

The
Dover
Society

Newsletter

No 20

August 1994



Holland-America Line's "*Statendam*" berthed at the Eastern Docks, Dover, 1994



PROGRAMME

SEPTEMBER 17

Saturday 8 a.m.

Members and Guests

TRIP TO MONTREUIL £22.00 per person

Coach from Pencester Road. Usual pick-up points

Application Form with this issue

OCTOBER 24

Monday 7.30

Members and Guests

THE ECONOMIC PLAN FOR DOVER

Speaker: Roger Madge

St. Mary's Parish Centre

Parking at Stembrook

NOVEMBER 25

Friday 7.30

Members and Guests

MUSEUM MIND-STRETCHER

Another light-hearted Quiz Night with a difference
at Dover Museum

Refreshments included in entrance fee.

Full details in Autumn Newsflash

DECEMBER 17

Saturday 7.30

Members and Guests

CHRISTMAS FEAST £16.50 per person

Dover College Refectory

Full details in Autumn Newsflash

1995

JANUARY 30

Monday 7.30

Members and Guests

TALK ON DOVER CASTLE

Group Discussions

Details in next *Newsletter*

FEBRUARY 13

Monday 7.30

Members and Guests

WINE AND WISDOM

St. Mary's Parish Centre

Parking at Stembrook

MARCH 13

Monday 7.30

Members only

MEMBERS' MEETING

St. Mary's Parish Centre

Parking at Stembrook

APRIL 24

Monday 7.30

Members only

ANNUAL GENERAL MEETING

St. Mary's Parish Centre

Parking at Stembrook

208008 Budget

THE DOVER SOCIETY

FOUNDED IN 1988

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

PRESIDENT:

Brigadier Maurice Atherton

VICE-PRESIDENTS:

A. F. Adams, Mrs Silvia Corral, The Rt. Hon. The Lord Ennals,
Ivan Green, Jack Ind, Sir Clifford Jarrett, Peter Johnson, Miss Lillian Kay,
Miss Philomena Kennedy, Peter Marsh, The Rt. Hon. The Lord Rees,
Jonathan Sloggett, Terry Sutton, Miss Christine Waterman
and Martin Wright

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ARCHIVIST: Sybil Standing

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A. F. Adams, Jeremy Cope, Adrian Galley, Margaret Robson, and Ken Wraight,
with Mike McFarlane as an Advisory Member

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The Objectives of the Dover Society

founded in 1988

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

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

All Members receive three News-letters 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 Society's seventh year got off to a good start with a well-attended Annual General Meeting in April. About one quarter of our members were present to participate in the necessary business of the meeting prior to the interval and afterwards to enjoy the talk on "The Coming of the Railways" by R. L. Ratcliffe, President of the City of Rochester Society.

An account of the meeting is included in this *Newsletter*, as are reports of our two successful outings in May and June. The coach trip to Tunbridge Wells, with thirty-two Society members taking part and the Hovercraft trip to the Goodwin Sands with forty-five, were much enjoyed. We still have two trips to come – the outing to Faversham in July (alas too late for a report in this issue) and the September visit to France. For the French trip, *please apply early – as soon as you receive the application form* enclosed with this *Newsletter*.

The Social Planning Committee would like to make an appeal to members to help our Social Secretary, Joan Liggett, by returning application forms for any event as soon as possible after they are distributed, either in a *Newsletter* or by a Newsflash. As last year there will be an Autumn Newsflash for the November Museum Quiz and for the December Christmas Feast.

Our regular reports from Projects, Planning, Impact and the WCCP bring members up to date with current events in Dover.

On 12 May an Open Meeting in Dover Town Hall organised by Lawrence Gage, Chairman of the Planning Sub-Committee, discussed the possibility of Dover applying for some of the money from the Millennium

Fund to finance a local project. Of the eighty plus people who attended, seventeen spoke to the assembly and all completed the questionnaire.

As will be seen from the results (see page 81) the majority of respondents felt that areas crucial for Dover's future development were the Western Docks and the Western Heights.

One of the ideas that appealed to many was a Cruise Liner Terminal and the benefit it might bring to the economy of the district. We have followed this up with a centre-page article on *Cruise Liners in Dover in 1994*, when twenty-three liners are visiting the port. As part of the wider Western Docks development it is evident that this industry could greatly add to Dover's prosperity. Other popular suggestions were for a Conference Centre, a theatre and/or concert hall and a sports centre. One of the most ambitious ideas was for a modern Pharos on the Western Heights with a laser dome on top and various other suggestions (e.g. revolving restaurant, conference centre, concert hall etc.) on other levels. This may be the kind of project to consider for Dover, as it emerges that the whole concept of the scheme invites exciting ideas with vision, suitable for the Third Millennium. A full report of the open meeting and the questionnaire results are included in this *Newsletter*.

The aim of the Dover Society in setting up this public meeting was to create an opportunity for the townspeople of Dover to participate, if they wished to do so, in the planning of an application for a sum of money to be spent on a national project, within the Dover area, to celebrate the Millennium. Following the meeting, the Society, through Lawrence Gage, has been instrumental in helping to assemble a Steering Committee which should then proceed to the next stage of setting up a working party. The Dover Society will then have achieved its purpose and its rôle thereafter will be to support the working party if asked to do so.

The committee of the Dover Society is concerned to maintain a watching brief on all matters which concern the town and for the Society as a whole to be seen as an enthusiastic, caring and democratic group of individuals working for the benefit and progress of Dover.

Our numbers in the Society remain fairly constant at about 400 members, usually falling a little in the summer months to 370, when some people fail or forget to renew, and then building up again by the following March to perhaps 420, by the addition of fifty to sixty new members in the winter months. The pattern has been repeated each year in the last four years. It is pleasing to note that our Membership Secretary reports an influx of younger members in the last year's intake and also that some fifty members have taken advantage of the standing order method of paying their subscriptions. Please continue to recruit new members. (Some of you are very good at this!).

If you are a two-*Newsletter* family give one copy to a friend. If you are ever left without a *Newsletter* because you have given your copy to a prospective new member, just ring the Editor for a replacement. We want people to know about the Dover Society and to participate in its activities. If any members have ideas on how this may be achieved please write to the Editor and make your ideas known. Any formal proposals must, of course, be sent to the Secretary early in March of any year, i.e. twenty-eight days before the AGM.

It has been suggested that it would be useful and informative to indicate membership numbers as well as names of people contributing material for the *Newsletter* and we have followed this procedure in this issue. Most of the *Newsletter* content is supplied by our own members with occasional outside contributions. If you would like to write reports, reviews or articles for future issues, please contact the Editor. New writers are always welcome.

60 THE ANNUAL GENERAL MEETING 1994

at St. Mary's Parish Centre, Dover on Monday 18 April

LEO WRIGHT

WE shall have to wait until the 24th April 1995 before we see the Minutes of the AGM., so this is just an impression, while memories are fresh, for those who were unable to attend – or a snapshot record for those who were present.

I have heard it said that “you should never attend an AGM as you may be roped in for a job.” Such was not the thinking of our members who turned out in strength. There was a very full house, even though it was one of the colder evenings of this late, cold spring.

The Chairman welcomed our President, Brigadier Maurice Atherton, who has attended several of our meetings, and Vice-President Terry Sutton, M.B.E. He regretted the resignation of Press Officer Jenny Olpin and invited a volunteer to replace her.

The business of the meeting was quickly completed. The Committee was re-elected and Terry Sutton, who had been a co-opted member, was duly elected to the Committee. The Treasurer lucidly and concisely presented the accounts, which were approved.

There followed the Chairman's Report which was, as always, the main item of the first half. When giving notice of the AGM at the March meeting, the Chairman promised that the AGM '94 would be even more ebullient than its predecessors. It was.

If comparisons are odious it nevertheless sometimes casts light to compare the greater with the lesser. Peter Ustinov at 73 is presenting a one-man show in the West End. This is the sixth year that our Chairman's one-man report has entertained the Society's AGM. A Chairman's report may seem like a mere factual statement, a description of the Society's year but as he proceeded with his carefully constructed sentences you could literally hear the audience smile as a phrase here or a word there revealed what lay behind this suggestion to DDC., that comment to DHB., those submissions to the County or the Local Government Commission.

There were plenty of facts and achievements to report in a very full year. Membership was touching 400 and Budge Adams was initiating a drive for more new members. The completion of the Lydden Pond, the maintenance of Lousyberry Wood, the re-painting of the heraldic bollards and clean-ups of river, beach and town centre had been the major projects of 1993-94. Plans and proposals for the

town were under constant review for comment, praise or criticism. We had even been asked to advise the young environment movement in Japan. As in previous years, the Society had continued to offer an attractive social programme to members and had assisted with Council or privately-led events whenever possible.

Before the break Lawrence Gage, Chairman of the Planning Sub-committee, outlined the Society's thinking on proposals for a Millennium Project and called on members to attend and bring their friends to the public meeting to be held in the Town Hall on 12 May.

The second half of the evening was devoted to a talk by R. L. Ratcliffe. Those who went on the Society's Rochester trip in June 1989 – one of our first and most successful excursions – remember the hospitable guiding by members of the Rochester Society of which Bob Ratcliffe is now President. We knew his style from his entertaining and informative article in our August *Newsletter* about his 1993 trip to the Goodwin Sands, so that we were looking forward to his account of "How the Railways came to Dover."

He told the story, from the Canterbury to Whitstable line – the first in Kent and the very first steam powered anywhere – right up to Network Southeast. He is an expert on the history of transport in Kent and after his talk we look forward to a book by him on the subject, should he find time to write one.

His talk was fully illustrated by a superb collection of slides of Victorian engravings, early photographs, later postcards and recent photography. The pictorial slides were punctuated by illuminating maps showing the proposed and progressing rail-lines snaking across the county, as the commercial interests vied aggressively with each other as they may do once again after re-privatisation! Some of the routes are seen no more, such as the Elham Valley Line, the Shepherdswell Loop or the Sittingbourne and Kemsley Light Railway, except where they are now, here and there, enjoying a partial resurrection.

The rivalries led in the end to Dover being served by both the London and South Eastern Railway and the London, Chatham and Dover, so that we still have the two rail routes from London to Dover and the lecturer and we are anxious about the long-term future of the Shakespeare Tunnel route.

He also vividly described and showed the successive developments of Dover and Folkestone harbours, as they kept up with the pace of change in the rail-sea link. We followed the evolution of the ferries to car-ferries and remembered with nostalgic pride the Golden Arrow service.

Caught up in historical time, we lost count of time and were sorry when the lecture had to stop.

The evening wasn't quite over. The Mayor, Councillor Kevin Mills, who had been invited to dinner before the meeting and had apologised that he would be delayed by other meetings, arrived just in time to say the last words of the evening. He set out his concerns about present day Dover and his hopes and wishes for Dover's future. His concerns, hopes and wishes are very much also ours. ◇



The fascinating emptiness and loneliness of the sands temporarily invaded. *photo* Budge Adams

An Evening on the Goodwin Sands

MARJORIE WIGGINS

“Rough to moderate” was the weather forecast which proved to be correct. Massing in the foyer and encouraged by the Kent Morris Men to the music of the Floral Dance, we embarked on the Hovercraft, the fun part starting when we were asked if we all had our passports. On our way out the Captain pointed out the remains of the “Luray Victory” and the “North Eastern Victory”, visible as evidence of the undigested prey of the greedy Goodwins. After a bump or two on the South East of the Sands, having already dropped off members of Meridian News who promised we would appear on TV the following evening (we did!), we landed and this motley crew spilled out on to the Sands, grateful no doubt for the keen air, which soon turned chilly.

I skirted the rim of the sands looking for wildlife to photograph, having already been shown the heads of the elusive seals – do they really exist? For me, the patterns of the movements of these sands and their varied colourations would have delighted any water-colourist and I was able to get some shots of bird and human steps seemingly leading out to sea, together with excellent cloud effects. A pity it was too

62 early for sunset.

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Returning to the Hovercraft I found all the activity concentrated on the port side. A jester, the Morris Dancers, and everybody who was determined to be eccentric for this evening at least, was there, including a passenger dressed as a French policeman calling himself Jon Darne – is Franglais here to stay? There were also two passengers reminding us of the x number of shopping days to Christmas. Stalls were set up for souvenirs and canned beer and there was even a resolute group in full picnic regalia, complete with seats, tables and food. For an hour on the Sands? I am sure, however, they enjoyed it. I can only liken this part of the trip to Hampstead Heath on a pre-war Bank Holiday or Epsom Downs on Derby Day.

Two thoughtful gestures were in evidence on this trip. Sir Roger Manwood's School ran a raffle in aid of Guide Dogs for the Blind and another raffle was in support of the Dover Sea Cadets.

Undoubtedly there was something for everyone and as a Dovorian by adoption – I'm still learning – I hope it will be possible to enjoy such another trip next year. The only wildlife seemed to be a flock of gulls which descended thankfully to enjoy their former peace, all heads, including those of forty-five Dover Society members having been counted on board before we left.

Our thanks are due to Joan Liggett for her part in organising the trip.

The Kent Morris Dancers very energetically enlivened the scene.

photo: Budge Adams





a DAY at the **WELLS**

MAY JONES (117) records the day's outing

Our usual coach pulled out of Pencester Road at 9.45 on Saturday 28 May, carrying some thirty Dover Society and Festival members and after negotiating the current road works and rash of cones along the Folkestone Road reached the motorway via the new A20.

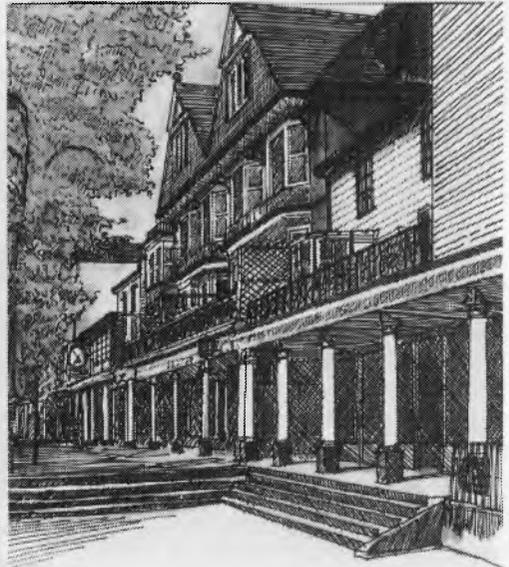
The journey provided an opportunity for some of the party to view the Channel Tunnel Terminal from a new angle and for all to enjoy first the fresh greens of the local countryside and then the delicate lines of rhododendrons in the woods and gardens of Mid-Kent.

A short walk from the coach park (just off the map provided) brought us to Sussex Mews and the Corn

Exchange which housed "A Day at the Wells, a lively depiction of Tunbridge Wells life in 1740."

There we queued to receive walkman sets with taped commentaries to be switched on only *after* we had visited the new anteroom display with its theme of seaside and hops – completely unrelated to the main exhibition. It did, however, give an entertaining impression of sea bathing in the early nineteenth century when participants were advised to drink a healthy half-pint of sea water daily (Southern Water please note!) and a display of typical naughty postcards showed the twentieth century form of seaside humour, while sticks of rock reminded us of simple childhood pleasures.

Equipped with cassettes and ear-phones we then began a tour of the fashionable eighteenth century spa with Master of Ceremonies Beau Nash as our guide. We stepped straight into an inn yard complete with stage coach and smell of horses, guard dogs and servants and mounted the stairs to view all from above and hear travellers' comments on the freshness or otherwise of the



opportunity to pronounce on the dress accepted for a morning appearance and the potions available for those with an indisposition (alias a hangover!) – the realistic aroma of coffee causing some of us to wish that a modern drinks machine had been provided at the entrance!

Further rooms with life-like figures depicted dancing, gambling, the music gallery, the chalybeate spring with dipper girls drawing the daily measure of water, that panacea for every conceivable ailment of digestive over-indulgence or misfortune. It was customary then for guests to attend prayers before shopping for fairings (souvenirs) and it was outside a retail establishment for such trinkets that we were introduced to children dressed like adults from the age of five, when childhood had to be left behind.

Tableaux and commentary gave an excellent impression of the public life of the leisured classes during their stay at the Wells, with Beau Nash directing all operations with a flick of his finger or a rap of his cane. Thus was decorum and etiquette maintained and all allowed to see and be seen in that marriage market. Even cards had to be played



in public and great stress was laid on the need for tipping for every conceivable service rendered (entirely out of gratitude for the recipient's assistance?)

Lunch at a nearby Pantiles restaurant consisted of excellent ploughmans when they did eventually arrive – not just delivered with the speed and efficiency our leader had been led to expect! In contrast a pseudo open-air café, under a domes glass roof in the discreet modern development opposite, provided a good afternoon “cuppa” with admirably rapid waiter service before we returned to the coach for the journey home.

Street maps and tourist promenade leaflets allowed us to undertake our own exploration of the town in the afternoon, to imagine it in its heyday and to assess the mixing of old and new today. A stroll along the Pantiles and through the charming spalled (cobble) lanes and alleys, some with tile-hung houses, thence to wander under shady trees of the Grove and up onto the open park of Calverley Grounds with its wide views over the town in the valley to the wooded hills beyond, all helped to create the atmosphere of the historic Tunbridge Wells – which Calverley Park

66 Crescent, the Calverley Hotel used as Mount Pleasant House by members of the royal family during the 1830's) and the Royal Wells Inn, for instance, reinforced. Modern brick, although recently used, was not so obtrusive as to spoil the illusion.

Although people walked purposefully about their business, there was an air of unreality about it all, despite the Safeway Supermarket and Hopper's superior department store. Where was the heart of present day Tunbridge Wells? Presumably the national chain stores and hopefully a good book shop were to be found in the new Royal Victoria Centre, together with a variety of other shops and adequate parking space. Time did not allow our foursome to explore so far.

Unusually for an urban centre of this size there was only one church, St. Charles the Martyr, fulfilling its original function, but the 1829 Holy Trinity was in use as the Trinity Arts Centre and the neo-classical Congregational Church housed Habitat. At least redundant churches of architectural merit had not been destroyed – likewise the Opera House turned bingo hall! The city fathers/town planners had obviously successfully striven to retain the character of the town and had not allowed unsightly modern shop fronts and facias to disfigure it.

We left much undone that we would like to have done – buildings unseen and roads untrodden, to say nothing of our neglect of the Common with its famous rocks. We saw, for instance, no sign of the concert hall in which I remember watching Kent Opera productions some fifteen years ago.

We are greatly indebted to our Social Secretary, Joan Liggett, for a very enjoyable and successful day in the company of old and new friends and look forward to a repeat visit to the Wells in the future.

Membership News

As indicated in the April Newsletter, members who pay their subscriptions by cheque or standing order will not normally receive an acknowledgement or card. This keeps costs to a minimum. Each member retains the same membership number throughout and I am always happy to provide new cards if required.

During the past year we have attracted new members from a younger age group and we hope to continue this trend. It is one reason why we seek to keep our subscription low – £4 single and £6 joint. Over 50 members have taken advantage of the standing order scheme, thus ensuring that their subscriptions are always paid on time.

Current membership is 415 but every summer I need to give some double reminders. Members must pay by mid-July to receive the August Newsletter.

continued on page 82

PROJECTS

67

UPDATE by JOHN OWEN, Chairman of the Projects Committee

A GULL DROPS IN AS SEA CADETS WIN TROPHY

Organised by the Dover Society the Fifth Annual Cadet Environmental Clean-up, 'OPERATION STICKER EYESORE 94' got off to a fine light-hearted start. The thirty-eight cadet volunteers were assembling on the steps of Dover Museum on Sunday, 13 March when a 'friendly' seagull dropped in (or more correctly dropped on) the proceedings by giving of its best all over the cap of the smartly dressed officer in charge, much to the merriment of the onlooking cadets – especially the sailors!

This demanded countermeasures in the form of an unscheduled clean-up which, of course, took priority over, and delayed for a while, the real task of removing stickers from street furniture between the Market Square and the Town Hall which was the project set by the District Council for 1994. The girls and boys set to work with enthusiasm and, in addition to the sticker removal, were provided with a secret

Sea Cadet removing stickers from street furniture in Pencester Road



weapon in the form of black (very) paint to touch up the posts in the wake of the sticker removal.

Removing stickers by dousing with water and scraping was straight-forward; the removal of paint from hands required the application of white spirit and much effort, after which normality returned.

This was no more evident than when the cadets re-assembled and impressed with their drill and bearing at the parade held at the Town Hall. Congratulations on a job well done were followed by the presentation of a civic shield to the Sea Cadet winning team by Councillor Mary King who was accompanied by Councillor Lyn Young. Dover Society Chairman Mr Jack Woolford presented framed certificates to the participating teams: TS Lynx CCF, 354 Squadron ATC and Dover Grammar School CCF.

68 Intrigued by the activities of uniformed English youth tidying up their local environment early on a Sunday morning, European acknowledgement was forthcoming in the form of numerous photocalls being requested by teenage visitors who were exploring Dover's town centre.

Cllr. Mary King presents a Civic Shield to winners of 'Operation Stickereysore '94', TS Lynx.



Sponsors McDonalds of Dover again provided hospitality and refreshment to the cadets on completion – a token of their support of environmental projects. All teams received a letter of appreciation from the Council acknowledging the effort they put into the voluntary work. And thus ended another successful and altogether interesting cadet clean-up!



Dover Grammar School CCF volunteers hard at work during 'Stickereysore '94'.



NATIONAL SPRING CLEAN

St. GEORGE LENDS SUPPORT IN THE FIGHT AGAINST LITTER

Seven members of the Dover Society volunteered to 'get a grip on litter' in the Clarendon area of Military Road, Western Heights on Saturday 23 April. It was a surprise nevertheless for St. George himself to appear during the project, mounted and with lance at the ready. Distinguished support indeed for our efforts to tidy up this little bit of England!

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St. George drops in on the project – Dover Society to the fore!

photo: Eddie Clapson

Organised by the Tidy Britain Group, the NATIONAL SPRING CLEAN is an annual event in which Dover District Council participates. The Dover Society, as the local amenity group, is very much in support of improvements to the local environment.

We were therefore pleased to be able to field a strong Dover Society team of volunteers on St. George's Day which, in all due modesty predominated in both effort and enterprise, upstaged only by St. George himself in 'shining' armour.

Part of the Dover Society team; lending a hand and pausing for the camera!



The Dover Society team hard at work



70 All credit to the team for much work beyond the call of duty in removing monumental items of abandoned rubbish from the slopes, in addition to the strictly litter collection which was the task set. The Dover Society Project Support Group can be well pleased with their rôle in actually doing something practical to remedy a local environment eyesore by participating so effectively in this year's NATIONAL SPRING CLEAN.



**Environment
Week '94**

AYCLIFFE SCHOOL BEACHCOMBERS HELP ENVIRONMENT

Pupils, teachers and members of the PTFA turned out in force to clean up 'their' beach at Shakespeare Cliff on Friday 20 May, the first day of the Civic Trust/BT Environment Week 1994.

Organised by the Dover Society the project was arranged in partnership with Aycliffe School and Dover District Council. 'Caring for the environment is one of those important things we emphasise at school', said Headmaster Mr Sheppard, delighted that his school should be involved.

Aycliffe School
pupils, parents
and teachers
set out on their
Beach Clean
at
Shakespeare
Beach,
1994





Cheerful pupils of Aycliffe School laden with rubbish enthusiastically collected from Shakespeare Beach

Approximately sixty volunteers spent the afternoon filling bags with rubbish collected from the beach. So successful were they that the task of removing the enormous pile of filled bags to the disposal point was considerable.

Teachers Mr Hornsey and Mr Simpson accompanied the children who clearly enjoyed their outing to the beach as a practical extension to their environmental studies at school. It was also pleasing to know that in carrying out this project they were joining thousands of others nationwide who were also taking part in Environment Week and doing something useful to improve their local environment. As far as endurance is concerned we adults seemed to suffer more (with the exception of the ladies!), in the heavy going on the pebbles, than the children who bounced along effortlessly throughout. No doubt, however, that they also slept well that night!

The Chairman of the Projects Sub-Committee, representing the Dover Society, thanked Aycliffe School and congratulated it on its big effort for the environment and in recognition of the occasion presented the school with the Society's framed certificate, which was received by Becky Rose on behalf of her fellow pupils.

The Chairman of the Projects Committee presents the Dover Society Certificate to Becky Rose





EDITOR'S NOTE

LITTER

The fact that three of our Projects this summer were concerned with cleaning up various parts of Dover highlights the concern that LITTER IS A CONSTANT PROBLEM in our town and is one with which we all should be concerned.

No prizes for guessing where this picture was taken!

Members are reminded that anyone who has any complaint about Litter in their area of the town can ring the LITTER LINE - 0304 822555



'DOVER SOCIETY' reaches great heights at the Pageant!

Visible at great distance BA's state-of-the-art, high altitude, DOVER SOCIETY tent sign left few in doubt that we were again supporting THE DOVER PAGEANT and the good work that is done to enable old and young, experienced and inexperienced, to participate in historical pageantry – Dover style. In this tercentenary year of the Bank of England the theme was, very appropriately, 'Banking in Dover'.

Some members 'dressed' for the occasion, mainly as mediæval bankers and their wives, others as Victorian gentlemen. Costumes were superbly made out of bits and bobs, reflecting tremendous effort on the part of those who worked hard to provide them. Recognising her mother-in-law's sitting room curtains, mediæval banker Medici was lucky to escape intact; Many other Society members participated independently, as did Jean Harland looking elegant in period costume and accompanied by her dogs.

Back at the Society tent the volunteers were busy throughout providing refreshments, supervising the raffle and tending the membership table, all of which, along with the static display of our activities, captured the interest of passers by.

74 Altogether a jolly day out in perfect weather and thanks to members who made cakes, provided raffle prizes, worked hard behind the scenes and supervised the tent, we covered our expenses and produced a small profit towards Society funds.

A special thank-you to Budge Adams who again put in much work, not least of all ensuring the logistics worked on the day.

Pageant: Bankers: Lombardi: - Glyn Hale, wife - Lesley Ward; Medici: John Owen, wife Ann Owen; Bardi: Dick Liggett, wife Joan Liggett; Peruzzi: Joe Harman, wife Moya Large; Victorian Gentlemen: Lawrence Gage and Ken Wright.

Donations, Cakes and Raffle Prizes: Libby Mason, Dahlia Harris, Moya Large, Maurice Atherton, Mrs V. Goodburn, Marjorie Wright, Penny Matthews, Janet Young, Mrs Betty Fitch, Jennifer Gerrard, Janet Paramor, Muriel Goulding, Peter Hargraves, Jean Gage, Helena Colling, Mrs M. Greenwood, Mrs D. Youden, Mrs. Moon, Merrill Lilley.

Tent: Sheila Cope, Sybil Standing, Marjorie Wright, Leo Wright, Joan Liggett, Merrill Lilley, Bruce Lilley, Ann Owen, Moya Large and Jean Gage.



The Dover Society Bankers walking in procession



Mrs E. M. Horsfield, J.P., M.A. (née Sergeant)

75

23.4.1911 – 22.5.1994

A tribute from Lillian Kay

Marion Horsfield was born in 1911 in Mortlake, Surrey, but her parents soon returned to their native North Staffordshire, where she was educated at the Orme Girls' School, Newcastle-under-Lyme. She read History at Oxford, and just before the war spent some months in Czechoslovakia. While teaching in Wisbech High School during the war she lectured to the services, and served with Civil Defence, Red Cross and Girls' Training Corps. She then taught in Chislehurst Grammar School and in January 1952 became Headmistress of Dover Grammar School for Girls, a post which she held for fourteen years, until just after her marriage to Colonel Roderick Horsfield, R.E.

From 1962 she was a Justice of the Peace, being Deputy Chairman of the Bench from 1969–1981. She was President of the Dover Branch of the Church of England Children's Society for thirty-one years, and a member of St. Mary's Parochial Church Council. Her educational interests included the Board of Governors of St. Mary's C. of E. Primary School, Nonington College and Folkestone Technical High School; her interest in the law led to the Borstal Board, the Committee of Suffolk House (for ex-prisoners) and the Moral Welfare Committee; and at various times she served on the Coleman Trust, the Lenley Trust, the Divisional Executive and the Committee of the Dover Trustee Savings Bank.

I served under her as the Senior Mathematics Mistress for five years and as her Deputy Head Mistress for 9 years. Together with the Staff we were a very happy team. 'Miss Sergeant' always expected high standards, inspired by her own example in every way. All who knew her will remember her immaculate appearance, her studied attention to detail, her kindness to those in need and her encouragement to all. After her retirement she continued her interest in the School, attending the functions of the Old Girls' Association and enjoying news from all round the world.

Her compassion and her formidable intellect were also evident in her work as a magistrate. After the death of her husband in 1968 she spent much time studying the law, and very much enjoyed exercising her skill on the Bench.

We, the friends of her adopted town, and the Dover Society celebrate her life and the generous gifts she offered for forty years to the life of our town. ◇

Report on the work of the Planning Sub-Committee

LAWRENCE GAGE (417), *Chairman*

The Sub-Committee welcomes Arthur Goodburn as a co-opted advisory member.

CAMDEN CRESCENT HOTEL

As a result of our comments, the design for this new hotel was considerably revised and although we still had some minor reservations on detail design, we were broadly in support of the planning application. Much to our regret however, the proposal was thrown out by the full Council of the D.D.C., on financial grounds.

LISTED BUILDINGS – WESTERN DOCKS

Working jointly with the Conservation Officer of the District Council we have achieved a degree of success in our application to list further buildings in the Western Docks. The Department of National Heritage has confirmed Listing (Grade II) for the former **Harbour Station**. Our applications for the listing of the Clock Tower and the old Customs House, unfortunately, were turned down.

PROPOSED N.T. VISITORS' CENTRE – LANGDON CLIFFS

In April we were pleased to meet representatives of the National Trust and their architects who explained in detail their proposals for a visitors' centre on the top of Langdon Cliffs. After considerable subsequent discussion the Planning Sub-Committee came to the conclusion that it could not support the current planning application.

Although we are not opposed in principle to a visitors' centre, we consider this particular design will adversely affect the atmosphere of the clifftop. In our representation to the planners we made a number of suggestions which we hope may be noted and might lead to a more appropriate solution to this very sensitive and difficult design problem. We have alerted the Government minister involved and the Royal Fine Arts Commission is now actively involved. As far as we know, no decision has yet been taken on the proposal.

PROPOSED WAR MEMORIAL – MARINE PARADE GARDENS

We opposed this application, considering the proposal to be inappropriate and badly designed. The application has been withdrawn.

IMPACT

The Dover Society continues to work closely with IMPACT on various projects. The Seafont proposals have been much revised and improved but we understand the scheme has been deferred because of funding difficulties. We hope these problems can be resolved soon. The Dover Society is represented on the Steering Group for a new public art feature on the seafont which will be the subject of an international design competition.

'Dover – Open for Business' was launched in April and further momentum and action is being provided by Dover Society members on the various Working Groups.

A number of members were involved (both as students and tutors) with the Architectural Workshop held at Images Night Club on 16 May. The subject chosen was the Russell

Street Car Park and ideas for what to do with it ranged from the sublime to the ridiculous. Overall it proved to be a very useful and enjoyable day.

HOARDINGS ALONG THE A20 AT THE WESTERN DOCKS

There have been a number of different applications for hoardings adjacent to the new roundabouts on the A20 to advertise both generally and specifically the Western Docks development. Although we appreciate the need to market the Western Docks development, we consider the proposed hoardings will present the wrong image of the town and a more appropriate means of heralding the development should be found. Letters of objection in regard to the applications have been sent to the appropriate authorities.

EXTENSION TO ST. EDMUND'S SCHOOL

The sub-committee strongly supported this application and is pleased to note that planning permission has been given. The proposed new buildings will provide much needed new facilities at the school and will make a valuable new architectural contribution to the area.

K.C.C. LAND FOR SALE

A number of parcels of land owned by K.C.C. have become surplus to requirements and are possibly to be disposed of. We are taking action to try to avoid fiascos like the Cherry Tree Avenue car breakers' yard and to ensure that D.D.C. control any development plans.

LOCAL PLAN

A copy of the excellent article that appeared in the Spring *Newsletter* entitled 'The Future of Dover' was sent to the planners as a supplement to our earlier comments on the Local Plan. The survey and the subsequent article proved to be a most valuable means of gathering members' views and transferring them to the planners.

D.D.C. have acknowledged the value of members' comments and it is hoped that the Local Plan, when finalised, will take them into account.

We understand the Council intend to include a masterplan for Russell Street Car Park/Townwall Street in the next local plan. Good news indeed – as this is something we have advocated for a long time.

URBAN TRANSPORT STRATEGY FOR DOVER

After considerable discussion, a six-page response to the K.C.C. consultative draft was sent. We were highly critical of the document in many respects and in particular its lack of adequate research data and analysis and the failure to identify the generally accepted need for a radical review of traffic circulation. We consider the present traffic system to be the biggest single problem restricting the success of the Town Centre. The present one-way system was conceived to deal with heavy traffic to and from the docks prior to the construction of Jubilee Way and the new A20. The situation is now entirely different and we believe a reappraisal is long overdue. It is interesting to note that our comments on the Transport Strategy document were largely echoed by both the District Council and the Harbour Board.

We will continue to keep up the pressure to achieve the best for Dover – even if our views are not always popular with the powers that be.

If members have any comments on planning matters, please ring Lawrence Gage on 242749

IMPACT

ACTION IN LOCAL IMPROVEMENT

Update: Summer 1994

JULIAN OWEN

DOVER – OPEN FOR BUSINESS

In April IMPACT launched the “Dover – Open for Business” initiative with the delivery of a special leaflet to every address in Dover and the signing of a Charter of Partnership between the key organisations pledged to work together. The aim of the partnership is simple – to make Dover a better place to live in and to show the world that Dover *is* open for business. In case you didn’t receive your copy, another will be included with this *Newsletter*. * The Society is playing an active and vital rôle in the working groups now developing the ‘business plan’ for the town centre, and IMPACT is canvassing for greater support.

SNARGATE STREET

As promised, the extensive face-lift of Snargate Street started in April and has made a massive difference to this under-valued street. All but two (modern) properties are involved in this partnership with the Snargate Street Residents and Business Association. More seats, litter bins and planting troughs will soon be going in and a number of owners are going ahead with more extensive investments. The IMPACT improvement scheme for the Grand Shaft entrance should begin in September, immediately after the closure of the site for the winter.

STEMBROOK

The new “Kwik Save” store plans to open by August and IMPACT has been working with them to arrange improvements to Stembrook, Church Street and the car park entrance soon afterwards. This scheme will feature the first reproduction of the ‘Leopard Head’ bollards that, in their various sites around the town, have been restored by the Dover Society.

THE SEAFRONT

Major improvements to the promenade in front of Waterloo Crescent are planned (for 1995) to include a commission for a major new public art work – as well as the siting into more dignified settings of some of the existing memorials. The Dover Society is represented on the group steering an international competition, launched in June. Three proposals are planned to be shortlisted and exhibited for public comment in the Autumn. Working with the Dover Harbour Board, Kent County Council and South East Arts, the brief calls for artists to respond to the special historical and architectural qualities of Dover and the setting.

** But, regrettably, not for those whose copy of the Newsletter is delivered by post.*

“ Dover 2000

Report of the public meeting held at Dover Town Hall on Thursday, 12th May, 1994 to discuss the Millennium Project.

This open public meeting was called by The Dover Society and was organised by the Chairman of the Society's Planning Sub-Committee, Lawrence Gage.

The meeting opened with a presentation by Mr. Gage. He began by describing the set-up of the Millennium Commission by the government to promote major national projects to celebrate the year 2000. The commission, consisting of a team of 9 people, will operate totally independently of the government. Projects will be funded from money from the National Lottery and from 1994 to the year 2000, one-fifth of the proceeds from the lottery will be given to the Millennium Fund. The expected figure is in the region of £1,200,000,000. Initially the government has suggested that larger projects would be given preference, thus, if six projects nation-wide were funded, each would receive £200,000,000. However, the method of allocating the fund has not yet been decided and it remains to be seen how the money will be used to fund projects nation-wide.

Mr. Gage went on to discuss reasons why Dover should qualify as an applicant. Its geographical position, closest to Europe and traditionally the Gateway to England, should be exploited as one of the strongest claims. Visitors approaching our country from the sea have always, from time immemorial, seen the White Cliffs of Dover as a welcoming symbol.

The aims of the Dover project should be as follows:

- To be the focus of National celebrations
- Record and celebrate the achievements of the last 2000 years
- Look forward to and promote positive achievements in the next 2000 years
- Provide a landmark- a welcoming and memorable first impression of Britain
- Something that will last into the third millennium
- Something to interact with Europe
- Something of value and use for the people of Dover

Various possibilities were put forward, under the following headings:

WELCOME TO BRITAIN CENTRE

This idea might include a Liner Terminal, a Best of Britain Exhibition, European conference facilities, a concert hall or theatre, an open air arena, a Leisuredrome for activities like ice-skating, bowling, etc.

80 EUROCENTRE

This idea might include Eurodome with permanent and changing exhibitions, Eurocentre conference facilities, European Studies Centre, Open air arena and possibly a government centre for European affairs.

NATIONAL SPORTS CENTRE

This idea would centre around a stadium and provide international sports facilities, indoor and out, a conference centre and national training programme but also, alongside these, the possibilities of a monument of some kind, an ecological project and an aerial connection were also to be considered.

Various sites in Dover should be examined. Western Docks, Western Heights, the Castle, Russell Street Car Park, Connaught Park, Old Park Barracks and the Shakespeare Platform were all suggestions.

Mr. Gage then threw the discussion open to the floor and invited opinions and suggestions. Over eighty people attended this meeting and seventeen speakers contributed their views. These included members of the Dover Society, prominent figures in the town including the town Mayor, representatives of Dover District Council, including the new chairman of the Council, the development manager of Dover Harbour Board, a representative of Dover's Member of Parliament and several members of the public who had not previously known of the existence of the Dover Society but were interested in the subject of the Millennium project and had responded to the poster advertising the public meeting.

Many of the speakers welcomed the initiative of the Dover Society in calling the meeting. Several people supported the idea of some project which visualised Dover as the Gateway to Europe and to the UK. Most speakers were in favour of a project which will benefit Dover for a long time, something which will attract visitors and get local support. John Clayton (DDC) thought it should be something unique to Dover, which can only be done here. "It must be the right project". The Town Mayor agreed, saying, "It must be a centre of excellence which no one else has". Others were concerned about the status of the members of the steering committee and any subsequent body which might be set up, stressing that the panel should consist of leading representatives of the community. Adrian Galley (DS member) suggested that professional advice should be sought from the early stages of the project and that experts should comment on the practicability of the project.

Other speakers suggested specific ideas. Several of them supported the idea of transport as a main theme, Bill Fawcus (DHB), commenting that the focus of traffic to the continent is here in Dover, suggested a celebration of travel focus, which might include all kinds of transport, a funicular railway to the Castle, train and steamer trips and a liner terminal at Western Docks. Joe Harman (DS member) suggested a funicular to the Castle and a cable car on the Western Heights. Both these speakers linked these ideas with a monument on the Western Heights. Margaret Robson (DS member) spoke of her vision of some kind of transport

linking up the whole of East Kent and running constantly between certain key tourist attractions like the Castle, town and Western Heights. 81

While the majority of speakers were in favour of some kind of grand monument which could be seen from afar and distinguish the project as a whole, there were some speakers who strongly opposed the idea of a monument as a feeling that such a monument might disfigure the natural beauty of the cliffs. By far the most ambitious idea (supported by drawings and plans) was that of Mr. Hargrave (new DS member) who visualised a gigantic pharos on the Western Heights, topped with a laser dome, with a revolving restaurant on the top floor, with other levels devoted to theatre in the round, conference centre, cinema, exhibition galleries, etc; the whole to be powered by solar energy and reached by a water-operated sliding railway from Snargate Street.

Many speakers supported the idea of a leisuredome with sporting facilities, especially Carole Barrett (Dover teacher) who stressed the need for providing activities for young people in Dover.

Several speakers were in favour of environmentally-based projects, especially the idea of a forest of 2000 oaks. Mike Bowers (prospective DS member) suggested an observatory and put forward the idea of utilising sun, wind or wave power to provide energy for the town

QUESTIONNAIRE RESULTS.

Over eighty people attended the meeting and most of these completed questionnaires at the time. Others wrote letters to Lawrence Gage with more detailed answers which could not be included in the space afforded on the questionnaires. Altogether there were about one hundred responses.

Collation of the questionnaire results revealed the following information. On the question of a general theme 23 people opted for a Eurocentre, 20 for a Welcome to Britain Centre and 15 for a National Sports Centre. Other suggestions were for a Transport Centre/Museum, a University and an observatory. Not everyone answered this question.

In answer to the question on siting, the two most popular sites were the Western Heights (30 votes) and the Western Docks (23 votes). Russell Street site came next with 17 votes and all other sites had 7 or less supporters.

The largest section of the questionnaire invited respondents to choose 4 items from a list of 17, to add other suggestions if the idea did not appear on the list, and to place their choices in order from 1 to 4. In scoring this section marks were given, 4 for 1st choice, 3 for 2nd, 2 for 3rd and 1 for 4th. By this method the following data was obtained.

The 5 most popular ideas were as follows:

Cruise Liner Terminal (93), Concert Hall/Theatre (79), Conference Centre (75), Leisuredome (72) and European Study Centre (70)

In order of 1st choices the same 5 ideas occurred but in this order:- European Study Centre, Conference Centre, Cruise Liner Terminal and Leisuredrome (equal points) and Concert Hall/Theatre.

These 5 were way ahead of all other ideas on the list, the next, more than 20 points lower, being a Department of European Affairs, followed by a Transport Museum, an aerial connection between Castle, town and Western Heights, National Sports facilities, a Monument on the cliffs and a Millennium Forest.

New ideas added to the original list included a University and Language School, a Museum of the History of Marine Transport, a European Twinned-Towns Association and a project to utilise Wave and Tidal energy.

A copy of this report will be sent to all who attended the meeting and/or completed the questionnaire. Meanwhile plans are in progress to set up a Steering Committee to consider the next step in preparing an application for funding from the Millennium Fund))

Since the distribution of this Report the following developments have been made known

1. The Millennium Commission, under the chairmanship of Peter Brook, has announced that the money to be spent on the Millennium Project is £1.6 billion and that half of this will be allocated to be divided among twelve major national projects, thus giving approximately £66,600,000 to each project, less than originally visualised.
 2. Guidelines are to be issued in November 1994 and applications will need to be ready for submission by the middle of 1995 (date to be announced).
 3. The first meeting of the Dover Steering Committee is to be held in late July or early August. It has been difficult to set up this initial meeting because of the problem of finding a date to suit all the members of the committee
-

Membership Notes *continued from page 66*

Our new policy is to welcome new members by publishing their names.

We are happy to welcome Mrs Carol Baker, Mrs Barbara Aylen, Mrs F.L.Todd, Mr Paul Wrigley, Mrs J.M. Marsh, Mr & Mrs W.E. Greenwood, Dr George Wright, Mr W. R. Norris, Mr P. J. Hargrave, Mr A. H. Ashman, Mr Julian Chambers, Mrs Snezana & Mr Sava Lawrence, Ms Jill Wilson, Mr & Mrs Bernard Coates, Mr M. Groombridge, Mr A. Groombridge, Mr R. Wilson, Mrs E. Bostock, Mrs J. Whibley, Mr D. Eagles, Mrs Joyce Stilgoe, and Mrs Helen Williams.

New members are asked to state if they do not wish their names to be published.

The **Costa Line's** *COSTA ALLEGRA* in the **EASTERN DOCKS, DOVER** on 22 June 1994



On a small scale it has been shown that the presence of cruise ships in Dover can boost the economy, as passengers patronise shops, restaurants, taxi firms and local attractions. More can be done to attract these potential customers to our town.

At present cruise liners put into the Eastern Docks and tie-up at the berth usually used by cargo ships to unload fruit. However, it is hoped that in the future cruise liners will be using the Western Docks instead. The idea of establishing a Cruise Liner Terminal in the Western Docks has been mentioned several times in previous *Newsletters* and is seen as part of the development plan of Dover Harbour Board. That this idea receives local support is evident in the replies of respondents to the questionnaire distributed by the Dover Society at the 'Millennium 2000' meeting at the Town Hall in May. A Cruise Liner Terminal received the highest number of points overall and was third on the list of first choices of how to spend Millennium money, should Dover be granted any. Looking ahead, priority should be given to plans to establish a Cruise Liner Terminal in the Western Docks.



The *Costa Allegra* alongside the quay at the Eastern Docks, 7 June 1994

CRUISE LINERS in DOVER 1994

BRUCE and MERRIL LILLEY (198/99)

The importance of the Cruise Liner Trade for the long-term future of Dover cannot be over-stressed and it is evident that it could be a major asset to Dover's future economy. In the last few years each year has seen an increase in the number of cruise liners calling at Dover, in 1994 reaching the unprecedented total of twenty-three ships. On 7 July it was a spectacular sight to see two large liners docking on the same day, the Holland America Line's *Statendam* and Cunard's *Vistafjord*.

Already the presence of the cruise liners is making itself felt in Dover. On some occasions (but not all) large groups from a liner have visited local attractions. On one visit some 200 passengers visited Dover Castle and were then taken into town by shuttle bus. The shuttle bus, with a sticker bearing the name of the ship, may well become a familiar sight on the streets of Dover! Not only passengers but some crew (many vessels carry four or five hundred) have an opportunity to visit the town. A representative of the Dover Tourism Information Centre has boarded many of the ships to introduce passengers to local attractions and to distribute literature. Though many passengers opt to go to places like Canterbury and London there are always some who prefer to stay in the town and choose their own activities. On a large ship like the *Statendam*, if 20% of passengers decided to stay in Dover this would amount to more than 200 people visiting the town and local attractions

When British Rail vacates the Marine Station later this year the area will be available for re-development and, as some see it, this could be an admirable site for a Cruise Terminal, which would provide both jobs for the town and a constant flow of visitors.

Since April 1994 eighteen of these huge cruise ships have called at Dover and John Turgoose, General Manager, Shipping, of Dover Harbour Board has provided this list of the ships which will be calling at Dover before the season ends.

August	Tuesday 2	Holland America Line	<i>Statendam</i>
August	Friday 5	Cunard	<i>Vistafjord</i>
August	Thursday 18	Holland America Line	<i>Statendam</i>
September	Sunday 4	Costa	<i>Costa Allegra</i>
September	Thursday 22	Black Sea Shipping	<i>Lev Tolsta</i>

The Society thanks John Turgoose and the Dover Harbour Board for providing the photographs printed on the cover and pages 83 and 84

LOCAL GOVERNMENT, MAYORS and PARISHES

Can we learn from our neighbours?

LEO WRIGHT

WHEN the Dover Society party visiting Calais was received by the maire in the Hôtel de Ville I was asked to ask him "Who decides the rates in this town?" He didn't understand why the question was being asked, so I explained about rate-capping. He then replied: "I do. I explain what I want for Calais, I estimate what the projects would cost and what this would mean in *taxe locale* and invite the people to vote for me. I am in my third period of office."

How come that Gravelines (population 13,000) could afford to build a sports complex for Fr 180 million (£21 million) with seating for 4,500 and 11 tennis courts? Why does Epinal (the size of Hereford, population of under 50,000), have its own television station, broadcasting local news? Why can Metz claim to have the most beautiful concert hall in Europe? Why are the children of Lorient all taught sailing at primary school? Why is it that France has been building museums in the way that in the Middle Ages they built monasteries, in almost every little town, sometimes in villages, so that now it has 1,200 – and local airports too?

The questions are asked by the historian Theodore Zeldin in an article in the "Times".

Several years in succession, driving south in France, we have staged in a *petit patelin perdu*, a pleasant commune (parish) in north Burgundy, Saint-Amand en Puisaye with a population of some 5,000 and admired the progress it was making. The chateau park restored. The ancient lavoir made into a children's play area, a new post office (and a new *bureau de perception* = tax office!), houses restored, flowers everywhere, watered every morning. And then, on our third visit, – a large technical college. I asked a mairie official how it was all being paid for. The answer again was the *taxe locale*. For the technical college three Communes had worked together.

Zeldin gives many more examples of local enterprise at commune (parish) level all over France. The process dates from 1982 when consecutive legislation gave more and more power to the maire of the commune. This attracted to the maire notable local unpolitical, often young, men of energy and enterprise, rather than the old political parties. As at Saint-Amand en Puisaye, the small societies acquired a sense of purpose and a group of villages will work together on some large project.

Of course, this is not the order of things which has produced the impressive infrastructure at the French end of the Tunnel. That was the *région* (and central

government). Also dating from 1982, France has been divided into twenty-two regions. Each of these embraces several *départements*, so that they are huge. The Ile de France, for example, has a population as large as that of Austria or Sweden.

Opposite us the *département* Pas de Calais has a population of 1.5 million, virtually the same as East Kent. The *arrondissement* (*sous-préfecture*, with twenty-eight *communes*) of which Calais is the capital, has a population of 120,000; Dover District 110,000. This sounds like one more reason for retaining the status quo! Given our geographical situation the size of administrative units appropriate for cross-Channel contacts is very important.

The region Nord-Pas de Calais has a population of 3.8 million so that perhaps we could do with a regional authority for planning big projects, such as motorways and the Fast Rail Link. ◇

SHIPPING NEWS

The Jeremiah O'Brien ——— BRUCE LILLEY

In July the *Jeremiah O'Brien* tied up in Chatham alongside the new Chatham Maritime, an ambitious dockside development with some office blocks already occupied. (Could this development be a pointer for Dover's Western Docks?)

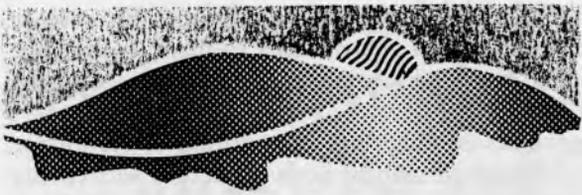
On the day I went to see the *Jeremiah* the ship was attracting a good number of visitors, including holiday-makers, local people and many of the staff of a nearby insurance company, who were using their lunch hour to investigate this unusual addition to their normal dockside environment.

The *Jeremiah O'Brien* is the last of more than 2,750 Liberty Ships which were built by the end of 1945. She made eleven crossings from England to the Normandy beaches in support of the D-Day landings and she had returned to Europe to participate in the D-Day remembrance.

Her crossing from the United States to England this summer was of a more peaceful nature. The fifty-year-old ship was manned by a volunteer crew with an average age of 71 years and the whole venture had a budgeted cost of \$2 million.

That the voyage was made at all is an indication of what can be done when a group of dedicated people decide that something is worth saving for the education and enjoyment of future generations. The home base of the *s.s. Jeremiah O'Brien* is San Francisco to where she will return when her present deployment ends.





WHITE CLIFFS COUNTRYSIDE PROJECT



Melanie Wrigley
Projects Officer

Wild Thing *A Walk on the Wildside*

Our market research has shown that the 1993 programme of guided walks was a great success. More than 6,600 people participated in 320 walks and 28% of these were visitors from outside the District. In fact 1,450 people visited the district solely because of the guided walks, spending an estimated £23,000 in the local economy. Also in 1993 the White Cliffs Countryside Project was the Silver Finalist in the "England for Excellence" competition organised by the English Tourist Board, with the Guided Walks programme singled out for special mention.

In 1994 a total of 426 guided walks, including at least 200 new walks, were offered between April and September. The White Cliffs Countryside Project, with the help of many knowledgeable and enthusiastic local volunteers, is now able to offer more guided walks than many of the National Parks. It is estimated that 10,000 people will attend a guided walk in our district in 1994. For the future one idea we are keen to develop for 1995 is a link between hotels and guest houses and the guided walks. In a new programme of countryside events one aim will be to offer short weekend breaks with a wildlife countryside and coast theme.

Special thanks to the Dover Society members whom I meet out and about and who are always so encouraging.

There are several ways in which you can help us:

- ✕ Send us your comments and suggestions on ways to improve our guided walks programme.
- ✕ Let us know if you would like to lead a guided walk this winter or next summer.
- ✕ Let us know if you are willing to help with our ongoing visitor surveys on the Western Heights, and finally
- ✕ Join us on a guided walk and bring your family or friends.

P.S. Green Gang magazine will be out for the summer holidays – with a family event every single day!

Contact us at the White Cliffs Countryside Project, 6 Cambridge Terrace, Dover, Kent CT16 1JT. Pop in for a chat or phone us on 0304 241 806



The Festival of Dover 1994

14th - 20th MAY



THE FESTIVAL OF DOVER, now in its third year and established as an annual event, once again provided a wide range of attractions from opera to recyclable art. Each year the organisers build on their experience of previous years to make the Festival more attractive and successful. One innovation this year was to start the Festival on a Saturday instead of a Monday and thus include three weekends of events. To launch the Festival 'Tosca' was to be staged at Dover Castle, a spectacular open air venue. Unfortunately the weather upset these plans and the production was moved on the day, at short notice, to Nye Hall at the Duke of York's School, where 700 people enjoyed the evening, despite the weather.

Later in the Festival another successful production at Nye Hall was a concert by the Royal Marines' Band. This is a splendid venue for any concert and, with the Festival taking place in May each year, perhaps a safer site for the opening event in future years. Certainly it should prove a valuable asset to the district, as the Headmaster is happy to make the hall available for the local community to hire for such events.

As in previous years some events were well-attended and others, sadly, had poor audiences. It is a puzzle to know what the organisers can do to attract more people to the Festival. The leaflets appeared in plenty of time and were widely distributed; there was a local booking office at Thomas Cook's in Dover. One hopes that, as the event becomes established, its popularity will increase. The organising committee must, once again, be congratulated on their organisation, their hard work and their choice of programme.

We wish them well for all future Festivals

EDITOR

My Fair Lady

DODS' SPRING PRODUCTION
as part of the Dover Festival

A very successful innovation for this year's Festival was to arrange for DODS to put on their spring production at the same time as, and part of, the Dover Festival.

'My Fair Lady,' at the Town Hall from Monday to Saturday, 16 - 21 May was a scintillating production and must be one of the best to date. The audience on the opening night took the cast to their hearts, applauding every scene with enthusiasm. The main characters were well cast: Eliza delightfully common, then deliciously transformed; Higgins appropriately pompous then surprisingly bewitched by his creation; Freddie suitably lovelorn and Doolittle predictably a doubtfully reformed dustman. It was constantly entertaining and the audience showed their appreciation of the acting, the singing, the stage sets (especially the Ascot scene) and the chorus. All the seats were sold out on the first night which I attended, and, I imagine, on every other night of the week.

Merril Lilley (199)

Dover Town Trail Quiz

Twenty-nine people, including a number of children, formed nine teams for the Dover Town Trail Quiz on Sunday, 22 May. The weather looked unpromising in the morning but the afternoon saw brilliant sunshine.

The participants set out after being presented with question pamphlets containing seventy-two questions, many based on sketches relating to architectural and historical features along the trail. How many of us fail to notice such delightful embellishments as the man with the page-boy hairdo at the entrance to the Maison Dieu, or the strange pairing of down-pipes on the buildings on the east side of Cannon Street? We had never before looked up to see the words HAVANA HOUSE above Barrett's shoe shop, a reminder from years gone by of the former tobacconist in business there.

After a fascinating hour and thirty minutes the teams met for tea and biscuits at the White Cliffs restaurant where Sheila and Jeremy Cope and Joan Liggett were declared winners, each receiving a voucher for £5. However, it was a close contest with four teams scoring over 70 points out of a possible 75.

Our thanks to Philomena for organising this enjoyable event and for researching the well presented question pamphlet.

Dorothy and Michael Weston (102/03)

THE TOWN TRAIL QUIZ;*Philomena Kennedy (002) writes:*

Many thanks to all who took part. I apologise for not realising that there are only two and a half versions of the Metropole Hotel monogram on the Cannon Street balconies. (Maybe one half fell off after I had counted them?)

Apologies also for marking as 'wrong' in the haste of the moment, the name 'Hermes' for the classical character with the winged helmet over Gala Bingo in Biggin Street. He is, of course, often identified with the Roman 'Mercury'. These slips made no difference to the result, I'm glad to say

The Band of Her Majesty's Royal Marines, the Royal School of Music

offer the direction of

Lt-Colonel J. M. Ware, O.B.E., B.A., A.R.A.M., Royal Marines

To anyone expecting music reminiscent of Sunday afternoons in the park, this concert would have been a shock. It was performed by a symphonic wind band with about fifty young instrumentalists able to create harmonies so powerful that one's ears sang. The result was neither soothing nor familiar. Instead, the rhythms were demanding and so were many of the sound combinations emitted by such unusual instruments as bombardon and euphonium. All the composers are British and, apart from Gustav Holst, still living. Assisted by excellent programme notes the listener could keep up with the pace of the music and comprehend the forms involved. The term "folk" used to describe several themes meant tuneful rather than hey nonny.

The most memorable items were 'Concerto for Trombone and Band' by Derek Bourgeois (soloist Christopher Mowat) and 'The Sword and the Crown' by Edward Gregson. This last work was almost visual in its depiction of battles and courtly life of the Plantagenets. The musicians' range and versatility was revealed by including voices, electronic keyboard and, most dramatic of all, two sets of triple kettle drums "speaking" to each other from either side of the stage. I have no special liking for military bands but this concert was a novel and enjoyable experience.

The Nye Hall at the Duke of York's Royal Military School was used for this and for several other recent concerts, by courtesy of the Headmaster. It was opened last year and replaces the former hall which was destroyed by fire. Dover people are impressed by its size, comfortable seating and excellent acoustics. There is safe, well-directed car parking. Public transport would be inadequate but use of taxis might be considered. Since provision of Dover's own theatre or concert hall seems unlikely, the availability of Nye Hall for suitable events is most welcome.

SHEILA R. COPE (009)

*An Evening Concert**with HARMONIE MUSIK**in the Connaught Hall on Monday 23 May 1994*

HARMONIE MUSIK derives its title from the 18th century term normally reserved for a wind octet which could as the occasion demanded be expanded or contracted. This evening's concert, presented by John Ware, Principal Director of Music, Royal Marines, was performed by an ensemble comprising oboes, clarinets, horns, bassoons, a cello and a bass.

The declared aim of this group is to perform works of a more serious nature and to gain for these pieces a wider audience than has hitherto been the case. This evening's performance represented their first and hopefully not their last appearance in Dover.

The choice of two lesser known works by major composers which are but rarely performed added a further piquancy to an enchanting evening and I am quite sure that most of those attending will be seeking to include these works in their musical collections.

The programme of music consisted of the Serenade in D Minor Opus 44 by Dvorak and the Serenade No. 10 in B Flat "Gran Partita" by Mozart.

The Serenade in D Minor was first performed in 1878 and drew superlative acclaim from the critics. Described as a good humoured work containing much of Slavonic origin, it includes a scherzo for the opening and closing sections of the Minuetto and passages of great intensity and drama in the Andante.

I, personally, found it a most seductive piece excellently and sensitively presented and well worthy of the 1878 critic's view that "only a master writes music like this" and "only a poet, by God's grace, has such inspiration."

Mozart's Serenade in B Flat "Gran Partita" was written for thirteen instruments and is the largest work which Mozart wrote for wind ensembles, lasting longer than many of his symphonies and making great demands upon the players. I am happy to report that they were fully up to the task and performed a beautiful and powerful piece to a very high standard indeed.

It is with regret therefore that I have to recall that the concert was supported by an audience of only forty-five people, which says little for Dover's ambition to present itself as a centre of excellence and perhaps less for its wish to retain the Royal Marines' School of Music in Deal. Lt. Colonel Ware was awarded the O.B.E. in 1993 and he and the Band of the Royal Marines played an important part in the musical presentations of the 50th anniversary of D-Day. I understand that he is shortly to retire and I would have hoped that we had been able to have given him a more fitting recollection of Dover's support and acclaim on this delightful evening.

John Potter

The Prague School Choir *in Concert* *Dover Town Hall, Thursday 16 May*

Prague's Academy of Music is renowned throughout Europe as amongst the best and currently a number of its students is attending and experiencing life at the Guildhall School of Music. This year is also the Year of the Prague Heritage Fund, sponsored by HRH Prince Charles for the repair and renovation of its famous mediæval buildings and marked by an all-star International Music Concert held in Prague.

Dover was therefore privileged to be able to welcome the Prague School Choir and on this evening to listen to twenty-two sparkling pieces presented with charm and vitality.

The Choir consisted of thirty-seven girls and four boys who gave us an evening to remember, combining Bernstein with Purcell and Verdi and including a selection of Czech Folk Music and national songs sung in their mother tongues. The Choir's evident happiness in their performance stirred the audience which to the disappointment of the Choir and to my dismay numbered only twenty-five. I can only hope that they were better supported at an earlier concert held in St. Mary's Church on 24 May for the children had travelled far and had worked hard to a high standard and frankly deserved better of us.

JOHN POTTER

How to Write and Illustrate a Picture Book

with MARTIN URSELL – Dover Junior Library, Wednesday 25 May

MARTIN URSELL, a well-known, gifted and very articulate artist showed a selection of originals of his work and some of the published books in which they appear. As well as illustrating the texts of other authors he sometimes writes, producing the complete picture book.

Impressive sketch-books show the studies of animals, made in zoos and elsewhere, which are the finely-observed basis of his art. He also gave very useful advice on allowing extra space for foreign translations, making up a dummy book, finding an agent and the best times of the year to approach her, contacting publishers and so on.

Some of us tried our hands at sketching ideas for a picture book. Martin must also be a helpful, lively and encouraging teacher at Chelsea and at Croydon College of Art.

PHILOMENA KENNEDY (002)

DOVER COLLEGE LUNCH-TIME CONCERT

Reviewed by JACK WOOLFORD (001)

The Festival Brochure got it wrong. "Jeux d'Eau" is Ravel, not Debussy, and I lost a bet. The concert was not from 1.30 pm. – 2.00 pm. but 1.30 pm. – 2.30 pm., but this was pure gain. It was also, quite remarkably, free of charge(!), which was a pity because a deserving collecting box would have been generously filled.

It was a gem of a programme, skilfully and sensitively shaped with its sequence from contrasting instrumental solos to choral finale, and the more so because every soloist was also a chorister. The array of talent, from Far East as well as Near West, naturally varied in virtuosity but was uniformly professional in attitude: if they were nervous in public performance then none of them showed it and it was a delight to observe the quietly friendly rapport between the performers and Leo Forsdyke, both unobtrusive accompanist and flamboyant choirmaster.

Instrumental solos were framed between piano pieces, Mozart flute Andante (Alex Bradley), Brouwer Spanish guitar Estudios (Graham Conlon), Elgar's Serious Doll flute solo from the Nursery Suite (Charlotte Harvey), and Peeter's trumpet Aria (James Heath) were all competent performances at Grade 8 (I think) level, as was also Liszt's piano Consolation No. 2, also played by Graham Conlon.

The pianists were on an ascending scale of virtuosity, starting with Albéniz's seductive and rumbustious Sequidillas (Annie Lee) followed by Poulenc's Trois Mouvements Perpetuels (Timothy Wellard) which is sinuous and subtle, demanding quiet rather than boisterous dexterity. Ravel's Jeux d'Eau demands dazzling brilliance at both extremes of piano and forte and Dai Fujikura is even more than the "budding concert pianist" of the brochure. He is a mature artist, whose prodigious technique enables him to express, with his body as well as his fingers, the multi-coloured radiance of Ravel's fountains.

What followed was unbelievable. Timothy Wellard reappeared, unmistakably tricked out as Noel Coward, with 12-inch cigarette holder, bow tie, and ornate blazer, and with Noel Coward's own voice both sang and acted "Don't Put Your Daughter On The Stage, Mrs Worthington!" To do that with aplomb in the former Wesleyan Chapel, now the Menzies Hall, requires effrontery and histrionics bordering on genius.

Back to Elgar, this time choral settings of "As Torrents in Summer" and one of the Bavarian Dances, already familiar as an orchestral piece. Why the piano accompaniment should have been so technically demanding only Elgar could tell us, but Brigitte Schröder Harris handled it with joyful panache. The choir was matched in quality

with its individual performers, balanced and precise and technically polished but, above all and like its director, blithesome.

The notice in the Festival brochure did not, indeed could not, adequately advertise this miniature masterpiece of a concert. It is comforting to meet such happy competence in young people from West as well as East and gratifying that Dover College should be able so substantially to contribute to Dover's musical life. Oliver Twist-like, I crave for more.

Paint or Draw your Pet

(or any other animal you can observe)

Castle Books, 25 Castle St., Dover

For this competition children were invited (mostly through their primary schools) to submit small pictures of animals which they could observe. The Mayor, Councillor Kevin Mills, presented the prizes on Saturday, 21 May.

There were a good number of lively, well-observed paintings and drawings. (Sadly, a few only produced versions of cartoons). Those mentioned below, apart from the three prize-winners, were 'Highly Commended.'

5 - 7 year age group.

Jessica Roud, age 7, Capel-le-Ferne C. P., painted a splendid striped orange and yellow cat with a white bib and won 1st Prize. Joe Solomon, age 6, Charlton C.P., drew a stuffed crow from a classroom specimen and obviously looked at it very carefully. Emma Agar, age 7, Capel-le-Ferne C.P., produced a characterful painting of her tortoiseshell cat, 'Scampie', in a stipple technique, Jamie Turner, age 7, Melbourne C.P., drew a budgerigar in a cage and Pippa Butterworth, age 7, Capel-le-ferne C.P., a perky picture of 'Alice', her Giant Schnauzer.

8 - 9 year age group

Another striped cat, with a surprised expression gained 1st Prize for Hayley McKnight, Melbourne C.P. and Yvonne Carr, of the same school, drew 'Aggy' a splendidly ratty rat. A bright goldfish in its tank was boldly drawn in coloured markers by Amy McKnight, Melbourne C.P., Martin Steele, St. Mary R.C.P., Deal, conveyed the strong image of a screeching gull in pencil, while Christopher Phillips, Sibertswold C.P. showed a placid black rabbit, drawn with marker pens.

10 - 12 year age group

Nathan Elliott, St Mary's C.E.P., Dover, won 1st Prize with a sprightly representation of "Creepie", his uncle's pet tarantula; we assume that the spider survives happily minus one leg. Hazel Basran, St. Mary's C.E.P., Dover, made a sensitive drawing of a cat and Steven Laycock, D.G.S.B., produced a convincing rabbit in coloured pencils.

Other children were 'Commended' for their work.

cont.

All the pictures were displayed or were available to be seen. The judge was the author of this report.

During the day of the prize presentations Penny Bearman was in Castle Books making some of her fine pastel drawings of children and animals.

Philomena Kennedy (002)

ABBREVIATIONS:

C.P. - County Primary: C.E.P. - Church of England Primary

R.C.P. - Roman Catholic Primary D.G.S.B. - Dover Grammar School for Boys.

KEN WRAIGHT (016) reviews two of the Festival's musical offerings

The Martin Dale Quartet

One of the first items in this year's Festival was an evening of jazz at the Blazing Donkey at Eastry, presented by the Martin Dale Quartet. This newly-formed, very talented group, with Martin Dale assisted by John Burch on piano, Mike Porter Ward on brass and Jimmy Tagford on drums, has a style which at times is reminiscent of Stan Geltz and is well worth looking out for. The group greatly pleased its audience and produced a most enjoyable evening. It was a pity the venue was not shown in the Festival brochure.

JOAN of KENT (The British Rail Musical)

This "eccentrically-British", thoroughly-uplifting" musical by Henry Lewis, staged by The Great Escape Theatre Co., came to the Landmark Centre, Deal on 20 May as part of a Kent and London Tour.

It tells the story of Joan, a young housewife who gets involved in the arguments both for and against a new High Speed Rail Link through Kent: central to the plot are the comic posturings of the various interested parties – BR, The Ministry and local organisations – but Joan eventually sees the light. A near capacity audience was delighted with the performance of this enthusiastic young group.

Could we, please, have a repeat performance in Dover before the show's immediacy is lost?

The ARCHITECTURAL WORKSHOP

— BILL FAWCUS (340)

One of the highlights of the Dover Festival was an architectural workshop organised by IMPACT and the South East Region of the Royal Institute of British Architects. Competing teams were composed of architects and students from as far afield as Lille and Brighton alongside local people and students. The event was held in Images Nightclub and was sponsored by KCC, DDC, Oaklea Properties Limited, Adeptus, the Royal Institute of British Architects, P&O European Ferries and Rouse (Kent) Ltd.

The workshop took the form of a competition with the participants forming into five teams all of which were led by practising architects. Their task was to develop a proposal on the theme of the European Gateway to Dover based in the area bounded by Townwall Street, Russell Street, Woolcomber Street and the back of Castle Street.

The rules were minimal and the teams were required to use their imagination within the bounds of the site. Fanciful and well-illustrated ideas from all teams ranged from a tower with a time-ball revolving restaurant, through fun fairs, theatres and maritime heritage centres to more prosaic offices and shops. All the participants recognised the need for enhanced linkages with cable cars, monorails, funicular railways and glass tunnels to and from other attractions in the town.

The winning Yellow Team was the only one to respect the confines of the site without taking a sledgehammer to the Gateway Flats. Their proposal focused on internal squares built in layers with viewing galleries at different levels to provide a rich composition of complementary uses. These ranged from a filling station and bus station at ground level and ascended through hotel, pubs, restaurants, offices and shops to a huge tower linked by cable car to the Castle and the Western Heights.

The event stimulated an abundance of exciting ideas for Dover and will be well worth repeating at future festivals.

Bill Fawcus, (General Manager (Property) Dover Harbour Board was one of the judges for this competition. The other two were Malcolm Higgs (Head of School of Architecture, Kent Institute of Art and Design) and Colin Dunlop (Operations Manager, P&O) European Ferries).



GAVIN WRIGHT, Group Manager
Kent Council Arts & Libraries
Dover/Deal

comments upon

THE 1994 FESTIVAL

To the reviews of events in the 1994 Festival of Dover I would like to add the following report on behalf of the Festival Committee.

To those who do not know, we are: Sarah Pascoe, Donna Sowerby and Kim Norton from the Dover District Council, and from Kent County Council, Arts and Libraries, myself, Maggi Waite and Peter Ryan. Sarah joined the team this year and much of the success of the Festival is a tribute to her hard work and enthusiasm.

The Dover Festival is becoming rather like the Forth Bridge! Just as the committee had breathed a sigh of relief, and retired licking its wounds at the end of May 1993, it was time to start considering successes and failures, suggesting new ideas, and generally planning for 1994. It was extremely useful to have the views of the Dover Society when we met with members in July 1993, when many suggestions for improvements were discussed.

We have to start planning so early because the festival relies on the sponsorship it attracts from companies both locally and nationally, and one has to be quick off the mark to get a reasonable share of the cake! Similarly, personalities such as Britain's most popular children's poet Michael Rosen, or acclaimed crime writer, Colin Dexter, have their diaries full months and years in advance – so again, one needs to be prompt in the planning and arranging.

We feel that several initiatives this year were improvements in the organisation of the Festival. Having the box office at Thomas Cook's in Cannon Street, seemed to be very successful and we found their staff unfailingly efficient and helpful. This year we were delighted to be able to include the Dover Operatic and Dramatic Society's annual production in our programme. It had always been felt – even before the very first was planned, that our Festival should rely heavily upon the people already working in the fields of music, art and culture in our community. Dover Operatic and Dramatic Society's production of "My Fair Lady" could not be faulted and the professionalism of all concerned was another tribute to the talents of Dover people.

Events were for the most part reasonably well attended, with just a few disappointments. As always, the "Festival for Schools", organised by Maggi, reached a very large proportion of Dover school children (3,875 in all!), with events by Michael Rosen

and Patrick Ryan being particularly popular. "Tosca" was a sell-out, skilfully moved at no notice at all to the Duke of York's Royal Military School, as the rain poured down on the Castle. The Teddy Bear's Picnic at Kearsney Abbey was again so dramatically successful that I am sure it is here to stay!

Honestly – we did wonder what we should do if it rained on the opening night of the festival, when we were due to mount the outdoor production of "Tosca" by the First Act Opera Company.

After Friday, warm and sunny, we were devastated to wake to a Saturday that promised quite exceptional rain. Later that afternoon it became clear that, if anything, the weather would deteriorate and it was decided to move the whole production to the Duke of York's School.

The setting at the Castle would have been lovely. But the Nye Hall with its very interesting, cathedral-like architecture was a very fitting alternative and the sound quality was good. I very much enjoyed the production by First Act, who seemed unconcerned about the eleventh hour change of plans. Some of the audience had come from as far away as Wiltshire, but the majority were from Dover and Deal and surrounding areas – the opportunity to hear music of this quality in Dover was obviously not to be missed.

My lasting impressions of Dover Festival 1994 will, I think, be these: the sight of Donna Sowerby in dripping raincoat directing cars at the Duke of York's Royal Military School, and emerging fifteen minutes later, poised and lovely in an evening dress at the start of a wonderful evening of opera, which everyone seemed to enjoy; and the sweet voices of the Prague School Choir as they enjoyed their concert in the Town Hall, despite a very poor audience, their faces and shoulders unconsciously swaying as they showed a real joy in their music.

IDEAS FOR WOULD-BE CONTRIBUTORS

1. Reports or Reviews of current events in Dover.
2. Accounts of Dover Society Trips.
3. Ongoing Series:
 - Memories of Old Dover
 - Working for Dover
 - World-wide Dovers (e.g. Delaware in *Newsletter* 19 and Tasmania in *Newsletter* 20)
 - European Insights (e.g. Leo Wright's "A small town in Germany" in *Newsletter* 19)

“Well” said Zoe, as she strolled along the Prince of Wales Pier with her grandfather and her brother Paul on the first day of their half-term holiday visit to Dover. “You say that in the early 90’s Dover had above-average unemployment following the closure of the Kent coal mines and the opening of the Chunnel, leading to redundancies on the cross-channel ferries. How is it then, that fifty years on Dover is so prosperous, unemployment is down to less than 1% and the quality of life here is said to be an example for towns of this size?”

THE WINNING ENTRY IN OUR
SHORT STORY COMPETITION.

A Fantasy

– or is it?

Zoe, a first-year university student reading Business Studies and Economics, had an assignment to complete. “I want the facts”, she added.

“Here are two facts”, said Grandad. “As you know from your Geography lessons at school, Paul, the British Isles can be divided into four sectors as regards weather; NE, NW, SW and SE. The SE is the warmest and driest quadrant: it has the most sunshine and the least rainfall, and Dover is plumb in that quadrant. It is also, incidentally, nearest to the Continent of Europe”. “Fact No. 1”

The second fact is that average hourly working wages have been rising and average weekly hours worked have been falling for the last one hundred years. In 1940 (you won’t believe it, but it is true) people worked an average of forty-eight hours a week for less than an average of £4 – less than 10p an hour. Now in 2040 the average wage is £100 an hour and the average hours of work are twenty a week. The whole of Europe has seen a similar pattern of change in labour costs.”

“Now, as Margaret Thatcher used to say, ‘Give me the facts and I’ll deduce what we should do’.”

“Well, the good people of Dover in the mid 1990’s considered these facts and did make the right deductions from them. They held a public meeting where they made their deductions and planned to put them into effect as a Millennium Project to mark the arrival of the year 2000. They deduced from Fact 2 that each worker in Europe would in future have a much bigger income and more leisure time in which to spend it; also each would have longer holidays – in the 90’s only about three weeks a year, nowadays at least seven

weeks. They deduced from fact No. 1 that this increased spending and leisure would take place mainly in dry sunny climates (who wants to go on holiday where it is cold and wet?) and Dover offers just the right climate.

“And on this lovely sunny day, as we stroll along the Prince of Wales Pier, look around you at the hundreds at play in water-sports in this wonderfully sheltered harbour: gaze upon the gorgeous green-topped white cliffs and at the town nestling between the Eastern and Western Heights and you can see how their plans have come to fruition, how an economic miracle has come to pass.”

“The Millennium Plan (2000) encouraged and supported the Dover Harbour Board (in its developments) to the full with leisure activities within the harbour; with regular cruise ships (that one just coming through the harbour entrance is, I think, the latest ‘Pride of Dover’ on the last leg of a round-the-world cruise); with its plans for that huge lock-gate across the inner harbour enabling over 400 yachts to come and go at all times, at all tides, to the spacious Marina. That huge building over there used to be the Marine Station – now it is a showpiece for British Inventions and Technology, British Industry, Trade and Commerce: last year over 300,000 buyers visited it from overseas.”

“The latest noiseless helicopters which you see arriving every few minutes now land on top of what used to be the ugliest building in Dover – Burlington House. The 2000 Plan (adopted) recommended that the top be chopped off that offending monster to make a landing pad for the helicopters and as you see that now works well.”

If you look to the east under the Castle (that ancient Castle still attracts thousands of visitors every year) you will see another example of the 2000 Plan – an Emmet train taking visitors up that long gradient to the Observation Platform at Langdon Heights. That gradient has a long history

“Oh. Not now,” said Paul who saw another long lecture coming.

“O.K.” said Grandad, “But I must tell you that that little railway is always fully booked with passengers and that it goes up the cliff as you can see and then on to the Bleriot monument, which crowds of French visitors are eager to see: they can take short flights in a replica of Bleriot’s aeroplane which I am sure you know was the first to fly across the Channel ”

“What’s that elegant building on top of the Western Heights” asked Zoe. “Sacrilege, sacrilege”: groaned Grandad. “That’s the Casino and Leisure Centre with dry-ski runs, skating rinks (ice of course) and all the latest in entertainment technology. But then half the population of Dover work either at the Harbour Board or at the Leisure Centre up there, and a Casino is, I suppose, a natural progression from the Bingo which they all played in the ‘90’s. There was always gambling at horseraces and then there was ERNIE and in ‘94 the Government introduced the National Lottery (much of the money for the 2000 Plan came from the National Lottery). Yes, I suppose the Casino was a natural development from previous forms of gambling and it does attract many rich yachtsmen from the

102 Marina and rich Europeans as well as all those thousands of folk who would have played Bingo all those years ago.”

“Of course we had to make better access to the Western Heights and the Plan envisaged the futuristic lift which you see climbing the cliff just by the Grand Shaft. You will see that the lift takes one right up to the top of the Elegant Building (as Zoe calls it) and with the binoculars you can see that there is a revolving restaurant there. Sacrilege and more sacrilege: that restaurant is built right on top of the Drop Redoubt – but it does have magnificent views.

“Now look, they have just switched on the LASERS from the CASINO to welcome the ‘Pride of Dover’. The LASER used to read ‘Welcome to Dover – Gateway to England’ but it now reads ‘Welcome to Dover – Gateway to Europe’.”

“Another thing, Paul”, said Grandad, “there is the latest ‘Virtual Reality’ up there. You have no need to travel the world. You just relax in the Studio and ‘Virtual Reality’ takes you there. Jolly good for the sick and the lame but do you know that some super-fit youngsters prefer to sit in ‘Virtual Reality’ to take in all those lovely walks around Dover. I don’t know what the younger generation is coming to.”

Grandad was talking to thin air . . . Paul and Zoe had gone to the café for an ice-cream.

A FOOTNOTE:

Historians requiring more information about the two great British inventions of the late 90’s which brought thousands to the sea-sports in the safety of Dover Harbour and many more to the Grand Shaft, should contact me through the Editor.

ARTHUR R. GOODBURN, 1st June 2040 ◊

Congratulations

Dover Society Member, Mrs G. M. Janaway, has won the *Dover Express* competition to name the platform of newly-formed land under Shakespeare Cliff

which has been constructed with soil
from the excavation of the Channel Tunnel.

The name of the platform is to be SAMPHIRE HOE.



'High Street', Dover, Tasmania

Something for Dad . . .

MARIE-MAY KILN, neé ADAMS

BREAKFAST television is a phenomena which, here in England, I have never chosen to experience. But it was just such which launched this mini-adventure within our "Greater Holiday in Australia."

It was already the middle of November and we were booked to fly home just after Christmas. Always hoping to gather and bring back meaningful presents for family and friends an underlying anxiety was beginning to make itself felt. What to take home for Dad? Something worthwhile, but what?

Standing one morning with another cup of tea and vaguely listening to the Australian voices on the breakfast television programme, I heard the word DOVER. Attention! I just caught the end of an item about a museum of old steam engines connected with the timber industry in Tasmania. Tasmania!

As part of our four-month's holiday in Australia we had already arranged a trip there, with our daughter and grand-daughter, for the second week in December. So where was this place called 'Dover'? Would we be able to go there? Would we be able to get something for Dad there? Would we be able to take photographs? 103
Would we . . . ? »

My husband, ever practical, slowed me down and went off to find the map and the itinerary for the Tasmanian trip. Yes, we found Dover on the map, about 60km south of Hobart. Yes, it appeared to have a metalled road all the way – quite a consideration in a country with many kilometres of unmade gravelled roads on which we would be driving a small hired saloon car, not a 4WD high axle vehicle. And yes, we had a whole day scheduled for Hobart so we could use half of it to drive to Dover.

The time for the mini-holiday came and we flew from Melbourne to Hobart. We had our first look at Tasmania and agreed with friends who had said we would find it to be the most English of all the Australian states. Now it was time for the drive to Dover. We set off on the Houn Highway, the A6, and we were soon out of the town and travelling through most attractive farmed countryside. There were apple and cherry orchards and soft fruit P.Y.O. We were very taken with the likeness to Kent and, sure enough, there were hop fields, all set out with frames and strings and the young plants greening up to more than a metre; December was the equivalent of our June and the harvest was due in March.

Feeling confident in our hired car we ventured off the main road and on to one following the coast more closely, hoping for sea views. The road at first was metalled and quite smooth. The Blue Gums (*Eucalyptus globulus*) were everywhere and in full bloom with a incredible scent and the sea could be glimpsed now and again. As the views became more spectacular the road became more rutted. We were driving along about half-way down the steep side of the Houn River valley looking out across the D'Entrecasteaux Channel, with the bank dropping away on one side and rising sheer on the other. Glad that our daughter

was driving, we just marvelled at it all and tried to catch some of the magic with our cameras.

We were there! Dover seemed to be just clustered about the junction where the coast road rejoined the A6 on which we had started. A large notice informed us that a new shopping mall was now open. It included a tea shop and had its own car park. Good enough for us. Suitably refreshed we looked around. The new mall consisted of six or seven shops gathered around a central covered area with tourist information boards, play equipment and tables and chairs outside the café. This had been built on a green field site and seemed to us to double the number of shops in the town.

There was an older "Milk Bar" on the established corner site and this appeared to be the mainstay of the local community – as indeed they are in most small towns in Australia – supplying everything from newspapers to knitting wool, from ice creams to corn flakes.

Then we found it; Casey's Museum of Steam Engines. A strange rambling set of buildings housing samples of many different timbers grown in the district and set up to illustrate forest camps and the loggers' way of life. Then out to the Engine House. Quite remarkable! Here were huge machines, all hissing and puffing as only steam engines can. On the wall above each engine was a brief history and some details of the work it had carried out. The first and biggest engine was from Raminea, just 6km away and the notice informed us it was used in the preparation of 100ft logs used in building the national harbour at DOVER, ENGLAND. Fantastic! More photographs.

We wanted to know more about the logs themselves – what wood? how heavy? etc., etc., etc. We talked with the new owner



The Town Centre

who was a very enthusiastic engine man. He didn't really know much about the logging history but thought we could learn more if we retraced our steps to Geeveston where there was a Forestry Commission Office and a Conservation Office.

What, go?, already? I couldn't do that. So, reminding us of the time, our daughter and grand-daughter went off to find the beach and my husband and I went off to see if we could find any more town. We found a new petrol station, an old one, two butcheries and a Post Office. We took more photographs and then went into the Post Office, which was in a small single room attached to a private house, and wrote a postcard to Dad. The young man in the Post Office was very pleasant and interested in what we were doing. He stamped the postcard very carefully to show the name DOVER and his area code. He then gave us copies of the local high-school newsletter and a local promotional paper. We thanked him and went off to find the others.

The beach, I must confess, was really

disappointing. The tidal movement is very small compared with any British beach, so the coast, which is not exposed to the great oceans but is protected naturally by promontories and capes, makes for safe harbours but very boring beaches.

Turned half past four! Offices the world over close at five o'clock. We dash back to Geeveston. Stop at the Forestry Commission. "Do you know from which trees the logs were made that were shipped to Dover, England 100 years ago?" How's that for a question at ten minutes to five? They were grand! The receptionist called to Fred, Fred called to Charlie, Charlie called to Bert¹. Bert came over, and found for me a lovely series of A4 sheets all about the timber trees in the local forests and thought that the logs were most probably Blue Gum. Lots of thanks! Rush!, rush! on to the Conservation Office 100 metres up the road. The man there already had his coat on ready for the off. But, again real interest. He

¹ The names have been changed to hide my memory lapse



The Post Office, Dover 7117 Tasmania. *The tall pointed conifer above the Post Office will direct you to the same spot on the first and second pictures.*

The red letter box outside the building is where *all* letters must be posted. The rack at the right of the doorway is where incoming mail is placed to await personal collection.

remembered a bit about the loggers that he'd seen in an old book. He found it, photographed it and sold us two souvenir pencils, all in less than five minutes!

So that was that, we'd been to Dover. Promising the grand-daughter a visit to a fun fair the next day we went off to look for a cup of tea.

Returning to England in the New Year we took a little time to recover from jet lag and then down to Dover, Kent to deliver our goodies.

"We got these for you, Dad, in Dover,

Tasmania. Did you know there was a Dover in Tasmania? "Yes", he said "we've just printed an article about it in the December *Newsletter*. It was a follow-up from a lady in New Zealand to *World-wide Dovers* in the August issue."

Oh, well! Life is full of the strangest coincidences. We'd lost the element of surprise because I hadn't read the August *Newsletter* before setting off "Down Under". But we'd had a wonderful afternoon's trip and brought back news of another Dover. Something for Dad . . .



The entrance to Casey's Steam Museum. The huge logs standing vertical at the entrance are from trees similar to those cut down for the building of Dover Harbour

A. Simmonds



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Deadline

for CONTRIBUTORS

The Editor welcomes contributions and illustrations. Interesting line drawings are particularly welcome as are text discs formatted on DCA. The deadline for issue 21, for publication on 1st December 1994 – is Monday, 1st November.

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I/We agree to abide by the Constitution of the Dover Society.

Signed

(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: Individually – £4 annually. Joint Membership – £6 annually.
Note: Annual Subscriptions become due on 1st April.

Please make cheques payable to the Dover Society and forward to the Membership Secretary; Mrs 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 organisations would you note them, please?

.....

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

.....

If you have changed your address since your last subscription payment please tick this box and please tick the next box if you are willing to assist, occasionally, with the distribution of the *Newsletter*, etc.

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