local authorities, coupled with sound planning principles.

Three examples of IMPACT's influence in the commercial sector of Ramsgate and one outside will give the reader an indication of the scope of these activities. Encouragement to remove an ugly modern fascia board led one enthusiastic and energetic café owner to reveal the former green and gold glory of the HOME & COLONIAL original, which provided him with a more attractive sign *and*, in time, increased custom. The IMPACT display in formerly empty premises in York Street stimulated interest, improvements and trade in adjacent properties, while well-designed and paved pedestrian areas have made leisurely shopping a pleasurable and safe experience.

Elsewhere in Ramsgate equally important repair and re-occupation of Victorian buildings has taken place – in some cases generating job skill training in the use of contemporary techniques rather than unsuitable modern ones, as for instance, when a particular mortar was needed for re-pointing some Georgian brickwork.

IMPACT has thus assisted and encouraged sensitive revitalization of parts of the two towns, while firing the imagination and enthusiasm of local people for further action.

Mr Owen then turned to Dover, acknowledging the good work already done and pointing out places ripe for improvement, to enhance the town's tourist image, especially on the approaches to the centre and beside the new A20 route, along Snargate Street and beyond. Slides of these areas were rapidly flashed onto the screen to make the point visually as well as verbally. Having earlier seen the attractive tiled mural destined for a Ramsgate subway, it was interesting to speculate what would adorn our future subterranean passages to the sea front once the roadworks were complete.

Changes in the port, as a result of the Channel Tunnel, had led Dover Harbour Board to plan for the regeneration of the Western Docks, including very shortly the arrival of the Spanish brig *Maria Asumpta* in the Wellington Dock for the winter. The brig, built in 1858, is believed to be the world's oldest active sailing ship and she should prove to be a valuable tourist attraction.

After the interval, John Clayton, Director of Planning for D.D.C., skilfully answered the questions fired at him and, in discussing street furniture, explained the necessity for movable, boxed trees in the precinct, instead of more orthodox plantings, to allow access to public utilities below the paving (thereby making them much more acceptable to one listener).

Mr Fawcus, Property Development Manager for Dover Harbour Board, was able to give some indication of the direction of the Board's thinking and was happy to assure Mrs Walker that consideration would certainly be given to the creation of an open-air market near the water with a pedestrian link to the town centre,

John Owen and John Clayton were likewise willing to receive suggestions, for instance, about further enhancement and extension of the Riverside Walk.

Although the sound system unfortunately failed to amplify the speaker's voices sufficiently for comfortable listening and there was inevitably some repetition of information when Roy Adsett of the Ramsgate Society described the co-operative efforts of local groups, I found it a very interesting, informative and valuable session. We can obviously look forward to some interesting developments in Dover with the aid of IMPACT money and expertise. ◊

Investing in Dover's Future

————— JULIAN OWEN, IMPACT Project Manager

"Urban regeneration is not just about bricks and mortar. It is about economic revival, pride of place and a belief in a better future."

Thus did Tony Aldous introduce and summarise a recent article in "Building" magazine, about the IMPACT project in Ramsgate. IMPACT was devised by Kent County Council as a means of targeting urban improvements in areas of economic priority, and will shortly transfer to Dover, in partnership with the District Council.

Living up to its name, IMPACT already has a strong track record of success in Gravesend and Ramsgate, with an emphasis on quality. There's much more to it than just cosmetic improvements, as those members who came to the meeting on 12th October will have heard. IMPACT plays a strong complementary rôle in relation to other economic development initiatives, especially in improving the image and marketability of the area.

IMPACT has pioneered a unique approach, strongly linked with the Civic Trust's Regeneration Campaign, concentrating skilled staff and money on particular towns in a series of three-year programmes. An important feature is the partnership between County and District Councils, with the private and voluntary sectors, to bring about a regeneration package which is not only greater than the sum of its parts, but also establishes the means to sustain improvement in the future.

Each programme is unique, but taking Ramsgate as an example, the programme consists of a mixture of short, medium and long-term measures, such as:

- High quality Improvements to streets and other public spaces, especially on prominent sites, such as approach roads, points of arrival and the seafront. Like the pieces of a jigsaw, the projects work together to upgrade the image of the town for visitors and locals alike.
- Major developments and other changes – a special emphasis in Ramsgate on traffic management, to assist economic regeneration, because this would ease pedestrian access to core problem areas, but also looking at development/marketing briefs for major sites.
- Encouraging Investment in buildings, especially in historic buildings which are seen as some of the town's major assets, but also in shopfronts and façade improvements.
- Heightening awareness of environmental issues, involving the local community as widely as possible, and using the project as a spring-board from which to launch a new town centre management partnership, so that the momentum is not lost.

IMPACT'S present base is a listed shop, which we have restored as a demonstration project, in the core "problem" area of Harbour Street, Ramsgate. Society members who visited us on 15th October saw how the shopfront and independent image of the project are designed to give local ownership.

An experienced and highly-committed team are on hand, not only to design and consult on IMPACT projects, but also to advise on and encourage others.

The Ramsgate premises are also the venue for regular meetings of FORS (the Forum of Ramsgate Societies), whose rôle was explained at the meeting by Roy Adsett from the Ramsgate Society. FORS, drawn from both amenity and private sector groups (such as the Chamber of Commerce) acts both as a consultation forum and as an initiator \of projects, also providing members for joint working groups\ on particular topics.

What next? The Kent County and Dover District Councils have both committed £400,000 per annum for each of the next three years for the Dover project, which will also include some work in Deal. The funds will be pooled and will be looked after by a small joint committee of County and District Councillors, who have already agreed some broad priorities. Experience has taught us the need for adequate preparation and consultation, but things are moving fast; we should have settled on premises very soon and hope to be in situ very early in 1993.

As for projects, we are suggesting a strongly targeted approach. The main priorities at present are along the new A20 corridor throughout its length – including work in conjunction with Dover Harbour Board, and with the residents and traders of Snargate Street, This will become Dover's new "front door", and together with the other town centre "edges", such as York Street and Townwall Street, it is urgently in need of attention. The links between various parts of the centre, especially Bench Street/New Bridge, but also links from car parks, the station and the riverside walk are also seen as important.

The IMPACT team have welcomed the enthusiasm and commitment of the District Council, the Dover Society and others – including Dover Harbour Board and the *Dover Express*. We look forward to a challenging but rewarding partnership. ◇

from West to East, ultimately via a National Grid, would be very expensive. Miss Matson argued the case for control of new development/demand and the desalination of mine water.

Mr Tony Every-Brown, a Director of Blue Circle Properties, next talked about his Company's hopes for the development of the East Thames Corridor. They owned some 15,000 acres of land in North Kent and were looking for a partnership between the Local and County Authorities, the Health Authority (owners of a lot of land) and themselves jointly to develop the area. He said he thought use of extraction sites within the Green Belt was preferable to greenfield sites elsewhere. However waste fill for quarries was now restricted and some sites, once thought of as derelict, were now the subject of conservation orders due to their flora and fauna. He nevertheless thought there was plenty of room for development, including the Rail Link and a station thereon.

Lastly, Allan Mowatt, Director of Highways and Transportation, KCC, speaking on 'Roads for Kent' said Kent currently had three times the amount of road construction of any other county and there were considerable pressures for more; the Lower Thames Crossing, the East Thames Corridor, new access to Surrey and Sussex to name a few.

A new transport plan for Kent would be published early next year. The KCC were seeking to implement a tax on Ferry (and E/T) passengers to help mitigate the cost of their travel through Kent: the County was hoping for Government help in bringing this about. The County was making a massive investment in infra-structure and it was unfair that the whole cost should fall on Kent rate-payers. There needed to be:

- full co-operation between the KCC and the larger Districts
- an increased rôle for public transport
- a decrease in dependency on the private motor car
- a requirement to manage demand rather than to chase supply.

Mr Mowatt concluded by saying that in the electronic age more people would be able to work from home and in the future travelling a distance to work may be looked at in a new light.

So ended this 20th KFAS Conference — noted by all as a great success.

LOCAL ISSUES UPDATE

Planning Matters

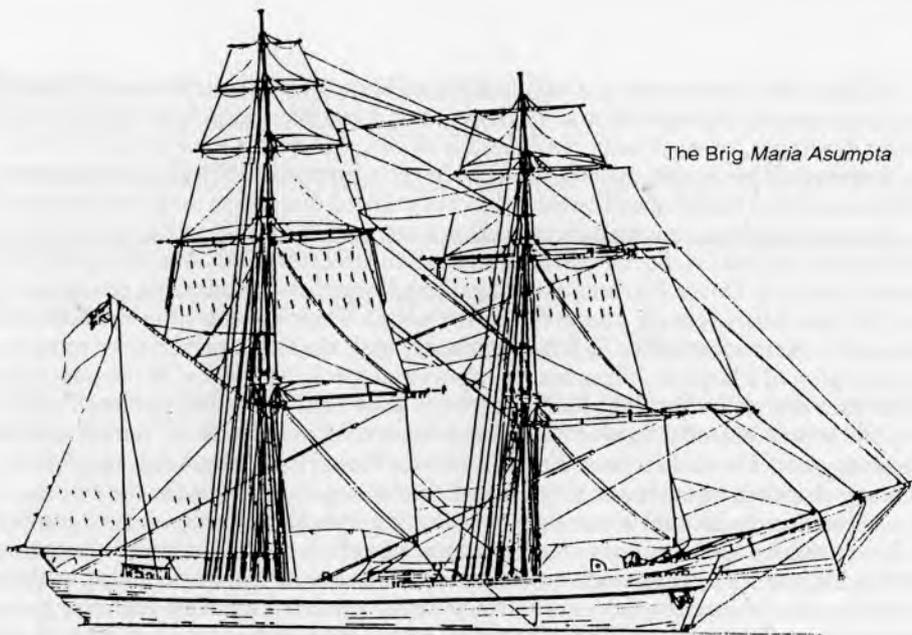
KEN WRAIGHT

Chairman of the Planning Committee

The planning scene has lately been dominated by the proposal of the Dover Harbour Board to build a Petrol Filling Station next to Marine Court on Marine Parade.. An objection was raised on behalf of the Society, listing some ten or more reasons why we thought this was not a very sensible scheme.

Others, including, we understand, The Department of Transport, were of the same persuasion.

The plan was withdrawn prior to the D.D.C. Planning Committee meeting. However, a press release at the time seems to leave open the possibility that it could be re-submitted under a different guise. Watch this space!

The Brig *Maria Asumpta*

*The Wellington Dock Re-development:
The Recovery of the Bronze Age Boat:
Eastern Docks Plans for Environmental changes*

JOHN GERRARD, *Vice-Chairman*

THE BRIG *Maria Asumpta*, 37.5 metres from bow to stern and built in 1858, arrived at the Wellington Dock on the 26th October and will be moored there for about six months whilst undergoing a winter overhaul. She is believed to be the world's oldest active sailing ship and she will be open to the public from time to time during her stay in Dover.

The *Marie Asumpta* was built in Spain specifically for the transatlantic trade and was retired from that work in 1978. She crossed the North Atlantic under her 8,500 square metres of sail as recently as 1988.

It is hoped to persuade her owners to make the Port of Dover her permanent home where she would add an exciting extra attraction to the Western Docks development.

Work on opening up the Wellington Dock is now well in hand and provides, amongst other things, for a new pedestrian entry from Cambridge Road. For safety reasons hand-railing has been provided around the dock which will be open to the public from November onwards.

At this time of recession it is encouraging to know of the great interest displayed by a large number of international developers and it has been stated that the choice of a joint developer, to work with the Harbour Board, will be made in January 1993.

British Rail has said it wants to leave the Marine Station in 1994 and the future use of this wonderful building will be the subject of exciting discussion in the years ahead.

Society members, amongst all other Dovorians, will be aware of the exciting find of a Bronze Age boat at the Townwall Street/Bench Street junction. What they may not know is that the Dover Harbour Board gathered together considerable resources to help the specialists recover and preserve the vessel. Their contribution included the overnight construction of the 7,000 gallon water tank needed to preserve the remains, the provision of a large mobile crane, transport and specialist staff to lift the boat clear of the excavations and storage facilities for the boat until its future is determined.

The whole episode showed the archæologists, Dover District Council and its Museum staff, Dover Harbour Board and NorWest Holst, the road contractors, willingly working together as an enthusiastic team, a good portent for the future.

At the Eastern Docks, where the port is having its best year ever – what a miracle in these troubled times! – it has now been agreed to carry out major improvements to the road layout and processing systems for outward bound traffic. Included in these plans are major landscaping works to provide a more customer-friendly, green environment. The work will be completed before next summer and is part of the campaign to challenge the tunnel.

The new sheds for the import of fresh fruit and vegetables have proved to be commercially viable and are working at the projected target levels.

Construction of the huge new No. 7 berth is well underway and the bridges are now being positioned. The berth, which will cost nearly £14 million and is D.H.B.'s all-time largest single contract, will come into use in February, 1992.

Membership News

Welcome to all who have joined us since our last *Newsletter*. Slowly but surely our membership continues to increase and we are now heading for 400. Please do continue to interest potential new members by inviting your friends to open meetings and by giving them a copy of the last previous *Newsletter* (available from Budge Adams, 24 Castle Avenue).

There are about fifty members who paid a 5-year subscription when the Society was formed and in so doing helped the Society to establish a sound financial base. The 5-year period expires on 31st March 1993.

If you are one of these members you will receive a letter before 1st April next year, inviting you to continue your membership of the Society on the basis of the normal subscription which is now £4 annually. Please do so, we certainly don't want to lose you.

From 1st April 1993 members will be able to pay subscriptions by Standing Order if they wish to do so and forms for that purpose will be included in the next *Newsletter*.

PROJECTS

UPDATE by JOHN OWEN, Chairman of the Projects Committee

RAIN BENEFITS LYDDEN POND

— an Award and a Thank-you

MUCH water and wildlife recently suggest that with a little help from the *Dover Society Restoration Project*, mother Nature is beginning to re-assert herself.

Permanent water in the pond becomes more and more likely with the passage of time and the consolidation of newly laid clay lining, it would seem. Certainly it is good to see what amounts to the longest period of water presence for some considerable time. Reported sightings include ducks, dragonflies, frogs and numerous varieties of birds. Known and unknown contributors who have helped towards the re-stocking of the pond with surplus flora and fauna from their own ponds are thanked for their interest. Nominated by Lydden Parish Council, a BBC Radio One Country File Award has been jointly gained by the Society and Lydden School for their work at the pond. This is very



The Society's stand and some very important people.

pleasing to all the volunteers who have put in a lot of effort during the last two years. Also a letter has been received by the Society from the Vice-Chairman of Lydden P.C., Mrs Pamela Hewlett, in which she thanks all our members who have helped with the restoration

In August 1992 the *Dover Society* set up a stand at Lydden Fête and succeeded in enrolling a number of new members.

Our winter work schedule started on 4th October with Peter, Ernie, Glyn and John and Dick, Pam and Ann who turned up a little later. We cleared excess summer growth, cleared gullies, planted daffodils and generally tidied up. The daffodils will add to the bluebells planted by the local schoolchildren last year and hopefully they will produce a good show in the spring.

All are welcome to join us on Sunday, 13th December – from 10 o'clock till noon.

Editor's Note:

Working at the pond is good fun and is quite rewarding. AND it demonstrates to all and sundry that the *Dover Society* cares for the community and the environment.



JOHN OWEN AND THE CHILDREN OF LYDDEN SCHOOL AT THE PRESENTATION

WOODLAND WALK ON THE ROAD TO RECOVERY

Lousyberry Wood regeneration has proceeded apace this summer; as predicted, quite a lot naturally.

Our task is to ensure that the beech, maple and cherry which the Society planted in 1990 compete successfully with other more vigorous species and the brambles; thus ensuring the continuance of the traditional character of the area – that of a predominately beech wood.

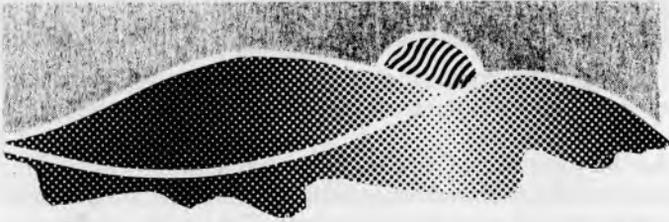
You are welcome to join us on a 'Bramble Blitz' during National Tree Week on Saturday and Sunday, 5th and 6th December from ten o'clock till noon.

RIVERSIDE WALK IMPROVEMENT

A summary of the Society's submissions for the improvement and extension of the Riverside Walk on the town stretch of the River Dour is issued for information .

- improved access upstream at Pencester Road with signposting, steps to be replaced by a ramp.
- Pedestrian access from Brook House car/coach park via new footbridge to Edwards Road and GPO.
- New access at both Ladywell and Castle Street bridging points.
- Upstream, improved lighting.

The Society is keen to support in any way it can the progressive improvement of this valuable town centre amenity.



WHITE CLIFFS COUNTRYSIDE PROJECT



Melanie Wrigley
Projects Officer

The French Connection

*Nature Conservation activities along the French coastline
between Calais and Boulogne*

THE WHITE CLIFFS COUNTRYSIDE PROJECT is twinned with a French project called CAPS 1993 and which cares for the coastline and countryside between Calais and Boulogne, part of the Pas de Calais area.

The two projects have a number of tasks in common. They both manage ancient chalk grassland for its nature conservation value and as an open space for recreation. Both continue to improve the network of footpaths and improve countryside access by installing waymarking, steps and leading guided walks and both also provide outdoor information panels and leaflets explaining the points of interest of their various sites. Working together both projects aim to encourage walking and exploring of the natural sites on either side of the Channel.

Last year the WCCP won the Folkestone Town Mayor's Award, a prize donated by Sealink Stena, and on 5th July, taking advantage of that prize a minibus full of staff and volunteers from the WCCP went over to visit the French Project sites. We were met by two staff members, Emmanuel Legrix and Dominique Derout, who gave us an extremely interesting tour of their nature reserves.

We visited the land around Cap Blanc Nez, a chalk cliff-top not unlike Langdon Cliffs or the cliffs at St. Margaret's Bay. Cap Blanc Nez also has a monument in memory of the Dover Patrol, at a high view-point overlooking the sea and with ample parking. Its aspect reminds me of Land's End, with the sea to the north and the sun over the sea to the west. The task of managing the chalk grassland, landscape and visitors is similar to that of the Dover and Folkestone sites, with similar problems of controlling litter and car parking, preventing erosion and managing the chalk turf to improve its wildlife value.

We visited the scrubby hillside called Motte de Bourg, overlooking wetlands where the 12th century port of Wissant used to be. A wide variety of bird life can be seen there, and viewing platforms and hides have been erected for ornithologists. We had the luck to spot Marsh Harriers hunting over the reed beds and two volunteers spotted a Golden Oriole, a beautiful yellow bird. Both are quite rare in Britain. Another volunteer spotted a Natterjack toad, also a rarity in Britain.

We walked along the cliff top around Cap Gris Nez, looking at the waymarking, outdoor information panels and the general management of the area. At present motor vehicles can drive right up to the cliff edge next to the café. The French project team hopes to make people walk a short distance from a car park that is hidden behind the lighthouse. Then they can repair the erosion and make the cliff seem more wild. They also hope to remove the café.

We were particularly interested in comparing how the two projects operate. The WCCP currently has three full-time staff with two rangers shortly joining the team. We have about 100 volunteer wardens and about the same number of active volunteers, plus local school groups who come out and help with management of the countryside around Dover and Folkestone.

The French project, which is part of Espace Natural Regional, has fourteen full-time wardens for the area between Calais and Boulogne, supported by many office staff. The French group is funded by central and local government and does not have to rely on volunteers to the same extent as does the WCCP.

We are hoping to increase the number of volunteer exchanges and to continue to have English and French volunteers working on both sides of the Channel. On Saturday, 24th October a team of eleven English volunteers will be going over to work with the French team on voluntary conservation work on one of their reserves.

Both projects want to increase the number of leisure activities on offer to local people and tourists, on either side of the Channel. For example, as I write Kirk Alexander and a member of the CAPS 1993 team are leading a group of thirty English cyclists along the coastal roads from Calais to Boulogne. This event is part of the Canterbury Festival.

We have produced a joint leaflet, advertising the wild places to visit on both sides of the Channel, and hope to arrange regular exchange visits.

If anybody reading this feels that their business or organisation could sponsor our exchange working visits to the French Project please contact us at the office. We would be keen to discuss our ideas with you.

Finally, we have an interesting and active winter programme of volunteer tasks and guided walks. If you would like our latest programme please contact the WCCP at 6 Cambridge Terrace, Dover for your free copy.

The WCCP gratefully acknowledges the sponsorship of:
 Dover District Council, Eurotunnel, Kent County Council, English Heritage, Shepway
 District Council, English Nature, The Countryside Commission, Network SouthEast and the
 Kent Trust for Nature Conservation. cont.

GUIDED WALKS

UNDER THE AUSPICES of the WCCP

December

SUNDAY 13th DECEMBER – FOLKESTONE

WINTER IN THE WARREN

A walk along the coast and back through the undercliff woodlands – dramatic views and winter wildlife. 4 miles.

1.00pm Martello Tower Visitor Centre, Wear Bay Road, Folkestone

SUNDAY 27th DECEMBER – DOVER

WINTER WORK-OUT!

WALK OFF YOUR CHRISTMAS DINNERS

A walk around the chalk meadows of the impressive Western Heights fortifications – looking at the wildlife, history and Channel views (weather permitting) 2 miles.

2.00pm Main entrance, White Cliffs Experience, Market Square, Dover

January 1993

SUNDAY 17th JANUARY – ELHAM

WINTER WALK 1

A walk from this peaceful village through a winter landscape of ancient hedgerows, woodlands, fields and trackways. 6 miles

10.00am Elham Village Square

FRIDAY 22nd JANUARY – HYTHE

HEAVENS ABOVE

A night walk of 3 miles through meadows and woodlands – listening for wildlife and stopping to examine the star constellations.

Essential to have a torch, bring binoculars if you have them.

7.00 Military Cemetery, West Road, Shorndiffe, Hythe

SUNDAY 24th JANUARY – DOVER

WINTER TREES

A walk through the ecological park, through downland and woodland. Follow the treetree trail and discover how to identify trees in winter. 2 miles.

2.00pm Elms Vale Recreation Ground Car Park, Elms Vale Road, Dover

LOCAL ISSUES UPDATE

Leo Wright

RIVER WATER - SEA WATER - WASTE WATER

CROSSWORDS

"Millions of gallons of water to be pumped into the Dour."

(Press headline on the D o E Drought Order)

"It was an idea of that body. (The N R A) It would have been a waste of time, and water."

(Mr G. A. Cross of Folkestone & District Water Services)

Our Rivers and Lakes

By the time you received *Newsletter No. 14* the article under the above title was already drastically out of date. Even as the *Newsletter* was being distributed, the river in Temple Ewell and the lakes at Kearsney Manor and Bush Ruff quite suddenly ran dry – completely dry. The Parish Council and I turned to Folkestone & District Water services for information. (They have changed their name from 'Company' to 'Services' – more user-friendly.) We learned that the headlined "Millions of gallons of water to be pumped into the Temple Ewell stream" had never been pumped. Mr G. A. Cross, the harried spokesman, explained that it had only been an idea of "that body" (the NRA) and that FDWS had been unable to convince the NRA that it would be a waste of time – and water. No pumping had taken place from Stonehall, so there has been no obligation for the water company to put in "compensatory water" in accordance with the agreement with the Parish Council.

The NRA when consulted confirmed that the plan proved to be prohibitively expensive and there was also the risk that it could have accelerated the depletion of groundwater reserves.

The NRA states that the water table fell during the summer to a record low level and that we are left with a deficit of aquifer storage which will require a winter of nearly double average rainfall to make good.

So, the only long-term hopes for us to have all the water we would like must centre on wet winters, the reduction of loss through leakage, metering and the construction of the Broad Oak Reservoir.

The Location of a New Sewage Treatment Plant for Dover

On 24th September some thirty persons met officers of Southern Water "informally" at Dover District Council, to discuss the merits and demerits of three options for siting a proposed sewage treatment plant. Folkestone had firmly rejected the proposed site for a headworks there. The proposed Dover site, at the junction of the Admiralty Pier with Shakespeare Beach had revealed severe geo-technical problems. We were therefore being asked to consider three possible sites for a single processing plant to receive waste water from Dover and Folkestone, located between the two towns, where the combined flows could be treated before discharge into the sea.

The three sites were:

- (A) In the A20 valley near Great Hougham Farm, (Broomfield Bank).
- (B) The Farthingloe Village.
- (C) The Shakespeare Platform.

We, the "jury", consisted of representatives of Eurotunnel, Planners and Environment Societies – in roughly equal numbers.

We started from the premise that action must be taken to reduce sea and beach pollution and that the construction of the plant, wherever, will temporarily, and the plant itself will permanently, have some impact on public amenity.

The Dover Society three years ago had favoured one outfall for the two towns. Hawkinge airfield was being thought of at that time. The Shakespeare Platform seemed to be the least of three necessary evils.

The Dover Society was indeed at first opposed to the construction of the Eurotunnel ventilation plant on the Platform but was relieved when the final plans produced a lower and more sympathetic building. The Southern Water proposal for the Shakespeare Platform would entail buildings over a similar area, reducing the amenity of the platform, in total, almost by half.

Eurotunnel drew attention to the fact that the extent of re-landscaped land on the Shakespeare Platform is laid down in the Act of Parliament. The National Trust was opposed to any building on the Platform.

Dover District Council was opposed to the use of the Farthingloe Village which, in the local plan, is proposed for employment development.

The Great Hougham site is currently for sale and might become the property of another developer before a decision is reached.

We were arriving at a log-jam situation. Southern Water spoke of "other options", without naming them, and said that a choice must be made by the end of the year.

The Chairman, John Clayton, drew attention to possible derelict sites such as land at Tilmanstone and Snowdown. Southern Water repeated that we had been considering only three out of a number of possible options but that sites so far inland as these could not be considered

The Chairman drew the threads together. He thought that the Platform development *might* be approved from the planning aspect if it was partly underground. Underground construction would be costly. A *short* sea outfall would be necessitated, because of undersea cables, but this would bring the environmental bonus of obligatory secondary treatment.

.... In the circumstances, it is no surprise that the public exhibition in the autumn, which I urged members to attend, has been postponed!

The Archæology of the A20 (and the Dover Sewers)

Keith Parfitt, B.A., M.I.F.A.

Project Director, Canterbury Archæological Trust.

THERE can be few coastal towns in southern Britain that surpass the ancient Cinque Port of Dover in historical importance. The proximity of this settlement to the Continent with its location beside the River Dour within the only significant gap in many miles of high chalk cliffs has ensured its standing as a highly important port since at least Roman times.

During 1991 the construction of a major new road, the A20, together with extensive deep excavations for the replacement of much of the town's Victorian sewer system posed a major threat to the town's buried archæology.

The line of the new road and its related works has required large-scale earth moving and excavations along much of Dover's seaward side, cutting through most of the maritime quarters of the old town. It is these key areas of ancient Dover which have received the least archæological attention in the past and the new construction work has now provided a splendid opportunity to examine these areas in some detail.

Recognising the archæological potential of the project English Heritage made a substantial grant to cover the cost of the work and the Canterbury Archæological Trust was engaged to undertake the task. A small mobile team from the Trust has now been busy in Dover for over a year, conducting both set-piece excavations and watching briefs along a corridor some two kilometres in length and half a kilometre in width.

Fieldwork has been concerned with archæological remains widely distributed both in time and space. Indeed, 'total archæology' has been a hall-mark of the project with remains ranging in date from the prehistoric period to the Second World War being recorded. Moreover, the large scale of the project has allowed fairly detailed overviews of the archæology of substantial areas to be built up in a way that is not often possible in single, set-piece excavations.

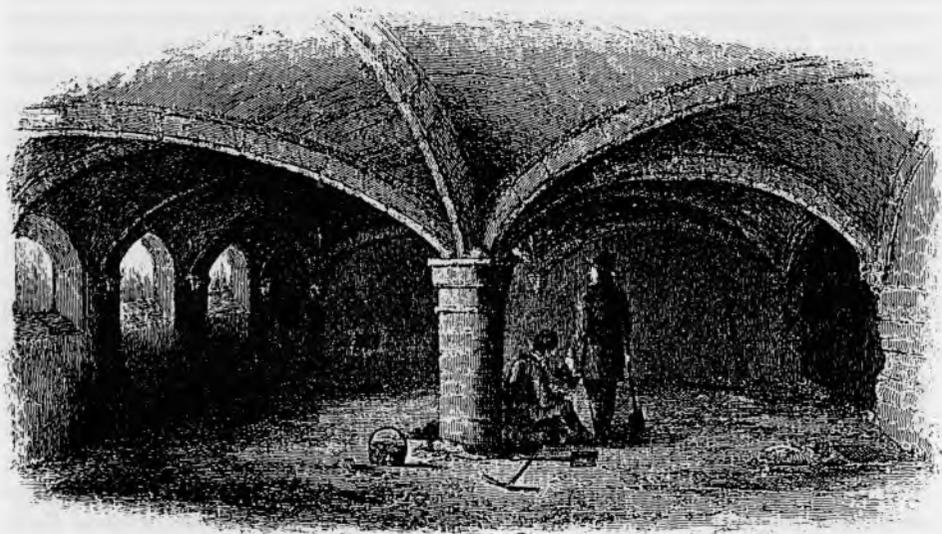
The research of two broad themes of the history of Dover has guided the investigations, namely the evolution of the port and the defence of that port through time. Dover is, and always has been, primarily a port and much of the town's maritime history is bound up with the effects of the gradual silting of the original Dour estuary and the blocking of the river's exit to the sea by constantly moving shingle. This silting culminated in the complete removal of the harbour and all its facilities to Archcliffe, about one kilometre to the west of the original Roman harbour site, during the early post-Medieval period.

One special feature of the project has been the detailed examination of the succession of valley sediments by Dr Martin Bates and a team from the Geo-archæological Services Facility of the Institute of Archæology in London.

Examination of the deep sections provided in contractors' cuttings has been supplemented by bore-hole sampling across most of the project area, allowing a much more detailed picture of the natural silting of the old estuary and harbour site to be built up. The results of this work are being fully integrated with the results of the more conventional archaeological field work and with the information provided by ancient maps – there are at least sixteen 16th-17th century maps of various existing and proposed harbour works for Dover.

The defence of the port facilities at Dover has always been important: during the Roman period two successive forts guarded the site whilst the huge medieval castle on the Eastern Cliffs above the town is world-famous.

Yet the medieval town itself was also defended by a substantial stone wall, all traces of which have long-since been destroyed. Various deep excavations, however, have allowed the recording of a number of sections of the 14th century curtain wall, together with a part of the Boldware Gate which stood at the end of Bench Street.



Medieval Crypt or Cellar as Recorded in Bench Street, 1836 (Dover Museum)

In Bench Street itself, a 40-metre length of Medieval and early post-Medieval frontage has been recorded on the eastern side of the street. The principal structures are the base of a Medieval defensive tower, perhaps part of a rich merchant's house rather than the old Church of St. Nicholas (as was once thought), with the remains of a vaulted undercroft or cellar on its southern side. Both of these structures were briefly recorded before their demolition during road widening in 1836 (see Fig.) and a study of the early accounts in conjunction with the present excavation records should yield some significant new information. On the western side of Bench Street another Medieval undercroft (the so-called Crypt) was recorded and a highly interesting sequence of



THE DISCOVERY

THE BOAT, tentatively dated c1300bc, about 50ft in length, bears many similarities to Ferriby I found in E. Yorks in 1936. It is believed to be only the third of its kind ever found in Europe. Dovorians were much interested in a finding which points to the strongly held local view that in Dover, underground and undiscovered, lies a mass of archaeological information of national importance. Has Dover been a cross-Channel port for over 3000 years?

DISCOVERY *of* DOVER'S BRONZE AGE BOAT

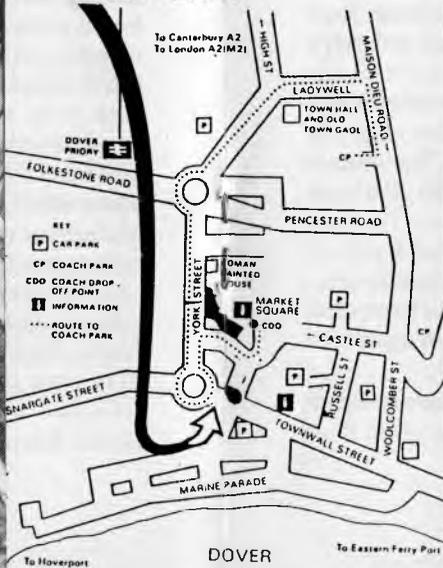


THE FIRST SECTION LIFTED AND TAKEN TO CAMBRIDGE ROAD FOR TEMPORARY STORAGE

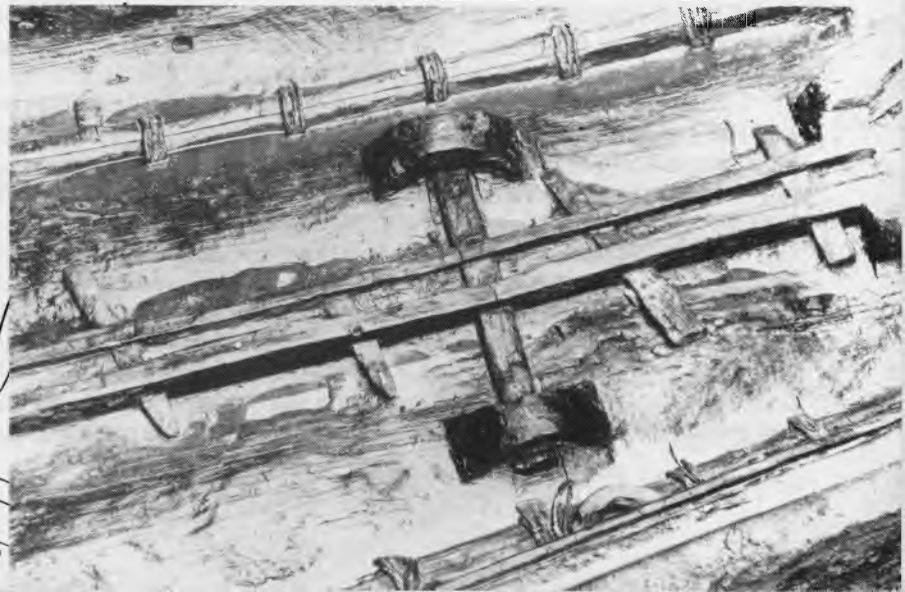
THE SECOND SECTION REVEALED



THE SITE



DETAIL FROM THE CENTRE OF THE PICTURE OPPOSITE



Reviews

Flogging Joey & The Honest Thieves: A History of Smuggling

AN EXHIBITION at the DOVER MUSEUM

21st SEPTEMBER – 15TH NOVEMBER

THE YOUNG SET often tell me that even nostalgia is a thing of the past. Nevertheless, I visited this exhibition five times bringing back memories of those swashbuckling, bloodthirsty and spine chilling Saturday morning flicks with swinging inn signs, flashing lights, owl hoots, shipwrecks, rattling bleached skeletons hanging from gibbets, Robert Newton and buxom serving wenches. The descriptive music of Dame Ethel Smyth, from her operas 'The Wreckers' and 'The Boatswain's Mate' continually ran through my head.

The exhibition gave a detailed history of Custom duties, enforcement, evasion and counter action over the centuries up to current times.

Kings Edward I and II introduced customs systems to raise money exclusively for their own use. Ever since then it has been necessary to control trade and to take measures against those who wish to evade tax and the laws of the country.

In 1671 Charles II established the Board of Customs to oversee the collection of duties and to prevent evasion. At that time the 'Owlers' (so called because they communicated by imitating owls) were smuggling wool *out* of England and were beginning to smuggle tea, tobacco, brandy and gin *into* England.

The direction of illicit trade between 1702 and 1815 was into the country, when England was either close to or actually at war with France. The importation of goods from France was either prohibited or high taxes had to be paid on them. The money raised was needed to finance the war. The taxed goods included wine, silk, Parisian fashions, human hair, tea, tobacco, brandy and spirits.

These circumstances led to a mafia-like network of crime involving all levels of society, regarding themselves as 'honest thieves'. Capital was found by the gentry who soon saw a good return in their investment. The system was supported and protected by the corruption of government officers, armed forces, and by involved magistrates and vicars – the crypts of churches often being used as warehouses.

The ordinary people did not have a vote and regarded laws as only made to assist and protect the rich. The people therefore openly joined in the activities.



'THE SMUGGLERS' BOAT.' An original print, drawn off Dover c1840

Boatmen, armed with guns, were well paid to bring goods across the Channel. Farm labourers boosted their earnings by carrying contraband from beaches to stores, and across country. Farmers left stable doors unlocked so that their horses could be used. The horses were returned with a barrel or two as payment. Women and children acted as lookouts and messengers.

Large, well organised gangs were centred in Hawkhurst and Aldington and had their own secretaries, accountants, surgeons and solicitors.

By 1783, at least 200,000 people were involved in smuggling which was openly conducted as there was no protective force. Although rewards of £500 were offered, none dared to give information for fear of being tortured or murdered. Custom House Men and Riding Officers were bribed to turn a blind eye. If not co-operative, they risked being beaten up or kidnapped and dumped in France where they would be regarded and treated as spies.

Boatbuilders in Deal and Dover made fast boats. The luggers were fast and highly manoeuvrable, carrying up to 100 tons of goods. The *Centipede* galley was seventy feet long, had two men on each of twenty oars and crossed the Channel in two hours. These boats had false compartments in which contraband could be hidden. (Is this why the boat which beached itself near the subway under Townwall Street, was, when found in October 1992, cut up into sections ?) To compete, the Customs men had large sails on their cutters which gave them a good turn of speed.

Deal, then a small fishing village, was extremely active. The rabbit warren areas such as Middle Street and Coppin Street were ideal for hiding contraband. In 1710 Deal was described as 'an impious and remorseless town where fraud, oppression, theft and rape reign'. Wm. Cobbett described it in 1830 as 'a most villainous place'.

Deal galleys were declared illegal in 1764 and 1812. In 1784 Prime Minister William Pitt instructed that all small boats along the coast should be burned. In 1807 a special armed patrol of 1,000 soldiers carried out an intensive search of Deal.

Due to other priorities, little had been done to prevent smuggling during the Napoleonic wars. A Coast Blockade was established in 1815 and Captain William McCulloch was in charge from Margate to Dover, with land stations every three miles. He was a strict disciplinarian and men under his command who did not carry out their duties were flogged. This earned him the name of 'Flogging Joey'. He is buried at St. Leonard's Church in Deal. A new Coastguard was set up in 1822 although the navy continued to control the active coasts of Sussex and Kent. Boat licences became necessary from 1845 which often stipulated that the boats could not be taken within a league (approximately three miles) of France or Holland.

The Coast Blockade was increasingly effective and, due to the removal of duty and trade barriers, smuggling was considerably reduced by 1850. Thus came the end of the golden days of smuggling which had witnessed honour and heroism on both sides.

The exhibition was presented in a lively fashion, using wall panels, old maps, old weapons, artifacts and a most interesting collection of pictures of old Deal and Dover. I always enjoy seeing these.

Trefor Bayliss, one of the Museum custodians, intrigued visitors by making moulds and in them casting models of smugglers, using hot wax and paints. Did I recognise a Friend of the Museum in every face?

Customs and Excise mounted a very interesting section concerning items currently being smuggled into Britain, and the means by which they detect them – often using high-tech equipment. It is amazing what people do to hide things and sad that items such as drugs and 'blue publications' have such a profound effect on the quality of life. (For a Wine and Wisdom Evening: playing cards attracted duty from 1711 to 1960; railway passengers from 1832 to 1929.)

We are seeing, and will continue to see, changing political principles and trading arrangements and controls in Europe and elsewhere in the world. Smugglers, 'black marketeers', spivs and mafia organisations will take advantage of these circumstances. A similar exhibition in a few year's time could show different items of contraband, methods of hiding them and new means of detection. Could any of them be Roi Charbon – if the present rate of exchange remains at £11/FF7.94?

The exhibition stated that Charles II established a Commission to improve His Majesty's revenue of excise money. £6,000 of this went to maintaining Nell Gwynne. Could we improve our balance of payments by selling details of high society 'personal activities' to European publishing houses?

Mark Frost and his colleagues at the Museum are to be congratulated on a most well researched, well presented, absorbing and edifying exhibition.

Mark lad, I'll gladly repaint the wall for 'ee between exhibitions if they be as good as this'un – a regular chore for press-ganged Friends.

RON CHATBURN

A DICKENS OF A GOOD CURRY

A. F. (Budge) ADAMS

A CHARITY PERFORMANCE *at St. Mary's Parish Centre :*

All profits from the show will be donated to the Dover Charter Trustees Split Appeal Fund and the St. Martin's Trust for the Homeless of Dover and Deal. Dr. Curry, a Dovorians who now lives in Florida, returned to England, at the Society's invitation, to give fellow Dovorians the pleasure of hearing another of his Dickens readings.



IT IS very probable that Dickens appeals to the English, sorry, to the British, - mostly of a certain age - primarily because they can see in his novels a perspicacious portrayal of the life styles, the mores, of the SC Gps 5 & 4 of the later half of the 19th century, a period when the eternal verities had not yet been tumbled, all were still aware of the station "into which God had been pleased to call them" and there was no inflation. Dr. Curry's evocative performance at the Dover Society's presentation at St. Mary's Parish Centre on 23rd November reinforced that perception and the receptive audience was entranced by Dickens' unsurpassed ability to produce an almost photographic record of his time, allowing itself to be transported back to those years when Mr. Micawber,

Betsy Trotwood, Dr. Marigold, and Dickens himself, walked the ill-lit streets, used relatively primitive transport, fared well on simple food and were generally unsophisticated. For me - and most of the audience - George Curry *was* Charles Dickens and the very simple stage 'props' helped to create the illusion.

To Dovorians it was most appropriate that Dr. Curry offered his adaptation of the chapter in *'The Personal History and Experiences of David Copperfield'* in which Dickens describes the young boy's flight from London and his eventual discovery of his Aunt Betsy in Dover, and here, particularly, the reader showed his considerable ability in demonstrating the music and the simple sincerity of Dicken's words.

At the end of the evening the enchanted audience clearly showed its appreciation of a skilful and deeply felt performance.

When the show was over the Society hosted a happy gathering where Dr. Curry, with his delightful wife Ruth, (who has a Ph.D. in Economics, no less), were able to meet and talk with a number of his boyhood school friends.

Sheila and Jeremy Cope conducted a well-supported raffle, as is now usual at all Society affairs. The destination of the funds generated from this event created extra interest and added significantly to the normal "Cope effect". The major prize, a new Biography of Dickens, very kindly donated by Dr. Curry and his wife, was won by Hugh Bax..

*David Copperfield's
search for his
Aunt Betsy's house:
perhaps the most
well-known of
Dickens' writings
which mention
Dover—
and my favourite!*

EDITOR



"I inquired about my aunt among the boatmen first, and received various answers. One said she lived in the South Foreland Light, and had singed her whiskers by doing so; another, that she was made fast to the great buoy outside the harbour, and could only be visited at half-tide; a third, that she was locked up in Maidstone Jail for child-stealing; a fourth, that she was seen to mount a broom, in the last high wind, and make direct for Calais.. The fly-drivers, among whom I inquired next, were equally jocose and equally disrespectful; and the shopkeepers, not liking my appearance, generally replied, without hearing what I had to say, that they had got nothing for me. I felt more miserable and destitute than I had done at any period of my runnin away. My money was all gone, I had nothing left to dispose of; I was hungry, thirsty, and worn out; and seemed as distant from the end as if I had remained in London.

The morning had worn away in these inquiries, and I was sitting on the step of an empty shop at a street corner, near the market place, deliberating upon wandering towards those other places which had been mentioned, when a fly-driver, coming by with his carriage, dropped a horse-cloth. Something good-natured in the man's face, as I handed it up, encouraged me to ask him if he could tell me where Miss Trotwood lived; though I had asked the question so often, that it almost died upon my lips.

"Trotwood," said he. "Let me see. I know the name, too. Old lady?"

"Yes," I said, "rather."

"Pretty stiff in the back?" said he, making himself upright.

"Yes," I said. "I should think it very likely."

"Carries a bag?" said he: "bag with a good deal of room in it: is gruffish, and comes down upon you sharp?"

My heart sank within me as I acknowledged the accuracy of this description.

"Why then, I tell you what," said he. "If you go up there," pointing with his whip towards the heights, "and keep right on till you come to some houses facing the sea, I think you'll hear of her My opinion is, she won't stand anything, so here's a penny for you."

I accepted the gift thankfully, and bought a loaf with it. Despatching this refreshment by the way, I went in the direction my friend had indicated"

“THE NAUGHTY CHEESE” A. F. (Budge) ADAMS

The Charters and other Documents which for years were stored in the Muniment Room at the Town Hall provide fascinating glimpses of the legal ‘mechanics’ of life in the town from the early 13th century to almost the end of the 16th. Stored with them was a considerable mass of other miscellaneous documents bearing dates up to the early part of this century. I was, in my 20’s and 30’s privileged to see and handle and read many during the course of giving them, as a craftsman bookbinder, the care and attention they needed: cleaning them, ‘feeding’ the leather bindings and in some cases re-binding them.

After the fairly recent municipal government re-organisation this valuable collection was, I believe, taken to the County Archive in Maidstone but whether it is now accessible to Doverians (or any others) I do not know.

The document printed below demonstrates, clearly, I do believe, an early method of defining ownership or responsibility prior to arbitration: the phraseology is fascinating.

“26 July, 1 Eliz., 1559

To all those to whom thes present Leatters Testimonialles shall come, or the same shall see, here, or reade, Thomas Collye, Maier of the Quenes Majesties towne and porte of Dovor; William Crippes, jentellman, esquire, Leaftenent of the Castell of Dovor, and Roger Wood, Town Clarke and Recorder of the said towne of Dovor, seand dewe commendations and greateyng, etc. Knowe ye and everye of you to whome in this case yt maye or shall appertayne, That we, the said Thomas Collye, William Cripes, and Roger Wood, being required and also desyred by William

Hanington, of the said towne and porte of Dovor, in the county of Kent, jentellman, to see and voywe sarten chesse of Essex and Suffolk, which was a remaynder of the late victellyng of the Quens Majestis shipp, nowe remayning in the storehowse at Dovor port, in the custody and charge of the said William Hanington, in watt estatt and case the chesse was and is in, and to witness the trothe thereof, beinge there unto required. Therefore we, the said Thomas, William and Roger Wood, for a declaration of Trothe, doe by thes presentes, at the request aforesaid, wittnese and testyfyte to be for trothe, that about the xxth daye of June last past by for the datte hereof, sawe a sarten parcell of olde rotten and nawghty chesse wayed, being a remaynder as is aforesaid, which was of Suffolk and Essex chese, and dyd extend by weyght to the number of a leven way of chesse, and was not worth the value of iid., except it were to feade dogges, for that it was soe olde, rotten, corrupt, and consumed by myutes, to evell to be expressed.

In wytnes of all the premysses to be matters of trothe, we, the said Thomas, William, and Roger Wood, have to these presentes put to our seals; and for that our seals is not to all men knowen, Therefore we have caused for the better testimony thereof the sealle off office of mayiralty to thes presentes to be affyxed.

Dated the xxvith daye of Julii anno regni Regine nostre Elizabeth, primo”

Translation from poor Latin, in 1903, is by the Rev. S.P.H. Statham, B.A., Honorary Freeman of Dover

The Dover Pageant

LEO WRIGHT

Copies of the programme of the 1908 Dover Pageant are a souvenir treasured by older Doverians. Among the “credits” is L. N. Parker. The initials stand for the extraordinary forenames: Louis-Napoleon

and his famous namesake must have been still in living memory in 1908, However, under P for Parker he has gained a place in the recently published Oxford Dictionary of Drama and among his works listed are the Pageants of Dover and Brighton. Lasting fame.

THE BRAEMS FAMILY :

RELIGIOUS REFUGEES

Ivan Green

In the second half of the 16th century many religious refugees from across the Channel fled to England to escape persecution and settled in and around Kent coastal towns and villages, particularly Sandwich, where they were well received. Some of them built their own dwellings, some evidence of which still survives. They were given permission to hold their own religious services in St. Peter's Church in the middle of the town.

As the flow of refugees continued, it became necessary for some of them to move further on to seek a living and, some of them, a fortune. One of these was Jacob Braems (though some old documents spell his name Breams) a hard businessman, as indeed were many of his compatriots. Jacob moved to Dover, attracted by the possibilities of the harbour, where he set up as a trader, becoming farmer of the Customs, and building up a steadily increasing holding of wharves and quays on the dockside.

To Jacob, in 1595, was born a son, Arnold, who was baptised in St. Mary's Church, the family place of worship, on 3rd October 1602. Arnold grew up in Dover and joined his father in the family business. Between them they greatly increased their holdings of wharves on the dockside, eventually controlling a length of no less than 276 feet, behind which they built great warehouses, parts of which in later years became known as "The Old Buildings," and which were destroyed by fire in 1808.

They also built a new custom house near the pier at a cost of £126 in 1623.

Much later this building, called "The Old Custom House," a good Renaissance style building, was demolished in 1806.

Arnold Braems married Jane, the daughter of Walter Harflete, who was a descendant of the ancient family of Sepotvans, Kentish gentry with a recorded pedigree stretching back into the 12th century.

It is a vivid illustration of the way in which the son of a rich trader or merchant, even one not of English extraction, could become part of an old privileged social strata. The reason of course was that many a local squire or scion of an ancient privileged family, already living at, or far beyond, their existing means, could not have provided for the large families of the time, especially if they were females. So the son of a rich merchant was welcomed as a husband for a poor daughter. Local people often looked very warily at the arrival of a young rich merchant as their new squire, and there was an old, well used, country saying that "The lady brings the class and the man the brass."

Jane however died in 1635 and was buried in the family church, St. Mary the Virgin, Dover.

Arnold decided to do what many a prosperous businessman, before and since, have done, to enjoy his considerable wealth by buying a country estate and settling down as the local squire. He purchased land in the Manor of Blackmansbury, alias Bridge, just south of Canterbury, from Sir Edward Partherich, though whether he bought the whole manor is not clear.

He demolished the old court lodge there and built a large mansion, Bridge Place, where he lived with his son Walter, and his second wife Elizabeth, also from Dover. She died in 1645 and was buried in Bridge Church, where Arnold set up a memorial to his two wives, having lost both of them in ten years.

Arnold was a committed Royalist during the struggle between king and Parliament, holding the rank of major in the East Kent Force. Later he was a member of the Kentish Royalists which tried to take over Dover Castle with two thousand men and guns in 1646. It, like an earlier attempt four years earlier, failed, and Arnold had to go into hiding for a time.

However he was present on the beach at Dover as a member of the party which welcomed Charles the 2nd on his return in 1660. The king knighted him and he also became one of Dover's two members of Parliament, but he only served in one Parliament, the attractions of business in Dover, and of his Bridge Place mansion being more to his taste. He died in 1681,

aged 85 years, and was buried in Bridge church, near his memorial to his two wives.

The parish registers recorded that "no affidavit was brought (within the limit) that the body of Sir Arnold Braems Kt. interred November 21st. inst. in the east chancel of the church of Bridge, was wrapped in woollen only according to the Statute made and provided".

This statute stipulated that bodies should be buried in woollen as a defence of the wool industry which was then fighting a losing battle against linen. Since Sir Arnold's body was wrapped in the newly fashionable linen and not in wool a fine of £5 was imposed, half to be paid to the "minister" (the parish priest) and the other half to be distributed among the poor of the parish.

His son Walter continued to live in Bridge Place and to be interested in the wharves and other family business interests in Dover. This Walter was a member of the five man committee under the mayor of Dover, Capt. William Stokes, R.N., appointed on 20th January 1676, "to report on the limits of the Port of Dover, seaward, and the wharves and quays in the harbour".

Walter died in 1692, but the great house proved to be too expensive for his descendants to run, so they sold it to John Taylor in 1704. He pulled down most of it, leaving only one corner standing and this part survives today as a very substantial property a little to the south-west of Bridge Church. It is at present used as a club. Δ

The Church of St. Peter, Whitfield

JOYCE MOLYNEUX

IN 1992 the church of St. Peter, almost hidden among trees and farmland in the quiet lane of Church Whitfield, celebrated its fourth biennial flower festival. The theme was Wedding Anniversaries and the church was alive with the most splendid floral displays: over 1,000 visitors were surprised and delighted by the sheer excellence of the arrangements. Among these was a 3-tier wedding cake made entirely from white flower heads, bridesmaids' posies and flower-trimmed hats and, of course, displays representing the various anniversaries, from the first, Cotton, to the fifty-fifth, Emerald. All were of the highest standard, but my own favourites were the Pearl, a beautiful display of two arrangements of pale yellow flowers cleverly linked by strings of pearl and delicate shells, and the China, another striking arrangement offset by a fine china tea service.

At any time, however, St. Peter's has much to offer the discerning visitor. One of the oldest parishes in Kent, Whitfield was known until the seventeenth century as Bewesfield, a name still retained in the modern Beauxfield estate. About 762 A.D. the manor was given by King Offa of Mercia to the abbot and monks of St. Augustine's Abbey at Canterbury; a small settlement developed and by the late tenth century a stone Saxon church had been erected, several features of which can still be seen in the present building.

In the twelfth century the advowson passed to the Prior of Combwell Priory near Goudhurst, the church remaining in his patronage until the dissolution of 1536, since when the Archbishop of Canterbury has appointed to the living.

Although the church underwent extensive renovation in 1894 it was spared the grosser extravagances of Victorian Gothic and still retains interesting features of Norman and Early English architecture. The surrounding village remained a small agricultural community until recent times—the 1921 census revealed only 372 inhabitants. Since then, however, there has been rapid development on either side of the Dover Sandwich road and the present population is well in excess of 5,000.

cont.



The Pearl – the 30th Anniversary



The China – The 20th Anniversary



Suitable for any anniversary

Unhappily this growth has left the ancient church of St. Peter isolated from the main centre of the modern village. It stands, in picturesque setting, among fields and woodland, yet is still served by a thriving congregation.

Sadly the church has to be kept locked during the day, but the keys may be obtained from Parsonage Farm opposite: it will well repay a close inspection.

[A more lengthy version of this history is available at the church, price £1.50.]

Letter from Leeds

PHYLLIS DOBBINS, a member who recently moved to Leeds, wrote to Leo Wright, our Secretary, about her new life there. Members may be interested in some of her observations.

"I am still digging myself out from under 30 boxes of accumulated books and papers, but am finding time to enjoy the local amenities. I have already been to 2 concerts, and thanks to the generosity of the local authority to O.A.P.'s have visited Bradford, Huddersfield, Wakefield and Ilkley at a cost of 10p per journey by bus or tram (free after 6pm).

My new flat (4 years old) is in a small block of 12, overlooking a very pretty communal garden and quietly situated in a small road near the university and within walking distance of the city centre.

There are very few empty shops here, and I am pleasantly surprised at the low cost of fresh fruit and vegetables, especially in the large open market. Even milk is cheaper, only 26p a pint.

The city is very green, lots of trees and open spaces with excellent flower displays. Perhaps because of the excellent public transport system the streets are not choked with traffic. The centre is mainly pedestrianised and there are lots of arcades and shopping centres.

A number of old Victorian buildings have been cleaned and refurbished, some in a lovely pink brick, and there is a lot of new building going on in really interesting modern style. All is so different from Dover!"

Canon JOHN PUCKLE, M.A.

Vicar of St. Mary-the-Virgin, Dover, 1842 –1896

J. G. HARMAN

JOHN PUCKLE came to St. Mary's in 1838 as assistant to the Reverend John Maule and when the latter resigned he was elected and became the Vicar. At that time St. Mary's was in a very dilapidated condition and John Puckle decided on some form of restoration. He pledged himself to raise £3,000 by subscription if the Vestry would vote £1,600 towards the estimated cost.



He and his architect found the floor of the church to be honey-combed with burial vaults which had not spared the foundations of the columns themselves and on going down to four or five feet they found Roman baths with collapsed heating chambers running across the West End, roughly under the six Norman pillars. These pillars were carefully taken down and the stones numbered prior to replacement when the foundations had been restored.

It would have been quicker and cheaper to have built a completely new Nave and Chancel but the Canon and his architect were determined to retain the Norman and Early English work. They fought particularly hard to retain the Early English window in the Chancel (Ship Window).

During the middle to late nineteenth century many old churches were completely rebuilt and the story goes that the



opposition decided to build Christ Church in Folkestone Road because the Canon was going to "Raise the Roof".

Well before John Puckle's time at St. Mary's – in 1829 – the church was visited by Sir Stephen Glynne, a noted authority on old churches and his subsequent comments were that the church had been sadly neglected, many frightful windows had been inserted and the roof was too low.

Returning to Canon Puckle one notes that in 1869 he was presented with a piece of silver and £1,200 by parishioners and townspeople. He was a great worker for the Dover Hospital and was Chairman of the Governors from 1863 until just before his death in 1894.

On the first of January 1894 Canon Puckle collapsed whilst celebration Holy Communion and after another seizure he died on the twenty-sixth of February. His remains were conveyed to St. Mary's Cemetery, followed by Clergy, the Mayor and Corporation and a vast concourse of the townspeople. The grave is close to the path next to the lower entrance to Connaught Park. The base of his memorial cross is still visible though it was damaged by a shell in the last war. The Nativity painting by Heaton and Butler was put over St. Mary's Tower Arch to commemorate his fifty years of service to the church.

Illustrations:

Canon Puckle, from an engraving in 'Dover Day by Day', a year book dated 1895
and

Vaults under the floor of a church in Bristol, similar to those found under St. Mary's Church, Dover in 1843.

References:

John Bavington Jones. *Dover Year Book*, 1895

Sir Stephen Glynne. *Kent Churches*.

Archæologica Cantiana, Volume XX p119

Miss Mary Horsley. *St. Mary's, Dover*, 903 – 1903. ◇

Deadline for CONTRIBUTORS

The Editor welcomes contributions and illustrations, particularly line drawings, or other appropriate visual materials.

The deadline for issue No. 16 for publication on 1st April 1993, is 26th February. The producer would prefer "copy" to be typed and, in any case, asks that it be double-spaced. Single spacing, especially in manuscript, is a frequent source of typesetting error.

Publication in the *Newsletter* does not necessarily imply the Society's agreement with the views expressed and the Society accepts no responsibility for any statements made. All published material remains the copyright of its authors, artists and/or photographers..

Dover Children's Poems

The three examples we print all won prizes in Dover Museum's recent "Words and Pictures" Competition and are by children attending Langdon County Primary School

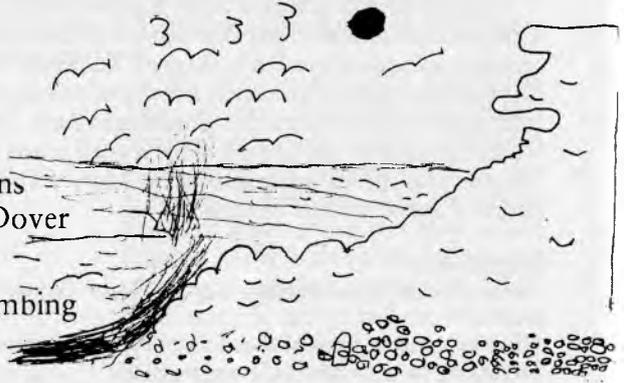
The Cliffs

The cliffs are very old.

They have seen the Romans
and the Pilgrims go through Dover
To get to Canterbury.

They have seen the planes bombing
and the flattened houses.

The cliffs are very old.



Benjamin Piggot, Age 8

Dover in the Night

Roads and traffic
Swirling around like a whirlwind
in the dark.
Car shadows on the pavement.
The sea and the beach
have purple sunset upon them.
Visitors staying in seafront hotels.
Cliffs gloating over the sunset.
Shop windows ewflecting from the carlight.
Streets are bare, gradually it comes silent except for the sea
Sucking on the pebbles and the humming of the rocks.

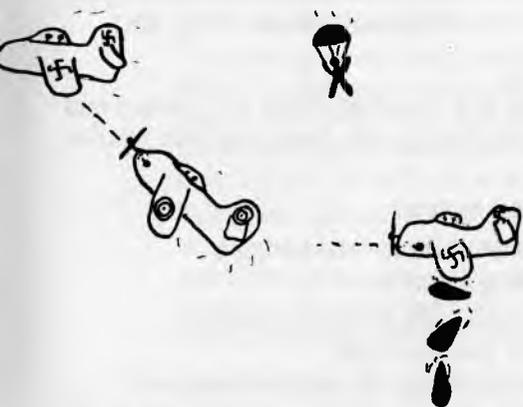
Alison Hawkins, Age 10

Air Raid Over Dover

The sirens blare out,
warning.

People running,
diving for shelter,
German plane diving.

A cloud of dust clears,
to show what devastation
it has done.



Suddenly,
there is a "BANG"
muffled but clear.

A ball of fire
hurtles down.
Explodes once more.

Like tiny orange rain drops,
it hits.

A crater is left
in the graveyard.

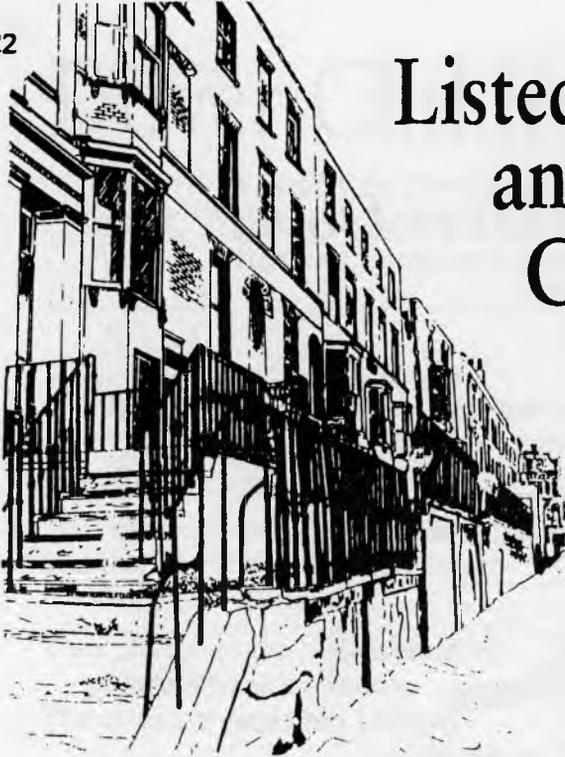
People search the rubble
for survivors.

Robert Piggot, Age 11

A HAPPY POSTSCRIPT

Mrs Joyce Turner, Headteacher at Langdon School has recently joined us and we hope and believe that the children of her school will benefit by her membership.

Welcome!



Listed Buildings and Conservation Areas

CLIVE ALEXANDER, Conservation Officer with Dover District Council, has drawn our attention to the publication of the two latest leaflets on Listed Buildings and Conservation Areas.

Both leaflets are available from DDC offices at Honeywood Road, Whitfield, Dover CT16 3PG.

HIGH TERRACE, HIGH STREET, DOVER

The first leaflet, on Listed Buildings, is a Guidance Note to Owners and Occupiers. Listed Buildings are divided into three grades, indicating their relative importance.

Grade I - buildings of exceptional interest

Grade II* - buildings of particular importance and perhaps containing outstanding features

Grade II - buildings of special interest which warrant every effort being made to preserve them.

The majority of listed buildings fall into this category

The leaflet lists all instances in which consent would be needed to make alterations to a property; for instance, the removal of all or part of internal walls or partitions, chimneys, staircases, porches or balconies; the alteration of door or window openings or the insertion of new ones; the replacement of roof coverings, addition of cladding and so on.

In the second leaflet Conservation Areas are defined as:

'Areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance.'

There are many such areas in the Dover District, distinguished by their architecture, landscape and history. These areas often contain Listed Buildings.

The leaflet states:

'However it is not always enough to protect these buildings in isolation. Their surroundings and general environment are often of equal importance and Conservation Areas are intended to protect that environment. We have a responsibility to ensure that the character of these areas is not diminished in our lifetime.'

and goes on to say that

'The ultimate success of Conservation Areas will depend upon the care which individual owners take with the maintenance and repair of their properties and in any alterations or extensions they make. Cumulatively, even small changes can detract from the special character of an area. For example, changing the original glazing patterns, window openings, and changing roof materials and profiles.'

Grants are available for the structural repair of listed buildings and the leaflet states:

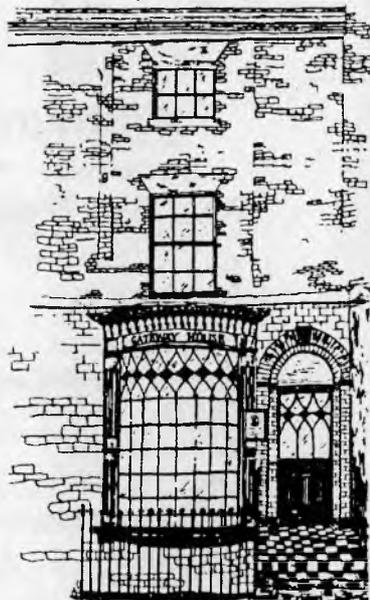
'English Heritage can offer grants for the repair of buildings of outstanding architectural or historic interest, that is Grade I and Grade II* buildings. The District Council can offer small grants for structural repairs to roofs, chimneys, windows, re-pointing and the provision of a damp-proof course. These Grants are at the discretion of the body giving them.'

'In addition to the grants outlined, the District Council may be able to offer, in appropriate cases, Renovation Grants towards the cost of repairs and improvements to bring dwellings up to modern standards including the provision of basic amenities.'

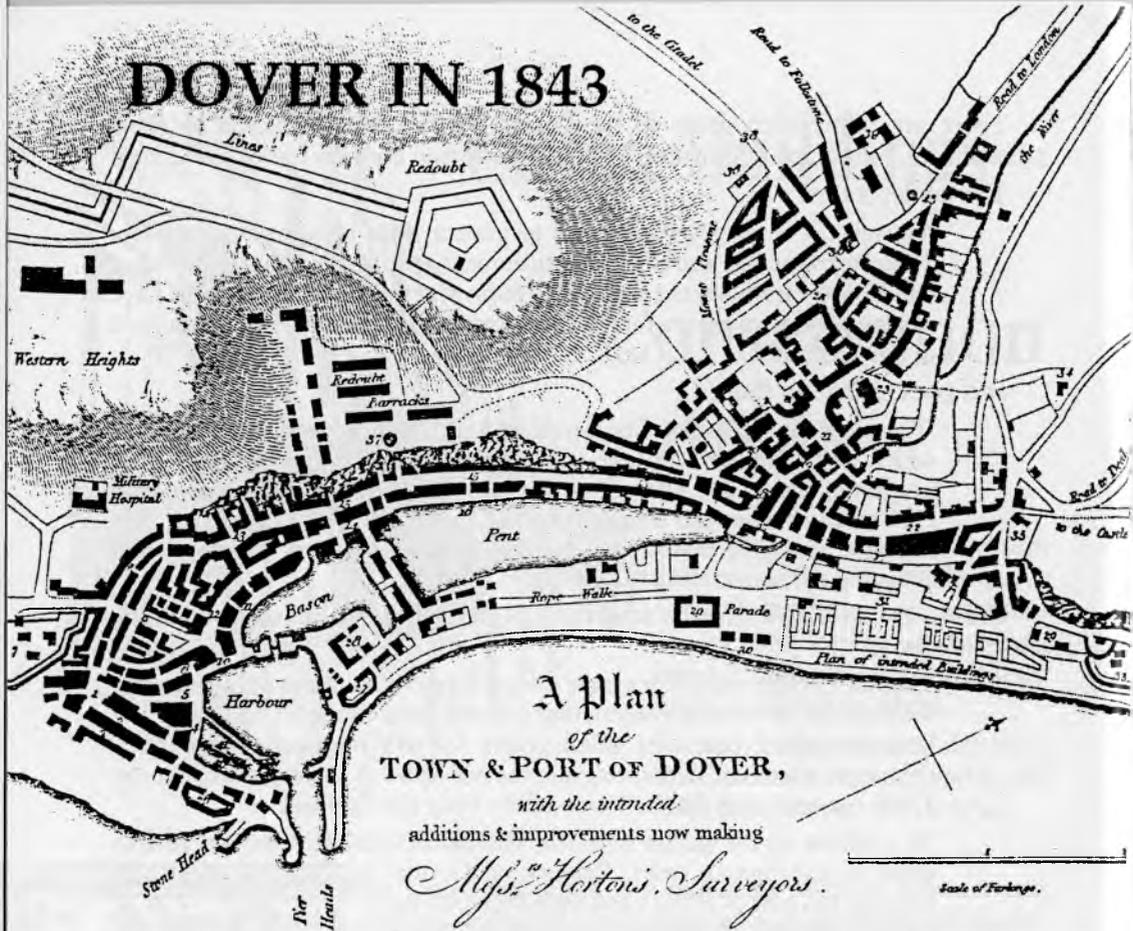
'For further information on these grants, contact the Private Sector Housing Section of the Health and Housing Department of the District Council. However, the same work will not be grant aided twice, by two different departments.'

Both leaflets stress the importance of contacting the Conservation Offices if you have any queries regarding alteration, repairs or improvements to Listed Buildings or any building within a Conservation Area. We are indebted to Mr Alexander for drawing our attention to these two publications and urge members to send for the leaflets for further information or to seek advice if they have specific queries.

EDITOR ◊



DOVER IN 1843



A Plan
of the
TOWN & PORT OF DOVER,
with the intended
additions & improvements now making

Messrs. Horton's Surveyors.

Published by Z. Warren Marine Library Dover. 1823.

References to the Plan

OF THE

TOWN & PORT OF DOVER.

- | | | |
|-----------------------------|-----------------------|-------------------------------------|
| 1 Great Street | 15 Snargate Street | 29 North Battery |
| 2 Seven Star Street | 16 Pent Side | 30 Hot and Cold Baths |
| 3 Beach Street | 17 Town Wall Street | 31 Liverpool Terrace |
| 4 Clarence Place | 18 Beach Street | 32 New Bridge |
| 5 Council-house Street | 19 King Street | 33 Guilford Battery |
| 6 Round Tower Street | 20 Queen Street | 34 Lauriston (<i>sic</i>) Cottage |
| 7 Archcliffe Fort | 21 Market Place | 35 St. James's Church |
| 8 Bulwark Street | 22 St. James's Street | 36 Bowling Green |
| 9 Hawkesbury Street | 23 St. Mary's Church | 37 Shaft |
| 10 Cross Wall | 24 Biggin Street | 38 Military Road |
| 11 Custom House Quay | 25 Black Ditch | 39 Priory Farm |
| 12 Strond Street | 26 Townsend Battery | 40 New Dry Dock |
| 13 Limekiln Street | 27 Amhurst Battery | 41 Outer Bason |
| 14 Snargate over the Sluice | 28 The Buildings | 42 S Martin's Church Yard |
| | | 43 Victualling Office |

AN UP-TO-DATE GUIDE TO ITEMS REQUIRED BY LOCAL CHARITIES

Compiled by Anne Mole



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Sense, 40 High Street
Spastics Shop, 17 Market Square
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RSPCA, 46 London Road
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RSPCA: Mrs Flowers

SCOUTS: Mr Ivor Disbrey
852532 (home)

SENSE: Audrey Merralls

SPASTICS' SHOP: Mrs Danvers
0634 578954

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Sat: 08.00 - 16.00

Sun. 09.00 - 13.00

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asbestos cement products, cans (must be
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Telephone for advice on other items or to
arrange collection of bulky items.

Voluntary help for any of these organisations is always very welcome.

<div style="text-align: center;">  <p>THE SANDWICH SHOP 20 WORTHINGTON STREET, DOVER <i>Freshly made sandwiches & Home-made food</i> TELEPHONE 215914 FREE LOCAL DELIVERY on all orders of £5.00 & above</p> </div>	<div style="text-align: center;">  <p>Fairways GOLF & SPORTS CENTRE <i>SPECIALIST SUPPLIERS OF ALL GOLF EQUIPMENT</i></p> <hr/> <p>51 CASTLE STREET, DOVER, TEL: (0304) 207282</p> </div>
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CROSSWORD — No. 7

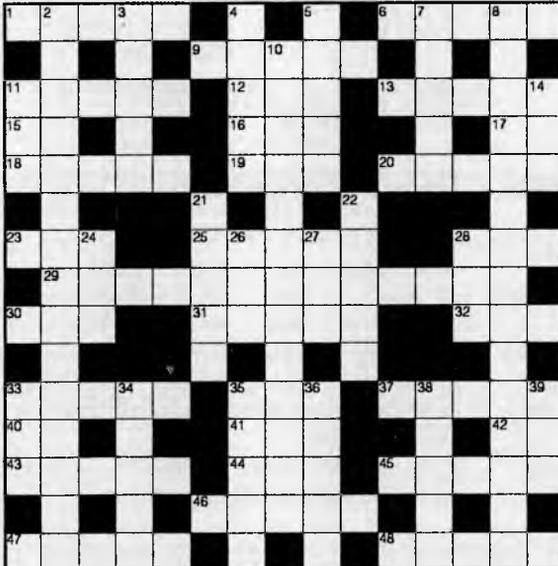
Clues Across

- | | |
|---|---|
| 1 Ferry Line (5)
6 To distribute as shares (5)
9 Carriage or training (5)
11 Mediterranean island (5)
12 Middle East Organisation (1.1.1.)
13 Product of the forest (5)
15 Unit of laughter? (2)
16 South American resort (3)
17 Concerning (2)
18 Harrass (5) | 19 At the stern (3)
20 Fabled writer (5)
23 Golf peg (3)
25 Was 46 one? (5)
28 Not many (3)
29 He's busy examining 2 (13)
30 Ova (3)
31 Theatre productions (5)
32 Uncertain (3)
33 Liver and Kidneys? (5)
35 French here (3) |
|---|---|

- | |
|---|
| 37 To nullify (5)
40 Church of England (1. 1.)
41 The Spanish (3)
42 Therefore (2)
43 Commonplace (5)
44 Unwell (3)
45 Old coin of little worth (5)
46 Many of these in 34 down (5)
47 Romantic poet who died in Greece (5)
48 Maybe 20 of these served on 2 (5) |
|---|

Clues Down

- | |
|--|
| 2 Uncovered in Dover on 28th September 1992? (1.6.3.5.)
3 Game (5)
4 Dried kernel of the coconut (5)
5 Beat a hasty retreat (5)
7 Let (5)
8 How many years BC did 2 sail into Dover? (4.3.8.)
10 SOS maybe (1.8.4.)
11 Half a dance or half a chance (3)
14 Abbreviated salesman (3)
21 May be grown on 11 (5)
22 There might be one in a 26 (5)
24 Unit of energy (3)
26 Slippery customer (3)
27 Cathedral Town (3)
28 Fellow of the Royal Statistical Society (1.1.1.)
33 Abbreviation 10th month (3)
34 Prefix relating to stars (5)
35 Greek epic poem (5)
36 Small island (5)
38 Girl less than ordinary (5)
39 Not 27 (3) |
|--|





Solution

to
Crossword
Puzzle
No. 6

Corrections: 1. 26 across should read 'lines of 12 were his'.
2. 12 down, which should be spelt 'samphire'.

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The Objectives of the Dover Society

founded in 1988.

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

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

Members receive three *Newsletters* a year and in each year the Committee organises about ten interesting events – talks, tours, visits, a Members' Meeting, a Christmas Feast, etc.

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

THE DOVER SOCIETY

Please note: Annual Subscriptions become due on 1st April

RENEWAL NEW APPLICATION Please tick as appropriate

Please Print in Block Capitals For Renewal: Membership No.

NAME (Mr/Mrs/Miss/Ms)

ADDRESS

.....

POST CODE TELEPHONE

I agree to abide by the Constitution of The Dover Society.

Signed Dated

(A copy of the Constitution may be read in the Reference Department of the Dover Public Library. It is based on the Model Constitution published by the Civic Trust.)

MEMBERSHIP: £4.00 per person per year.

Please make cheques payable to The Dover Society and forward to the Membership Secretary: Sheila Cope, 53 Park Avenue, Dover CT16 1HD

It would help us in our planning if you would fill-in some or all of this section.

Special Interests.....

.....

If you belong to other relevant organisations would you note them, please.

.....

.....

Can you offer any expert knowledge or experience? Please state.

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PROGRAMME

DECEMBER 12

Saturday 7.30

Members and Guests

CHRISTMAS FEAST

Dover College Refectory

JANUARY 18

Monday 7.30

Members and Guests

ARCHÆOLOGY of the A20 CONSTRUCTION

Speaker: Keith Parfitt, Director of Excavations, Dover
Canterbury Archæology Society

St Mary's Parish Centre (Parking at Stembrook)

FEBRUARY 22

Monday 7.30

Members and Guests

WINE AND WISDOM

St Mary's Parish Centre (Parking at Stembrook)

MARCH 22

Monday 7.30

Members only

MEMBERS' MEETING – LOCAL ISSUES

St Mary's Parish Centre (Parking at Stembrook)

APRIL 26

Monday 7.30

Members only

ANNUAL GENERAL MEETING

Speaker: W. Fawcus, Esq.

St Mary's Parish Centre (Parking at Stembrook)

MAY 29

Saturday

Members and Guests

1066 AND ALL THAT

Details to be arranged

JUNE 19

Saturday

STRAWBERRY TEA/TOUR

Dover College. Details to be arranged

JULY 18

Sunday

Members and Guests

GROVE FERRY HALF-DAY EXCURSION

Details to be arranged

SEPTEMBER 18

Saturday

Members and Guests

TRIP TO BOULOGNE

Details later

OCTOBER 25

Monday

All welcome

OPEN MEETING

St Mary's Parish Centre (Parking at Stembrook)

NOVEMBER

8th or 10th

CONUNDRUMS and CONVIVIALITY

Dover Museum. Details later

DECEMBER 11

Saturday 7.30

Members and Guests

CHRISTMAS FEAST

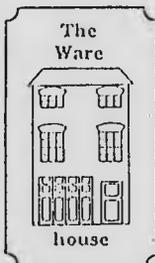
Dover College Refectory



**The Pines Garden
& The Bay Museum**
Beach Road, St. Margaret's Bay
Tel: 0304 852764

MUSEUM
Open Daily & At Weekends
commencing Saturday 23rd May
2.00 pm - 5.30 pm (last entrants 5.00 pm)
(closed Mon & Fri but OPEN on Bank Holidays)
Closes September 6th 1992 until Easter 1993

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