

The
Dover
Society

Newsletter

No. 32

August 1998



A view of Dover Harbour with the Western Docks in the foreground,
showing the cruise ship terminal.

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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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A. F. Adams, Jennifer Gerrard, Derek Leach,
Mike McFarnell and Sybil Standing

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The Objectives of the Dover Society

founded in 1988.

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

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

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

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

Editorial

On 27th March, 1998, the Dover Society held its 10th Annual General Meeting, celebrating ten successful years of its existence. The tenth year saw several changes in the composition of the committee. Jack Woolford, Chairman from the beginning, stepped down, to be replaced by Jeremy Cope, recently retired and with time on his hands. (He denies this!) Jennifer Gerrard, Treasurer for five of the ten years, also stepped down, her post taken by Capt. Mike Weston, also recently retired and able to devote some time to Society affairs. Jack has taken on the job of Chairman of the Planning Committee and has written his first report in this new capacity. Jennifer remains a member of the general committee, which also welcomed a new member, Derek Leach.

The most striking news to report in this issue is the massive investment Dover Harbour Board is making in Dover's future. Projects include the building of a second cruise terminal, expansion of the yacht marina, completion of the third stage of de Bradelei Wharf shopping complex and the development of the Old Park barracks site. These are all reported here in articles by John Gerrard and Keith Southey of Dover Harbour Board. To quote John Gerrard, "Things really are buzzing just now" for the Harbour Board.

Looking back at the last ten years in Dover, one can perceive a gradual improvement in the town, at first almost imperceptible, then escalating in the three years of Impact's residency and now, in 1998, accelerating apace, with parts of the town boasting a totally new look from their 1988 appearance. We believe that the Dover Society has played its own small part in the town's regeneration.

The report from the Chairman of the Projects Sub-Committee indicates how this section of the Society always gives valuable support to local schemes to conserve the environment and improve the town. Their latest success has been the work of the refurbishment of signposts in the town, reported in this issue. Those who got up at the crack of dawn at weekends, often in bad

weather, to undertake the preparation and the painting, are greatly commended. Even when they had finished they used the surplus black and gold paint to spruce up the leopard bollards at the Castle Hill/Connaught Park junction, a prime tourist spot.

A regular report in the August Newsletter is that of the Dover Arts Festival, now in its fifth year and going from strength to strength. Lisa Webb has written this year's review, which indicates the growing popularity of the Festival and the hard work and commitment of all those involved.

Apparently my idea of a four-page pull-out section in Newsletter 31 was not as well-received as I expected. Some members did not detach the section and did not apply for trips in time. I hope this did not contribute to the cancellation of the

Romney Marsh trip due to lack of support. I had thought it would be a very popular outing. Anyway, we are reverting to the traditional method of loose leaf application forms. Enclosed are forms for the September trip to London and for the Christmas Feast in December.

The first meeting of the Autumn will be on 19th October at St. Mary's Parish Centre with two speakers, Lesley Cumberland and Terry Sutton. We hope to see many members there and to greet those who have joined the Society this year. Committee members are getting used to the idea of wearing their badges, so look out for those you want to meet. A full programme for the rest of this year is given, as usual, on the inside of the back cover.

Many thanks to contributors, proof readers and advertisers and best wishes to all our readers.

Snail Rail Jeremy Cope



Did anyone read a report in the KM Extra in 4th April issue entitled "London Trains have to make way for Eurostar"? Peter Stratton from Connex, the train operators for the South East, spoke to Dover Town Centre Management and confirmed what we all know. Trains to Dover make way for the Channel Tunnel rail traffic and travelling to London is now worse than it has ever been with times extended by up to 20 minutes. It was unclear whether we would get new rolling stock or if Shakespeare Tunnel's width would mean that we are stuck with what is already some of the oldest rolling stock currently in use. No prizes for guessing the most likely outcome.

I had to laugh at this report. The operators are working hard to attract more customers! Initiatives include cheap family fares to Hastings and cycle hire in Canterbury. What good this will do for London travellers is hard to imagine. Perhaps they can draw comfort in the long journey with the thought that the railway is run by a load of comedians! Terry Sutton, who attended the meeting, tells me the TCM audience went along ~~gladly~~ to tackle Mr Stratton. However he disarmed them all by admitting how dreadful things are.

When discussing this with Mike Weston he recalled attending a Dover meeting addressed by Nicholas Ridley, the former government minister. Ridley became very angry when no one in the audience believed him that the Channel Tunnel would bring us better rail services.

What if the busiest passenger port in the country and the busiest cruise terminal in Europe should generate more rail traffic? Government policy is to shift traffic from roads to rail. If the Channel Tunnel faces another breakdown will Eurostar come thundering into Dover? At least we know that Connex South East has contingency plans - passengers will be re-routed to Hastings on cheap family fares or sent by rail to Canterbury where they will hire bicycles to complete their journeys.

The work of the

PLANNING

Sub-Committee

Reported by JACK WOOLFORD, Chairman

To be moved from the Chairmanship of the Society to that of the Planning Committee is a promotion from the bird's eye view to the nitty gritty. Having occasionally attended planning meetings down the years I have been more and more impressed by the organisation and atmosphere evolved by my predecessors Ken Wraight, Adrian Galley, Lawrence Gage and, over the last year, Jeremy Cope. A small committee can be less formal and even more sociable than a large one, but none the less disciplined, and the division of labour which has evolved, so that every member has a specific area of responsibility, is admirable. The key role is that of the Secretary, Sybil Standing, who scrutinises every planning application submitted to the District Council (and attends every meeting of the Town Council Planning Committee) and allots responsibility for the necessary scrutiny (at the Planning Office) of those relevant to our concerns, usually to two members, so that more than one opinion may be heard. Consensus usually - though not always quickly - follows discussion and the resulting communications not only command the respect of the various parliamentary, county, district and parish councils, etc. which receive them but are frequently influential, if not decisive.

It is important, however, to recall that all Committee decisions have to be endorsed by the full Dover Society committee: and this does not always happen. A chairman's lot is always an interesting one, and meetings without controversy would be very dull. For example, the suggestion that Alkham Valley might be defended from traffic by diverting A2 from a point East of the current Coldred turning and joining the A256 north of Whitfield, controverted the new orthodoxy that road building merely generates new

traffic, and when the "Dover Express" publicised the idea, a Society member wrote expressing "horror and disgust". Neighbouring amenity societies and councils were sceptical and although the idea was considered by the Highways Agency, the deletion of the Denton Bypass from KCC's list of funded schemes at least to the end of

2000 appears to have settled the controversy.

Another divisive issue for a time was a consideration of the ways by which traffic calming might better be achieved, either by physical constraints or by "persuasive" road signs, administered either by the police or by the local authority. Unanimity in favour of local enforcement, provided that the signs are overlooked by recording cameras and offenders immediately identified and punished, has now been achieved. On the other hand a suggestion that Marine Court be saved from demolition by listing was decisively defeated, although our sharp eye will remain on the proposed new hotel building.

Contrariwise, there is no dispute that four three-storey houses on the site of the Apostolic Church is at least one, if not two, too many, and none that whilst MFI should not move to Whitfield, possible alternative sites, eg Poulton Close or the derelict market on London Road, would, as is desirable, keep the retail facility in the town centre. It is also totally agreed that the return of Woolworths to the former GPO in Biggin Street, is indeed welcome, provided that "partial demolition" leaves the facades and the main structure intact.

Meanwhile the Society heartily commends to Dover District Council and to Dover Harbour Board the concept of a Camden Crescent fully restored to housing, perhaps to former design, perhaps to a complementary modern style. Not only would this be environmentally improving, it would be financially viable.

We have failed to save the Citadel/Drop Redoubt from razor-fencing. English Heritage has agreed that safety is paramount. Everyone agrees that the priceless asset of the decaying Western fortifications is neglected, but, alas, there are no available resources.

The Tenth ANNUAL GENERAL MEETING

— Mike Weston —

The 10th Annual General Meeting of the Society held on 26th April was attended by a respectable number of 70 - 80 members. AGMs can be drab and boring affairs but this occasion right from the start proved a lively and sociable event.

Our founder Chairman, Jack Woolford, welcomed various prestigious guests amongst whom were Lady Mary Jarrett who was in Dover for the unveiling, on the previous day, of the memorial on the Prince of Wales Pier to her late husband, and our guest speaker, Dr. Arthur Percival from the Faversham Society, who was to present a slide show in the second half of the evening.

Jack in his inimitable way took us through the Society's achievements and contributions to the locality in the past year. These ranged from the visible, such as the memorial to Sir Clifford Jarrett, the monument to the Unknown Warrior, and the painting of the Dover District tourist signposts, to the invisible, but no less important, aspects of the Society's work such as the planning input to the various planning applications lodged with the Dover District Council and advice to John Prescott on the future control of traffic and the modernisation of local government. The Chairman took us through various meetings attended by himself with the Dover Town Council and mentioned the Society's links with the town centre management and the cruise welcome group.

Our chairman continued by revealing that the Society's Millennium project had been agreed in principle, to erect commemorative plaques over the next three years, on buildings in the town and in areas of historical interest around the town which would show local people and visitors the

history attached to these sites.

Election of the Officers and Committee for the ensuing year then took place. It was at this stage that Jack Woolford stood down as Chairman, his place being taken by Jeremy Cope. Jack graciously presented the Society with a gavel - Jeremy commenting that he would now not need to use a spoon (which he had forgotten to bring)!

The Society's President, Brigadier Maurice Atherton spoke of the esteem, admiration and affection in which Jack is held in Dover and praised him for the work he has carried out for Dover in the last ten years. A presentation of a painting (by Philomena Kennedy) was made by the Brigadier to Jack.

A presentation of an old Dover seascape print was made by Brigadier Atherton to "Budge" Adams to mark his retirement from overseeing the publication of the Society's newsletter. Our retiring treasurer, Jennifer Gerrard, in her report to members had made special mention of "Budge's" tremendous financial contribution to the newsletter over the years and now, with his withdrawal from active participation, meeting the real cost of the newsletter is a challenge the Society faces in the coming months and years.

After the interval Dr. Arthur Percival completed the evening with a talk and slide show on conservation from New Zealand through Australia to Malaysia, Singapore and Japan. His slides depicted various buildings from the countries listed and he explained in a fascinating way how these were being looked after and restored (or not) by the various governments and their attitudes towards their heritage of past buildings. He also explained how he with other conservation groups were being, or had been, consulted over how conservation should be taking place. Having served for a number of years on ships trading in Australia and New Zealand, it was particularly nostalgic for me, hearing about and seeing buildings which have been well looked after over the years and maintained in their former glory. Dr Percival obviously had a particular warmth for New Zealand.

At the conclusion of an entertaining evening our new Chairman exhorted us all to go out and try and recruit new members to the Society.

PROJECTS : Update

JOHN OWEN, Chairman, Projects Sub-Committee

The Dover Society's Community Spirit commended

"Dover's street signs for tourists (finger posts) are looking immaculate thanks to repainting by volunteers from the Dover Society". Praise indeed from the District Council Tourism Department and well received by the Society.

Fifteen signs have been refurbished, with gold and white lettering on black. Member volunteers turned out in the early morning on Saturdays and Sundays throughout March, whilst the rest of the town slept on! It was wet and cold and the wind inhibited progress. As the month progressed it had to get better and it did, enabling the volunteers to complete the project on schedule by the end of March.

A project of this kind is not taken on lightly. The council produced the definitive list of signs to be refurbished and, on inspection, it was evident that their conditions varied. Some were in a poor state, requiring much preparatory work, involving wire brushing down to the bare metal. It was decided that the task was within our capabilities. All that was needed was a team of motivated volunteers with a sense of humour and a pride in Dover.

At times we finished early, seeking shelter and a hot drink. On one occasion, in the market square, a sympathetic restaurateur provided hot coffee. It was so cold that, but for his coffee, we might have abandoned that morning's task.

Volunteers Terry, John, Joe, Mike and Jeremy, saw the project through to the end. They also saw some good sunrises!

What had started at the town mayor's posting steering committee in November, which comprised interested Dover groups and involved the Society in the project, ended in April at the occasion of the handing over of the repainted tourist signs. Councillor Gordon Cowan of Dover District Council said, "Members of the Dover Society have been a shining example of civic pride and along with the Town Council we thank them for their fine initiative in volunteering to renew the paint work on the signs. The town of Dover is fortunate to have such a group of local citizens who are dedicated to the improvement and to the heritage of the area".

The District Council met the cost of materials for the project and contributed £100 to the Society's funds.



The Dover Society's community spirit commended by Dover Town Mayor, Cllr Paul Sheldrake



Operation Beach Clean '98

The annual Dover Cadets community project took place on Sunday 15 March. Organised by the Dover Society, these projects are prompted by the Society's objectives and constitute a local youth response to the need to care for the environment. On this occasion, its ninth year, OPERATION BEACH CLEAN '98 was carried out in partnership with Dover District Council and Dover Harbour Board.

The task was to clear as much litter as possible from Shakespeare Beach in the morning allotted. The project was run on a team basis with groups competing for a silver trophy donated by the Society.



Operation Beach Clean - Sea Cadets at work

Despite a dull morning there was a good turn-out and the rain held off as we got to work. A team of seven or eight Society members also helped, though not competing for the trophy.

Appreciative members of the public commented favourably on the enthusiasm of the young cadets and a timely supply of lemonade was sent across to them from the landlady of the nearby Cinque Port Arms, who rightly judged it to be thirsty work.

Litter collected consisted largely of plastic bottles and

packaging and plastic and metal containers. Between 70 and 80 very large bin liners were filled and a number of larger items were also collected and removed.

Judging the winner proved extremely difficult, TS LYNX Dover sea cadets winning the trophy by a very narrow margin. CCF Dover Grammar School collected the biggest item, an oil drum, and gave the cadets a run for their money.

Society Chairman, Jack Woolford, presented the trophy and framed certificates, expressing his personal pleasure in being out in the open in the company of so many young people, having a go at improving the local environment. He offered his thanks and congratulations on a job well done. Refreshments followed.

Thanks are due to both Dover Harbour Board and Dover District Council for excellent back-up, without which the project would not have taken place.

Bob Day, BBC Radio Kent: commented "It (the beach clean) may not last very long but at least one group of youngsters made the effort".



CCF Dover Grammar School and Sea Cadets

The March Meeting Merrill Lilley

THE MEETING ON MARCH 16 might, it was suggested, be described as a "Dover Night", as it consisted of two talks on very different aspects of Dover. The first talk was by Lillian Kay, on her memories of growing up in the old "Pier District" of Dover in the nineteen twenties. Lillian was born in Dover, has lived here most of her life and was on the staff at Dover Girls' Grammar School for 31 years, the final 12 as Headmistress.

The second talk, on the fortifications of Dover and in particular those on the Western Heights, was by Jon Iveson, Assistant Curator at Dover Museum. Jon came to join the museum team from Aldershot as a military historian and has been at Dover Museum for nine years. There is, of course, plenty of military history in Dover to absorb Jon's interests and he is now compiling a series of articles for the museum on aspects of his research. The first of these, on Fort Burgoyne, is included in this issue of the Newsletter. I hope there will be more to follow.

Although the talks were on two such different subjects there was some overlap in content, as each speaker felt a need to sketch in a brief historical background, before proceeding to the main focus of the talk.

Lillian started with reference to the Roman occupation of Dover, when the sea came up to the Market Square. She reminded us of the division of the Eastbrook and the Westbrook, of the lives of the fishermen, of the formation of the haven called Paradise Harbour, of the building of the various piers and the contributions of several monarchs, notably Henry VIII and Elizabeth I, to the development of the harbour as we know it today. She read, with great relish, the detailed descriptions from Bavington Jones, of the building of the sea walls in

the time of Elizabeth I in 1596, so that we marvelled at the prodigious work performed by hundreds of labourers of all kinds, each trade with its own fixed rate for the job.

Then she came to the central theme of her talk, the area of "Little Paradise", the Pier District which she remembered so well; Snargate Street, Strond Street, Limekiln Street and the Pent (now Wellington Dock) were her childhood haunts. Her father worked in the yard making nuts and bolts for the packet boats. The area where her father lived in 1889 "was all pubs. If you wanted company you went to the pub or joined the Methodists." The family owned the house on the Pent bought by her great-grandfather in the late eighteenth century. The coming of the railways marked the beginning of the decline of the Pier District.

Lillian Kay's house in Douro Place



When Lillian was three months old, her family moved house to a quay by the Granville Dock, where coal and timber boats unloaded their cargoes. Later, in 1928, when part of Snargate Street was pulled down, they moved again, this time to Douro Place (See picture), the house which holds most memories for Lillian.

From this period she has a wealth of recollections; of summer on the beach; of tennis, bathing and bandstands; of trams; of breakerwater swimming; of annual regattas; of regular concerts by the bands of one of the three resident Dover regiments and 'beating of the retreat' each Wednesday on the seafront; of roller-skating, dancing, community singing. Her memory of this part of her childhood is that "there was something on every day". Her audience, having relived the years with her, were reluctant to break for the interval.

After the break, Jon Iveson, talked about fortifications in Dover. He started with a reminder of Dover's earliest history and the importance of sea routes for traders and invaders. He described the coming of the Romans to Dover and their subsequent occupation and building of their three forts, which they occupied, abandoned, then returned and rebuilt, between 130 AD and 208 AD. A fort held 10 barracks of 64 men (the crew of a galley). The Roman Pharoses, or lighthouses, were built between 120 and 130 AD.

After the Romans left, about 400 AD, there was little to report in the Dark Ages which followed. At the time of the Norman Conquest, 1066, William first burned Dover and thereafter strengthened its fortifications.

It was not until 1185, that Henry II was responsible for the building of the Keep at Dover Castle, at a cost of £8000, the king's income for a year! From this time onwards there is plenty of historical detail on Dover's fortifications, with the changes and additions to the castle over the centuries and later the installation of various fortifications on the Western Heights from the mid-eighteenth century onwards. These included the Citadel, the Drop Redoubt and the Grand Shaft. Jon gave his audience a comprehensive introduction to all these features, but, as he pointed out, each of them merits a full address to do it justice.

Dover is so rich in history that a full discussion of its fortifications would fill volumes. However, we are fortunate to have Jon working at the museum and he has agreed to contribute a series of articles to the Newsletter, each one dealing with one aspect of Dover's fortifications. The first of these, on Fort Burgoyne, appears in this issue.

At the end of this information-packed evening, the Chairman thanked both speakers for their valuable contributions, pointing out that, as ever, the old Dovorians and the newcomers, like himself, had much to offer to the town.

Membership News

S. R. COPE

Membership Secretary

At the time of writing we have 427 members and 90% have paid their subscriptions which have been pursued more promptly this financial year. Subscriptions provide the backbone of our funding and now that we are faced with realistic newsletter costs it is even more crucial that money is gathered in on time to earn interest and to enable the treasurer to get effectively. Fortunately we have some reserves and the committee is looking at new methods to maintain our sound finances without asking members for increased contributions. Several members outside the area voluntarily pay extra for postage and this is always appreciated.



We have welcomed to membership Mr D Lowe, Miss A Lingard, Mrs P Yeomans, Mr and Mrs E Thomas and record with much regret the deaths of Captain W Hoar, Mrs C Staveley and Mr K Lawson.

FORT BURGROYNE

- A Brief History _____ Jon Iveson

DURING THE SIXTY YEARS following the Battle of Waterloo, British popular and political opinion suffered three periods of alarm with regard to imagined French aggressive intentions.

The first of these, in 1847, was triggered by advances in technology. Explosive shells had increased the power of artillery, and steam power for naval vessels threatened to render obsolete overnight the Royal Navy. It was feared that the French might gain a temporary command of the channel and, no longer reliant on wind or tide, land a considerable force on British soil. This view was put most forcibly by General Sir John Fox Burgoyne, Inspector General of Fortifications, and was strongly backed by Lord Palmerston the Foreign Secretary. The revolutions of 1848 forced Louis Philippe, the French king, and his son to take refuge in England and the panic subsided.

In 1851 and 1852 the coup d'etat and subsequent re-election of Napoleon III caused another panic, which was only dispelled when France and Britain allied themselves against Russia.

The third, more serious, alarm was generated once again by technological advances. France launched an ironclad steam warship - *La Gloire*, and new rifled guns increased the range and accuracy of artillery fire to such an extent that bombardment ranges increased from 4,000 to 8,000 yards. Despite the recent alliance during the Crimean War, fears about French intentions were increased by Napoleon III declaring himself Emperor and by building work beginning on the Suez Canal. The development of a large fortified harbour at Cherbourg was inspected by Prince Albert and Britain's defences suffered in the comparison. Britain, it was felt, was falling behind, and this feeling became apparent with the growth of Rifle Volunteer units up and down the country.

These various alarms caused money to be spent once again on fortifications and

armaments throughout the 1850s, but it was not until August 1859 that a Royal Commission was instructed to enquire into the "present state, condition and sufficiency of the Fortifications existing for the defence of our United Kingdom..."

Work was already underway on the Western Heights at Dover but when the Commission reported in February 1860, amongst their recommendations was the construction of a new fort to the north of Dover Castle "in order to prevent an enemy establishing his batteries on the high ground, which overlooks the castle in that direction."

Although this fort was originally called Castle Hill Fort it was quickly renamed Fort Burgoyne in honour of the General who had pushed so hard for new fortifications.

In November 1860 approval was granted to acquire the land and the outline design approved by the Secretary of State for War. In June 1861 work began on the construction of bomb proof casemated barracks to house one Field Officer, six officers, 217 men and two horses. These barracks were built by civilian contractors at a total cost of £29,508 but the remainder of the work was completed by military labour.

The fort was designed by Captain Edmund Du Cane who was also responsible for the reconstruction of the defences on the Western Heights. The completed form of the fort is polygonal reflecting other forts engendered by the Royal Commission, such as those on Portsdown Hill at Portsmouth.

Fort Burgoyne is surrounded by a dry ditch 35 feet wide and revetted with concrete and flint in places due to problems with the structure of the underlying chalk. In the centre of the north face, hidden in the ditch, is a double caponier to give flanking fire along the ditch floor in both directions. At both the

north-east and north-west corners of the fort are single caponiers with another on the west flank to give cover to the remaining ditches. On either side a ditch stretches across the crest of the hill to give two wings to the fort, each with its own emplacements for guns. The battery at the west wing was protected by a caponier to defend the ditch.

Within the fort bomb-proof casemates provided the accommodation and also acted as platforms for the guns, some of which were housed in Haxo casemates. Ramps led up to the top of the casemates to enable guns to be positioned. The casemates along the north side of the fort were intended as men's barracks, flanked on either side by officers' quarters. In basements beneath the officers' quarters were rooms for servants, officers' kitchens, larders, scullery and cellars for wine and beer. At either end of the casemated barracks, and adjoining the officers' quarters, were the main magazines with passages sloping down to give access to the north-east and north-west caponiers.

Water tanks beneath the centre casemates provided water in case of siege and the fort's main gate to the south was flanked by guard rooms and cells. The access bridge and ditch at this point was protected by gun rooms in the ditch wall.

By the end of 1868 the fort was complete at a total cost of £88,053 although its guns and the racer tracks on which to mount them had not yet been fitted. The fort had been constructed for 29 guns along the rampart, six of which were to be protected by Haxo casemates. In the caponiers and flanking batteries there was room for 26 smaller guns or carronades, and two guns on the parade level protected the ditch to the east wing battery. East wing battery was to be equipped with five guns and west wing battery with four.

The total capacity of the magazines, including the expense magazines in the Haxo casemates, the caponiers and the wing batteries was 3,672 barrels of powder.

Despite the confident assertion in 1874 by the Deputy Director of Works (Fortifications) Lt. Colonel Jervois, that "so long as it is held (Fort Burgoyne), an attack is impracticable either upon the castle or along the northern front of the Western Heights", the fort still had no guns.

By 1886 Fort Burgoyne was equipped with six 7 inch Rifled Breech Loading guns (RBLs) seven 40 pounder RBLs, two 32 pounder smooth bore guns and, in the caponiers, sixteen 24 pounder carronades. It was proposed that these should be replaced with one fixed 5 inch breech loader (BL) and one mobile, four 64 pounder Rifled Muzzle Loading guns (RMLs), fourteen 24 pounder carronades and four mobile 8 inch RML howitzers. In addition these guns were to be supplemented by a machine gun.

The proposal to change the armaments at Fort Burgoyne also recommended that the Haxo casemates be blocked as they were now obsolete. In 1888 this report was accepted. Also in 1888 it was realised that the 24 pounder carronades providing flanking fire along the ditch towards east wing battery were useless as they were blocked by the brick piers of the entrance bridge and the carronades were removed.

In 1892 it was recommended that two 6.6 inch howitzers and a 4 inch BL replace the four 64 pounder guns intended to be fitted in place of the 7 inch RBLs, and that the number of carronades be reduced to seven, with the remainder of the guns being replaced by nine machine guns. This work was carried out and in April 1893 only the 4 inch BL remained to be fitted. By 1906 all the guns had been removed and replaced by three machine guns in the fort and three in its wing batteries. Fort Burgoyne now became a defensible barrack and a base for mobile guns rather than a permanent defence.

During the First World War brick gun emplacements were constructed and during the Second, when the fort was home to two batteries of 25 pounder field guns, concrete emplacements were added.

Today Fort Burgoyne remains virtually unchanged but is part of Connaught Barracks and is not accessible to the public.

Acknowledgements

The author wishes to thank Mr David Burridge of the Fortress Studies Group who has published extensively on the subject of fortifications in the area, and who introduced the author to this fort.

**Kent Federation of Amenity Societies
33rd AGM and SPRING CONFERENCE
WHITSTABLE • MAY 30**

AGONISING REAPPRAISAL

Jack Woolford

The 33rd AGM was admirably hosted by the WHITSTABLE SOCIETY. There were 70 participants including five members of the Dover Society. The meeting ratified the Federation's policy changes as canvassed by Editor Ron Pennells, who lamented lack of contact with Member Societies, in Bulletin No 4. Consequently, in addition to bimonthly bulletins, which are beginning to attract responses from Member Societies, the Conference programme has been reorganised. Another suggestion, an amendment of the Constitution to separate the AGM from the Spring Conference, with detailed sectional reports, amendments, composite resolutions etc, was rejected because Member Societies, whose main concerns are properly and intensely local, would not be attracted. The Spring and Autumn Conferences concentrate on broader county and national issues which also impinge on local amenity society concerns. Amongst these have recently figured An Integrated Transport Policy and the (further) Modernisation of Local Government, both addressed to the Dept. of the Environment, Transport and the Regions.

The accession to Vice-Presidency of Sir Crispin Tickell, GCMG, KCVO, who is not only Chancellor of the University of Kent at Canterbury, a distinguished diplomat and environmentalist of world-wide stature, but also environmental adviser to our Prime Minister and his two immediate predecessors, was warmly welcomed. It is hoped that Sir Crispin will address a future Conference on "Local Solutions to Global Problems"

Spring Conference programme - a report on two speeches.

Relations between amenity societies and local authorities naturally vary between the cordial and the cantankerous. Canterbury is presumably unique in having a measure of council funding. Information and comment from other places (including Dover) is needed!

The first speaker, Dr Frank Panton CBE, of the CANTERBURY CONSERVATION AREA ADVISORY COMMITTEE, said that Canterbury City Council had a good Conservation Department which had excellent relations with the five constituent local amenity groups: St Peter's Association, Oaten Hill & District (KFAS member) Society, Wincheap Society, New Dover Road Society and St. Stephen's Society. The City Council partly funded the Committee, consults it on all relevant planning applications, and sometimes accepted its advice despite the pressures of tourism.

The Marlowe Theatre was, in relation to the Cathedral, in the wrong position but Council efforts to improve access for theatrical pantechnicians had been successfully resisted and the Council persuaded to adopt Park and Ride rather than a Multi-storey Car Park on Pound Lane. Whereas the Cafe Rouge "restoration" of one very old building was unfortunate, another restoration, now leased to Ask Pizza House, was superb. The Tannery Allotments had been saved from becoming a multi-storey car, lorry and coach park, but St Peter's Place cul-de-sac had become a transport artery, with its front gardens covered in concrete. Three million visitors per annum and the street hawkers' barrows they attracted inevitably obstructed the city centre, which also housed many of the 15,000 university

students who, in terms of noise and upkeep were not ideal tenants. Dr Panton's advice to amenity societies was: "Don't sympathise with the Developers!"

The second speaker, on LISTED BUILDINGS AND CONSERVATION AREAS, was Peter Mills of ENGLISH HERITAGE who outlined the history of listing, from advisory to mandatory status, and from individual buildings to conservation areas. Government guidance in PPG15 now gives priority to area interest and character, although recent legal rulings make external alterations to buildings less difficult than formerly. English Heritage is available as Statutory Consultee. The need to find economic solutions to preservation increases. Lists of buildings at risk (*including the Drop Redoubt and the Waldershare Tower*) have been compiled but sympathetic uses providing an economic return on necessary investment is both difficult and contentious.

Review *Capt. Mike Weston*

FERRY PORT DOVER

By John Hendy

Over the years John Hendy has been involved in writing various specialist publications on the subject of ferries and their operations from Dover and Folkestone. 'Ferry Port Dover' is different from previous publications in that it is a 129 page book, which dovetails the entire growth of the car ferry operation with the growth of the port operation and explains the dependency of each upon the other.

It is a book which charts progress from the start in 1928 of the first vehicle ferry where cars had to be lifted on and off by crane, taking a long time for turn rounds, through the various stages of ship and port development, to the present day super ferries which load and discharge vast amounts of traffic in very short turn round times over purpose built double deck link spans.

John Hendy has put together a book, which cannot fail to interest anyone who has a desire to know why Dover has succeeded in establishing itself as one of the premier, if not the premier, ferry port in the world. It is a book filled with statistics obtained from many sources and a book full of knowledgeable facts gained by John Hendy from conversations with people he has met during his years of

association with the port of Dover working both ashore and afloat. Through these statistics and conversations the reader is taken through the way philosophies and politics of the various shipping companies dictated the way they individually developed and benefited from the seemingly insatiable desire for travel. The reader is shown that the requirements of the shipping operators for port developments were acted upon slowly at first by the Dover Harbour Board, but eventually, because of their close association with Dover Harbour Board, the port infrastructure was to keep pace with the quickening speed of ship development. 'Ferry Port Dover' clearly indicates that the shadow of the Channel Tunnel, which has loomed over Dover for decades, at first stifled investment, but that investment took off when the go ahead for the building of the tunnel was given. Consequently we now have a port and industry of which we in Dover should be justly proud and one which has given the Channel Tunnel 'food for thought'.

This book is not only filled with statistics but has many interesting photographs of old and new ships and photographs of the port as it was and as is now. For myself, having just come to the end of 31 years working out of the port, 'Ferry Port Dover' vividly demonstrates what has been achieved and how it has been achieved in the port of Dover since travel by car and coach and the carriage of freight by road took off several decades ago.



A Very Notable Occasion

Two friends, FINN-CHRISTIAN STUMOEN and 'BUDGE' ADAMS, unite in recording the commemoration, on Saturday, 23rd May, 1998, of the happy friendship that existed between the Royal Norwegian Navy and Doverians during the years 1940-45.

FINN-CHRISTIAN writes, *verbatim* (almost)

“Four members of the Norwegian War Veterans Association came to Dover to attend the unveiling of a plaque, placed on the water front, surrounded by a flower bed formed like the Norwegian flag in colours. Very impressive.

The members of the party were

Commodore Øivind Schou, Commander Hakon Lunde,

Lt-Commander Per Danielsen DSC (two bars) and

Lt-Commander Finn-Christian Stumoen, DSM.

After a short remembrance time in silence for our lost friends, the Vicar of St. Mary's blessed the ground and I said a few words. We then walked to the Royal Cinque Ports Yacht Club, where drinks and canapés were served.

Commodore Øivind Schou spoke very interestingly about the early days of co-operation with the Royal Navy and presented a model of a Viking ship to the Chairman of the Dover District Council. I include a copy of a letter from our Chief of Staff. Later in the evening we watched some spectacular fireworks”.

BUDGE ADAMS continues:

At the reception Commodore Øivind Schou wittily outlined the Norwegian sailors' activities in the early days of the war and thanked Councillor Bill Newman, Chairman of the District Council, for the part he had played in initiating the whole affair and turning an idea into reality. Councillor Newman's reply was also witty and at times quite humorous.

FINN-CHRISTIAN asked if the *Newsletter* could print the letter of thanks from the Chief of Staff of the Royal Norwegian Navy in reply to the District Council's invitation to the Dedication ceremony and, as Councillor Newman raised no objection, here it is:-

To the Chairman of Dover District Council

Dear Sir,

On behalf of the Norwegian Naval Veteran Association I am grateful for the invitation to Dover Seafront on 23rd May at 5.30 pm in connection with the Memorial plaque, followed by a reception at the Royal Cinque Ports Yacht Club...

Four members of the Norwegian Naval Veteran Association whereof three served in Dover during the war, will attend.

I have learned that the connection between the Norwegian 52nd Minelaying Flotilla and Dover District Council is still flourishing.

Your kind gesture in setting up a memorial stone in the town, and now a plaque at the water front is much appreciated.



I therefore would like to present the Dover District Council with a remembrance of times gone by. Commodore Øivind Schou has accepted to represent me at the occasion.

I wish you all the best with the occasion.

Yours sincerely,

HANS K. SVENSHOLT,

REAR ADMIRAL, R.N.N.

FINN-CHRISTIAN continued: It is difficult to mention names... but Donna Sowerby, Denise Ryeland, Bill Newman and J. P. Moir I have had close contact with. Great thanks also to everyone in Dover District Council. I'd like to quote what Hakon Lunde, M.P. said when we arrived home. "I cannot remember to have had such a good tour before".

PREPARING for the MILLENNIUM

by Donna Sowerby,
Arts & Events Manager
for Dover District Council

THE YEAR 2000 OFFERS AN EXCITING OPPORTUNITY for individuals and organisations to join together and share in a 'once in a lifetime' worldwide celebration. Moreover, as the new Millennium approaches, there is also the potential to shape the future, developing new policies and programmes. The District Council has developed this mission statement for the Millennium: *"The year 2000 offers the unique opportunity for local communities to be a part of this worldwide festival which will aim to unite and inspire people all over the District in celebration of the Millennium"*

The national theme 'Time to Make a Difference' has been adopted by the Government and is aimed at providing a focus for regional and local themes.

The Millennium Commission is offering local authorities many opportunities for greater community

involvement through a range of activities and celebrations, as well as providing financial support through award schemes and grant funding programmes. So far, £1.7 billion has been awarded by the Millennium Commission to community based projects

VISION 2000 a new millennium



DOVER DISTRICT

16 The following selection of projects are currently receiving national endorsement:

- i) The Challenge - UK wide programme of regional activities and events that involve a cross section of the community to leave a lasting social legacy. Projects include 'Oral History', 'Living on the Line' and 'Our Town's Story'.
- ii) Challenge Education Plan - aimed at creating new networks and communities of students, of all ages.
- iii) The Millennium Festival - a programme of national, regional and local celebrations throughout 2000 to link with the Dome.
- iv) Millennium Youth Games - the English Sports Council and BAA plc have joined in partnership to develop a programme of Youth Games events throughout the country in the year 2000.
- v) Millennium Awards - sponsorship of a range of schemes which permit individuals to achieve personal goals and benefit the community.
- vi) Millennium Events - Battle of Britain 60th Anniversary Concert Series and events programme, the Waterwall Spectacular, and participation in 'Newstart' the Christian celebrations taking place throughout 2000.

Time scales vary: some activities have already begun, others will be happening in 1999 and 2000 but all these schemes and projects demand the commitment of both financial and manpower resources to ensure success, community support and recognition.

From its first major circular the Council's own Arts and Events Department has been able to compile a draft directory of events and activities proposed for the whole district. These include exhibitions, parades, concerts, pageants, the production of village history books and calendars, the development of environmental projects, landscaping plans and the establishment of play areas and cycle paths.

In addition, external agencies, such as English Heritage and the National Trust have approached the Council with a view to staging joint activities using their land or property, or for assistance in developing large scale projects such as the New Millennium Dawn over St. Margaret's.

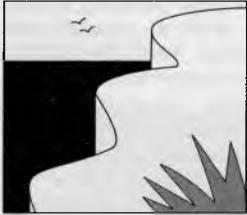
The Arts and Events Department has also undertaken to ascertain the views and aspirations of the local community by consulting with various organisations. To date more than 110 replies have been received. Over 70% of respondents expressed support for a special celebratory programme throughout 1999 and 2000, whilst 60% advocated investment in a major capital project. An open comment box generated hundreds of ideas.

Clubs, societies, Parish and Town Councils, churches and schools were also consulted to determine the level of interest and likely uptake in a grants scheme sponsored by Dover District Council. 95% of people supported such an option.

The Millennium Festival Fund with a £100 million programme (part of the commission's £1.7 billion) is to support local and regional celebrations throughout the UK. There will be two levels of awards, those above £5000 for major projects and those below £5000 for smaller schemes. The larger awards had a deadline of 31 July but application forms for smaller schemes will not be available until the spring of 1999.

Celebration of the Millennium will be far more than one-off celebrations on New Year's Eve 1999 and New Year's Day 2000. Projects will cover the transition from 1999 to 2001. Some, eg. street parties and religious processions, will be fleeting; others, such as tree planting or the erection of a permanent memorial, will be more lasting.

The Council will shortly be creating a joint Member/Officer Working Party to investigate the options available in the Dover area. In the meantime look out for further information and keep thinking of ideas for projects of your own.



Festival of Dover 1998

REVIEW AND ROUND-UP

Lisa Webb, Arts Development Officer, Dover District Council

It's at this time every year that the Arts and Events Department gives a huge sigh of relief and says "Phew! Thank goodness that's over for another year!" Ten months of preparation, securing artists, programming activities and persuading businesses to part with their sponsorship budgets, before actually running the Festival of Dover certainly takes the toll on the team of Donna, Lisa and Sue at Dover District Council.

1998 marked a significant achievement in the Festival's history, with a series of major projects targeting young people and their families. The Festival took the theme "Coastal Landscapes" and was staged during the Whitsun break, offering the opportunity for lots of environmentally themed activities, particularly for those visiting the town or for those with time to spare during the half term break.

The White Cliffs Countryside Project, in association with the Festival, coordinated a series of activities, ranging from Rockpool Adventures to Seashore Safaris, and Kites on the Heights to the Dover Ghost Walk. Over 1000 people attended the package of events, and they will be pleased to hear that a similar programme will be offered during the October festival of Coastal Landscapes, which is a district-wide initiative.

A highlight for some of the rural areas, was a touring production of Twelfth Night by Kent Shakespeare Project. The show went to eight village halls and three schools, with over 500 children benefiting from the tour and audience attendances averaging 40 - 50% capacity. The feedback has been extremely positive, with many requests for the project to be repeated.

One of the most popular events was a mediaeval folk concert held in the prestigious setting of Dover Castle. The sell-out event featured the music of Jean-Pierre Rasle and Phil Martin, and was organised as part of the Cross Channel Arts Association

Music & Remparts programme. The evening culminated in the annual fireworks display, launched from the grounds of the Castle. It is estimated that an additional 1500 people watched the display from Dover's sea front.

The annual schools' project involved students and teachers from Archers Court Secondary School and pupils from St. Martin's and Whitfield Primary Schools. The four week residency "Century's Ebb" included a series of arts workshops within the schools and an evening open air production on the water side at De Bradelei Wharf. The illuminated show featured over 100 participants and was watched by approximately 800 people.

One of the highlights for me was a three day music workshop, Music Lab '98, which attracted over 50 young people from the area, giving them the opportunity to learn with a team of experts from the music industry. The event culminated in a finale concert show casing the work of the various bands formed during the course. A number of students on the course have already been approached with recording offers and/or places at the Liverpool Institute of Performing Arts, as a direct result of Music Lab '98.

Another personal favourite was a project with which I was very much involved. A Celebration of Dance was a competitive dance showcase, featuring the talents of over 100 young dancers from the area. The show was produced and staged in the short space of six hours, with fantastic results. Over 200

18 people came to watch the performance, which was judged by the Town Mayor of Dover, Mrs. Donna Sowerby and Nina Atkinson, Director of Loop Dance Company. The event was won by a team of dancers from Footsteps in Deal, who presented a dazzling interpretation of a routine from the show, Lord of the Dance.

Other events included visits to Market Square by the KCC Beach Bus and street performers on both Saturdays, the annual Teddy Bears' Picnic at Kearsney Abbey (which attracted over 1000 people), free tours for local residents on the Guide Friday bus, a record number of participants in the Fun Kids Triathlon, an environmental music and craft project with Vale View Primary School (with finale concert in Market Square), open air drama at the White Cliffs Experience and various exhibitions at seven different venues.

De Bradelei Wharf was once again the principal sponsor of the Festival, in the second year of their three year partnership with Dover District Council. Their generous investment provides £30,000 of additional funding to the programme, enabling the majority of activities to be provided at no charge to the general public. The Festival is also funded by a range of other local business and supporters, notably Pfizer, Dover Harbour Board, Sea France and Dover Town Council, and for 1998, the event was awarded a special funding grant of £4000 from South East Arts in recognition of the audience development work achieved by the festival projects (namely Music Lab '98, Century's Ebb, Celebration of Dance and Twelfth Night).

We believe that our annual arts festival continues to provide Dover with a package of quality and value for money events, which

would not otherwise be seen in the town. The programme clearly contributes to developing the quality and variety of arts opportunities in the area, while providing additional attraction to those visiting the town. It also provides good publicity for the area, contributing to both social and economic regeneration initiatives. This year's environmental theme encouraged a number of innovative, imaginative and creative projects to emerge, generating new partnerships and developing new audiences for several art forms.

For 1999, the arts and events programme will focus on the past and reflect on issues relating to key dates in local history, entitled "Echoes of an Era". The proposed dates for the Festival of Dover are Bank Holiday Saturday 29 May until Saturday 5 June 1999, encompassing the schools' half term holiday.

The programme will again focus on meeting the needs of local children, while adding interest to those visiting the area. 90% of the activities will be free of charge to the public. This will be achieved by developing further partnerships and identifying new funding opportunities.

Proposed projects include a three day competitive dance festival and showcase, a three day residency of Music Lab '99, including an open air concert and a week long residential drama course. Strange Cargo will be working on "The Dreaming Sea", Part Two of a three-year schools combined arts project. A touring production will be offered to rural venues. Obviously further ideas for projects will emerge following consultation with supporters and partners.

If you have any comments or suggestions regarding next year's festival please contact me on 01304 872058.

◆

CENTURY'S EBB

Merril Lilley

While the audience at the castle enjoyed an evening of music, in the town hundreds of people flocked to De Bradley Wharf to watch the production called "Century's Ebb". This was the result of a two week combined arts residency by Strange Cargo Arts Company, working with schools and local residents. Also it was the first part of a trilogy called "Millennium Voyage", the other two parts to be completed in 1999 and 2000.

The event was staged on the wharf, with a stretch of water between the cast and the audience. The spectators were ranged, three deep, on the raised boardwalk of the De Bradley shopping

complex. The speaker system worked well and generally the actors could be heard across the water, although some voices carried better than others. Without a programme it was sometimes difficult to follow the train of events. Obviously we were getting a swift glimpse of Dover through the ages, with some scenes more successful than others. Where the action



The children's procession with their lanterns

flagged a little the children in the audience became restless, but the cast maintained the impetus through the hour-long performance, with dialogue, music and song.

As is usually the case in such productions, the finale was the most spectacular, with dozens of children, bearing delicate lanterns in the shape of ships, converging central stage as the ship set sail. I wondered whether it might have been possible to obtain or construct, or beg, borrow or steal, a larger ship for this event, as the one used seemed dwarfed by its surroundings.

When the show finished there were 30 minutes to wait before the fireworks display from the castle grounds, "best viewed from the promenade". So the crowd dispersed, to find rest and refreshments, and reassembled at 10.30 p.m. on the sea front, to be entranced by a fantastic display of fireworks, which must be one of the best we have seen in Dover. The fine evening attracted hundreds of spectators, crowding the promenade from the Churchill hotel to the Webb memorial. The organisers must have been delighted with the success of the first evening of the festival.

FESTIVAL FOLK AT THE CASTLE

Philomena Kennedy

The Keep of Dover Castle was an appropriate setting for this exciting evening of music, ranging from the twelfth to the twentieth centuries. Philip Martin, with his group, 'Codpiece Replica', performed on copies of antique instruments including a hurdy-gurdy, bagpipes, recorder and crumhorn (the last making a most astonishingly penetrating sound). Dressed for the part as a mediaeval trio they were a pleasure to look at as well as to hear.

A member of 'Codpiece Replica'



After refreshments we were entertained by Jean-Pierre Rasle who gave us a light-hearted and enchanting history of the development of the cornemuse, the bagpipes of France, with their evocative sound. Linked by short readings, he played pieces on a variety of the decorative instruments, accompanying each short piece by a quick change of costume - adding a hat, shedding a cloak, donning a shepherd's long tunic - to set the scene. Like the first group, he also sang. Jean-Pierre concluded with another French piece but played on an English instrument, the mellifluous Northumbrian pipes.

We then proceeded to the roof of the Keep to watch a spectacular display of fireworks, which sizzled, sparkled and exploded.

The concert was sponsored by Cross Channel Arts Association, English Heritage and Tesco.

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JEAN-PIERRE RASLE
sketched at the concert



Tide Lines Exhibition

at Dover Museum ~ 6 April- 5 July

MERRIL LILLEY

This exhibition featured the work of John Robb-Webb, who builds sculptures from driftwood and other flotsam found on the beach. When the exhibition was launched on 6th April, it had already been shown at venues in Barrow, Hull and the Isle of Man. Christine Waterman, the Curator at Dover Museum had seen the exhibition and invited Mr. Robb-Webb to bring it to Dover.

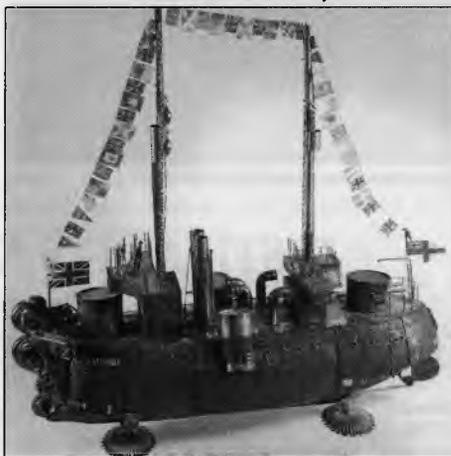
At the launch Mr. Robb-Webb made a short speech introducing the exhibition. He said it was a "collection of debris from the beach in Cumberland" which was "an heroic and dramatic place to grow up". He explained his feeling that it was "about childhood, a bit of romancing" and that it gave the viewer "a sense of fantasy as well as an ability to cope with knowledge". Later, when I asked him how long it had taken him to assemble all the exhibits on view, he said that he had retired four years ago from a post as principal of a college in Leeds and had spent the time since then in building up his collection of sculptures.

The inventive use of all kinds of driftwood is fascinating. He has used fish boxes, pallets, odd pieces of trees and beach fire remains for his sculptures. To these he has added anything which may enhance a particular sculpture; matchboxes, shells, rope, coins, postcards, beads, nails, pipes, old lead soldiers and ships, portholes and navigational instruments. Sometimes he has used an item of ironwork as the basis for a sculpture. One of his favourites is a model of H.M.S. Indefatigable made out of a piece of an Edwardian fireplace. Other favourites are three Dazzle paintings of warships.

All the themes are associated with war and ships, from the Russian Outrage of 1904 and the sinking of the Titanic to the evacuation of Dunkirk in the Second World War. One exhibit associated with the latter is called Alphabet II and consists of a set of child's alphabet blocks, set into the ribbing of a wrecked section of a clinker-built boat. The blocks show names of some of the fishing trawlers and drifters that participated in the evacuation. A burnt block records the loss of the boat.

The exhibition attracted a large number of visitors for the two months of its run and must have been a great source of inspiration to the children who viewed it and went back to school to construct their own collages and sculptures from beach combing and other collectable items.

HMS Indefatigable
Driftwood construction by John Robb Webb



DOVER HARBOUR BOARD UPDATE 21

A Report by John Gerrard



Wellington Dock - Factory Shopping - Phase 3

Not content with having recently announced the go-ahead for the £5 million Old Park developments and the £17 million second Cruise Terminal on the Admiralty Pier, the Board has now approved the third Phase of the Wellington Dock development.

The scheme involves the provision of a new £5 million factory shopping precinct on the north side of the dock and a low-level multi-storey car park. The scheme also involves the provision of a special landscaped area to the rear of Cambridge Terrace which will link nicely with the £250,000 improvement scheme currently being undertaken along Cambridge Road.

New Marina - Granville Dock

In the face of increasing commercial demand the Board has agreed to invest £600,000 to develop 119 new marina berths in the Granville Dock, thus preserving this valuable area of water. Work will start shortly and the new berths will be available next April. The scheme will incorporate a splendid new yachting facilities building on the former Powell Duffryn site at the ballast quay. The grain loading activities currently carried out at Granville Dock will be transferred to the Eastern Arm.

Western Docks - Southern House

From a preservation viewpoint it is also pleasing to be able to report that the Board has agreed to the purchase of Southern House (formerly the Lord Warden Hotel) in anticipation of the need for new offices following the forthcoming transfer of much of our freight processing activity to the Western Docks. In this context, we are about to spend £2.6 million on a major improvement to the freight clearance building and associated facilities in that area.

Second Cruise Terminal - Admiralty Pier

The main civil engineering contractor is busy clearing the train ferry berth site in preparation for the main reclamation contract and one of the world's largest floating cranes recently lifted out the huge steel bridges which are to be stored in the Admiralty Pier sidings area for possible future re-use.

Special hydraulic model tests will start shortly to ensure that the roof and walls of the new terminal building are capable of withstanding the heavy wave forces that we experience at the outer end of the Pier from time to time.

The Churchill Hotel

The hotel is doing extremely well and the Board has seen fit to continue its investments to further improve it. The latest £260,000 changes will be the provision of improved bathroom facilities and a major extension of the narrow covered glazed area on the seaward side which will be much roomier and give fine views of the port activities. This extension has been very carefully designed to harmonise with the elegant Waterloo Mansions facade and will have a curved roof profile to echo the smaller balcony roofs above.

Eastern Docks Reclamation

Work continues on the new 7 acre Eastern Docks reclamation and for those members who have expressed concern about the aesthetic impact of the new sheet pile wall I can report that above the high water mark, up to the top of the wall (+ 7m to + 11.0 m above chart datum) the sheet piling will be covered with a concrete finish to minimise its visual impact. The large pile of dark material currently stored on top of the sand fill is blast furnace slag from the steelworks at Dunkirk and this will form the sub-base for the main heavy duty paving.

New Tugs

In order to safely handle the ever growing number of large cruise ships the Board has agreed that we need to replace our two existing 12 year old tugs the "Deft" and "Dextrous" with two much larger versions and in the next few months our mariners and marine engineers will be on the hunt around European and U.K shipyards. Likely combined cost for the two vessels will be £6 million thus underlining our commitment to having the right tools for the job.

Eastern Docks - Face-lift

Many of our terminal facilities are getting on in years and we are about to embark upon a £2.5 million refurbishment programme covering our departure and arrivals areas. Over the next few years this programme will be extended to all other areas

Emmaus Update

TERRY SUTTON

The Duke of Kent, in Dover to officially name the lifeboat, at his own request visited the St. Martin's Emmaus community at Archcliffe Fort.

Just under three years ago the trustees launched a £400,000 appeal and this has now been surpassed and only about £10,000 is required to complete the task of restoring a range of buildings into flats, community rooms, workshops and a retail shop within the walls.

There are already nine residents—called Companions—living at Archcliffe Fort and work is well advanced in converting a large Victorian barrack block into flats. When that is completed there will be accommodation for 25 single Companions which was the original aim.

Since July 1997 the centre has accommodated 28 individuals with a room occupancy of 96.6 per cent. It is expected the centre will lose money on a day-to-day basis until there are about 16 Companions living there, sufficient to run a second collection van, open a shop in a town centre and to make fuller use of the workshops.

The Memorial to *Sir Clifford Jarratt*

John Gerrard

Sir Clifford was renowned for his delightful smile and had he witnessed the fun and games that the Society's committee enjoyed in getting the memorial project off the ground he would have smiled greatly.

The idea of establishing the memorial originated from Lady Jarratt who indicated that her family and friends would be happy to fund the provision of a suitable memorial to one of Dover's most talented sons. The committee then took on the onerous task of deciding on the design of the memorial and as important, where it should be located. Ideas ranged from fountains, sculptures, a commemorative garden and various other options and a key element in our consideration of these proposals was the likely ongoing cost of maintenance and resistance to vandalism.

In the end we all agreed that the provision of a brass geographer plaque located on the Prince of Wales Pier showing the directions of local features would be a fitting tribute. The actual design of this was a team effort. John Gerrard arranged for the DHB drawing office to use their computer aided design systems to produce a general layout which the committee gradually refined by changing the format and adding four pictorial views drawn by local artist Karl Pitwon.

Meanwhile, thanks to the specialist advice received from the DHB experts the medium was changed from brass to bronze, following which our old friend Budge Adams stepped in and had a special waxed version of the drawing produced for the acid etching process.

Quotations were then invited from local sign manufacturers and the plaque was ordered from the Dover Sign Company. Meanwhile the DHB staff were busy building the large concrete base out on the pier, the cost of which was kindly donated by the Board.

Eventually, after many months of consideration and joint effort all was ready and on the 26th of April 1998, Lady Jarratt performed the informal opening ceremony.

It is entirely appropriate that by some strange chance the large plinth is so angled that as one reads the inscription to Sir Clifford, the viewer is looking directly to the centre of the town of which he was so proud .



Cruising Out of Dover

"DOVER WILL BECOME THE GREATEST PORT OF CALL IN THE WORLD"

A report by Keith Southey of Dover Harbour Board

"Dover will become the greatest port of call in the world and nothing can interfere with it on account of its geographical position as it lies in the centre of the highway between the east and the west."

- Not my words, but those of Albert Ballin, Director General of the Hamburg-America Line, at a meeting with Dover Harbour Board in 1904. In those days Dover was on the transatlantic cruising map as a main embarkation point.

Although few would argue with the second half on the quotation, the first half gives us something to which we can aspire, although Mr. Ballin did add one very important rider - "...when all the works in contemplation by the Harbour Board have been carried out..."

I wonder what the management of the port had in mind when that meeting took place almost 100 years ago.

Certainly the renovation and conversion of the Western Docks railway station into a cruise liner terminal has equipped the port with a facility envied and admired the world over. In April of this year the Board took a bold step in deciding to invest £17.5 million in a second terminal seawards of the existing facility.

Artist's impression of the new terminal

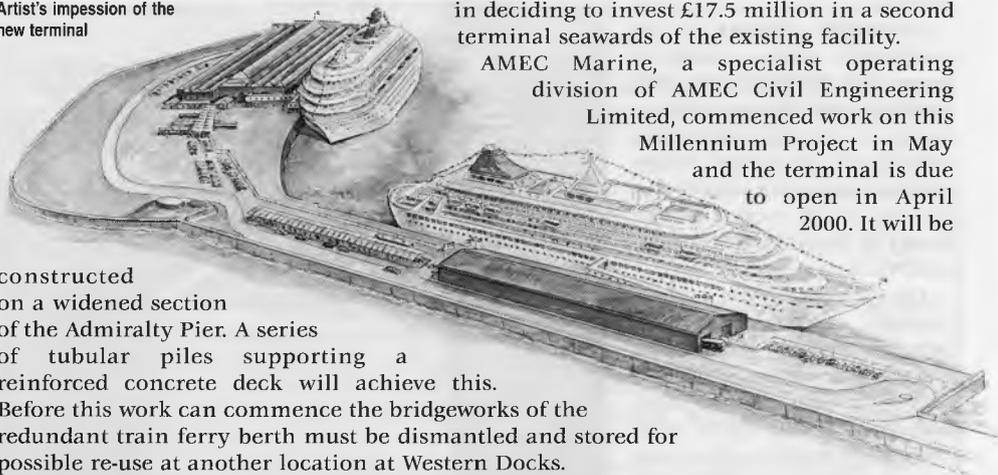
AMEC Marine, a specialist operating division of AMEC Civil Engineering Limited, commenced work on this Millennium Project in May and the terminal is due to open in April 2000. It will be

constructed on a widened section of the Admiralty Pier. A series of tubular piles supporting a reinforced concrete deck will achieve this. Before this work can commence the bridgeworks of the redundant train ferry berth must be dismantled and stored for possible re-use at another location at Western Docks.

AMEC will design and construct the terminal building, which will offer a first floor lounge seating 1,200 passengers. Beneath the lounge will be 2,000 square metres of baggage handling space.

While it is hoped that the architects will come up with a design pleasing to the eye, an important element will be the capability of the building to withstand the extreme adverse weather conditions, which, as we all know, occasionally affect the site.

Let us hope that Dover Harbour Board is steering a course which meets with Albert Ballin's vision for the port.



A Selection of Comments from Residents of Dover District on their Experiences of Cruising Out of Dover

THE PREVIOUS YEAR our holiday had been preceded by a long, boring road journey to Harwich, where, on arrival, we were treated to the delights of the "British Rail" type facilities which did little to convince us that a super holiday awaited us on the other side of the barrier. This year we were off on a Scandinavian cruise but we were starting and finishing at the new Dover Cruise Terminal. We did not know what to expect.

What would it be like and how would it compare to Harwich?

A short 10 minute car trip with a kind neighbour found us at the old Western Docks. The first thing we noticed was the space for car parking, so that we could unload in comfort, and the plentiful array of direction signs to ease our passage. Initially we were greeted by a friendly and helpful porter who took our luggage through to the departure point. We were then welcomed by a cruise line official who quickly and efficiently checked our reservation details and welcomed us to the departure lounge.

At once we noticed the bright, clean and comfortable area created by the architect and Dover Harbour Board for passengers to await embarkation. It would be churlish to find fault as all the facilities needed by the departing passenger were catered for, refreshments areas, comfortable and cheery seating and plenty of relevant information ensured that all passengers were in the right frame of mind to enjoy their holiday.

The holiday to Scandinavia on the Fred Olsen line "Black Prince" lived up to its well deserved reputation and the beauty and splendour of the fiords left memories that time will not dim. Life on board ship can never be boring, there is always someone willing to entertain you, whether it be a simple coffee and biscuit or a super show after a celebration dinner. The only danger is you can easily eat too much and then the clothes you have brought for the gala evenings will no longer fit!

All too soon the end of the trip was in sight and we approached Dover and the cruise terminal. Once again the service was first class, plenty of staff to help, willing porters to take your luggage to a waiting taxi and then a 10 minute journey home. Cruising from Dover has given a whole new meaning to the term "a holiday cruise"!

G.P



WE HAD NEVER BEEN ON A CRUISE, but a tour around the new Dover Cruise Terminal sparked our interest, and in May 1997 we embarked on the Black Watch for a fortnight's cruise to Scandinavia. The short taxi drive from Deal to the terminal was a relaxing way to start a holiday, and progress through the boarding formalities was so much smoother than Heathrow or Gatwick.

We saw some spectacular scenery and visited four capital cities during our trip, but the most lasting memory is of the Scandinavian people and their friendly welcome - the Bergen town band's rendition of "When the Saints Come Marching In" as we docked; the teenagers we met on Mount Floyen above the city who wanted to talk football with us; Oslo on Norwegian National Day, when we had a prime view of the parades of schoolchildren in their local costumes; and the very chatty Danish couple at the next table in the Copenhagen restaurant where we had lunch (which made up for finding the Tivoli Gardens a bit tatty).

It was a joy to be able to return to our "floating hotel" after each trip ashore. We found it an incredibly relaxing way of touring but always with so much to do on board if one chose to. And the bonus was that, on arriving back at Dover, we were virtually home.

M.R.



The CRYSTAL SYMPHONY, one of the largest cruise ships to dock at Dover

A FEW YEARS AGO I decided to take a cruise to Norway, departing from Dover. I left home at 1.30p.m. and took a taxi to the docks, where I was met by a representative of the travel company. A bus took me to the dockside, my luggage was whisked away to my cabin and I was on holiday and it was only 2 o'clock, just half an hour from leaving home.

The cruise was splendid and after nine days of sheer luxury we arrived back in Dover. The passengers came down the gangway into waiting buses, went speedily through customs and out to the taxi rank. Within an hour I was back home again. Sheer bliss.

If you live in the Dover area, cruising from here is wonderful. When I can afford it I will do it again.

N.G.



CRUISING TO THE BALTIC from Dover Eastern Docks in 1993 aboard Cunard's VISTAFJORD and subsequently returning from an arctic cruise on the same ship in 1997 to the new cruise terminal in Western Docks invites comparative comment.

Berthing on arrival has become much slicker and the reception area ashore more attractive and welcoming, comparing most favourably with the best of other ports of call and indeed being considerably superior to many.

Staff manning the terminal were cheerfully professional and eager to help disembarking passengers. Altogether the new terminal gives a favourable first impression of the U.K., complementary to the exceptional panoramic setting of the white cliffs.

Whilst coach transfers are the norm in many cruise ports, viewed from the cruise liner passengers' perspective, Dover's infrastructure at present lacks an efficient rail link with London and the airports. This seems a pity when the mainline track and redundant railway station remain in close proximity to the cruise terminal.

Needless to say, we were thankful that for us home was but a five minute taxi ride away.

J.O.



Returning from an arctic cruise to the new terminal at the Western Docks

Newsletter Binders

With the co-operation of Members we will be able to supply "Cordex" Binders for the *Newsletter*. The burgundy coloured binders have a capacity for 13 copies and are lettered on the spine "The Dover Society Newsletter" in gilt foil.

The minimum order we can place is 100 and a list is being compiled of those who would like to have one. (At the moment we have fifteen names). When the list has, say, eighty names the binders will be placed on order. The cost, (likely to be a few pence more than last time's figure of £3.00) does not include postage for out-of-town members.

To add your name to the list write a note to the Secretary, Leo Wright, at "Beechwood", Green Lane, Dover CT16 3AR.

DEADLINE FOR CONTRIBUTIONS

The last date for the receipt of copy for issue No. 33 will be **Monday 19th October.**

The Editor welcomes contributions and interesting drawings or photographs.

"Paper copy" should be typed at double spacing - if it must be hand written please write clearly and at wide line spacing.

Accurate fully proof-read "copy" on computer discs is most welcome - almost all types can be handled - but a prior phone call to 01304 208008 to confirm would be helpful.

Publication in the Newsletter does not imply the Society's agreement with any views expressed nor does the Society accept responsibility for any statements made. All published material remains the copyright of its authors, artists or photographers.

Society Badges

The wearing of a Society Badge reminds the general public (who really do have eyes to see) that the Society is a viable and energetic non-political voice for Dover. The beautiful little enamelled Lapel or Brooch Badges are to Philomena Kennedy's original design, in black on a white ground, surrounded by a gold line defining the shape of the badge and are available from the Treasurer, in either type, for £2 post free.

Just contact the Treasurer, Jennifer Gerrard, at 77 Castle Avenue, or phone her on 206579 (with a cheque or P.O. if possible) and she will very quickly ensure that a badge is in your hands.

DOVER BEFORE WILLIAM

IVAN GREEN BA FCCED

When William of Normandy (he was never called 'the conqueror' by Kent people) arrived in Dover he found a prosperous and civilised community, which his ghastly ungoverned soldiery did all they could to destroy, leaving most of the buildings in the town mere smoking ruins. This brief article attempts to give at least a limited view of the town in the short period just before William's arrival. A fuller account would require a book.

Dover at that time consisted mainly of three separate districts. One of these was at the west end of the town, centred round the old establishment of the secular canons who held it, and many other holdings, most of them in the surrounding villages. The canons' buildings and no doubt the homes of many Dorvians who would have congregated round them and probably found their livings from the religious institution as so many others had all over the country occupied ground where once the great Roman forts had stood in Roman times.

A second part of the community lived at Warden Down which was at the foot of Castle Hill, from a point a little to the east of the end of Ashen Tree Lane, past old St James's Church to a point somewhere near the eastern end of the present Gateway Flats, though at that point it was simply a tide washed strip of beach.

Just to the seaward end of old St James's Church was Dover's first harbour, fed from the River Dour, called 'the Brook' by the inhabitants. From the end of the 'Brook', later called 'Stembrook' flowed two streams, the first called 'Sconebrook' and later 'Eastbrook', flowed seawards past old St James's, to enter and scour the little harbour, round which were storehouses and the homes of many mariners, fishermen,

and their families.

It was to this little original harbour that the ships working the Passage berthed, bringing the great figures of European history who reached these shores, kings and queens and princes, diplomats and high officials of the medieval church, besides traders and, later, pilgrims in their thousands.

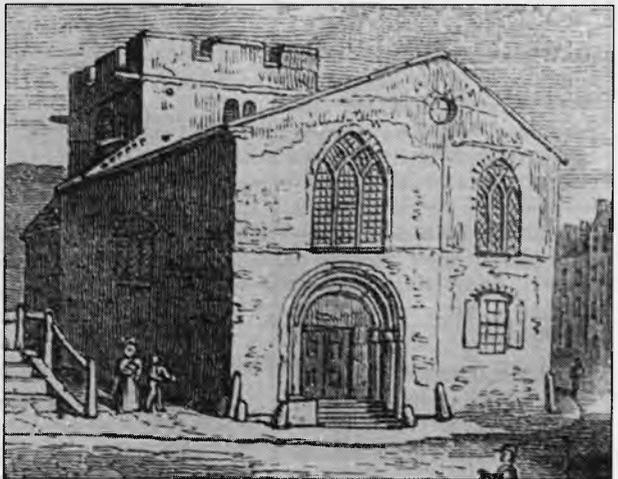
There also Dover's fishermen brought their catches of fish, principally herrings, in large quantities, to be dried, salted and sold in barrels to religious communities all over the county and, indeed, far beyond the county boundary.

Dover in those early times was, as it still remains, both a passenger and a commercial port, handling quantities of wine, corn, hides and wool throughout both Saxon and medieval times.

A second little stream, later called the 'Westbrook' but then little more than a drainage ditch flowed more in a westerly direction over a bed similar to that of the main course of the present river.

Several centuries later the Eastbrook dwindled in volume and despite all the

Old St James's Church as it was at the end of the 18th Century



people could do it gradually ceased to feed the little harbour with sufficient water, and a cliff fall in 1295 or 1296 partly blocked the harbour further, while the Westbrook increased in size and then took most of the water from Stembrook (the stem or source of the two streams) to become the present little river which still discharges into the Western harbour.

The point which arises here is the age of old St James's Church. The remains we now see are without question early medieval, but detailed examination of the base of the tower which was more exposed than it is now exhibits earlier work of pre-Norman date. One has only to compare the masonry of the base of this old tower with work at St Lawrence at Bradford on Avon, at Sompting in Essex or at Wing in Bucks, (photographs of all of which I have) to suggest that the original Old St James was Saxon, but that it probably fell into ruins at the hands of William's soldiery when they murdered and raped the inhabitants, and burnt the town down in their orgy of destruction.

The third part of Dover's community lived round the ancient St Mary in Castro within the boundary walls of Dover Castle surrounded by the earth and timber walls of the Saxon defences on the heights there. William decided to use this area as his particular defensive site and, after cruelly beheading Bertram de Ashburnham, the leader of the community there, together with his two sons, at the entrance gateway, he evicted all the inhabitants who lived there and spent some days in repairing and improving the earthen and timber perimeter defences before he moved on to Canterbury and London. In consequence his wild soldiery were never permitted to lay their hands on it.

But here we are faced with yet another problem. How came it that these local inhabitants, only a part of Dover's population, ever managed to build this impressive church, now generally accepted to be one of the very fine Saxon churches surviving in the whole country? It must remain a mystery. After all, there was the community of the old established secular canons at the west end of the town who must have had their church, and the possibility, indeed the probability, of the existence of an original old St James's church near their early Warden Down harbour.

Much of St Mary in Castro was built of Roman materials, large quantities of which were probably lying about there from Roman buildings which once probably surrounded, or were built near, their fine Pharos, one of their two guide beacons they built straddling the deep water entrance to the haven near their forts below.

One obvious example of re-used Roman



St Mary in Castro as it appears today

work very visible is in the outer arch of the church's blocked south door. There has been a good deal of comment and claim regarding the age of this lovely piece of work, but no authority has ever discovered work prior to the early 11th century. Fortunately we do not need to delve into the writings of somewhat

suspect Victorian authors or divines, because other Saxon buildings survive which are either very similar, or which contain work of identifiable date.

In fact, the nave walls of St Mary in Castro have a very strong similarity to those of All Saints church at Wing, and our St Mary in Castro has a very similar twin, both in its construction and in its age, with the church of St Mary at Breamore. At Breamore we have, as at St Mary in Castro, a central tower on a cruciform building, the four corners of the tower rooted firmly on foundations in the ground beneath them. Entrance to the chancel, nave, and side chapels from the tower in both buildings is effected by means of semi-circular arches. In St Mary in Castro the similarity is no longer complete because the east end of the tower and the chancel are of a later date, very possibly because of a collapse in early medieval times.

The date of origin of St Mary in Castro, when combining known information and constructional details with details of other surviving Saxon churches, can be put fairly accurately to about the second decade of the 11th century.

Some of these conclusions concerning St James's and St Mary in Castro, may be questioned, but before doing so, may I suggest that readers pay a visit to the Saxon churches mentioned here and indeed to others. The results will be interesting and, I hope, profitable.*

The social and business areas of the lives of Doverians of the immediate pre-invasion period are also interesting and in some respects, surprising. In fact, Dover was a well organised and profitable community. Dover was one of the original five Cinque Port towns, created by King Edward the Confessor to guard the south and east coasts of the country (and particularly those of Kent and Sussex), from the constant problem of seaborne raiding parties which were causing so much havoc.

The obligations of the Cinque Ports to the Crown were laid down in charters recorded in Domesday Book where the most complete entry is that for Dover. The translation given in 'Domesday Book, Kent', published by Phillimore of Chichester in 1983, reads: 'The burgesses supplied the King once in the year

20 ships for 15 days and in each ship were 21 men. This they did because he had given over to them full jurisdiction'. When the King's messengers came to Dover, they gave 3d in winter and 2d in summer for horse passage. The burgesses found a steersman and one assistant. If there was more labour, it was hired with his money. From the Feast of St Michael until the Feast of St Andrew the King's truce, that is peace, was in the town. If anyone broke it, the King's reeve received the common fine for it. Whoever lived permanently in the town and paid customary dues to the King was exempt from toll throughout the whole of England. All these customs were there when King William came to England'. The last paragraph is important. It indicates that all these matters were of Saxon origin and were therefore in force before 1066.

The ship service was threefold in character: the repelling of sudden incursions by seaborne marauding bands, naval service for the King (when they were often part of a larger force in which ships from other ports sometimes also served), and the transporting of the King, his household officials, and armed forces to and from the continent when needed. This service, combined with the working of the Passage, fishing, and trading with continental ports, certainly constituted a busy undertaking for Dover mariners.

The full list of the privileges is fascinating: 'Exemption from Tax and Tallage, Sac and Soc, Toll and Team, Blodwit, Fledwit, Pillory and Tumbrill, Infrangentheof, Mundbryce, Waifs and Strays, Right to Flotsam, Jetsam, Legan, Privilege of Assembly as a Guild, Rights of Den and Strond, and Honours at Court', So now you know!

The town was controlled by the burgesses, one of which, William, son of Geoffrey, seems to have owned or controlled 'the Burgesses' guild-hall'. They seem to have made their peace with William, possibly because he had already confirmed their Saxon charters and privileges, and they fought a victorious sea battle for him in the Channel in 1069.

** There is of course much more to the story of St Mary in Castro than this, and this will form the basis of a future article.*

Some TROGLODYTES of EAST CLIFF, DOVER

Peter Burville

23 May 1998

AN EARLIER ARTICLE, entitled *Embarking on a One-name Study* (Newsletter 12, January 1992), recorded the demise, in 1833, of carrier Benjamin Burville. Burville family-lore attributed his death to a brush with a highwayman at Oxney Bottom which is on the Dover to Deal road. The truth is less glamorous: it seems that he died in a tragic accident, when he fell off the float of his cart, at Broad Leas Bottom, to the east of Dover Castle. In *The Dover Telegraph & Cinque Ports General Advertiser* (16th. November 1833), the report of the inquest described Burville as "... a poor man who, with his wife and several children, resided in a cave beneath the Castle Cliff". They were troglodytes.

In a subsequent edition of *The Dover Telegraph & Cinque Ports General Advertiser* (30th. November 1833), one reads:

The sympathy of inhabitants of Dover for the situation of a bereaved and distressed widow and four orphans is earnestly entreated and their assistance solicited. The unfortunate widow alluded to is Mary Burville, known to the public as an inhabitant of a cavern cut out of the chalk beyond Mr Nash's Boarding House, who lost her husband, a carrier of coals etc, a few days since, in consequence of his falling from his cart and fracturing his skull. Any generous and humane individual who will either assist her by trading contributions, or who will make use of her horses and carts, which are managed by her brother, for the convenience of their coals and goods will be performing a truly Christian duty.

A friend to the distressed. Nov. 26 1833

One does not know who the friend was or, indeed, the outcome of the plea.

A question raised in my earlier article was,

why should a carrier live in a place so inaccessible as the bottom of Castle Cliff? Could there have been benefits other than the likely cheapness of such accommodation?

Additional benefits of troglodyte living may have been both commercial and aesthetic, though the latter may have been a value that our ancestors could not have

generally afforded. As for the commercial benefits, some clues are given by the early images, of East Cliff, which feature a horse and cart, the stock-in-trade of the carrier. One example, and there are many, was printed in the January 1992 Newsletter (no. 12), in Merrill Lilley's informative *Smith's Folly* article. It featured a horse and cart outside one of the small properties in what is now Athol Terrace, which extends to the east of East Cliff. Clearly a carrier's horse and cart was not an unusual sight in the East Cliff area.

A splendid 1850 photograph of this area shows a carrier's horse and cart, together with heaps of shingle, which have clearly been brought up to the road level from the beach. This photograph and other pictures, referred to in this article, feature on the Dover Museum computer-based Picture Library, which the public can use to explore the Museum's extensive collection of images. In another of the museum's photographs one can see piles of shingle, on the beach, a small distance from a winch which, doubtless, was used to hoist the stones up to road level. The photographic evidence makes it reasonably obvious that the carriers, from this area, were transporting flints for building use and shingle for paving activities. Dover Paving Commission, on 2nd January 1817, ordered that "... the surveyor do procure a sufficient quantity of Beach to be laid on the different roads where the same may be most required for the amendment thereof".

In the 1841 census return widow Mary Burville, charwoman, is recorded living with her four children still under the cliff in the Parish of Guston. Her youngest child was born six months after the death of her carrier husband. One imagines life must have been

quite a challenge for this, as well as many other families. Also recorded under the cliff was James Hart, a carrier, with his family. As readers may be aware, the East Cliff area was extra parochial to Dover until relatively recent times - even the 1891 census records all of Athol Terrace and part of East Cliff as being in the parish of Guston.

The Tithe Return of 1843, for Guston⁵, tells us that Mary Burville occupied a Cottage in the Cliff together with 13 perch of land (about 400 sq. yds.). The tithe does not record anyone else occupying caves but this does not necessarily mean there were no other troglodytes. The Tithe Map, which complements the list of landowners and occupiers in the Schedule, shows Mary Burville's property at the foot of the cliff. From the map it looks as though the entrances of a complex of three caves were on the top of a large cliff fall below the East Point (western side) of Fox Hill Down. This would place the caves in the middle of the Eastern Docks, to the east of the Jubilee Way flyover into the harbour. Perhaps carrier James Hart was still living nearby as a subtenant.

Dover Museum has two beautiful little water-colours⁶ by William Henry Prior, showing the interior and exterior of an East Cliff cave cottage. The floor plan of the cave, as seen in the water-colour, looks very much like the middle cave on the tithe map, so it could well be where Mary Burville and her family lived. The exterior picture shows what appears to be a pair of wash-tubs, with attached scrubbing boards, just outside the cottage garden walls. The tubs look as if they are carved out of blocks of hard chalk. That a laundress was in residence fits in with the information in the 1851 census. Also outside the cave are some strange rock-like objects which Mark Frost, of Dover Museum, has suggested could be anchors made in the Roman fashion - a matter to be followed up. W H Prior was painting during the 1833-1857 period⁷, but I

do not have a date for these two paintings.

The 1851 census⁸ records Mary Burville as a laundress living at East Cliff in the parish of Guston. It appears that she was still living in the cave with two daughters and two sons. Daughter Elizabeth's occupation was given as laundress, whilst Mary Ann was a dressmaker, and the boys Benjamin James and William Joseph were boatmen. The washing equipment and possible anchors, in the picture, match the supposed tenants' occupations. The next entry, in the census, shows William Clarke, a road labourer, who was probably living in an adjacent cave. Clarke's occupation seems appropriate when one thinks of the plentiful supply of road-building material available in the locality.



In addition to the normal household requirements, two laundresses would have needed a plentiful supply of fresh water. In this area, ample flows of fresh water spring from the bottom of the cliffs. However, much effort would have been needed to carry the water up to the caves. In addition to the usual clothes-line, it was quite common for washing to be laid out on the beach to dry. This can be seen in a pre-1844 engraving, showing Shakespeare Beach, where two ladies are laying out what looks like bed-sheets on the shingle. An early 1890s photograph⁹, of East Cliff Beach, records the same practice. Provided that the area of beach was chosen with some caution, this method of drying would have imparted a delightful aroma to the material.

The description of the Guston enumeration district, for the 1861 census¹¹ includes "...the houses at East Cliff comprising Athol Terrace, Marine Court and the cottages inhabited by the Coast Guard, Sydney Villas & Cottages, the houses under the Cliff towards the zig-zag and the Castle Hill and Broad Leize Farms". The zig-zag, referred to, is that leading up to the Signal Station on Corn Hill at the eastern side of Langdon Hole. From this description one gathers there were still occupied caves east of Athol Terrace. The only candidates, that I can find in the census return for cave-dwelling, are the three bricklayers' labourers Richard Collard, Richard Taylor and a Henry, whose surname I have been unable to decipher. The first was a widower, the other two unmarried. It is possible they were involved on some project in the area - houses were being built during this period. The Burvilles were, by this time, housed more conventionally at East Cliff.

A Dover Guide, of 1830¹², describes a road beyond East Cliff Lodge, a villa built on the site of Smith's Folly:



Passing from this villa, and continuing about a mile along the base of the cliff, there is a curious road, ascending from the beach to a watch house on the cliff, (a perpendicular height of upwards of three hundred feet.) This work was executed by government for

the accommodation of the officers and men employed in the blockade service. There is also a telegraph on the new principle.

This appears to describe a track running along from Athol Terrace, past carrier Benjamin Burville's cave, to the *curious road* up the face of the cliff described in the census, and elsewhere, as the zig-zag. This pathway up the cliff was created as part of the coastal blockade, in about 1818¹³, when a series of stations were built, some three miles apart, to be manned with counter-smuggling officers. In 1831 they became the Preventive Water Guard. The zig-zag led up to the Corn Hill station which, in later years, became a Coast Guard Station. The track, leading to the zig-zag, and Burville's cave can be seen on John Rennie's Dover town maps of 1805 and 1835¹⁴.

Ten years later the 1871 census enumerator¹⁵ tells us "...Houses under the cliff towards the Zig Zag washed away by the sea." Dover Museum's photographs¹⁶ of the area show the effects of sea erosion. Old cliff-falls are eroded and new falls occur, causing some impediment to cave access along the

cliff tracks. The census return¹⁷ intriguingly records a family living in Broad Leas Hole, in sheds, but gives only their ages, no names or occupation. It is not totally clear, to me, whether they were in a cliff-cave or in sheds on top of the cliffs. Following the style commonly used in the Dover area, above the cliff could have been referred to as Broad Leas Bottom or as Broad Leas Hole (as with Langdon Hole and Fan Hole¹⁸). In the Guston census, of 1881¹⁹, several families are recorded as living in Cherry Tree Hole, which sounds very much like a place. This leads one to think our anonymous shed-dwellers were living on top of the

cliffs, not in them.

The subsequent 1881 and 1891 censuses make no reference to houses under the cliff towards the zig-zag. In all the census returns there is the possibility of cave dwellers being listed who are not identified as such, so that

no claim is made that all troglodytes have been identified. In the East Cliff and Athol Terrace area there are several caves which were used for human habitation as well as for the stabling of horses and donkeys. In an affidavit (see Merril Lilley's article referred to above), dated 2nd October 1849, bricklayer John Gregory who, as a boy, worked on *Smith's Folly*, stated that "...and which cave the said John Smith had previously purchased of a man named Simpson for the sum of five pounds which was paid in my presence by the said John Smith to the same man named Simpson who for some years before that time used to reside in such cave...". This cave was at the rear of the Sir Sydney Smith public house (possibly 61 East Cliff). Simpson would have been living in his cave up to about 1783, approximately when the sale took place.

A correspondent, Ernest Crunden¹⁹, told me that big six-footer Andrew Claw, who in 1912 was awarded a 25-year service medal for life-saving activities²⁰, was born in one of the caves. Claw described the caves as very comfortable as they provided shelter from cold winds, and the early morning sun shone in through the windows and door. In the next cave was a shoemaker, in other nearby caves were pigs, donkeys and horses. At a guess, Claw was describing things in the late 1870s early 1880s. My uncle Stephen James George Burville²¹ and Crunden told me that Andrew Claw went for a swim every morning winter and summer. Clearly the troglodytes were of a tough constitution as well as character.

The two Prior pictures certainly give one the impression that life in the caves was comfortable. The fireplace, next to the door, has the chimney rising some feet up the cliff face. Although it is not shown in the picture, my father William Stephen Burville, told me the smoke from the chimneys of caves stained the cliff face. The caves would be cool in the summer and comfortable in the winter although there would have been little light coming through the small windows. The smoke from candles, oil lamps and tobacco would have stained the chalk walls and ceiling, reducing the amount of reflected light. Creating a new shelf, or even a room, involved no expense, only the effort of DIY

chalk excavation. The furnishings in Prior's Cave Cottage painting are sparse, as are the cooking arrangements which appear to consist of just an open fire with an iron grate typical of the period. The walls are hung with several pictures, the subject matter of which cannot be determined.

So how long did the Burville family live in the cave? In January 1831 when Benjamin applied to the Dover Paving Commission²² for permission to alter the pavement to facilitate access of his cart to his house, he was living in Biggin Street. From the newspaper accounts we know he lived in the cave at the time of his death in 1833. Records confirm that this family were cave dwellers from 1833 to 1851. It is possible that they moved into the cave as early as 1831 and did not vacate that home until 1860. This suggests a minimum of 18 years and a maximum of 29.

Stephen Burville²³ wrote that, at about the turn of the century, there were three caves on the Valley Beach - that is below Broad Leas Bottom. These were the last to be inhabited and were known as Oliver's Hole, Claw's Hole and Betsy Burville's Hole. The Claw family we have already met. Betsy was almost certainly Elizabeth, the daughter of Mary Burville, who had not moved into an East Cliff house with her mother. But who was Oliver?

A twentieth century John Smith²⁴, whose mother before marriage was Amy Elizabeth Burville, great-grand-daughter of Benjamin and Mary, stated that these Valley Beach caves were destroyed when the cliff was faced during the work on the harbour at the turn of the 19th-20th. centuries. This work on the cliffs is well illustrated in some of the Dover Museum images²⁵.

This area of Dover, with the castle on the cliff-top and the caves at the bottom, has provided examples of a diverse range of human habitations over the millennia. The Dover Museum Picture Library offers an easy and graphic means for the public to view some of this history. In addition, it is planned to launch, in the near future, a carousel-sequence of the East Cliff area, which will take the viewer through a series of images illustrating how the area has developed during the past two centuries.

The two East Cliff cave cottage pictures are reproduced courtesy of Dover Museum. The author would like to thank the staff of the Centre for Kentish Studies (CKS), Dover Library and Dover Museum for their help and support in researching the archives referred to in this article.

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18. 1881 Census RG 12/742/ folio 82/page 12.
19. Ernest Crunden of Dover, now Sittingbourne, 19th. September 1981.
20. Dover Express, 7th June 1912, page 8.
21. Stephen James George Burville, private correspondence 10th. April 1974.
22. CKS, Do/UP/Am/3/1, page 563.
23. Stephen James George Burville, unpublished manuscript Looking Back.
24. John Smith, of Dover, private correspondence 7th. December 1986.
25. Dover Museum photographs ILL/702 (Dover Library) and d00577.

EXCURSION TO RAMSGATE



Leo
Wright

The Society trip to Ramsgate certainly lived up to the promises (see newsletter No.31), and that despite Saturday 13th June being one of the wettest days of 1998.

Professor May had shown his paces when he talked to us in January. This day he very adroitly used the parked coach and occasional sorties between the showers to show us Ramsgate and to leave us with the wish to return at more leisure.

We found memones - and monuments - to Augustus Pugin and his son Edward's terraces, Van Gogh, not to mention the Romans and St Augustine. And why a Royal Harbour? King Billy (in costume) spoke to us in the Sailors' Church. We must go to Ramsgate again on one of the summer days when they have costumed performers narrating more of the glories of the Regency, anti-Napoleonic wars and Gothic Revival town.

Joan Ligget's organisation was as usual impeccable and the skill of Professor May left us wanting to return and stroll about more of Ramsgate's Victorian past. Not that, as Chairman of the Ramsgate Society, he did not also convince us that he, like we, in the Dover Society, is working to preserve what is worth preserving from the past - the Italian Conservatory, the Casino or the Montefiore Synagogue - and to promote high standards in what is planned for the future.

A. Simmonds

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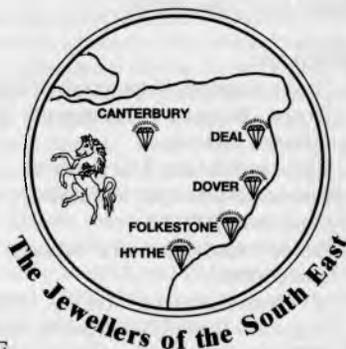


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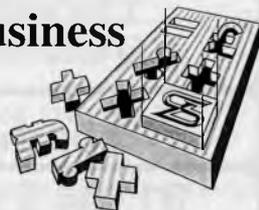
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This and That

DOVER CHAT

SO MANY THINGS ARE HAPPENING, or planned, in Dover, that there is plenty to chat about. Will Woolworths take over the old post office building? Will the new cruise terminal and the enlarged marina bring more visitors to Dover? Will there be fewer empty shops? When can we see the Bronze Age boat, restored to its home town? What will be the future of The White Cliffs Experience? Will we get a new luxury hotel next year on the Marine Court site? Will the ugly sight of the recently reclaimed land at Eastern docks be at all improved when it is faced with concrete? What will Dover District Council decide to contribute as a permanent feature of the town for its Millennium project? Will there be a bandstand on Granville Gardens? Are there any better ideas? Can our members come up with anything creative and realistic? Donna Sowerby urges us to submit our suggestions.

For our own Dover Society Millennium project we have chosen to put up plaques on historic sites which do not have them at present. These may commemorate historic events or mark places where famous people lived or stayed. Some members of the committee are investigating costs and examining various types of materials.

There is some information about the Bronze

Age Boat. Dover Museum has issued a leaflet on Weekend Workshops, which includes two Bronze Age Boat Weekends, when the new gallery will be temporarily open to allow visitors to see the reconstruction process and talk to some of the experts. These are Saturday 29th to Monday 31st August and Saturday 19th and Sunday 20th September. Although the boat will be installed in the new gallery by August, the gallery itself will not be finished until 1999.

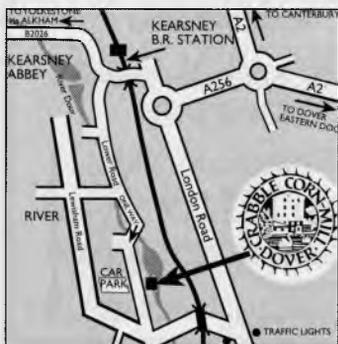
Use of the museum's Database of pictures and information available to the public increases daily. Have you tried the computer base on the third floor of the museum, to the right of the entrance? You can look at your favourite pictures of Dover at the touch of a mouse!

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PROGRAMME

Members and their guests are welcome at all meetings

SEPTEMBER 19

Saturday

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SEPTEMBER 23

Wednesday

9am Pencester Road

Visit to Bank of England Museum £12.00

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OCTOBER 19

Monday 7.30pm

Two Speakers:

Lesley Cumberland LLB - "Local Government Shake-Up"

Terry Sutton MBE - "Dover in 1900"

St Mary's Parish Centre. Parking at Stembrook.

NOVEMBER 16

Monday 7.30pm

Two Speakers:

Richard King - "The New Kent"

Christine Down - "Young Offenders and the Community"

St Mary's Parish Centre. Parking at Stembrook.

DECEMBER 19

Saturday 7 for 7.30pm

The Christmas Feast

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DATES FOR 1999

All meetings at St Mary's Parish Centre. Parking at Stembrook.

More details in December Newsletter

JANUARY 25

FEBRUARY 22

Wine and Wisdom

MARCH 15

APRIL 19

Annual General Meeting

OCTOBER 25

NOVEMBER 22

DECEMBER 18

Christmas Feast



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