

The  
Dover  
Society

# Newsletter

No 20

December 1994



The last days of the Marine Station – closed on 25th September 1994

# THE DOVER SOCIETY

FOUNDED IN 1988

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

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## *The Objectives of the Dover Society*

*founded in 1988*

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

The area we cover comprises the parishes or wards of Barton, Buckland, Castle, Lydden, Temple Ewell, Maxton, 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

## EDITORIAL

Seasonal Greetings to all our readers.

This year, at the request of many members, the Christmas Feast will be held at its old venue, the Dover College Refectory, and we hope to see at least a quarter of our members at this convivial event. If you have not yet booked your places for the Christmas Feast, there is still time to do so. Please contact Joan Liggett, our Social secretary, immediately.

It is always pleasing to have a good response from members for any event and during this year we are pleased to report some of the largest numbers ever for some of our outings, notably the Goodwin Sands trip in June (45 members) and the Montreuil trip in September (52 members), both trips greatly enjoyed by those who attended. However, I would add that trips which attract smaller numbers are often so enjoyable that, in my opinion, it is worth going ahead with plans for an outing, even when numbers are small. A case in point, this year, was the Faversham trip in July (reported in this issue as it was too late for the August Newsletter). Only 14 members applied for this trip and our Social Secretary wondered whether to cancel it. In the event, it turned out to be a fascinating day, with ideal summer weather, visiting Open Houses which are rarely open to the public. Those who went liked the idea of travelling with a small group in a mini-bus and agreed they would have been very disappointed to have missed this unique experience.

The October meeting, being the first gathering of our winter season, usually tackles a serious subject of current interest to members and I am always surprised that it does not attract a larger audience, as each year the content of the evening always proves to be so valuable and interesting. Last year the topic was Local Government and this year it was

Dover's Economic Future, surely a matter of great concern to us all. The evening was divided into two parts; the first part an excellent slide show organised and narrated by Budge Adams showing some of Dover's economic past; the second half of the evening an address by Roger Madge of Dover District Council outlining some of the problems Dover faces and its hopes for the future. In emphasising yet again that tourism is one of these hopes for future expansion, Mr. Madge suggested a catchy, tourist-attracting slogan – Be there, Explore, Enjoy, Remember.

It is a slow process but perhaps, as Mr. Madge anticipates, Dover is becoming more of a tourist attraction and perceptions of the town are changing. This month I picked up a magazine and found in it a travel article on the White Cliffs Countryside, encouraging readers to make Dover their centre for exploring the whole of the district.

The central feature of this issue is the closing of the Marine Station at Dover Western Docks, marking an end of an era in Dover's history, but, we hope, heralding the start of a new one with the opening of a Cruise Liner Terminal. For their memories of the Western Docks and Dover Harbour in the early decades of this century the editor is indebted to three Dover Society members and also to Bob Ratcliffe, the main speaker at the 1994 AGM and a former contributor to the *Newsletter*.

Looking ahead to 1995, the social calendar follows a similar pattern to that of previous years. The January meeting offers two talks on local topics. One of these, on Conservation, is the talk which had to be postponed last January.

February will have the ever-popular Wine and Wisdom evening, with Quizmaster Clive Taylor. There will not be another Newsflash before February so make a note of the date, February 13th, and remember to book your place. As last year, tables will be limited to six contestants.

The Member's Meeting in March will begin with a talk by Keith Parfitt on Dover's Anglo-Saxon Cemetery and after the interval there will be group discussions on items raised by members, including suggestions for future events. These group discussions have proved a popular feature of member's meetings and have provided valuable help to the Social Sub-Committee in planning ahead. From the response at the last meeting of this kind, 1995 includes a London Trip and we would like to find out whether members wish to make this an all-day trip, to include a theatre visit.

Part of the summer programme is still at the planning stage but we can give you most of the dates. We include another trip to the Goodwins for all the members who missed this in 1994 and for those who loved it so much that they want to go again. The date of the trip will be confirmed nearer the time – obviously because of the state of the tides. All other dates are given on the back cover in the full calendar up to September 1995.

We feel that 1994 has been a successful year for the Society. That we have a voice in the community is evident. Our Chairman, in his article in this issue, reflects, with pride, on our response to the Local Government issue and its final outcome. Our Projects Team has been busy as ever; our Planning Committee ever-watchful and involved in local developments. Thanks are due to all the members of sub-committees, Planning, Projects and Social, for their work throughout the year.

May 1995 bring prosperity and success to Dover, to the Dover Society and to all its members.

# FAVERSHAM'S OPEN HOUSE SCHEME

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BILL BREEZE

One interesting fact we learned from our visit to Faversham on 16 July was that King Stephen, who had a great liking for the place and founded an abbey there in 1147, would have liked to have brought the seat of government to the town. This never materialised.

We also found how active was the Faversham Society who were operating an "Open House Scheme" on three Saturdays in July. This enabled visitors to enter up to twenty-two places of historical and architectural interest without having to search around to find where they were situated.

The Society provided a very comprehensive programme for a tour of "Historic Properties on View", with a booklet containing extensive details of every building and a map on which every property was given a number linking it with the descriptive article. Also it have the times during which the places could be viewed and possession of the programme have the tourist authority of entry. Every possible assistance was given.

Unfortunately our trip to Faversham by coach was not well supported and our genial Social Secretary, Joan Liggett, was unable to come with us. However, she saw us off in Pencester Road and wished us a happy day. Sheila Cope was a very capable deputy and performed the necessary shepherding required by a party of tourists.

After arrival we sought a snack bar from a choice of pubs, then joined Sheila in Abbey Street, which led us to many of the places featured in the programme.

Having decided on seeing the most distant first, we made our way to Standard Quay in Faversham Creek to see the old sailing barges which still take part in the races for Thames barges. Many flew pennants to indicate their success in these contests.

Some of the more active and enterprising members of our party risked negotiating the vertical iron ladder which gave access to a barge on public view.

For two reasons one barge is special: she was the last wooden barge to be built (in 1931) and she is the only surviving powder barge, purpose built to collect cargoes of explosives from the Royal Gunpowder Factory at Waltham Abbey.

Adjoining Standard Quay are what are known as "The Old Buildings" and "Abbey Granaries". Detective work by above-ground archaeologists suggests the latter were not the Abbey granaries, but in any case the buildings are of interest for their extreme age, being dated somewhere between 1147 and 1538. These buildings were open on the afternoon of our visit and are still being used for commercial purposes.

We were fortunate in that our next place of interest was also open for three hours during July and that on the Saturday of our trip. This was Abbey Farmhouse. One side of this structure was of thirteenth century construction and the other side seventeenth century. The family now occupying the property allowed us access to all

parts and were extremely friendly. They showed no hesitation in responding to the many questions asked. Incidentally the main bedroom contained a bed of enormous proportions.

A feature of considerable notoriety in Faversham is Arden's House, the place next visited. Its fame derives from the fact that it was the scene of the brutal murder of Thomas Arden in 1551. The murder was dramatised in a play called "Arden of Feversham" in 1592, one of the earliest Elizabethan domestic tragedies.

Built in the early 13th century, the house is part of the outer gatehouse to Faversham Abbey. The old gabled house with overhanging upper storeys is now occupied by Mr and Mrs R. T. Pleasance, who acted as guides throughout the afternoon. Our guide, Mrs Pleasance, was steeped in the history of the house and pointed out many unusual architectural features that are connected with its considerable age.

The last place a few of us had time to see was the old Grammar School, now used as a Masonic Hall. It was erected at the time of Mayor Nicholas Upton, upon whom fell the responsibility of the town's provision of a ship, the *Hazard*, to join in the fight against the Spanish Armada.

*The Guildhall in 1979*



We were unable to go into the Guildhall, the best-known land-mark in Faversham, as repair work was being carried out to the interior. ◊

## *Two February Dates — not to be missed !*

### **WINE & WISDOM, Monday 13 Feb**

Tables of Six. £4.50 per person, including Ploughman's and Wine.

Quizmaster: Clive Taylor

Please book your places with Joan Liggett, Social Secretary, by Monday 6 February

### **BIGGIN HALL - 7.30 - 20 Feb '95**

*Address by MARK WATTS, M.E.P.*

**EUROPE & DOVER IN THE  
NEW MILLENNIUM**

*and Update on*

*Dover's Millennium Project*

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# A visit to MONTREUIL

Peggy Alexander

SEPTEMBER 1994

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THE SUN shone as we left Dover, promising fine weather but the NW wind blew across the French coast and it turned out to be a cloudy, cold and windy day for our visit to Montreuil. However, our coach was warm and full with forty-eight members and friends and we did not have to emerge until two hours after reaching Calais.

We followed the interesting, winding coast road to Boulogne, enjoying Leo Wright's commentary. We hugged the sand dunes thrown up by the Germans from as far away as Dunkerque as their protective Atlantic Wall dotted with forts and bunkers, some of which are now museums. Passing Bleriot-Plage where the aviator took off on his flight to Dover in 1905 we came to Sangatte where the Channel Tunnel enters France to emerge inland at Coquelles – the terminal with its imaginative exhibition centre. The word 'gat' apparently comes from a word meaning a narrow channel and marks the beginning of the Straits. As has Dover the village is receiving a face-lift to fit its future rôle.

We passed the proud obelisk to the Dover Patrol similar to the one at St. Margaret's Bay and enjoyed the views from Blanc Nez and Gris Nez – 'le site des Caps' – with its rolling countryside and picturesque villages. One of these – Audinghen – housed the Gestapo and was flattened by the RAF who later gave the village church its very modern metal spire. Coming into Boulogne the Colonne de la Grande Armée recalled Napoleon's abortive attempt to invade England. His statue portrays him with his *back* to England, facing his next objective – Austria.



Montreuil sur Mer still retains 'on sea' in its name although la Mer has long since receded ten miles to Le Touquet, leaving only the river Canche far below this picturesque hill town so reminiscent of Rye. The town originated around a seventh century monastery founded by the missionary St. Saulve on the site of a Roman-Gallic fort. After destruction by the Normans in the late ninth century ramparts were built round this monastery from which the town derives its name. It had a flourishing trade in wool and woollen goods. In 988 Hugh Capet, King of France annexed the town and built a royal castle on the site of the present Citadel and right up to the thirteenth century it was the only royal port. After the town was sacked by the Spanish troops of Charles V in the sixteenth century it was rebuilt, the ramparts reinforced and bastions added. A citadel replaced the royal castle.

In the present century it became the headquarters of Sir Douglas Haig in World War I. His statue dominates the largest square – La Place de General de Gaulle, where our coach parked just as the market stalls were packing up. Armed with town map, leaflets on places of interest and a list of eating places, thoughtfully provided by Joan Liggett, we were left to our own devices with a reminder to meet at the citadel at 2.30. First thoughts were for sustenance and we dispersed to the place of our choice. Rapid service is not a French custom and unfortunately little time was left for exploring Montreuil's labyrinth of winding streets and alleys. Two of the oldest of these were Clape en Haut and Clape en Bas. They owe their names to two sewers at the top and bottom of the cobbled streets – clape meaning valve (of the water pipe). Flanked by tumbledown cottages with scarlet geraniums in their window boxes some are used as workshops and one as a crêperie. Also cobbled and very precipitous is the Cavée St. Firmin leading down to the Porte de Boulogne once a main thoroughfare traversed by kings, later a haunt of artists like Barbizon and used by Victor Hugo as a setting for the chapter in *Les Misérables* where Jean Valjean becomes Mayor.



Port de Boulogne, Montreuil.

The main building is the Abbey church of St. Saulve. Word spread that it was closed for a big wedding and many enjoyed watching the guests arrive. One or two of us slipped in hoping to blend with the congregation and enjoyed the last few minutes of the service with the organ bursting into a resounding finale echoing through the beautiful vaulted nave. Because of wartime destruction the records go no further back than 1467 and the chancel was never rebuilt but there is a finely carved pulpit and a notable Treasury. Also worth visiting was the tiny chapelle de l'Hotel-Dieu – attached to the Town Hospital with elaborate wood panelling and ornate altar.

Those of us who could not face the icy wind or had neither time nor energy to walk the three kilometre circuit of the ramparts were able to appreciate the view from these and from the citadel where we gathered as a group. No sign of the custodian here – maybe his weekend begins midday Fridays – but at each tower a tape related its purpose and history in French and English. Entry to one of the remaining Castle towers was up a winding, unlit, unroped stairway to a room hung with some of the faded coats of arms and a roll of honour of the Knights who lost their lives only a few miles away at Agincourt – seventysix names and six from the same family, long since forgotten and only remembered now by this moving Memento Mori. Tramping through long grass we looked at other ruined towers with far reaching views of the peaceful countryside – most of the towers are overgrown with ivy, so different from our own tidied-up ruins.

As we descended to rejoin the coach passing Marshal Ney's house on the way, drizzle set in. It had been stated that if time allowed we might stop at another historic site. Leo Wright described three possibilities – Agincourt (Azincourt in French), Crecy and the Field of Cloth of Gold. Unfortunately we had to forego this pleasure in favour of the material claims of the Hypermarket. Perhaps another time these historic sites could have priority?

Our driver thoughtfully drove us to the Ferry through the brightly lit shopping streets of Calais – a good end to a most interesting tour for which we are much indebted to Joan Liggett for her organisation and care and to Leo Wright for his helpful information.

## A Quiz for Old Dovorians — Compiled by May Bradley (113)

- |  |   |
|--|---|
| <p>1 Where was the "Queen's Hall" and for what was it used?</p> <p>2 Where was Messrs Barwick's first business premises?</p> <p>3 Where was "The Round House"?</p> <p>4 Where was the Y.M.C.A. Hut?</p> <p>5 Where is the plaque that records the site of the Y.M.C.A.?</p> <p>6 Where was the Jewish Synagogue?</p> | <p>7 Where was Minerva College?</p> <p>7a What is it used for now?</p> <p>8 Where was the Gordon Boys' Home?</p> <p>9 Where was the Dover Girls' Orphanage?</p> <p>10 What was a 'Fue de Joie'?</p> <p>10a Where in Dover did it take place?</p> <p>10b When?</p> <p>11 Name the 5 public houses that were in Townwall Street</p> |
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*Answers on page 131*



Twenty-second Annual Conference

Wye College, 17 – 18 September 1994

## *“Long Live Kent!”*

— ARTHUR R. GOODBURN

EVERYTHING stops at the level crossing at Wye. The hustle and bustle of this world is brought to an abrupt halt by a red lamp and a heavy swing gate, just as it was more than fifty years ago when a young airman pedalled a push-bike (RAF issue) on the way to visit a land girl in jodhpurs and green jumper working at Wye College.

So, as time stood still, we stopped and watched. After an age, a peaceful age, the light train swept past and the aged gateman (I could have sworn that it was the very same gateman of fifty years ago) leisurely, almost reluctantly, ambled slowly across the lines, unlocked the great wooden gates and then slowly swung them open.

The Kent Federation of Amenity Societies' twenty-second Annual Conference at Wye fully complemented the reflective, tranquil state of mind into which we had been lured by this wait: two days of withdrawal from the world to reflect upon the many themes essential to ensure that Kent lived long into the future. Saturday morning, after arrival and welcoming coffee, gave us our first speaker, Mark Lintell, on the rôle of the Green Belt and introduced us to the new buzz-word 'sustainability'. John Llewellen then encouraged us to discuss "Agricultural Change and Diversification". We learned about "set-aside" land and the possibility of such land reverting to natural scrub. We were told that the individual farmer, faced with a fall in the price he received for his individual crop, still met this difficulty by increasing production so that his new income would not fall – of course even the layman not trained in Economics can quickly see that such a policy carried out by hundreds of individual farmers, can only lead to over-production and consequently further falls in the price (given no increase in demand).

After a ploughman's lunch we visited Parsonage Farm Rural Heritage Centre at Elham. Here we saw at first hand how one farmer is diversifying; leaving the growing of crops entirely out of his plan, at least for a large part of his farm. He has converted the old farmhouse, together with old farming equipment, into a living museum, including Victorian and most earlier breeds of livestock. This Rural Heritage Centre now attracts thousands of visitors including numerous parties of school-children who

122 can receive a living history lesson of how their forebears made a living. Most interesting! – and the farmer overcomes a financial crisis.

Dinner that evening was excellent and so was the talk by Dr Fred Lansberry on Kent Power Houses – nothing whatever to do with the generation of power by steam, water or nuclear devices but about the political and economic power exercised by the great country houses and estates of Kent throughout the centuries until their almost extinction in our own age. He referred repeatedly to the ‘Aristocracy and the Gentry’ and I showed my ignorance by asking him what was the difference between them!

Two other talks on the Saturday were about “Railways”, and my wife, who until that time had hardly recovered from the trance-like tranquillity experienced at the railway crossing, suddenly came to life again for she has a passionate interest in Railways. Bernard Gambrell brought us up-to-date with the Channel Rail Link and Jacqueline Elton told us of plans for a Central Railway Link with drive-on and drive-off facilities for all sizes of lorries and she also told us about supergauge (which I have always thought was something to do with the distance between the rails but which in fact turned out to be about the height of bridges and tunnels allowing the carrying of the biggest [highest] lorries on rail transporters) from Central England all the way to Paris and beyond. As far as my wife was concerned these railway discussions were the highlight of the conference.

Sunday’s programme was equally stimulating. Cocooned from the outside World, we turned away from every-day matters to consider long-term trends. What red-blooded male would not jump at the chance to attend a talk entitled “The French Model” perhaps with illustrations – especially when the speaker was to be Michèle Breuillard? But a second look at the programme showed the full title to be “Local Government – the French Model”. The excellence of the lecture far outweighed any initial disappointment when Madame Breuillard spoke of the legacy of Napoleonic reforms in Local Government and, by a comparative study of British and French Local Government systems, soon made us feel that we in Kent could well benefit if we followed the French model where the local inhabitants appear to have a much greater control (less interference from Central Government) than we do in this country.

A talk on “Towncentre Management and Planning” by John Peverley (the same John Peverley whose energetic work helped to save the Drop Redoubt at Dover from rubbish infill) also gave us much food for thought.

Caroline Simpson spoke of “Environmental Education” and of her experience at the centre in Canterbury.

At the end of the Conference one member of the audience voiced the opinion that this had been the best of the long line of Kent Federation Conferences and this view was heartily endorsed by those who had attended many of them. As newcomers my wife and I found it most enjoyable and stimulating, restful yet invigorating – we shall come again and certainly recommend it to all who have not yet enjoyed the tranquillity of Wye. ◇

# Dover: Its Economic Future

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A REPORT OF THE SOCIETY'S OCTOBER MEETING

St. Mary's Parish Centre, 24 October 1994

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TERRY SUTTON

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ECONOMIC and social changes in the past, those at work at the present time and those likely in the future were the subject of our interesting October meeting.

Chairman Jack Woolford welcomed our President, Brigadier Maurice Atherton and his wife Wendi and said members of the Society were rightly concerned about the economic future of the town. But, he said, to get the future in perspective it was necessary to understand the economic past and to do this he called on vice-President Budge Adams.

Budge, juggling successfully with a remotely controlled projector, explained that change was part and parcel of any urban community and submitted that history had shown that most town centres were largely rebuilt every seventy years or so. He urged members not to be antagonistic to change and pointed out that Dover had made, and dealt with, many changes over the years. It was up to the town and its people to make the most of opportunities resulting from change.

To demonstrate the changes in Dover's economic life he showed photographs of the Atlantic liners which, in the early 1900's used to berth at the Prince of Wales Pier. One of the photographs he showed was of the s.s. *Amerika*, flagship of the Hamburg-Amerika Line, with its huge bulk lying alongside the pier. Now, he added, Dover Harbour Board was proposing to establish a liner terminal in the area where those huge Atlantic liners used to berth.

Another series of interesting photographs was of some of Dover's larger hotels, the Grand, the Burlington and the Lord Warden, that used to attract holiday-makers and those passing through the port.

Yet another series showed the types of cargo that used to be imported through the Western Docks, including timber, in the years when wood was required for a rapidly expanding Dover. He also screened a series of pictures that showed how Dover is changing for the better, thus demonstrating that change is not always a bad thing and he urged the town to embrace the opportunities that were now being presented.

After the interval, Roger Madge, Dover District Council's Director of Economic Development and Tourism, looked at the economic position of Dover now and in the future. He explained that the Council, and others, were trying to tackle economic problems with a two-pronged attack. Most immediate was to boost tourism in an attempt to create new jobs as soon as possible. The second line of attack was to create

124 the opportunity for new industry to move into the area so that more diverse employment possibilities were available.

Our lecturer said that when he first arrived in Dover the majority of people nationally looked upon Dover just as a port, a place from which to depart on a ferry as soon as possible. But the construction of the Channel Tunnel – and its predicted impact on job losses in the ferry industry – had galvanised thought about the future. The Tunnel's impact arrived at the same time as the loss of port jobs through the creation of the Single European Market, and followed closely on the closure of the last of the Kent coal pits.

The impact of all this was a prediction that there would be 4,500–6000 job losses in the district. But, claimed Mr Madge, the district had moved forward since those days. People's perceptions of Dover were changing and Dover and the White Cliffs Countryside were being marketed as places to visit.

With the use of photographs and other visual aids, the speaker showed how this was being achieved – by the end of the year about a hundred Historic Interest signboards will have been erected; guided walks will have attracted about 10,000 extra visitors and around 750,000 visitors will have been attracted to the White Cliffs Experience, which, he said, had proved to be a tremendous success. It has been worked out that seventy per cent of those visiting the Experience would not have travelled to Dover but for that attraction.

He then spoke of the relatively new initiative of the Town Centre Management, which had been assisted by members of the Dover Society. And he demonstrated, with photographs, how the local authority-financed IMPACT partnership had and was continuing to improve the look of Dover.

Problems remained however and, said Mr Madge, it was still predicted that when the Channel Tunnel was properly up and running there could still be a further 2,000 job losses in the district.

After the lively question and answer session that followed, the Society's vice-Chairman, John Gerrard, said that the Dover Harbour Board believed that by the year 1996 there could be one hundred cruise ships arriving annually.

The Chairman, in thanking and congratulating the speakers said that “over the years

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## LILLIAN KAY, *a Vice-President of the Society*

You may have read, in the *Newsletter* for August 1994, the fine tribute of one Vice-President, Lillian Kay, to another, the late Marion Horsfield who was also a benefactor of the Society.

It may interest readers to know that Lillian Kay celebrated her 80th birthday in July this year. If you haven't heard any of her fascinating and amusing talks on her childhood in the Pier District of Dover I hope you will when you get the chance.

P. K.

# *WE GOT IT RIGHT!*

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## The Future of Local Government

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JACK WOOLFORD

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THE Final Recommendation of the Banham Commission on the Future Local Government of Kent is the status quo and unless John Gummer, the Secretary of State, vetoes it, which is highly unlikely, the status quo of Dover District Council and Kent County Council is what we shall get. Having listened twice to both of them, the Dover Society opted for precisely that and decisively rejected the Commission's initial half-hearted recommendation of unitary authorities for NW Kent and the status quo for the rest.

We are modestly entitled to pat ourselves on the back because we got it right, whereas Dover District Council got it wrong. Their first option was for a unitary merger with Canterbury and Thanet, which they thought would make them a bigger fish in a smaller pond (though there would have been redundancies and obvious rivalries for tourism and trade with the other two), and their second, after the local elections was to make no choice at all.

I say "modestly" because even if our submission was the best and most cogent of the lot, we can never know, and there were more than 52,999(!) other respondents, as well as a MORI poll and a questionnaire to most households. We were therefore only a unit in the consensus. Moreover, even if we have laurels we cannot rest on them because this is the beginning and not the end of the reform process and there are new issues on which we must now reflect and advise.

The status quo must be improved. Divisions of responsibility between the two tiers must be re-examined, as the Commission concludes, "to extend the partnership approach between the two tiers, and to review the extent to which the operational components of county-level functions might be transferred to districts within the context of agreed county-wide strategic schemes ... there is scope for some reallocation of functions where appropriate". County and district councils might establish "one-stop shops", joint staff training, and "community forums" to develop a common approach to problems of deprivation".

More locally Dover, as the Society, the District Council and the Charter Trustees already agree, is recommended by the Commission to have a Town Council with Parish Council powers, to think of and speak for Dover as a distinct community. There could be improved consultation on planning and highway issues, with their environmental implications, and the devolution of sports ground and library facilities.

The Committee needs your views on these matters before deciding how best to advise both District and County Councils. Please write to or phone the Chairman, the Secretary or any Committee Member: the sooner the better.

## Report on the work of the Planning Sub-Committee

LAWRENCE GAGE, (417) *Chairman*

THINGS have gone very quiet on the planning front recently. The few planning applications affecting Dover Town have been mostly concerned with minor alterations and the provision of advertising signs – an indication, perhaps, that Dover is still in recession.

However, all is not doom and gloom. Currently there is a plan to regenerate the Old Park Barracks and already a number of new businesses have been attracted to the programme giving rise to much needed jobs. The possibility of a Cruise Liner Terminal at the Western Docks has moved one stage closer with formal application for listed building consent. Plans for a multi-million pound millennium project are progressing with the setting up of a Steering Group. (see separate article).

### **Old Park Barracks**

The Ministry of Defence, in consultation with the Local Planning department, have prepared a Planning Brief for the redevelopment of this large and important site at Whitfield. The Dover Society has received a copy and will be studying it carefully prior to making a full representation.

### **Cruise Liner Terminal**

In early August members of the Planning Sub-Committee held a meeting with the Harbour Board to discuss their plans for the proposed terminal at the Western Docks Station which closed on 28 September. It is intended to demolish some of the less attractive sections of this listed building and to remove the more recent visually-intrusive additions. The original façade to the town will be revealed again in its full glory. The four seaward bays of the original train shed will be converted into the Cruise terminal which will involve the insertion of a mezzanine floor and a new façade at this end of the building. The remainder and the majority of the existing building will be used for covered car parking until a more appropriate use can be found for it.

The proposal is currently the subject of a listed building application and the Dover Society has generally welcomed and given its support to the application. The sub-committee considers a Cruise Terminal to be just the thing to bring life back to the Western Docks and that it will complement the Harbour Board's plans for the area in general. However, we have some reservations regarding detailed design of the terminal and the need to allow for an appropriate re-use of the main part of the building and these views have been made known to the planners. A decision has yet to be made but we remain optimistic that the closure of the Western Docks Station will not necessarily result in its demise as an international transport interchange.

### **National Trust Visitors' Centre – Langdon Cliffs**

Despite our strong objections planning permission has been granted. Members are urged to enjoy the present unspoilt atmosphere on the top of the cliffs while it lasts!

### **Impact/DHB Sea Front Scheme**

The general plans for upgrading the seafront have been deferred until a new application for E.C. funding for the project is made. In addition to revising the traffic circulation and new landscaping proposals, ways are being investigated to incorporate existing and new activities on the sea front, including a new pier!. Definitely planned for installation by next summer is a major 'landmark' sculpture on the sea front in line with the new Bench Street underpass. In September the Dover Society was represented on the judging panel when three artists were shortlisted from eighty entries to the international competition for the project. The three are currently developing their ideas and the winner will be chosen in February.

### **New Clubhouse for Dover Sea Angling Assn: 137 Snargate Street**

The proposed scheme will 'fill the gap' in Snargate Street and we are very supportive of the application in principle but are critical of the 'cottage style' elevation proposed. We hope a more appropriate design will be developed to add to the strong architectural character of the Street.

### **Hoardings and Signs**

As a result of our comments, the hoardings erected to advertise the Western Docks development are fewer in number and less obtrusive than originally intended. It is hoped that our comments on the proposed very large illuminated sign on the P&O building will be equally heeded. We are also pressing for a number of 'maverick' hoardings around the town to be controlled.

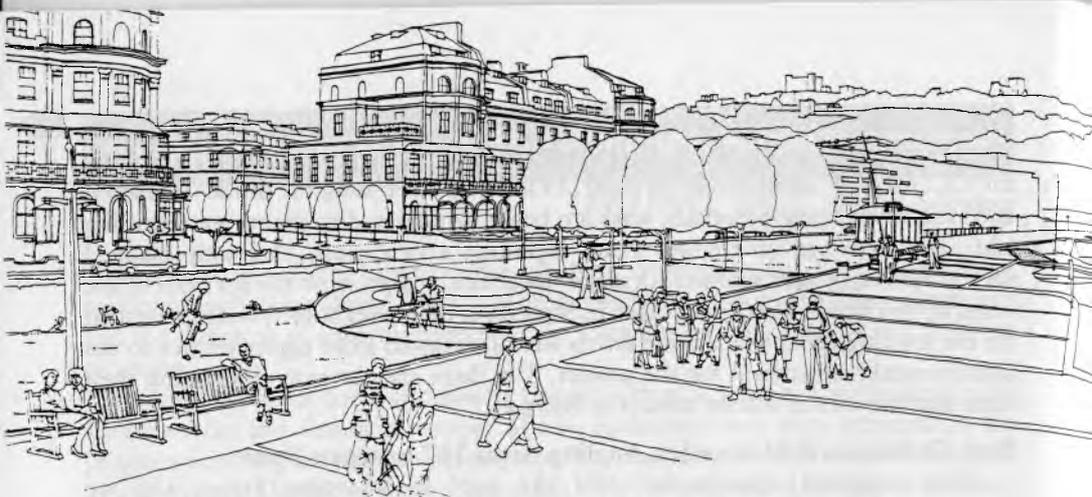
### **Kearsney Abbey Tea Room**

Currently teas are served in a building designed as a Billiard Room. This is all that remains of the original mock gothic Abbey Mansion. It may not be a very pretty building externally but it has an interesting history and the interior is rather special, containing timber panelling and some unique decorative billiard themed glass. We understand the Council intend to apply to demolish this listed building. This is a very rare situation as local authorities are duty bound to protect listed buildings! There will need to be a Listed Building application in the usual way and the Dover Society will, no doubt, wish to comment, but no application has yet been made. It is possible that the district planning committee may refuse the application which will be the end of it, but if it approves demolition the decision will need to be ratified by the D.o.E. and owing to the unusual circumstances, a public enquiry is likely which will provide a further opportunity for the Society to influence the decision.

The planning sub-committee has not yet commented but if an application is made, will need to form a view. Should the building be renovated, at an estimated cost of £170,000 – OR – should a new purpose-designed tea room be built (hopefully of superb design) ?

*A number of members have already expressed a view on the proposed demolition and we would be pleased to receive further comments on this or any other issue.*

*Write to Lawrence Gage at 9 Castle Street – or ring 242749.*



An artist's impression of the improvement proposed for the Sea Front/New Bridge area

# IMPACT

ACTION IN LOCAL IMPROVEMENT

**UPDATE:**

**1 DECEMBER 1994**

**I**T IS NOW rather more than a year since the IMPACT team arrived in Dover, to play its part in what has to be a long-term programme for regeneration, not only to absorb the effects of the wide-ranging physical and economic consequences surrounding the Channel Tunnel, but also in the face of growing pressures on town centres. It is a time which has seen major changes, especially in the area of the A20, but also with the development of plans for the Western Docks.

## THE NEW "FRONT DOOR"

The facelift for Snargate Street is now nearly complete, and it is a credit to the town. There are some finishing touches yet to come – the one listed building in the street is still undergoing careful restoration by the owner, working with the architect from our unit and Dover District's conservation officer. Flower troughs on the safety barrier will be replanted in autumn and spring, litter bins will be going in, and we hope to be putting back (as near as practicable to where they belong) the rescued plaques commemorating the position of Snar Gate and the Royal Hippodrome. New businesses are moving in, and it would be good to see so much history, and the cohesive qualities of the street, recognised through uplifting to Conservation Area status.



The rehabilitation of Snargate Street in progress in 1994

### A DIGNIFIED SETTING FOR A UNIQUE MONUMENT

At the far end of Snargate Street, our plans are now complete for the faithful reconstruction of the arch which once marked the street entrance of the Grand Shaft, including a better ticket kiosk and interpretive material. We will be inviting tenders for the work very soon, hopefully so as to have the work complete before the site re-opens to the public in the spring.

### STEMBROOK – ANOTHER PIECE IN THE JIG-SAW

The busy Kwik Save store in the old B & Q unit has given a new boost to in-town shopping, at a time when town centres are increasingly under threat. The addition of Argos, B'wise and Spacesavers are other healthy signs. From our point of view, Kwik Save have funded the first part of our improvement scheme for Stembrook and Church Street – which includes the first use of the new pattern for reproduction of the Leopard Head bollards. The IMPACT committee has accepted the £12,000 tender for the remainder of the scheme, but, in order not to disrupt conditions for traders, shoppers and worshippers in the run-up to Christmas, we will be starting this work in January. The scheme includes new pavements, re-surfacing of St. Mary's Passage, and providing mature trees and reproduction lighting similar to that in Castle Street.

During the summer we ran a major international competition, inviting ideas from professional artists for an important part of our joint scheme with the Harbour Board for improvement to the Sea Front.. The site lies on the key axis of New Bridge, and as with the scheme as a whole, we are looking for a response both to the spirit of Dover and to the sensitivity of the Regency setting. Advertised in this country, France, Germany and Spain, the competition drew a lot of interest and eighty-one entries. Assisted by Kent County Council's Arts Development unit, a short-listing panel chaired by Dover's Chief Executive, John Moir, included Lawrence Gage, representing the Dover Society, and drew in Dover Harbour Board and Kent County Council.

The entries varied widely, in form, content and concept; they included a sprinkling of frankly wacky and insensitive ideas, as well as some which were merely mundane, but in general they were of a very high standard. Using criteria which sought above all response to the site, and to Dover, as well as seeking work of real artistic merit and of international standing, the panel was eventually able to whittle the list down to three artists (two British and one French). These three have now been asked to develop and discuss their work in more depth, with a view to a public exhibition in February, before any choice is made. They will also be asked to develop their ideas in consultation both with local people and with the architects for the seafront scheme, who are endeavouring to provide better settings for the many memorials.

Snargate Street restored to much of its former glory, 1994



As another part of our work with the Harbour Board on the seafront, we have been looking at the possibilities for improving the facilities (and appearance) of the water sports organisations and buildings. They are a major asset not only for rowing and sailing in the area (including training of hundreds of young people), but also to the liveliness of this part of the harbour. Working with another part of the KCC – this time the sports development unit – we jointly sponsored (with DDC, DHB and Sports Council) a major study, some of whose suggestions are now being discussed with the user groups. Watch this space!

### LOOKING AHEAD

The Town Centre Management initiative is a key part of our activities, working with the Chamber of Commerce, the Dover Society and other groups to promote the town as well as improve it. A high quality shopping guide is being produced, and a promotion programme being developed as part of the “Dover – open for business” initiative. As far as further physical improvements are concerned, we will shortly be putting schemes for the New Bridge area and Ladywell car park to committee, and comments will be welcomed.

The links between the various parts of the town centre remain a key concern. One of the main points to come out of the town centre management working groups was the need to create a greater sense of unity for the heart of the town centre by strengthening the link between the two halves of the pedestrian precinct. Responding to this, IMPACT has re-shaped its programme, and next year when we expect a number of schemes (such as Stembrook, Grand Shaft, Mill Lane, Townwall Street car park) to be actually underway, we will be working with the Town Centre Management partnership to take a hard look at the Worthington Street/Biggin Street/Priory Street area.

Wherever you think the focus of the “town centre” lies, the fact remains that the strength lies in the whole. There are no instant or easy answers, except to build on what we’ve got; the town *is* the department store. What matters is our ability and inclination to use it, and the quality of life that it offers.

JULIAN OWEN

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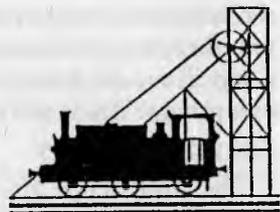
## Answers to the ‘Old Dovorians’ Quiz

- |   |   |
|---|---|
| 1 In Queen Street – as a Cinema               | 8 At 56 St James's Street   |
| 2 At 94 (Old) Snargate Street                 | 9 At 96 Folkestone Road   |
| 3 At 8 Townwall Street                        | 10 A running fire of rifles   |
| 4 In Liverpool Street (No. 13)                | 10a On the Sea Front  |
| 5 On the wall at the end of the Gateway Flats | 10b On the King's (or Queen's) Birthday   |
| 6 Near the top of Northampton Street          | 11 The Wine Lodge, The Robin Hood, The Chandos, the Granville and the Sussex Arms |
| 7 At 151 & 153 Folkestone Road                |   |
| 7a Business premises for WERU Ltd.            |   |

# PROJECTS : Update

JOHN OWEN, Chairman, Projects sub-Committee

## Working with the EAST KENT LIGHT RAILWAY SOCIETY



FOLLOWING ON from an idea discussed twelve months ago when the Dover Society visited the railway at Shepherdswell, our Project Support Group turned up at 10.00 on 23 October, amidst thunder and lightning and in torrential rain, to help with the day's task. The sight of so much water meant that our numbers were depleted (can't swim?/no life jacket?) but the brave few climbed aboard the waiting loco, (No. 427, built by Ruston & Hornsby of Lincoln), for the short journey to the work site at the cutting leading to Golgotha Tunnel.

Magically, thunder and lightning ceased, the rain fell no more, blue skies appeared, the sun shone and in drying out we soon over-heated. The work, clearing brushwood and re-fencing required by the railway inspectorate, proved to be interesting rather than arduous, but much was accomplished in a short time, impressing both Ken and John, the leaders of the working party. Dover Society member John, wearing his EKLR hat was wielding a chain saw so we didn't hang about!



*Discussing tactics before starting work*

Meanwhile the loco, goods wagon and brake van shuttled to and fro transporting other volunteers and removing waste material.

The East Kent Light Railway Society was formed in 1985 to preserve the remnants of the East Kent Railway, built between 1911 and 1925 to serve Tilmanstone Colliery and the surrounding area. With nationalisation in 1948 the passenger services ceased and the line was closed except for the three-mile section below Tilmanstone which is, in fact, the line as it exists today. The EKLR Society, having taken over the line in 1989, is now engaged in a continuous programme of restoration and maintenance and its members and volunteers merit every possible encouragement and help they can get. ◇



All aboard en route to the work site and the passenger platform on the E.K. Light Railway at Shepherdswell

## SPORTS & RECREATION STRATEGY WELCOMED

DOVER District Council in partnership with the South East Sports Council has commissioned the development of a sport and recreation strategy.

The Dover Society was represented at the workshop held in October as part of the community consultation process.

The issues and circumstances surrounding current and future provision of sport and recreational opportunities in the district were well aired by representatives from most local organisations. Calls were made for an imaginative scheme, for the provision of an ice rink and or bowling alley for the young as an alternative to clubbing.

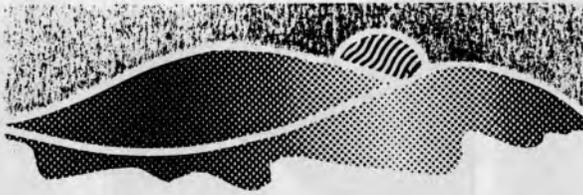
Existing organisations asked for greater consideration generally from the local authority at a time when increasing demand for their facilities is constrained.

As the local amenity society the Dover Society warmly welcomed the setting up of an immediate strategy for the future especially as there appears to be a real danger that existing sports amenities such as tennis, cricket, football, rugby and bowls may suffer purely as a result of cost-effective criteria.

In this regard under-use of existing public sports amenities might benefit from more rigorous marketing combined with more partnerships and joint ventures networking the public, private, voluntary and school sectors. ◇

## NATIONAL TREE WEEK

THIS YEAR the theme is 'Family Trees', suggesting, perhaps, a family walk along public footpath ER182 from Temple Ewell (junction Park Rd/Malvern Rd) towards Whitfield to view the thriving beech, maple and wild cherry trees planted by the Dover Society in 1990. You may not spot the maple and cherry at this time of the year but the beech, with their conspicuous golden leaves should be a picture against the largely leafless backdrop. On average 12 inches of growth has been put on this year, the maple and cherry leading the field. We plan to be on the ground working 10.00-12.00 pm Saturday and Sunday 3 & 4 December so will look out for you. ◇



## WHITE CLIFFS COUNTRYSIDE PROJECT



DAVID HODD  
Assistant Project Officer

# *But Mum, I don't want to go for a walk ...*

WHILST our winter walks programme continues to be as popular as the summer's, many of the events are not specifically aimed at children. Primary school children have an enormous appetite for discovering the countryside, and yet many guided walks would seem boring to lots of children. It is not so much that the issues that many guided walks cover are too complex: Children, particularly 8 - 10 year olds, need an altogether different approach to events. Recognising this, the White Cliffs Countryside Project have produced 'Green Gang' - what you and I might call a guided walks programme for the school holidays.

Green Gang is like a small comic. There are puzzles, cartoon pictures, a few seasonal paragraphs and green advice - and of course the listings for our free Green Gang activities. The comic is distributed via schools to every child in the districts of Dover and Shepway, and can also be picked up from main libraries and Tourist Information Centres.

So you want to bring your children, or maybe your grandchildren, onto a Green Gang event. But what are you letting yourselves in for? Like the guided walks, the events within the programme are designed to cater for all tastes. A typical programme of events might include orienteering, kite flying, a bicycle ride and scavenger hunts. These activities are all aimed at making children feel at home in the great outdoors. Most of our events are educational. If your children enjoy art, why not bring them out on a Country Collage? Maybe your granddaughter has great fun with creepy crawlies - then come along to one of our bug hunts. Maybe your child would like to have a dip at rock pooling; we normally have this in our programme too.

Some of our most popular and informative events are theatrical. Take "The Little People of Lyminge", attracted nearly 70 people this summer. Led by the eccentric, story telling, Professor Picnic, they explored the evidence that a tiny race of people lived within Lyminge Forest - discovering thumbnail sized letters and envelopes, hair-like rope ladders, and even twig sized waymarking posts. In Norman the Engineer, we meet the Baron who built Castle Hill in Folkestone, and one of the archaeologists who discovered its history. By meeting these historical characters on Green Gang events, children can learn a great deal about the history of their home town. Often it is only through these more entertaining events that children gain a sense of place.

Our Earth Walks are another successful Green Gang event. On such walks children explore nature using all their senses (except taste, of course!), and enjoy the emotions which nature can inspire. These walks put the sense of mystery and excitement of the natural world back into Environmental Education. 135

Don't think Green Gang is just for children - parents normally have as much fun as the children. For some, it's a return to childhood, for others it's a joy to see their children engaged in fun activities.

Well, if you've read this far into this article, you're probably desperate to come along to a Green Gang activity. If you have problems getting hold of Green Gang, we can send you a copy. For just one pound, you can join our mailing list, and we will post a year's supply of Green Gangs to you. The listings will tell you when and where to meet, whether you can bring your family dog, and what footwear you will need.

*Here are some of the Christmas events in Dover to look forward to:*

**Saturday 3rd December : The Man Who Planted Trees**

Bring a parent on a gentle stroll around the tree trail of the Ecological Park to hear the story about the man who planted trees. Then plant your very own tree in the Ecological Park (all will be supplied) as part of National Tree Week 1994. Meet: car park, Elms Vale recreation ground, Elms Vale Rd, Dover. Distance: 2 miles Dogs on leads. Donation appreciated. Leader: Kirk Alexander.

**Sunday 4th December : Natural Christmas Decorations**

Make your own Christmas decorations from natural materials. We will collect natural materials which have fallen to the ground. These decorations are cheaper, greener and last longer than ones you buy in the shops. Meet: 2.00pm, West Wood car park (just off B2068), near Hythe. Distance: 3 miles. Dogs on leads. Donation appreciated. Leader: Melanie Wrigley.

**Sunday 11th December : Christmas Card Collage**

Come and gather some natural materials and make some exclusive green Christmas cards. Meet 2.00pm, Kearsney Abbey café car park. Distance: 2 miles. Dogs on leads. Charge 50p per card to cover costs. Leader: David Hodd

**Wednesday 21st December : Christmas Capers**

A seasonal children's walk to explore the wintry wildlife of Dover's Western Heights through green games and activities. Meet: 2.00pm, outside main entrance White Cliffs Experience, Market Square, Dover. Distance: 3 miles. Dogs on leads. Donation appreciated. Leader: David Hodd

**Thursday 22nd December : Christmas Celtic Tales**

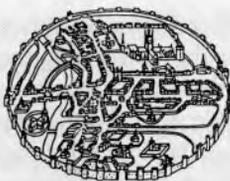
Tall tales of Celtic heroes and dastardly deeds on the shortest day of the year. Meet: 2.00pm, junction of Castle Hill and Crete Road West, off A260 Canterbury Hill, near Folkestone. Distance: 3 miles. Dogs on leads. Donation appreciated. Leader: David Hodd.

**Wednesday 28th December : Walk Off Your Christmas Dinners!**

A bracing walk over the famous white cliffs with striking views as you burn off those Christmas calories! Meet: 2.00pm, outside Coastguard public house, St Margaret's Bay, near Dover. Please use the public car park and not the public house's. Distance: 5 miles. Dogs on leads. Donation appreciated. Leader: Kirk Alexander.

For further information, contact us at White Cliffs Countryside Project, 6 Cambridge Terrace, Dover, CT16 1JT, or telephone (01304) 241806





CANTERBURY ARCHAEOLOGICAL TRUST

## *Excavations at Buckland Anglo-Saxon Cemetery*

During the summer of 1994 the Canterbury Archaeological Trust conducted extensive excavations on the old Shatterlocks allotments site, above Mayfield Avenue at Buckland. This work, necessitated by plans to deeply terrace and build over the entire area, revealed another large and hitherto unexpected portion of the Anglo-Saxon cemetery already well-known from major excavations conducted nearby during the 1950's. Almost 250 new graves were recorded, together with evidence for both pre- and post-Saxon agricultural terracing of the hillside.

The excavations were carried out by C.A.T. on behalf of the site owners, Orbit Housing Association and their main contractors, Denne builders, of Canterbury. In accordance with Government guide-lines the excavations were funded solely by Orbit as part of their development costs. Upon completion of the excavations the site was extensively terraced to allow the construction of much-needed new housing, all archaeological remains then being totally destroyed.

It was during the construction of the Hobart Crescent-Napier Road housing estate above the railway cutting, in 1951-53, that Anglo-Saxon graves were first discovered in this area. Extensive Archaeological excavations here, led by Professor Vera Evison, produced some 170 graves dateable to the period c. A.D. 475-750. Research of the finds recovered took more than thirty years and saw the publication of a highly detailed report in 1987. This report represents a vital contribution to both Kentish and national Anglo-Saxon studies.

In 1994 the proposed development of a new housing estate on the old Shatterlocks allotments, below the known Anglo-Saxon cemetery site, led to renewed archeological interest in the area. Extensive machine stripping of the top-soil across the allotments led to the location and excavation of a further 244 graves. In addition, the steep hill-side was found to be occupied by a series of cultivation terraces filled with substantial deposits of down-washed soil, which produced large quantities of prehistoric waste flint chippings and some pottery. The whole site proved to be considerably more extensive and complex than was originally suspected and it was only possible to successfully complete the project on schedule with the substantial help of local unpaid volunteers.

138 The British Museum kindly offered some assistance and was able to send an Anglo-Saxon specialist, Miss Cathy Haith, to help with the excavations and, particularly, to produce a detailed catalogue of the large numbers of important grave-goods recovered.

During the course of the hectic work programme, it was possible to organise three public open-days for the August Bank Holiday weekend and well over 1000 people visited the site. Of the V.I.P. visitors, the most important were Professor Evison herself, and Dovorian Mr William Latcham, one of the principal excavators during the 1950's investigations.

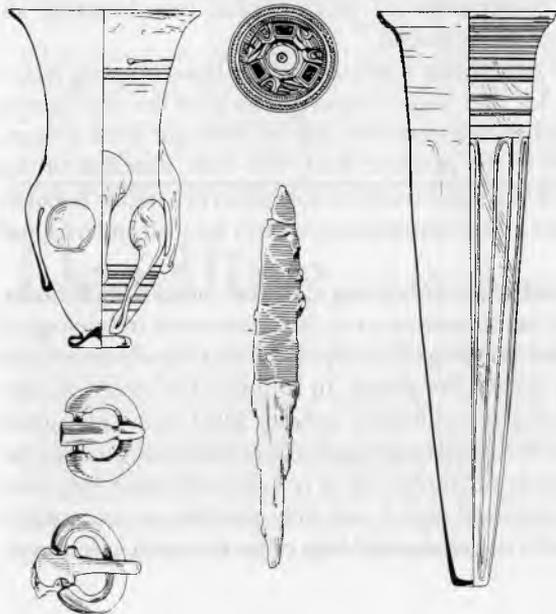
All the Anglo-Saxon burials located were broadly aligned north-west by south-east, following the contour of the hill slope and with the head generally, but not always, set at the western end. Some thirteen graves contained evidence for the presence of a double burial and one was apparently a triple. The distribution of burials across the site was uneven and various discrete groupings could be discerned, perhaps representing individual family plots.

Bone preservation was variable and although a number of moderately complete skeletons were recovered a substantial group of graves contained very poorly preserved human remains. The teeth generally survived quite well, however. It is clear that most bodies had been interred fully clothed and equipped for the journey to the 'after-life'. Just over two-thirds of the burials contained grave-goods and a significant number were quite richly furnished. The cemetery contained seven male graves with a sword, which indicates that these were men of a high social status. Other men were provided with a spear and sometimes a shield. In all, the number of weapon graves recorded was fairly

small, totalling just twenty-eight burials. Of the sword graves, one also contained an iron axe-head and another produced a large iron 'bill-hook'.

Rich women were identified by the presence of fine brooches and beads of coloured glass and amber, together with a variety of other fittings and personal equipment. A total of some seventy-five brooches were recovered; these were generally gilded and were often set with red garnets. The number of brooches present in any one grave varied from one to five, groups of two or three being most common. The majority of the brooches were found in the area of the neck, chest and lower body,

SOME FINDS FROM THE BUCKLAND CEMETERY  
Two Glass Vessels, two Buckles, a Knife and a Brooch  
*from Prof. Evison's 1987 Report*



suggesting that they were being used as clothes fasteners. A few were found in positions that suggest that they were not being worn but were probably contained within a small purse at the waist.

Well over 2,000 beads were recovered. The bulk of these were found in the area of the neck and chest and must represent the remains of necklaces. Occasionally, however, singles and small groups of beads were found in the area of the waist and upper legs indicating that they had been suspended from the belt or contained within a purse at the side. The majority of beads recovered were of amber or glass, together with a few of Amethyst and white chalk-like material. There were also three gold pendants. Other personal equipment recovered included buckles, finger-rings, keys, tweezers, spindle-whorls, two rock crystal balls set in bronze slings (purpose unknown but probably ritual), a rock crystal pendant, eighteen pottery vessels and thirteen glass vessels.

Other graves were poorly furnished, sometimes containing just a small iron knife and a considerable number of people were apparently buried without anything.

There seems no doubt that the Anglo-Saxon graves recorded in 1994 relate to the cemetery that was excavated in the 1950's and it is now clear that a very considerable number of graves must have been destroyed during the construction of the Dover-Deal railway line cut through Long Hill in 1879-80. The cemetery may have originally contained well in excess of 500 graves.

It seems fairly certain that the cemetery represents the traditional burial place of a peaceful, well-established local community which included some individuals of fairly high status. The bulk of the graves excavated in 1994 date to the period A.,D. 500-600 and are therefore pagan. It would appear that several Anglo-Saxon villages had been established within the Dour valley by perhaps A.D. 500-600 but these are mainly represented by their cemeteries on the valley sides. Occupation evidence has been recorded in the area of the Painted House within the heart of the old Roman town and on the site of the Royal Victoria Hospital, in the High Street. Another, lost, village must be represented by the large cemetery at Buckland. The precise location of this village is unknown but it was presumably below the cemetery site, adjacent to the Roman road and the River Dour in the valley bottom.

The richness and importance of Anglo-Saxon burials now makes the Buckland site one of the most important post-Roman cemeteries to be excavated anywhere in Britain. The material recovered represents a splendid collection but many hours of careful cleaning and restoration work, will be needed to bring the objects up to display standard. Once this work has been carried out, over a period of perhaps three or four years, the best of the finds can be put on public display. Some finds from the 1950's excavations are already on show in the Dover Museum but the bulk of the collection is held at the British Museum. In order that the collection is not split, the finds from the present excavations will also be deposited at the British Museum but some of the more interesting pieces can be displayed at Dover Museum. A full and detailed report on the 1994 excavations will be needed to supplement that produced by Professor Evison; work on this will begin as soon as the necessary finances have been organised.

KEITH PARFITT *Canterbury Archaeological Trust*



The outer passenger platform at the Marine Station

# THE MARINE STATION:

TRAINS from the South Eastern line first ran on to the Admiralty Pier in 1861, followed in 1864 by trains from the London, Chatham and Dover line. The station in existence at that time was officially opened when the Admiralty Pier was completed in 1871. It consisted of two long, narrow platforms placed end to end, sloping down to rail level where they met and backed by a parapet on the seaward side. From the parapet wall there was a narrow awning, the length of the platform and some low benches.

Rixon Bucknall, in his book *Boat Trains and Channel Packets*, writes:

“When first provided, these passenger facilities at Dover were indeed appreciated by all concerned as being a tremendous advance upon anything previously known; but as time passed resentment set in at the exposure and over the cramped platform accommodation ... In really bad weather trains were sometimes damaged by heavy waves which broke right over the parapet, and the lot of passengers who found themselves in these circumstances was certainly not one to be envied.”

By the end of the century the accommodation at the station was regarded as totally inadequate and obviously a new station was needed.

The Admiralty had control of the Pier until 1892 when the Harbour Board took over responsibility. In the same year the Harbour Board began to build the

Prince of Wales Pier and had plans to extend the Admiralty Pier by 560 feet. Their intention was to build a terminal between the shore end of Admiralty Pier and the South Pierhead of the Tidal harbour.

Then in 1895 the idea of building a great National Harbour by enclosing the whole of Dover bay was revived by the Government and plans for the Admiralty Pier became incorporated into the wider scheme.

The work on the harbour began in 1897 and was completed in 1909. During this period some boats berthed on the Admiralty Pier and some on the eastern side of the Prince of Wales Pier. Liner traffic berthed at the Prince of Wales Pier, where there was a small station to which boat trains ran out. However, this liner traffic was discontinued due to an accident and to Admiralty regulations.

Finally, in 1907, the Harbour Board returned to its plans of building a new terminal on the Admiralty Pier and obtained permission to do so. The work on this much-needed terminal began in 1910 and was finished in 1913 and, subsequently, the Marine Station was built during the years 1913-1914. At this time the arrangement regarding the Marine Station was that the Railway Company (since 1899 the South Eastern and Chatham) leased the whole of the Pier (excluding the forts) from the Harbour Board, which in turn leased it from the Admiralty.

## in DOVER'S WESTERN DOCKS

The inner passenger platform at the Marine Station



The photographs on this page and on the cover are used by courtesy of the Dover Harbour Board

The Marine Station was opened for military traffic in January 1915 and used to the full throughout the war years. In 1919 the Admiralty gave up using Dover as a naval port. Some service was resumed between Dover and Ostend in January 1919 and a daily service by June. A service to Boulogne opened the same year and one to Calais in 1920. By 1922 the continental traffic was back to prewar level. Gradually the Marine Station came into its own as a passenger terminal, needing much renovation and restoration after four years of war with no maintenance. A 1914-18 War Memorial of the South Eastern and Chatham Railway was placed in the Marine Station.

The station's heyday was the period between the wars when it was probably the most famous railway terminal outside London, synonymous with the adventure of foreign travel and a style of travelling epitomised by the Golden Arrow Pullman, which began service in 1936 and carried first-class passengers in opulent comfort from Victoria to Dover. As John Hendy, the historian, wrote, "Anyone who was anyone used the service". Kings and queens, potentates and politicians, the rich and the famous, all passed this way, because it was the only way before the advent of air travel.

In the second World War the station once again became a clearing house for homecoming troops, notably during the Dunkirk evacuation. When it re-opened after the war the Golden Arrow service was restarted, but already had to compete with the growing popularity of air travel.

The Golden Arrow was taken out of service in 1972, though boat trains continued to run until 1980. The station, by this time re-named Dover Western Docks, gradually declined until finally it was closed on 25th September, 1994.

While Doverians must agree that the occasion is a sad one, perhaps the station is destined for a yet more splendid future as a magnificent Cruise Liner Terminal, which will bring as many visitors to Dover as passed this way at the height of the station's eminence.

MERRIL LILLEY

*Three of our members and Bob Ratcliffe have contributed their memories of the Marine Station and Dover Harbour.*



## THE GOLDEN ARROW

ALAN ASHMAN

**I**N THE EARLY post-war years the Marine Station came to life when the Golden Arrow train from Victoria arrived.

Porters lined Platform 3, baggage barrows at the ready, jostling for the privilege of carrying the luggage of the wealthy passengers to the ships.

The clever ones would have already positioned themselves exactly opposite the pre-ordained position of the Pullman carriage doors and the more experienced porters could pile suitcases and trunks so high on the barrows that their visibility forwards was severely restricted, much against the orders so often repeated by the Stationmaster.



*Photo*

[A. R. Carpenter

The "Golden Arrow", headed by a 'Merchant Navy' class engine, leaving Dover Marine in 1954

The down "Golden Arrow" approaching Dover Marine in 1960, headed by a modified 'Battle of Britain' Pacific locomotive. (Citadel Barracks and Western outworks at top of picture)



*Photo*

[J. Head

144 Once the passengers and porters had left the platform and disappeared into the Passport and Customs Halls a small army of cleaners appeared from behind the central buildings to take up their allotted tasks.

A gang of ladies, led by a redoubtable female chargehand, entered the train with assorted brooms, brushes, pails, dustpans and cleaning and polishing cloths and would not emerge again until the interior of the coaches were shining as new.

Another gang, mostly men, went to work on the exterior brass handles and brass step edges, whilst others cleaned and polished the windows and sides of the carriages.

The locomotive was moved to the Loco sheds for the special attention of a select band of cleaners, firemen, etc., who proceeded to return the engine to a pristine state.

Later in the afternoon the loco was run back to the Marine Station to head up the sparkling train of Pullman coaches.

The arrival of the s.s. *Canterbury* or *Invicta* with the inwards service from Calais once again set the station alight with activity.

For many years a Pullman Car Inspector travelled on the ship from France and during the voyage contacted the most important passengers, whose identity was well-known to the ship's officers, and this inspector took details of special arrangements for their reception at Victoria Station.

Details were passed to the resident Pullman Car Inspector who then proceeded to the BR switchboard and relayed the relevant information to Victoria.

This detailed the location of VIP's on the train, the coach name etc. so that the Rolls Royce or Bentley could be parked alongside the arrival platform in the nearest position to enable these special passengers to walk only a short distance.

Truly a first-class service!

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## *Some Notes on Dover Marine Station*

BILL BREEZE

**I**n my opinion the heyday of Dover Marine Station, latterly known as Western Docks Station, was between the two world wars.

This was before the development of air travel on an appreciable scale and when practically all travellers to the Continent crossed by sea by what was known as the "Classic" style of service, that is train-ship-train.

The station was used by large numbers of boat trains and in the summer the ships carrying most passengers were those of the Belgian Marine, Dover to Ostend, and it was often necessary to provide three trains to cope with one ship from Belgium.

Dover Marine experienced a period of prominence during the Dunkerque evacuation in May 1940. Thousands of British and Allied troops arriving at the Admiralty Pier in ships of all types and sizes left the port by a continuous service of trains very efficiently handled by the experienced station staff. At the end of this operation the station was closed and large concrete blocks were placed on the rails as an obstruction to the Germans in the event of an invasion

# Dover Marine – A Valediction <sup>145</sup>

BOB RATCLIFFE

24 September 1994 had been a grey day, and a grey Channel was gently heaving under a grey sky as I made my way along the elevated approach to Dover's Admiralty Pier. From the footbridge at the entrance to the station the thin strains of 'Tipparary' assailed the ear, as if from a distant place – or time. The great station below me appeared almost deserted, save for a single electric multiple unit and a small gathering at the far end of platform 4. Other songs from the Kaiser's War drifted past, from the time when this station was new and when it served, not as the planned pride and joy of the South Eastern and Chatham Railway's continental service, but as a vital casualty clearing post dealing with the countless wounded from the Western Front. How many more names would have been inscribed in the memorials to that terrible conflict had not the Marine Station replaced the original and entirely inadequate open jetty, and been available just in time to expedite rapid clearance of ambulance trains taking the wounded to the care of hospitals inland. In the mind's eye the deserted station became a scene of urgent action, with ambulance trains in every platform and the platforms themselves crowded with medical attendants and stretcher parties.

I wandered along the platform, past a small collection of sales stands that had anticipated some trade from those who had come to pay their last respects and relive past memories, past the small choir who were now chatting to the be-chained Mayor, past the rows of trolleys that had carried their last luggage "aux les Paquebots". The sign had gone, and the great doorway to the quay stood open and unguarded – gone also were the policeman and the immigration officer – so I wandered out onto the quay, deserted, damp and grey on that September afternoon. Deserted now, but how much pomp and circumstance had that quay witnessed in its eighty years? Monarchs, Presidents, state visits, and it was here that the Unknown Warrior and Nurse Cavell were brought, finally returning home in the days following the end of the War to End all Wars. In lighter vein I recalled a recently discovered photograph of that same quay, portraying a youthful *Maid of Kent* loading the mails for Calais. Poor doomed *Maid of Kent*, Denny-built in 1926 and with a stern that seemed to epitomise that age of short skirts and the Charleston, but soon, as a hospital ship, to be blasted into oblivion at Dieppe at the start of the Second War. And then there were all the other 'Channel Packets' that made this quay their home – *Empress, Riviera, Isle of Thanet, Canterbury, Invicta* and the Belgians as well, the princes – *Charles, Leopold, Philippe, Baudouin* – and so on until the last of them, *Princess Paola*, for I can not count the remains of the lovely *Reine Astrid*, her bow and stern cut off by an uncaring Belgian shipyard to form a truncated base for the hydrofoils that replaced the classic fleet, as the last ship to lie at this quay. And now they were gone, and the only visible memory was the name of one – *Invicta* – painted at one of the mooring bollards in anticipation of mooring ropes that will never come.

Across the grey harbour at the Prince of Wales Pier lay a ship of the Grey Funnel Line. HMS *Southampton* was visiting Dover and was lying at the berth that had once played host to trans-Atlantic liners. I remembered my first visit to Dover Harbour, full then of other grey ships at a time when recording such detail was frowned upon, and when my childish drawing of rows of LCTs and MTBs was spirited away at the request of a naval officer! And then there was another vision of more traumatic days, of early June 1940, when the harbour was full of vessels of all types and sizes, and destroyers and paddlers alike were lying three or four abreast at the quay as the troops that they had brought out of Dunkirk made their way to the waiting troop specials in the great station. Sounds drifted into the mind, sounds of steam, and

146 windlasses taking in slack cables, of ship's telegraphs, of shouted orders and of marching feet.

One voice became more insistent.

"Are you waiting for transport, sir?"

The voice of the Sergeant-Major materialised into that of a yellow-coated security man.

"We can't have people walking about on the quayside, sir. It's because of the lorries. They come along here very fast."

We stood in the doorway and chatted.

"What time's *Invicta* due in?" I pulled his leg gently.

"There won't be any more ships in here. They all go in and out on the other side – the Eastern Docks.

Most of the security men were ex-military, apparently, and employed by a private firm who were in turn employed by the Dover Harbour Board. We talked about Dover and the war.

"There's still a notice in our office that says 'Walking Wounded Left: Stretcher Cases Right'.

Now *that* is something that should be better known, and preserved – *That* is part of *History*.

I wandered back into the station, and paused at the South Eastern and Chatham Railway's war memorial from the First World War, and – by means of an additional small plaque – the Southern Railway's memorial from the Second War. The SE&CR listed all 556 of their men by name, but their Southern comrades had to be content with a number – 626 – from a more anonymous age. But what better site could there be for such a memorial? The Brighton men had an engine to remember them, but only her name-plate now remains, away to the north, in the railway museum at York. The South Western men were remembered in the main entrance to the rebuilt Waterloo Station, which now, by a quirk of fate, has become very apposite, for it is the approach to the platforms of the new European Passenger Service. But there could be no better site for such a memorial than that on the pier at Dover – the nearest part of our island to continental Europe, whence so many of those named departed, never to return. My security friend said that the memorial was to be dismantled, and is to be re-erected at the Priory Station! I shudder at such a suggestion, the Memorial is not just a free-standing monument. It is the wall, the building, the setting. It would be small men indeed – men with no soul – who would tear such a gem out of such a setting. Better by far to plan for its future in-situ, and what a future there could be for Dover Marine if there are men of sufficient vision and enthusiasm in the town.

I read again the names of the South Eastern and Chatham men and saluted their memory. I gazed again at the Angel of Peace protecting the soldier and the sailor, and I retraced my steps along the now deserted platform. Gone now were the little choir and the Mayor and the trade stands. Gone was the EMU on its way to London via Chatham, in the wheel tracks of so many boat trains before it. No more 'Golden Arrow, no more 'Night Ferry', no more 'Continental Express – Short Sea Route'. The Channel Packet would henceforth play no part in reaching Europe now that Sir Alastair Morton has realised Sir Edward Watkin's dream. Henceforth a non-stop service could be offered via the tunnel. For the last time I climbed the steps to the footbridge and went out through the gates on to the original pier. Henceforth these gates would be locked and only the pigeons would be able to visit the Angel of Peace. Away to the westward the grey sea still heaved under the grey sky, lightened now by the invisible setting sun. The night shift of fishermen were arriving to take up their posts, sole occupants henceforth of a pier that had seen so much international activity for so long.

# *Some Memories of Dover Harbour* 147

## 1915-39

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E. J. BAKER

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**M**Y MOTHER had the sea in her blood. Her father, a shipwright, had a small boat that took a sail and, she told us many a time, at the age of ten or eleven she accompanied her Dad on fishing trips to the east of the Eastern Arm. It was "Lena, you'll be in the boat with me this evening". Sometimes, after missing the tide, it was a case of using the oars until the tide had slackened and they were able to re-enter the harbour.

During gales, after school, my mother used to take us to the Admiralty Pier to witness the wonder and fury of the sea. On New Year's Eve we would be awakened and taken to the garden at Maxton to hear the thrilling sounds of all the ships' hooters and fog horns blasting out a welcome to the New Year. When Royalty arrived at Dover in the royal yacht we would be taken (if after school) to the top of the hill to witness her arrival and to count the twenty-one gun salute.

Regattas were wonderful events. Annually on a summer Wednesday evening – early closing day – the whole population arose and made its way to the sea front. Trams were loaded to overflowing, pavements thick with walkers, whole families together and the air full of excitement. Sailing races started around noon, doing circuits of the harbour, but from about half past one the delicate racing shells began their events and their flashing coloured blades, depicting their origins, propelled them to and fro across the blue waters. In later years speed boats took part and Bruce Johnston, a nationally-known owner, took part.

Nearer the shore such events as the "Duck Hunt" took place, where heavy, cumbersome ships' lifeboats, propelled by several rowers, tried to corner a cheeky chappie in a little skiff, while he, dexterously, with oar at the stern, circled in and out of reach, until at last they pelted him with flour bags. On the Promenade Pier, athrong with people, was the "Greasy Pole" competition. A flag at the end of the pole enticed teams of strong men to compete but few survived the gap between pier and flag and, as many a competitor, after contortions, lost his balance and crashed into the sea, another would take his place.

On the promenade barrows parked on the railway lines sold fruit, ice cream, noisy be-ribboned hooters, coloured paper mops, monkeys on elastic, confetti at a penny a bag, and the essential 'ticklers' at tuppence each.

Finally thousands stood still for the fireworks display from the Prince of Wales Pier, "Oohs" and "Aahs" permeating the night air as fantastic colours and images lit the scene. Afterwards began the trek home. Special trams queued for the tired, happy

thongs but most walked. What a day! The coloured strings of lights would go out and peace enveloped the scene of such a wonderful family occasion. An early memory of mine is of the seaplanes, small structures wheeled out from the seaplane sheds, across the road, down the apron and into the water, there to start engines and skim across the water before take-off. This was, maybe, just after the 1914-18 war, for which they had been stationed in Dover.

There was the Feu de Joi on the King's birthday annually, every regiment marching with bands to the Sea` Front, the troops strung along the whole length of the promenade from Clock Tower to jetty and then that marvellous sound of the rifles, firing continuously, without a break, hundreds and hundreds of staccato explosive, cracking reports, each a birthday greeting, then the cheers of schoolchildren who had been marched down to witness this expression of loyalty.

And all this while, one could tell the state of the tides by sighting the keel of the sunken monitor, the *Glatton*. This naval vessel, loaded with munitions for the Western Front, had anchored west of the Eastern Entrance. A fire broke out and the duty crew fought the blaze. Men on shore leave were ordered, by megaphone, cinema screen and police notices, to return at once. Alas, the fire could not be controlled and to save the town the Admiral gave the order to torpedo the ship and to sink her. Some 150 men went down with her and she remained there, obstructing the Eastern Entrance, for two decades. Only ships of shallow draught could manœuvre past her sunken hulk and at low tide her low, grey, whale-like keel could be seen. Eventually just before the 1939-45 war she was brought to the west jetty of the Camber where she was broken up by the Stanlee Shipbreaking Company.

Until the *Glatton* was removed, cross-Channel boats, and, for a time liners, used the Western Entrance, doing huge U-turns in order to reverse through the entry to the Admiralty Pier quayside. Unsophisticated stern-only screws failed to get quite alongside, so ropes, leading to thick hawsers, were heaved from deck to shore. Skilful throwing and wondrous catching was needed. The shore force pulled in the hawser, attached it to a bollard and the ship's auxiliary engines pulled the boat sideways to the quayside. As the fenders touched, so the shore force, the porters, came into action. Like monkeys they jumped aboard, scrambled up ropes and moved rapidly round the waiting passengers, even before the ramps had been fixed. Quickly they made deals to move baggage ashore to the customs and to the boat train. Such hustle and bustle, running and shouting; the object to be first; first to the Customs, first to the boat train, porters hoping for generous tips to supplement their poorly-paid weekly income.

When the "Golden Arrow" service was instituted groups of children from local schools were allowed aboard the *Canterbury*. My biggest surprise was to see the thick carpeting in all the rooms. We were only used to door mats! However, passengers on the "Golden Arrow" were treated like royalty, VIP's and millionaires – and some were!

Once, when I was fourteen, to my great joy I was told to go down to the Marine Station with the van driver, to look after the van and the horse while the driver was

delivering. We went to the forecourt by the Lord Warden and parked at the end of the platform between sets of railway lines. Old Mac went off and I held the horse's head. The horse was enormous: I dreaded the advent of a train. But they came and went, snorting, hissing, clattering, smoking and my old horse was quiet as a mouse. Wonderful – especially as he rarely went down to the station. Each train was just a few feet away from us. I was proud of him!

On foggy days a gun was fired intermittently and fog horns blasted mournfully into the grey atmosphere. Every time a gun went off the seagulls left the comfort of cliff ledge, wailing and sighing.

One really delightful sight was that of the red-sailed barges, battling against tide and wind, as they came, through the Eastern Entrance, into the sanctuary of the harbour. They carried grain and had only three crew; skipper, mate and cabin boy. The herring boats, with tallish smoke stacks, belching out black smog, came dipping and leaping, into the haven of the Granville Dock, where they discharged their catches to waiting lorries and made ready for sea again. I somehow thought they were the real sailors, their every trip fraught with danger. If you were lucky a shilling would get you a basket of herrings. But herring have to be followed and after a week or two they were all gone.

I remember in Spring, above the Packet Yard, a beautiful red fox would lie, sunning herself, or himself, in the warming sunshine. To me the sight of him expressed all the desires of the world that we live peacefully together. Man and Nature     ◇

## *The Millennium Project for Dover – Update*

Since our last report on this matter, a Steering Committee of five members has been set up and has formulated a comprehensive statement of objectives for the Project, together with a detailed brief for the proposed working group.

The aim is to prepare a bid to the Millennium Commission by Easter 1995. It is estimated that the cost of this will be in the region of £50,000. It is intended that the bid will be made by Dover as a whole and funded jointly by local concerns.

As a result of the Dover Society Questionnaire and with reference to Millennium Commission guidelines, it is thought that the project should consist of a 'package' of different inter-linked elements all based around the WELCOME TO BRITAIN theme with a strong European flavour.

More news in the next issue. ED.

# 150 Eurotunnel Shuttle Overture



Did you realise that the twenty-one stars represent the member states in an eventual European Union?

Some of our members were lucky enough to be among those who obtained complimentary tickets for an early shuttle crossing. Two cars, each with five passengers made the journey. These are the impressions of four of the passengers. They may help you to decide whether or not to make the journey.

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From LEO WRIGHT

## *Impressions of Eurotunnel Overture: Thursday 20 October 1994*

Given the enormous demand from shareholders and organisations like ourselves, as reported at the meeting at Eurotunnel on 17th October, we were extremely lucky, owing to cancellations, to get complimentary tickets for two cars.

We had never thought of the Tunnel as merely another crossing. Much more interesting and attractive would be Liverpool to Lyons or Birmingham to Bonn in the comfort of a TGV.

As a Channel crossing I have had a very long prejudice in favour of boats, large or small. But now that the ferries have become very large, more like a floating (while they float) supermarket and, at peak times, are as crowded as Selfridges' Sale, with fewer sober people, I approached the Tunnel experience with an open mind.

When the Tunnel is open to the public we would not have to call, as we did, at St. Martin's Plain for tickets, but drive straight on at Exit 11A from the M20.

Driving on to the Shuttle is easier than into my garage. The journey was as smooth as a TGV, so that we didn't even notice the start. Everyone preferred to stand or stretch legs away from the cars

and, chatting, we barely noticed the mere thirty minutes of the crossing.

Once on the French side one could continue by either of two motorways or two TGV lines or by Motorail.

The return journey was not so entirely uneventful as "an electrical fault" (we were told) held us up for twenty minutes just short of Folkestone. Teething troubles.

The Shuttle crossing is, if you like, a non-event, but, for a mere thirty minutes, that is what it should be.

I will certainly use the Tunnel, if the price is right.

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From SYBIL STANDING

The telephone rings:

"Will you be available to-morrow?"  
Will we!!

Tomorrow found us waiting on the corner, hardly believing our good fortune; in we get.

In no time at all we are at 'Le Tunnel'; a quick visit to duty free, show our passports and drive on. Messages flash up and come over the tannoy to tell us what to do for our safety, the metal shutters, to divide three to four cars, go down and its for the off.

It is France before you could say "Passports".

To Calais to find a parking meter; it takes both francs and British currency, we scrape around for the correct coins, they roll back to us. After a while a French lady notices our predicament and explains that parking is free for the lunch hour.

Appetites satisfied we look in the shops, many of which are, fortunately, closed, and head for the countryside. The drive is beautiful.

Back to passports, more duty free and 'Le Shuttle'. We` are on the bottom tier this time which is not as smooth as the outward journey. There is a slight delay, just a hiccough, which delays us by half-an-hour.

Yes, I would go again and London to Paris sounds marvellous, but, the Hoverport is only a twenty-minute walk and, better still, the Ferries only fifteen minutes.

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Comments from JEREMY COPE

1. The architecture, particularly on the English side, was quite good.
2. The ride over the rails was very smooth and made one realise how much upgrading our ordinary railways needed.
3. The outward trip ran efficiently and comfortably. However, on the return trip there was an engine failure and we were stuck in the tunnel and were nearly forty minutes late on our return. This gave us a much better test of reactions to possible problems of tunnel travel; one of our party admitted to feelings of discomfort and this was also true, I believe, of one of Joan Liggett's party. This represented 20% in numbers under circumstances when, I guess, some of us treated the breakdown as another diversion.

4. The loading and unloading arrangements seemed little different from surface crossings. It makes me resent having to show a passport to go into Europe and that there should be the differences in taxation that impel us to load up with booze.

Comments from SHEILA COPE  
*Reservations about the Tunnel.*

1. No apparent security checks (bombs, etc.) Presumably random ones are made.
2. A car breaking down in the shuttle corridor whilst loading must hold things up as there is no way of by-passing it.
3. Unpleasant if a car in the same section is full of drunkards. On a boat one can walk away.
4. Breakdown claustrophobic, especially when the air supply switched off. (balanced by a lack of seasickness).
5. Preliminaries, i.e. going through controls, same as for the boats.
6. Boring – like going through London underground with no stations.

*Advantages:*

1. Quicker if no breakdown.
2. Speedy getaway.
3. Remain with car and access to possessions.
4. Smooth ride – easier for those with physical handicaps. No stairs to climb.

If we, the Copes, were to summarise our views, as infrequent travellers, it is that the Tunnel crossing is not much quicker than by ferry. It is possibly easier but not worth paying a premium. It might have great benefits if the tunnel gave access to high-speed train travel over Europe at reasonable prices as an alternative to motor transport.

We did find the day to be very interesting and we much enjoyed France.

# CHORAL SOCIETY MAGIC

DOVER TOWN HALL, 16 OCTOBER, 1994

WHY on earth was the Canterbury Festival having a concert in Dover? Cultural colonialism in anticipation of the (possible) new local government Unitary Authority? Who on earth devised that uniquely fantastic programme mixture of Mascagni, Saint-Saëns and Beethoven? Was it a crackpot or a genius? How could the Choral Society afford to employ Ronald Smith, world-famous and world class pianist? Had they a philanthropic millionaire up their sleeves? Why did the Town Hall organ sound like a real one? Had Dover District Council spent a discrete quarter million on restoration? What connection was there between the Connaught Orchestra and the Connaught Hall? More District Council sorcery?

The happy answer to all these questions is: Michael Foad, the Choral Society's conductor, whose premature retirement from Westmount made his many talents, musical and organisational, even more available to Dover (and district).

In another article in this *Newsletter*, Michael (a Founder Member of the Dover Society Committee!) solves the mystery of the organ, in which the Society was (dare I say: "Of course!") helpfully involved. In addition, it was Michael's long personal friendship with the pianist, who fortunately happens to live in Saltwood, which moved Ronald Smith himself to suggest that the Saint-Saëns 4th Concerto and the Beethoven Choral Fantasia, which he had "under his fingers" for a forthcoming concert in Worthing, could also be given in Dover. The Canterbury Festival Director, Mark Deller, was delighted to offer some financial support and all(!) that Michael had to do was to persuade his choristers to add a third to their two annual concerts and to add two more (relatively short) works to their repertoire.

The Mascagni Easter Hymn, almost as well known as the Intermezzo, from "Cavalleria Rusticana" was a sensible, indeed inspired, popular choice. Nothing like getting a concert off to a good moving and rousing start and with Elizabeth Weaver as soloist, John Hurd as organist, the Connaught Orchestra and all ninety-plus(!) joyously enthusiastic choristers, it was not only a good beginning. It was fittingly repeated as prelude to the second half of the programme.

I will risk saying (since no review is complete without a grouch) that with all Haydn, Mozart, Beethoven, Brahms, Rachmaninov and Prokofiev, etc, etc, not to mention Grieg and Tchaikovsky, concerti within his grasp, I was a little surprised, not to say disappointed, with the choice of Saint-Saëns' 4th. I must, however, happily

confess that with the *mélange* of good tunes, vigorous rhythms, and virtuoso piano and orchestral scoring, I was more than half persuaded. When I learn, as Michael tells me, that it was performed after just *one* Sunday afternoon rehearsal with the Connaught Orchestra, a combination of local professionals (naturally including Royal Marines from Deal, hint hint, nudge nudge) with some local amateurs of professional standard, I am suitably rebuked.

As Michael says in his (predictably) excellent programme notes, Beethoven's Choral Fantasia, is a fascinating work. It begins with a virtuoso piano solo, broadens into a piano concerto, and climaxes with a choral finale which is obviously a trial run for the "Ode to Joy" of the last movement of the 9th Symphony. So brilliantly was it performed that Ronald Smith, who is obviously a very relaxed friendly man as well as a virtuoso, suggested that the choral part of the last movement be repeated. The whole of the concert was an Ode to Joy and Dover's debt to the Dover Choral Society and its conductor is immeasurable.

Dovorians will do themselves, as well as the Choral Society, a favour to pack the house whenever they perform and to enrol as Friends. It must cost a couple of thousand at least to put on concerts of this quality and Dover's touristic image cannot have too many of them.

## THE JOY – AND THE COST – OF MUSIC!

**A**POLOGIES for yet more words from me, but further to Jack Woolford's kind report on the Choral Society's concert last October with Ronald Smith, I thought it might be appropriate to give few facts about the financial problems of putting on such a concert, for each time we give a concert it costs us, as a Society, some £1,500 to £2,000!

To take, for example, our performance in March 1994 of the Brahms and Fauré Requiems, the expenses were £3,294, and the income from Box Office and programmes £1,648. The expenses included the hire of the Town Hall, £192 (dare one say a comparatively modest and fair charge compared to the cost of many other halls in East Kent, and what a lovely concert hall it is). Soloists £730, and the Orchestra £2,020. Why does the orchestra cost so much?, I hear you ask. Unfortunately all these concerts have to be given – like so many professional concerts – on just one three hour rehearsal with the orchestra and soloists, and to play music of the difficulty of the Brahms Requiem one rehearsal demands players of the highest quality. The fee recommended by the National Federation of Music Societies is – near enough – £50 per player (a harp costs double that!) and players from outside the immediate area, e.g. London, should also receive travelling expenses, so with an orchestra of forty-six players at £50 per head . . . I'll leave you to do your own mathematics!

154 There are two solutions to 'balancing the books':

1. Sponsorship from local firms. Grateful thanks to the Dover Harbour Board for their help in this respect. Any other offers???
2. Attendance at our concerts by the good people of Dover. A 'full house' at £6 a head would almost put us 'in the black', leaving a much more manageable deficit to be covered by members' subscriptions and other fund-raising efforts.

So, please note in your diaries, Saturday, 8 April 1995, at 7.30 pm in Dover Town Hall, a performance of J. S. Bach's "St. Matthew Passion". It should be an interesting occasion since it will not be just a 'straight' concert performance. I have asked John Hancorn, a fine bass-baritone, to do a "walkabout Jesus" on the lines of Jonathan Miller's now famous version.

We hope to see all you good Dover Society members there, either in the audience or – if you can sing in tune and read music a little – why not come and sing with us? Rehearsals on Thursday evenings, 7.30–9.30 in River Methodist Church, starting work on the St. Matthew Passion on 5 Jan. If you want any more information give me a ring on 01303-242694.

Michael Foad, *Hon. Conductor, Dover Choral Society*

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## THE ORGAN IN DOVER TOWN HALL

WAY BACK in 1901 the great Dr E. F. Astley, who was the first President of the Dover Choral Union (founded in 1892), gave to the town a magnificent four-manual concert organ to grace the – as then fairly new – Connaught Hall. In the same year H. J. Taylor, the founder-conductor of the Choral Union, was appointed Borough Organist by the Corporation of Dover, and for many years he and his successors, the last one being Reg Adams who resigned the post when he retired from the Duke of York's School and moved to Broadstairs, entertained Doverians with their organ recitals. I well remember, as one of the Music Scholars at Dover College, turning the pages for John Stainer (grandson of Sir John of "Crucifixion" fame) and Wilfred Holland at their Sunday evening recitals.

It is hard to recall in these days of CD, cassette, Radio 3 and Classic FM that back in 1910 few people would have had the opportunity during their lifetime of hearing what to music lovers nowadays are the well-known symphonies of Beethoven, Tchaikovsky and Dvorak; and the recitals on the "concert organs" being installed in town and concert halls all over the country gave many people their first experience of such pieces as the slow movement of Dvorak's "New World Symphony".

Built by the famous firm of Hill, Norman & Beard, the organ in the Connaught Hall was indeed a splendid instrument. However time, and the – at times – curiously excessive heat in the Town Hall has taken its toll, and despite the valiant efforts of Colin Jilks, Hill, Norman & Beard's tuner, over the past few years the instrument has become increasingly unusable for concert performance. The nightmare of an organist's life is a "cipher" – a note which continues to sound after you have taken your hands off the keys – and the Town Hall organ was so full of ciphers that even I, as conductor of the Dover Choral Society, refused to use it for our concerts.

Here comes the problem! To put the organ back into reliable playing condition we are looking at some £250,000. It needs nothing less than a complete "rebuild". After consultation with Stephen Yarrow (then organist of St. Mary's Parish Church), John Hurd (Dover Choral Society's accompanist) and Ross Anderson (organist and former conductor of the Choral Society), I prepared a paper for Roger Madge, D.D.C.'s Director of Economic Development, to present to the Charter Trustees and the Dover District Council, the gist of which was:

1. Dover Town Hall needs an organ for ceremonial and concert purposes.
2. The present organ is totally unusable and needs a complete overhaul/rebuild at a cost of some £250,000.
3. It is not realistic (or right) in the present economic climate and with the uncertainties about the impact of the opening of the Channel Tunnel upon the town of Dover, to ask the Council to spend £250,000 on the Town Hall Organ.
4. We suggest that the present pipe organ be put into "cold storage" and, as a *temporary* measure, an electronic organ be installed at a modest price not exceeding £10,000.

I contacted David Woodford of Cathedral Organs in Maidenhead who had supplied the electronic organ for the new Hill Road Baptist Church in Folkestone, and learned that he had just acquired a new demonstration organ, and would be willing to let us have his former demonstration organ, a two-manual Classic 30 Bradford Computing Organ, complete and installed with speakers for £8,500; no tuning costs and a five-year guarantee. (New, the organ would have cost some £12,000 or more.)

Last March, Christine Waterman and Roger Madge arranged for the Charter Trustees and members of the Council to meet David Woodford and myself and to hear the electronic organ played, in situ, in the Town Hall. After many searching questions and considered discussion, they agreed to purchase the electronic organ (it was a bargain not to be missed!) and, as suggested, to put the old pipe organ into "cold storage".

The Bradford Classic 30 was duly installed and, as many of you must have heard, "christened" by the present organist of St. Mary's, Graham Cory, with Lefebure-Wely's "Sortie in E flat" at the two Carnival Prom Concerts last July. As those of you heard who came to our recent Choral Society concert with Ronald Smith, the organ was again in use, in fact it began the concert and – dare one say, for the three big speakers have been installed behind the 'golden' pipes – you might be forgiven for thinking that it was the "real thing", such is the excellent quality of sound from the new instrument and, above all, it stops when you take your hands off the keys!

I would just like to end by expressing my most grateful thanks to Christine Waterman, Roger Madge and the Town Hall staff for their help in ensuring that once again Dover Town Hall has the use of a fine concert organ. Our next Choral Society concert on 26 November does not need an organ part, but we shall certainly be using the organ for the Dover Christian Council's "Come Carolling" on Monday 12 December, so come and hear it for yourselves!

Michael Foad, *Hon. Conductor, Dover Choral Society.*

# 156 *Berlioz's 'Chant des Chemins de fer'* *heralds Tunnel opening*

ON FRIDAY 6 May 1994 the Opening of the Tunnel was heralded by the combined choirs of 90 choristers from the Ashford, Folkestone and Dover Choral Societies assisted by sixty singers from Le Choeur Regional du Nord Pas-de-Calais.

The first round, with Dvorak's *Te Deum* sung in Latin, ended with honours being even.

The second round, with Berlioz's *Chant des Chemins de fer* sung in French, gave an unfair advantage to the visitors from Douai and Lille, who having practised twice a week for many months sang with great precision and skill.

Finally victory was conceded to the French in the last round of Parry's *Blest pair of Sirens*. Despite the grit and determination of the Brits the French, singing in English, demonstrated the foreigners' usual skill in spoken English and swept on to a resounding victory. 'C'est votre victoire' was the honour awarded.

The invited audience of travel agents and business interests who hope to benefit from the Tunnel opening joined the singers in a magnificent feast and complimentary bar at the conclusion of the concert. The champagne from Portugal attracted special comment.

The Queen and President Mitterand were present on video.

A return match was held at Canterbury Cathedral on 9 October 1994. As the tunnel was still not open, the French could not field their full team and this engagement was a draw.

©S.S.G. HALE, 1994

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## Membership News

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With inevitable annual losses taken into account, our total membership is now about twenty more than a year ago. We cannot be complacent and need to continue expanding our numbers if we are to remain a lively organisation. Our subscription is much lower than that of similar societies such as Deal and Faversham. Whilst the *Newsletter* can be a very effective means of introduction to potential members, please examine your conscience if you *regularly* pass on your copy to someone who could well join the Society.

Since July we have welcomed:- Mrs Sylvia Woolford, Mrs M. Southall, Mrs Mary King, Mrs B. J. Brightwell, Mrs G. Dobby, Mrs Noreen Thomas, Mr Keith Lawson and Mrs Audrey Lawson.

*New members are asked to state if they do not wish their names to be published as a form of welcome.*

**RAFFLES** held at Meetings contribute substantially towards the cost of hiring the hall. Prizes are always welcome and we are very grateful to members who provide them.

## *Colonnes Morris and Litfaßsäulen*



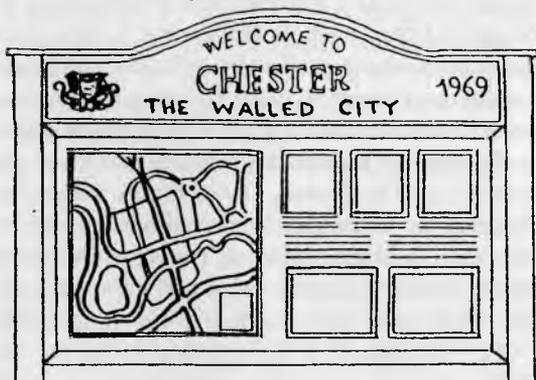
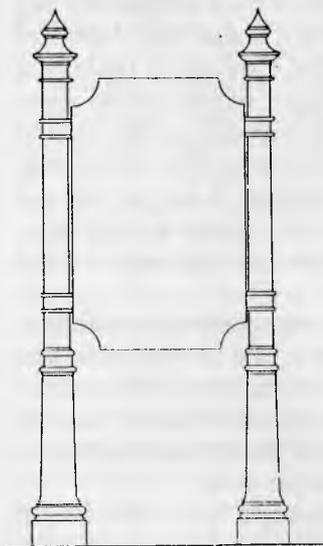
FROM the earliest days of the Dover Society when announcing public meetings, we have always been frustrated by the absence of well-sited and well-designed poster-boards in the Dover District.

We have repeatedly drawn the attention of the Council to this gap in publicity – for all events – but without any favourable reaction until now. At last we have been informed that “the provision of poster-board displays, perhaps in the form of Morris columns, has been included in the Corporate Plan draft for the next financial year”.

The sketches give an impression of the columns and boards we are thinking of. Visitors to France and Germany know colonnes Morris or Litfaßsäulen. Columns would quickly be accepted by Dovorians as the regular source of information about “what is on”, and would immediately draw the attention of European visitors.

Columns could be sited strategically, say, on the sea-front, at the bus and rail stations and in the pedestrian precinct. Well-designed boards could, with advantage, be displayed on other sites.

Chester, Lewisham, Oxford and Sheffield seem to have preceded us successfully and we are seeking the best designs. We plan to show some at the Members’ Meeting in March, when we want to sound opinions on suitable design and location.



## *Deal Library Gallery*

Exhibition of work by

# PHILOMENA KENNEDY

19 September – 7 October 1994

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—MERRIL LILLEY

**D**EAL Library Gallery is an ideal choice of venue for a small one-artist exhibition. It combines the feeling of intimacy in an enclosed area devoted to art with the immediacy of access straight from the bustling Middle Street car park. The space was totally filled with the range of Philomena's art; originals, prints, maps, plans, calligraphy, boxes and cards, encompassing a wide variety of media, materials and techniques.

The substantial collection, imaginatively arranged, included many of our favourite views of St. Margaret's Bay and Dover and its environs, with some of the larger canvasses together facing seaward on a central display board. On the day I visited, during the first week of the exhibition, there was a steady stream of viewers, many of them especially interested in the works focusing on Deal; Deal doorways 1 and 2 (nos. 39 and 42), prints from original ink and watercolour, must be a pair much coveted by Deal residents; as also Street Names of Deal 1 and 2 (nos. 31 and 35), masterpieces of calligraphy, showing the fascinating narrow streets off Beach Street and Middle Street with a gem of information about each in the spaces between them; Ad Delam, a print from original in acrylic inks and gouache (no. 11), is a selection of quotations about Deal written over a street map of part of the town; A Sea-Faring Town, print from original in acrylic inks and gouache, uses a quotation from Hasted, with repetition and overlapping building up an abstract pattern to make an intriguing picture. All these had unframed mounted prints available and must have been in great demand.

Several of Philomena's pictures of Dover scenes are also available as unframed prints (e.g. The Pharos, Dover Castle ink and watercolour, and Dover Castle: The Key and Bar of England, print in black, hand coloured by the artist). What a good idea for Christmas presents, I was reminded, when I came to the display cases of boxes, coasters, paperweights and greeting cards (some of these already familiar to us as they have been available at Castle Book Shop for some time).

The attendance at the exhibition and the interest shown in it is a reflection of Philomena's growing fame and popularity as a local artist. ◇



## FRONTLINE BRITAIN '94

As very selectively remembered by BUDGE ADAMS

**F**ront-Line Britain '94 Week – an enormous and well thought out Old Boys' Reunion – old soldiers, old sailors, ladies from the war-time womens' services, ancient airmen and members of civil defence, all were there. As too were their younger counterparts from the modern services. They formed up, were dismissed and formed up again as Sunday's rehearsal ironed out the inevitable snags and many realised that their legs, perhaps not surprisingly, were protesting and were "not what they used to be".

The Parade on the Monday went off very well and what a blessing that the weather had changed from Sunday's dullness and slight drizzle to a glorious sunny day. The gods were kind! Maybe the marching was sometimes a little ragged but hardly anyone was less than seventy plus and they set about the march with enthusiasm and pride.

During the preceding week, as the whole well-organised event drew nearer I felt a sense of occasion and a frisson of excitement and anticipation that I would again be able to see and talk to comrades-in-arms, both men and women, who, mostly unknown to each other, had served in this particular area between 1939 and 1944. This ensured that at precisely 07.50 on Sunday, 23 September 1994 I presented myself on the steps of the Churchill in Waterloo Crescent to take breakfast, exactly ten minutes later, with my gunner brother-in-law, Joe McGowan, and his Ack-Ack friends.

Entirely unknown to Joe, his carefully laid plans were immediately compromised as I saw a sprightly figure wearing a regulation blazer, with a regulation tie and a regulation badged beret approaching from the other side of the road. His happy eyes were blue and sparkling and with no thought of checking his provenance I extended my hand and greeted him. His English was faultless though with a definite trace of Nordic intonation and I rightly guessed he was a Norwegian and a sailor and had served with the Norwegian M.T.B.'s operating from Dover. He also was staying at the Churchill and we went inside, discovered Joe and his friends and launched ourselves into a long session of recall and re-discovery, all recorded on pocket tape machines. We sat down to breakfast, an augmented party, at 09.15!

Finn Christian Mosgaard Stumoen was from Skarnes, a small town to the north east of Oslo and he was almost exactly twenty years old and at the Naval School of Navigation in Oslo when the Germans invaded Norway. Soon after the invasion he ski'ed for three nights to Stockholm, steering, as he said, by Arcturus, (as I recall it that was the name of the star he used) which he knew to "stand in the east". There, after a month of applying for visas and other documentation, he arranged with four others to fly, secretly, to England in the



The March past on the Sea Front



In the lower picture eight Norwegian sailors march behind their national flag  
The centre picture is of the Czech Band

*Photos: Merril Lilley*



hope of joining up with the Norwegian Navy, then operating from this country. Imagine 161 their surprise when the aircraft landed at Tallinn!

From Tallinn to Dover his itinerary speaks for itself. Leningrad, Odessa, then in a Russian boat over the Black Sea to Varna in Bulgaria. Next, to Istanbul and then by train across Anatolia to Alexandretta (now Iskenderun) where they joined a small British tramp steamer bound for Port Said. Between Haifa and Port Said they were attacked by Vichy planes and hit in No. 1 hold and sank so low forward that the propeller was out of the water. They then flooded the after hold, regained an even keel and went hell bent for Port Said. They were again attacked but by sharp gunnery repulsed the aircraft, an Italian, who dropped his bombs 100 metres off target. They arrived at Port Said – the first ship to make port with a cargo of sea water! Then by train to Ismalia (not spelt that way now) where they became involved, with 150 other Norwegians, with the 8th Army and eventually on to Suez where they boarded a trooper bound for Durban. Then to Cape Town, Trinidad and New York. Finn was then posted to a Norwegian tanker bound for Williamstown, Trinidad, to load oil for Britain – for Leith, in fact. Then, serially, London, Troon, Weymouth, Poole and finally Dover where he served on M.L.'s until the war ended and in his 'spare time' married a Wren who was serving in H.M.S. Wasp and who came from Walsall. Much has been left out of this story – I have it all on tape – but the gist is there.

I met a gunner who was on the end of the Eastern Arm and counted the M.L.'s as they went out and again on their return and was thankful that the two numbers did not very often differ. His battery was ordered to shoot at anything that moved, without authority, through the Eastern Entrance. So they shot at wayward seagulls!

Lunchtime at the Duke of York's School for almost 2000 service men and women was fantastic. I have purposely said "lunch time", lunch itself being almost a secondary consideration – it was just necessary to re-fuel. One could not walk more than a few paces before striking up a conversation with someone or other and invariably each knew each other's unit or was engaged in a variation of the same job. I met an NCO who was posted to 191 Sqdn (in India, at Korangi Creek!) a week after I was granted my warrant and was therefore posted from 225 (Flying) Group to 226 (Maintenance) Group to fill a suitable establishment vacancy. He was an armourer and worked in a temporary armoury (it was uncanny to hear him describe it) that I built from aircraft transit cases obtained from Drighh Road, near Karachi. This was an enormous RAF "factory" engaged in the assembly of new aircraft and the re-building of those damaged ones that could be saved. The "factory" worked 168 hours a week on a four-shift basis, i.e. it never stopped working.

I met comrades from 500 (County of Kent) Squadron who were there when I joined in 1935. Our aircraft, Avro 504K's and Vickers Virginias, both had a maximum speed of 80 mph in still air and we could, though not often did, get out on to the wings in flight. Until 1942 the squadron flew Ansons (unsophisticated feeder line aircraft converted for service use) over the Channel, searching, not entirely fruitlessly, for submarines. They flew in pairs, one at 250 feet, the other at 500. The upper aircraft swept the sea with a powerful Leigh Light and the lower one was armed with a 37mm cannon with a recoil that practically stopped all forward movement, but was actually intended for "pooping off" at enemy submarines.

At the Duke of York's School I met a chap who served with me at Sullom Voe on Sunderlands. When I was posted to 200 Sqdn in the Shetlands I quickly realised that the

Engineer Officer was of an old Dover family and that I knew his sister. He had joined the RAF as a boy apprentice many years before and his basic trade was carpenter-boatbuilder! – how times had changed! But had they really? I recall that Air Marshall Sir Philip Joubert de la Ferte, C. in C. Coastal Command at that time, held an Extra Master's Certificate in Sail! He joined the RNAS from the Merchant Navy in 1914.

There were happily reminiscent conversations with Belgian seamen, with Canadian airmen and radar mechanics, six months out of high school and with cheeks that had never felt a razor, more Norwegians and, of course and essentially, many Brits.

I dined in the Keep at the Castle with men who were in the Observer Corps before it became “Royal” and we talked of the time when the Dover Post, Dog 2 (the present International Phonetic Alphabet had by then not been invented) was established in the SW turret (if that is the right name for it) on the roof of the Keep.

On the Tuesday, in Dover Town Hall, with my gunner brother-in-law, I attended the Artillery Re-union in the Town Hall. There were gunners of all shapes and sizes, Light Ack-Ack, Heavy Ack-Ack, Coastal, Railway, Field, Heavy Field, Fortress and others with similar precisely distinctive appellations. What a range under the umbrella of “Artilleryman”! In the afternoon, in a shelter on the Prince of Wales Pier, I had a spirited conversation, in scraps of German and French and some sign language, with two of the Czech colour party. A few moments after they left me to rejoin their coach to Shorncliffe one of them breathlessly returned and putting his head around the corner of the shelter, said, with a wide smile, “It was goood”, then disappeared. On such little things international friendships might be founded.

Before my Lancashire gunner friends returned to the North we toured the gun sites and I could see, as they moved around, that they were walking on – to them – hallowed ground. They frequently recalled that the sea front and the beach were almost completely cocooned in coils of barbed wire, they remembered, with a sparkle in their eyes, the girls they met and the hospitality of the Dover people, and, oh yes, the pubs they frequented, though they were a little mystified that so many of them were no more.

I frequently saw Mrs Daphne Foster, one of our members, who had some involvement here during the war, moving around with her camera and skilfully placing herself in position for a good shot. I have seen her photographs and they clearly and vividly recall a very wonderful weekend.

There is much, much more that could be told, but there would not be enough space in the Newsletter (and I should know!) to retail it all. This is just a sample but the time I spent in easy friendship with men and women to whom all others were friends, is something I will never forget.

P.S. I am aware that much of this piece is of the “How I won the war genre”, but it was part and parcel of most of our conversations. It is interesting to recall that this corner of England has always, since the time of the Romans and probably much before, stood to arms to defend the country.

I learn today, 14 November, that Finn Christian Stumoen is the very man who, for the last five years has brought the Norwegian Christmas Tree to Dover and that on 28th November he will be here again, fully laden.

Perhaps in 1995, 50 years after the cessation of hostilities, the Society could, in some way, mark the friendliness and generosity of the Norwegians who served with the M.L.'s here.

## Letter to the Editor

from Mrs May Bradley

Madam

I was very interested in the picture of the Promenade Pier in *Newsletter No. 17*. It brought back many happy memories of long ago. Built in 1892 it was opened to the public in the following year. The Admiralty took possession at the outbreak of World War I and continued to use it as a naval pier until 1918 when it was returned to public use. The pavilion at the end housed a skating rink where Mr Percy Sherrell was the manager; occasional dances were also held there and paddle steamers plying between Hastings and Thanet made regular calls at the berth on the western side.

I remember that there were lots of automatic machines – on one you could print your name on a strip of metal – and there were at one time some monkeys in cages, which my mother loved and I hated.

\* ED: Before the last war the R.C.P.Y.C. was sited approximately in the centre of the lawns in front of the Gateway.

I enclose a snap of my mother (in the centre) sitting on the pier with two of my aunts.

A ship called *The Nora* smashed into the pier in a gale one night in 1927 and the pier was very badly damaged.

Near the Yacht Club on Marine Parade\* there was a stand for two bath-chairs which could be hired. They were not of basket-work which was more usual but were of leather with a leather apron and they were drawn by a man with a long metal pole attached to the front wheel. In the second snap my father is in one of these with a trained nurse, from the Institute of Trained Nurses at 8 Godwyne Road in charge.

My father was recovering from a burst appendix operation at the old RV. Hospital; I always remember that while visiting him, his meal of a boiled egg arrived with a dessert spoon to eat it with!

I do so enjoy the *Newsletter* and I think you make an excellent job of editing it.

All good wishes,

May Bradley

199 The Gateway, Dover



*A. Simmonds*



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**DECEMBER 17**

Saturday 7.30

**Members and Guests**

**CHRISTMAS FEAST** £16.50 per person

Dover College Refectory

**1995**

**JANUARY 30**

Monday 7.30

**Members and Guests**

**TWO TALKS**

1. Phil. Wyborn-Brown

**BEHIND THE SCENES AT DOVER CASTLE**

2. Clive Alexander

**DOVER'S CONSERVATION AREAS**

St. Mary's Parish Centre

Parking at Stembrook

**FEBRUARY 13**

Monday 7.30

**Members and Guests**

**WINE AND WISDOM** £4.50 per person

*Quiz Master:* Clive Taylor

St Mary's Parish Centre

Parking at Stembrook

**FEBRUARY 20**

Monday 7.30

**Public Meeting**

**DOVER & EUROPE in the NEW MILLENNIUM**

Address by Mark Watts, MEP

Biggin Hall (behind Public Library)

**MARCH 13**

Monday 7.30

**Members and Guests**

**MEMBERS' MEETING**

Keith Parfitt on *Dover's Anglo-Saxon Cemetery and*

*Group Discussions on Local Issues and Planning*

St Mary's Parish Centre

Parking at Stembrook

**APRIL 24**

Monday 7.30

**Members only**

**ANNUAL GENERAL MEETING**

Address by Sir Richard Knowles

St Mary's Parish Centre

Parking at Stembrook

**SUMMER PROGRAMME DATES** — Details in next *Newsletter*

**MAY 6 – 21**

„ 13

„ 20

**JUNE**

**JULY 15**

**SEPT.**

Festival of Dover

Society Trip to a Venue in Kent

Heritage Open Day

Trip to the Goodwin Sands

Trip to London – to be arranged

Trip to LILLE



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

**MUSEUM** - Commencing  
Saturday, 29th May  
2.00 pm - 5.30 pm  
(last entrants 5.00 pm)  
Closed Mon. & Fri. but  
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Closes 5th September 1993  
until Easter 1994

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