

The
Dover
Society

Newsletter

No. 37

April 2000
Millennium Issue



Dover's Millennium Celebrations: The Carnival of the Planets, 1st January 2000
Photo: Dover Express

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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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The Objectives of the Dover Society

founded in 1988.

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

The area we cover comprises the parishes or wards of Barton, Buckland, Castle, Lydden, Temple Ewell, Maxton, Pineham, Priory, River, St. 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

Greetings to all our readers and good wishes for the year 2000 in this first issue of the Newsletter in the new Millennium.

Inevitably this issue contains a great deal about the Millennium in general and the Dover Society projects in particular. The centre pages are devoted to accounts and photographs of the fantastic New Year celebrations in Dover on 31st December 1999 and 1st January, 2000, which attracted thousands of spectators to see the processions and the fireworks. Dover District Council is to be congratulated of the unprecedented success of the event. Also, related to Millennium events, are footnotes and reminders from Jae Fowler, Millennium Projects Officer of Dover District Council, of future events and of grants still available for local Millennium projects in the year 2000.

Included in these Millennium reports are two items on the Society's own projects. Sheila Cope gives an update on the Society's Historic Plaques project. Of the three plaques received so far, two have been installed in February at Taswell Street and at the TSB site in Castle Street, while the third, commemorating the discovery of the Bronze Age Boat, is ready for installation as soon as we can gain access to the site at the New Bridge underpass. The result of the Millennium Essay Competition for Dover sixth formers was announced in the last Newsletter. More details and an account of the presentation of the prizes at Dover Grammar School for Girls is included in this issue.

The Society has also decided to participate in the Town Council's Millennium scheme to place historic flagstones around the new bandstand in Pencester Gardens and Terry Sutton gives the details of this project.

The next meeting is the twelfth Annual General Meeting of the Society on Monday, 17th April. The speaker is Donald Sykes on The Zeebrugge Film. The agenda is enclosed as a loose leaf in this edition.

The programme for the summer is detailed on the inside back cover, as usual, and application forms for the outings in May, June

and July are enclosed also. Members are reminded to book early for the outing to Loseley Park and Gardens in May, the Faversham trip in July and the theatre trip to the Marlowe, Canterbury, for their production of West Side Story, also in July. Details of the September trip to France will be given in the August Newsletter.

It was suggested that the Society have a trip to the Goodwin Sands in June. However, as many of you will know, this is a difficult outing to arrange because it is not possible to book several weeks ahead as the organisers wait until June to determine the best days to make the trip when the Spring tides are most favourable. With this factor in mind, if you would like to join such a trip at short notice in June, please send the enclosed form to Joan Liggett and she will add your names to her list and let you know as soon as a date is available.

The winter programme has been a success, with good speakers in October, November and January, the Christmas Feast in December and the Wine and Wisdom evening in February. All these events are reported in this issue.

Articles include one by Ivan Green, in our ongoing series of historical subjects, and, an unexpected and unsolicited piece from a reader in New Zealand, Peter Pascall, who has been researching his ancestors, the Pascalls of Dover, and has written an article for the Newsletter about one of them who was a pilot in Dover 150 years ago.

We also have a report from Melanie Wrigley of the White Cliffs Countryside Project, always a welcome addition, and a report on Dover ferries from a new contributor, Christopher Burrows, of the East Kent Ferry Club.

Once again in the April edition, we have a preview of the Dover Festival events from May 27th to June 4th, from Esme McConnell, Arts Development Officer, Dover District Council. The full Festival programme, entitled 'Art and Soul', will be available from mid-April from all local outlets, libraries and Tourist Information Centres.

With thanks to all our contributors and to our advertisers for their continued support.

Editor

DEADLINE for contributions

The last date for the receipt of copy for issue 38 will be Monday 12th June 2000.

The Editor welcomes contributions and interesting drawings or photographs. "Paper copy" should be typed at double spacing. Handwritten copy should be clear with wide line spacing. Accurate fully proof-read copy on computer discs is acceptable; please ring 01304 205254 to discuss details.

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The work of the

PLANNING

Sub-Committee

Reported by JACK WOOLFORD, Chairman

My apology for having confused William Burgess the architect with William Burgess the painter whom we shall commemorate with a plaque.

In connection with our role as catalyst for the project to improve the appearance of 'Buckland Village', ie the triangle of Cherry Tree Avenue, Buckland Avenue and Buckland Bridge, we have been fortunate to recruit the good offices of Mr Maurice Miles, churchwarden of Buckland Church. Mr Miles is very well informed about the area, aware of its problems and of possible solutions to them. He has undertaken to canvass the opinions of local residents and shopkeepers on the formation of a Residents Association with the assistance of the Dover Society which is already in touch with Dover District and Town Councils and the Civic Trust on the issue, with some prospects of necessary funding. We continue to await visible signs of the Heritage Economic Regeneration Scheme for the upgrading of the Conservation Areas on London Road.

We are very favourably impressed with the restoration of the former Wesleyan Church now "King's Hall" in London Road by Mr Brian Ward. The splendidly refurbished interior is ideal for music, for dancing, for theatre (both proscenium - staged and theatre-in-the-round) and for public meetings and social gatherings.

We congratulate Dover Town Council on the construction of the Pencester

Pavilion and are pleased to be consulted on the paving of the proposed Heritage Path with important dates and events from Dover's history. We congratulate Dover Harbour Board for not converting part of the Yacht Club into flats and commiserate with it on the

resounding rejection of the size, siting and design of the Watersports Centre. We shall, however, be surprised, indeed sorry, if the concept is dead. Presumably DHB's further plans for hotels and restaurants at the Western Docks must await the long-expected and equally long-postponed demise of the Hoverport.

We were obliged to Mike Ebbs, DDC's Forward Planning Manager, for information on the Inspector's comments on the District's response to the Draft Local Plan. We are dismayed but not surprised that the housing proposals for Aylesham may necessitate a second Public Inquiry and that the expanded housing proposals for Dover are still in dispute. Studies have been commissioned on leisure & shopping facilities in the St. James area for which a partnership between the Council and a single developer is sought. Our fingers are crossed. Presumably the alternative would be piecemeal development.

We are pleased that our complaints against the cupolas and the rendered brickwork on the proposed LIDL store in Woolcomber/Castle Streets have been heeded but not convinced that the substituted glazed tower will be any more architecturally convincing than the drums on Woolworths. Fortunately, Woolworths does not border on a Conservation Area containing both the Castle and St James Church.

We are also pleased that the White Cliffs have not been scraped and painted.

PROJECTS *Update*

JOHN OWEN, Chairman, Projects Sub-Committee

SOCIETY TREES *looking great for the 21st Century*

APPROACHING THE CLOSE of the century a group of members turned out on Sunday, 5th December to revisit the Society's plantings of the early nineties. We met at the Avenue, Temple Ewell, in mild and brilliantly sunny weather, climbing through rough woodland to Lousyberry Wood a short distance away. Having lost, in the 1987 hurricane, a considerable number of beech trees, a species characteristic of the area, one could not fail to notice the contrast between the area left to regenerate naturally and that which the Society had replanted with predominantly beech (*Fagus sylvatica*) but with some wild cherry (*Prunus avium*) and field maple (*Acer campestre*).

The conspicuous leaves of the beech, amongst the many otherwise bare branches, clearly indicated the precise location of the plantings among the naturally regenerated ash, holly and bramble. Ranging in height from 5ft to 10ft they were clearly well established and competing well. We also identified a number of the now leafless field maple and wild cherry and had a number of pleasant surprises. One was the finding of what appeared to be a very mature 12 to 15ft field maple. Surely not one of ours, we thought! - until, on clearing the dense brambles, we discovered our stake, shelter and tree mat. This was the give away. Planted in dense growth we had not seen it for some time, but how well it

apparently liked the spot we had chosen!

Where tree planting is concerned one is always on a learning curve. Our experience to date is that

the careful planting of the 30cm saplings, using tree shelters, stakes and tree mats, with follow-up management, has really paid off, by enabling the trees to hold their own in Nature's scramble for regeneration. What is certain is, that without a structured tree planting operation, we would not now have any beech trees there at all. All things being equal, the new century should see them growing to maturity and, in due time, will replicate the pre-1987 beech wood so well remembered.

Having had coffee *al fresco*, our second port of call was Lydden Pond, the scene of another Dover Society project.



'Woolfords Willow' - Lydden Pond

On this occasion we focussed on "Woolford's Willow", the weeping willow (*Salix alba tristis*) planted by Jack Woolford in 1991 during Environment Week, assisted by children from Lydden village school. Still in leaf, we found the willow to be progressing well and developing the characteristic profile which enhances the location and is perhaps best viewed from "The Bell", to which we retired, by way of ending our

6 last Society tree visit of the century.

As has become customary, our visits coincided with NATIONAL TREE WEEK, organised each year by the Tree Council, now celebrating its Silver Jubilee. Sponsored by Esso, the theme for 1999 was "Millennium Trees - our past, our

future" and, with the help from member organisations, the Council hopes that more than a million trees will have been planted during the week. Many churches in the Dover area are planting a yew tree as part of the celebrations for the year 2000 AD.

MEMBERSHIP NEWS

SPRING 2000

SUBSCRIPTIONS ARE DUE at the continuing rate of £6 single and £10 joint membership, such a bargain that members have said that if the amount were greater they would remember to pay more promptly! However, it is possible to avoid such concerns by arranging a standing order, as almost one third of members have done. Alternatively, payment at the AGM in April will be much appreciated.

We are pleased that our numbers have reached 400 again and we are grateful to those who have introduced recent new members whom we welcome. They are Mrs. E.Higgins, Mrs. M.Hopper, Mrs. D.Bushell. Mrs. J.Vardon, Mr. J. and Mrs. C.Bevan, Revd. M.Crwldy, Ms. T.George, Mr. K. and Mrs. J.Tranter and Mr. J. and Mrs. N.Clayton.

Death severely affected our membership this year. Not only have we lost our founder, Philomena Kennedy, but also Major R.C. Frisby, Captain Tom Manton, Mrs. Helen Williams, Mr. John Stoddart, Miss Bettine Rogers, Mr. Ernie Baker and Mr. Hugh Bax. Mr. Baker and Mr. Bax were regular attenders at meetings and contributed to the Newsletter. Ernie Baker was also a cheerful distributor. All are now much missed. We send our sympathy to the families of all these late members.

SHEILA R. COPE, Membership Secretary

Launch of the Bronze Age Boat

• • • • • Report by Terry Sutton • • • • •

Our Chairman Jeremy Cope and a few other members of the Dover Society were among a select band of guests invited to the public "launch of Dover's celebrated Bronze Age Boat".

Our contribution of £1,250 to the trust fund set up to save, restore and preserve the 3,600 year old craft was acknowledged during the ceremony at Dover Museum where the boat is now on view. Dover Bronze Age Boat Trust, of which museum curator Christine Waterman is administrative secretary, has received more than £2.5 million in donations. The major contributor was the Heritage Lottery Fund which provided £1.2 million. Dover Town Council gave £3,000 and Kent County Council another £3,000.

The money has not only saved the boat, discovered in our town centre seven years ago, but also provided an excellent gallery, where the craft now rests on a specially built cradle. The boat is now on loan to Dover District Council for 25 years and the local authority has pledged to ensure it is kept safe in the temperature and humidity controlled glass case in the gallery.

A 12 minute video film at the gallery shows in detail where the boat was discovered by Dover archaeologist Keith Parfitt, how it was sliced into 37 pieces to bring it to the surface and how conservation started before the freeze-drying operation at the Mary Rose Trust at Portsmouth.

The gallery, well worth a visit, offers many other attractions, including a visit to a Bronze Age hut and an opportunity to ring date a tree. There is a wealth of archaeological material, including, on loan from the British Museum, 350 Bronze Age tools recovered from a wreck on the seabed off Langdon Bay.

THE WINTER SEASON

Five Reports on Meetings from October to February

THE OCTOBER MEETING

Reported by Capt. Mike Weston

MONDAY EVENING, 25TH, OCTOBER 1999 brought together a somewhat smaller gathering of Society members than usual, to hear two speakers give very good and interesting talks on their diverse subjects. The first part of the evening was given over to Mr. Bob Ratcliffe who as a retired Kent County Council Architect and an expert on transportation spoke on the Development of Cross Channel Ferries. The second half of the evening was to have had a speaker from BBC Radio Kent but at the last minute they had to call off. Once again Terry Sutton, one of our two vice-chairmen ably stepped into the breach with a talk entitled Fifty Years of Headlines!

Bob Ratcliffe's extremely interesting talk, illustrated with many slides, started by showing us early nineteenth century paintings of sailing packet boats to Boulogne and Calais undertaken in both

calm and extremely adverse weather conditions and as he rightly said 'a bit of a hit and miss way of travelling when you are relying on wind'. From these very early days of travel between the United Kingdom and the Continent, he moved on to give a brief explanation of the coming of the railway to Dover and also Folkestone by the two railway companies involved, namely The London and South Eastern and The London, Chatham and Dover which were eventually to amalgamate but not before they had run for many years their own separate and opposing operations. Bob showed us fine slides of various aspects of the lines to Dover with passengers alighting on the Admiralty Pier before the construction of the Marine Station. A windswept operation in bad weather as passengers had to cross to whichever side of the Pier was being used on the day, as in those times either side of the Pier could be used by vessels dependent on the direction of the wind. A brief history was given of how

before the Admiralty Pier was constructed passengers had to walk from Dover Station on the foreshore near Archcliffe Fort through a bit of down town Dover to the tidal harbour to join their packet boat.

We were then shown photographs of various aspects of the development of Dover Harbour with the Royal Navy's Home Fleet anchored in the outer harbour and the start of



Reclamation from the Lord Warden Hotel. 5th September 1911

View of Dover Harbour from Cliff Balcony 1944. (Seaplane sheds, wreck of 'HMS Fodrimton', Prince of Wales Pier, Pillbox at end of Castle Jetty, two tankers in harbour)



the construction of the Prince of Wales Pier. As Bob explained, the Prince of Wales Pier was built as part of a scheme for berthing

transatlantic liners. Unfortunately this failed to take off. It started with transatlantic liners of a German company in 1903/4 but only lasted briefly due to damage sustained by one of their vessels when leaving port and the company concerned did not return to Dover. We were shown photographs from the beginning of the twentieth century showing the two additional arms being built and the extension of the Admiralty Pier from the turret area to the end where it is at present.

Bob then gave us a resume of the building of the Marine Station. The work involved having to construct a temporary station at the end of the pier, (using wooden piles to widen the pier temporarily), this station being used by passengers whilst the Marine Station was being built. This was completed in 1915 in time to be used as a casualty clearing station in the First World War. Bob had some fine photographs of the interior of the Marine Station showing the vast area within the station and of the memorial erected in memory of the staff of the railway companies lost in the First World War and bemoaned the fact that this memorial is now behind locked doors in the new cruise terminal. He personally has been unable to view it since the

construction of the cruise terminal and hopes that the Dover public has better luck.

Photographs of the 1930's were produced showing further developments of the port - the conveyor belt system on the Eastern Arm bringing coal from Tilmanstone Colliery to be loaded onto ships for export, ships using the Wellington Dock for lay up and the start of the construction of the Train Ferry berth in the Western Docks. The 'Ferry Dock' was opened in 1936 to transport trains across the Channel as at that time the Southern Railway decided the Channel Tunnel would 'never happen'. The service carried both freight and passenger trains (the night sleeper) across the channel and latterly freight on 'rubber wheels'.

Bob went on to give us a brief history of Dover's rival port at the time, Folkestone. He pointed out that in the days of the old London and South Eastern Railway, Folkestone was their main cross channel port and so consequently the vessels belonging to that company were mainly based at Folkestone. Various photographs of these ships were shown together with the port infrastructures at Folkestone.

Members were then entertained to a extensive selection of drawings and

photographs of the many and varied cross channel vessels which plied over the years between Dover and the French and Belgium ports and which of course were instrumental in the development of the Port of Dover. This selection of photographs brought home dramatically to the audience how the ship types changed in size from sailing craft to small paddle steamers, to the early turbine steamers dwarfed by the Marine Station and other port installations, through to the early motor ships and eventually the coming of the huge multi-purpose ships of today which themselves now dwarf the port installations. As Bob said 'there is nothing beautiful about the present slab sided vessels'. I think I have to concur.

After the interval Terry Sutton, in his inimitable style, spoke of the half century he had been a reporter in the town. He recalled when he started work, after completing his military service, he joined the Dover Express in July 1949 at a time when there was still much rationing and much of the town remained in ruins after the war. At that time the Dover Express, based in Snargate Street, had its printing works at the back of the office and only a matter of hours divided the time of the deadline and the newspaper being sold on the streets.

Terry, still working part-time on the newspaper, recalled memories of some of the strange people he had met over the years, memories of famous people he had interviewed and of course memories of the many varied and dramatic changes which have taken place in the town and port. He also gave an insight into a number of national newspapers he had worked for and also radio and television. He still occasionally contributes to these news outlets.

An interesting evening with a wealth of information and nostalgia for the audience.

THE NOVEMBER MEETING

THERE WERE TWO SPEAKERS at the meeting at St. Mary's Parish Centre on November 22nd, John Moir and Lillian Kay. In the interval there were the usual refreshments and raffle and Lillian Kay signed copies of the new book, which she has written with Derek Leach, entitled *The Life and Times of a Dovorian*.

Millennium Dover A talk by John Moir

Reported by Lesley Gordon

The first talk of the evening was by John Moir, since 1984 Chief Executive of Dover District Council, which now runs a £60 million gross budget.

His first task was to update the members of the Society on the current state of various schemes, including the Heritage Scheme for old buildings, a joint enterprise with English Heritage and Kent Council, now progressing after a late start. As part of this scheme Dover's long shopping street could, he said, eventually be transformed, like Snargate Street.

He went on to say that he hoped the South East England Development Agency would help the Council achieve a big impact with the proposals for the St. James' area of the town. The Council's aim is to support developments which will bring people back into the town centre, both for commerce and to live, with environmental enhancement to support both. The White Cliffs Experience had helped serve this purpose by attracting people to the town but attendances were now falling after 10 years and consultants are looking at options for different attractions. With the new cruise terminal, De Bradlei Wharf and Woolworth, etc. the town centre showed signs of becoming self sufficient.

The Council is in discussion with Arjo Wiggins about the future of the paper mill. The Local Plan inspectors have reported on plans for the Royal Marines School of Music site and there is agreement with the developer on what would be acceptable. He

10 welcomed the new manager of the Town Centre Management organisation, saying that "arms length" bodies like this and the Dover Society could, together, achieve much which the District Council could not.

He reported that plans for the Millennium celebrations in the town were well underway, with a festival of clocks, processions, fireworks and the Flame of Bethlehem arriving at Dover churches. The National Trust are fearful that there might be an overload of visitors to the Cliffs to catch a sight of the first rays of the millennium dawn and he warned that traffic exclusion zones might be needed. Dover District Council has accepted decriminalisation of parking which transfers control of on street parking from police to the Council. He hoped that residents parking schemes would eventually be an additional bonus to encourage people to live in the town centre. He foresaw parking measures which would end the lorry problem on the sea front.

Some good news was that SEEDA (South East England Development Agency) had produced a regional economic strategy which placed two of its seven priority areas in East Kent. One is the A256 Sandwich corridor which affects the expanding firm of Pfizer, now the biggest single employer in the district with 1500 additional jobs now and another 1500 likely later. SEEDA, which has already been involved with the Council at the Western Heights, will be taking over the three former colliery sites

Tilmanstone first - to provide small employment units and landscaping. Housing and highway infrastructure are major concerns and KCC and other agencies are all pitching in to help solve problems.

McLaren are finally moving forward at Lydden Circuit and parts of its new sports car, being developed in conjunction with Mercedes, will be produced at Lydden and the car will be tested and demonstrated on

the circuit there. Initial expectations are of 150 jobs.

Three or four of the new small industrial units adjoining the Council's offices (provided jointly with SEEDA) are under offer and Dover Harbour Board is rapidly developing the Old Park site nearby. Only Phase three of the White Cliffs Business Park is still in need of development.

Mr. Moir hoped that the aspirations of local people over the next ten years would be high enough to take advantage of the new opportunities which would require new skills and training. The world has moved on and traditional jobs are giving way to new ones requiring these new skills, especially IT literacy.

Looking forward to the next century, Mr. Moir anticipated improvements in rail services which he hoped the High Speed Rail Link would bring. A second channel tunnel or crossing was, he felt, inevitable by 2020. He thought that Dover, with its new investments and prospects was well placed to cope and was a fitting place, in view of its long history, to see in the new millennium.

After his talk, questioned about the lack of quality hotels in the area, Mr Moir said that he thought there might be a good market for small scale conferences locally, on which first class hotels relied, but it was a chicken-and-egg situation. However, Pfizer was experiencing problems in accommodating their own conferences and he believed something might come from this.

Asked whether lack of aspiration in parts of the community was due to the fact that, since the last war, many high flown plans had come to nought, he reminded his audience that, whilst physically Dover was often of marginal interest to commercial developers, being a coastal town, the personal aspirations of its people could be a key factor in bringing prosperity, but he felt it might take two or three generations to turn matters around.

Commenting on a question about

ministerial intervention increasing the original SERPLAN estimate of new housing requirements in the South East to 1.1 million units, he felt that Ashford would be the town most affected in Kent, although Councils were being urged to loosen village "envelopes". On the future of the existing system of local government, he recalled that a regional assembly for the South East would require a referendum in favour. If that were to come about, then unitary authorities would be required and both KCC and districts like Dover would probably disappear. This was a fate he was not prepared to lament, favouring as he did an East Kent authority based on Canterbury. However, Government audit requirements that new systems should not cost additional money were unlikely to favour change.

Responding to another question on eyesores in the town which were likely to inhibit potential developers, he hinted obliquely that two of these, Burlington House and the Bench Street newsagents site, were both the subjects of negotiation, which he hoped would bring results, although he felt unable to expand further.

In proposing a vote of thanks Mrs. Lesley Gordon remarked on how cooperation between a number of different agencies seemed to be the new order of the day. She expressed gratitude to Mr. Moir for a lucid explanation of current and future plans for the district.

Christmases Remembered

A talk by Lillian Kay

Reported by Merril Lilley

Before taking us on a nostalgic trip through her memories of all the Christmases which stood out for her, Lillian Kay gave us a brief but fascinating glimpse of the history of Christmas and some of the customs that go with it.

It was in 350AD that Pope Gregory designated the 25th December Christmas Day, but it was 597AD before we in Britain knew anything about it, at which time it

was called Christ's Mass. The continent already celebrated it. Perhaps St. Augustine introduced it here.

The Vikings called it YULE and brought us the boar's head, evergreens indoors and the blazing log (hence Yule log!) After 1066 the courts held splendid spectacles at Christmas and indulged in long, extravagant feasts. In 1252 Henry V had 600 oxen roasted for a feast. In 1482, at Eltham Palace, Edward IV entertained 2000 guests for 12 days. They had 1000 sheep, 2000 swans, 6 boars, 400 peacocks, 4000 dishes of jelly, 1000 venison pasties, 500 calves, 1000 geese, 2000 hot custards and countless other delicacies.

Henry VIII spent some Christmases in Kent and accounts of the revelry include a recipe for cooking peacocks. They were stuffed with spices and sweet herbs, basted with egg yolks and when they were cool they were decorated with the King's Arms and gold leaf and the beak was gilded. Accounts of all these events include incredible lists of all the food cooked and prepared for the feasts. Queen Elizabeth the First once had seven plays by Shakespeare performed at the court at Christmas.

Under Oliver Cromwell Christmas virtually disappeared, being dubbed "part popish idolatry and part secular licentiousness". Cromwell abolished Christmas and outlawed plum puddings and mince pies in a statute which has never been repealed! Town criers were sent out, calling "No Christmas. No Christmas"

With the Restoration came wassail and games like Blind Man's Buff. With Victoria and Albert came the Christmas tree - introduced by Albert. In 1840 Christmas cards came into being, when the customary "calling cards" were printed with Christmas additions. Also in Victorian times people began to use half-penny stamps, old carols were revived, churches were decorated and people took joints to the bakers to be cooked. Characters from Dickens celebrated

12 Christmas in many of his novels. Lillian recalled, in particular, the scene of the wedding in Dingley Dell on Christmas Eve.

After this breath-taking introduction, Lillian came to her own Christmas memories. With no television and no wireless, Christmas started on Stir-up Sunday, when Lillian and other members of her family sat down to take the stones out of the raisins. When there were 20 stones on the plate she could eat one raisin. The family had never heard of turkey and chicken was expensive. Meat was rabbit or pork. Decorations were evergreens and paper chains, homemade with paste.

On Boxing Day the family walked to the grandparents at Riverdale, where, on arrival, the first job was to dig the horse radish, then wash it under the pump and scrape it, with much weeping! At River they had beef for dinner. Grandfather always said grace - at least twice - and, one year, three times! Rhubarb wine was the only potent drink. The Christmas pudding was filled with thrupenny bits and there was cake! Afterwards there were games like tippet, snakes and ladders, ludo and draughts, then the long walk home.

On the day after Boxing Day everyone descended on Lillian's family. There were more games: spin the plate and many card games. They had one bottle of port wine and one bottle of sherry. They never had many presents. There was not enough money for presents.

She remembered Christmases in school, Christmases with friends, and one Christmas which she spent alone and ate a tin of sardines. She felt that, in a way, television has spoiled Christmas. People do not play as many games together on Christmas Day. Nowadays cards and letters constitute one of the joys of Christmas. After reflecting on the meaning of Christmas and what it means to different people, Lillian ended by reading John Betjamen's popular Christmas poem.

John Gerrard, in giving his vote of thanks to Lillian, reminded us that he lived, for many years, at the foot of her garden and that at Christmas time, when she could see the lights from the Gerrard's tree, she referred to them as "the fairies at the bottom of the garden".

THE DECEMBER MEETING

The Christmas Feast

By Valerie Mason

AGAIN THIS YEAR the Christmas Feast was a highlight of December as members of the Society gathered in the refectory of Dover College. At the start of the proceedings our two guests, the Town Mayor, Margaret Sansum, and Councillor Tranter, were officially welcomed by our chairman, Jeremy Cope.

We very much enjoyed the splendid spread prepared by the catering staff of the college - a wide choice of meats and fish with delicious salads. The desserts were certainly topical, some in the shape of the Millennium Dome, and much appreciated by the chocoholics among us.

While we were enjoying our coffee, Terry Sutton and Derek Leach, our two Vice-Chairmen, were busy selling raffle tickets. Our thanks go to them and to Sheila Cope for organising the raffle and to all those who donated prizes. Where would societies like ours be without the proceeds of raffles?

We were very grateful to Mike Aylen who stepped in at the last minute to accompany the carol singing so ably on his accordion. It was quite tricky playing "The Twelve Days of Christmas" with different tables singing for the various days. Our other accompanist, Lillian Kay on the wineglasses, added to the festive feel of the occasion. Our thanks to Nicholas who encouraged us all to sing heartily.

Such an enjoyable evening is not possible without a lot of hard work beforehand. I know that all those present would like to thank Joan and Dick Liggett.

THE JANUARY MEETING

Reported by Derek Leach

ON 17 JANUARY AT THE FIRST MEETING OF the Society in the new millennium and the new century we were treated to an appropriate feast of two presentations given by respected senior members of the Society, both of whom are experts in their field. The first was by Jack Woolford taking us back to the first millennium. Despite gaining a double first in History and spending a lifetime as a professional historian, Jack had never made a presentation to the Society before. On this special occasion he was supported by his three children and their spouses. Jack was followed by Budge Adams, a lifelong Dovorian, a keen observer of the town's buildings and its people and an avid collector of local photographs who gave us glimpses of the town in the last century.

A Thousand Years Ago: The End of the First Millennium A talk by Jack Woolford

Jack began by telling us that there is no such thing as history:- only documents and artefacts and historians who want you to believe their explanations of cause and effect. As Lord Balfour said: 'It is not history which repeats itself but historians who repeat one another', though this should be qualified: 'Copying from one book is cheating; copying from two books is research'. Since Jack had used twenty-two different sources including many via the Internet he could not be accused of cheating!

Jack told us that as far as Britain is concerned, written history began with incorporation into the Roman Empire between the first and fifth centuries AD. Between the time when the Roman legions withdrew from Britain in 410 to defend Rome and the last Roman Emperor was deposed in 476, Angles and Saxons, not to mention Jutes, had invaded, conquered and occupied the south and

within two hundred years dominated what was to become 'England' at the expense of the previous 'natives'.

An important influence was the landing in Thanet in 597AD of Pope Gregory the Great's missionary, Augustine.

Control was in perpetual dispute between the warlords of Kent, Essex, Sussex, Mercia and Northumbria etc. but their competition to be top dog meant that eventually someone would be top dog and incidentally create a united kingdom. In the eighth century, victory in the wars for the kingship of England appeared to be going to Offa of Mercia, the man who caused the defensive dyke to be built against the Welsh. The title "Bretwalda" - overlord - was in constant dispute.

At the end of the ninth century there was yet another sequence of raids and invasions, followed by occupation and conquest by the Vikings or Danes. Viking expansion may have been triggered by global warming, which melted the ice caps, facilitating island hopping.

By this time England was invasion-worthy as a wealthy country with a



Alfred the Great

14 healthy balance of trade. Farming fertility made possible the production of surplus food to maintain a tenth of the population in towns by the year 1000. There was a market for land for urban investors with rural land to sell. Every town had a mint and coins were minted, melted down and re-minted by the million. Danegeld, an early stage in the history of land (not income) tax, tried to buy off the Danes when valour failed. Not being stupid they came back for more.



Ethelred coin

Initially, in the eighth century, the Vikings raided for loot: the monasteries and abbeys of Lindisfarne, Jarrow and Iona, etc, were wealthy as well as holy. In the ninth century some began to settle and the Danelaw, which Alfred the Great had to recognise, and to which he, too, paid Danegeld, covered possibly a third of 'Englaland'. Alfred's kingdom of Wessex gradually, notably under Athelstan, took the lead in the counter-offensive but the other kingdoms continued to fight amongst themselves.

In the tenth century the Holy Roman alliance of papacy and empire, of archbishops and bishops with kings and dukes was replicated in England. In 973

Edgar was anointed 'king of all Britain' by Archbishop Wulfstan at his coronation in Bath, from which the current coronation ceremony substantially derives. Successors, Edmund and Edgar, Eadwig and Ethelred were all 'kings of England', although in 955 Eadwig failed to appear at his coronation because he was in bed with somebody's mother and her daughter at the same time!

So, in 999, the millennium in England prospect was, short of miracles, nothing to look forward to. King Ethelred, who succeeded because his elder brother Edward was murdered in 978, faced the climactic transition from Danish raids to Danish conquest. In 987 Somerset and Devon were raided, in 981 E. Anglia and Kent; Kent again in 991, 994 and 999. Having ravaged Northumbria and the Isle of Man in the year 1000, Ethelred paid £24,000 in danegeld in 1002 and then caused Danes in London to be massacred. Sweyn Forkbeard invaded in 1003 and in 1012 Essex and E. Anglia changed sides. Ethelred, who had vainly sought neutrality from Normandy by marrying the Duke's sister, Emma, in 1002, fled there in 1013, returned when King Sweyn died in 1014 and died himself in 1016 when Canute became king, not only of England but of most of Scandinavia too.

Consequently Ethelred had a bad write-up in the Anglo-Saxon Chronicle in 1010: the Terry Sutton of the day reported: 'And when they were in the east, the English army was kept in the west. And when they were in the south, our army was in the north'. His wife, Emma of Normandy, married Cnut and her sons by both husbands inherited: Harold Harefoot by Canute and Edward the Confessor by Ethelred.

The Danes - or Vikings - were not nice people. Having extorted £48,000 danegeld in 1012, they pelted Archbishop Alphege of Canterbury with bones and ox-heads and finished him off with an axe. His font

is in River church. However, they accepted existing English boundaries including the divisions into shires and hundreds (like the former kingdom of Kent) in the ninth and tenth centuries as well as their coinage, courts, taxes, reeves, and eventually, churches and priests. After the raids it was not surprising that there should have been a monastic revival in which they were converted. Moreover, because they, too, spoke a dialect of Old German they were akin to their Anglo-Saxon subjects and created a lazy man's lingua franca, English, which has little grammar and no unbreakable rules.

What was life like for the 'common' people in 1000AD? In about 1020 a scribe in the scriptorium at Canterbury produced the Julius Work Calendar which, month by month, depicts the mainly agricultural activities throughout the year.

Although they were worn out and arthritic by age 50, the million or so Anglo-Saxons were tall and healthy, with worn but sound teeth. It was a very smelly time, created by both animals and humans with little personal hygiene.

Slavery existed and serfdom where labour was given to the local lord in exchange for protection. Houses were wooden and thatched with holes for windows and chimneys.

As for diet, they had no sugar; there was fish and meat - beef, mutton, pork, poultry, game and venison; bacon, tripe, black pudding, sausages and pies; fruit and some vegetables (but not spinach, broccoli, cauliflower, brussels, runner beans, potatoes or tomatoes). Tobacco was not to appear for several hundred years. Wine was produced and was not much stronger than beer: sweet & porridgy but, unlike water, safe because it was boiled. In the Domesday Book of 1086 there were 38 vineyards south of Ely. Every year there was a hungry time when stores of food had been used and before the new harvest. There were feasts at Easter, Whitsun, Christmas and at ploughing, harvest and haymaking times.

In the autumn there was pannage when animals were allowed to roam freely to feed on acorns, beechnuts and chestnuts. There was hunting (but no



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PAGANS AND PANNAGE

Julian Calendars

OCTOBER

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WAR GAMES

rabbits pre-1066) for the rich which was a useful training for war.

Crazy bread was made from poppies, hemp and darnel; hallucinogens were made from ergot on rye; agrimony was boiled in milk for virility; eggs, wine and fennel were used for chilblains; ashes of burned bees for baldness; leeches for bloodletting. Cauterising was performed with red hot pokers and trepanning was practised - drilling holes in the skull to release evil spirits.

For entertainment there was music and games including chess, backgammon and noughts and crosses.

With the triumph of Christianity there were fine church buildings and monasteries complete with dormitories, refectories, libraries, chapter houses, infirmaries and scriptorium. Leper hospitals existed. Domesday Book (1086) also records 5624 watermills.

In concluding his detailed research with fifty-two illustrations, Jack compared life now with life in 1000 and concluded that there were obvious differences, but these were mainly technological. Jack thought we should feel kinship with and praise these unfamous men and women - the fathers and mothers that begat us.

A Dover Miscellany *A talk by Budge Adams*

The second speaker of the evening was Budge Adams who treated the audience to another selection from his 1800 photographs of Dover - mostly taken during the past century which Budge lived through except for the first ten years. He explained that, unlike Jack Woolford, he was not an historian, merely an antiquarian.

Billed as a Dover Miscellany, Budge took us first down the River Dour. Starting in River we

enjoyed views of the Dour by Crabble Corn Mill, the river flood meadows at Buckland before the Conqueror Paper Mill was built and several views of Buckland Bridge. He explained that the bridge is still in essence the original 1790 construction. The photographs included a deserted bridge except for ladies in their Edwardian Sunday best walking in complete safety from traffic, a horse bus and a crowded scene dominated by trams. The view downstream from the bridge had hardly changed. Looking toward the Cherry Tree bridge we recognised the former Co-op building, but the well-kept market gardens along the riverside have long since disappeared. Some recognised St Barnabas Church built in the last century but never completed and demolished after the war. Budge then took us to Charlton with a photograph showing the newly-built Charlton Church towering over the ancient Old Charlton Church, which was then demolished. We saw the Bridge Street bridge and what used to be on the Pioneer/B&Q site - not only the Dover Engineering Works which made the world-famous GATIC manhole covers, but the small terraced artisans' houses that made way for the works.

The river meadows of Maison Dieu Fields looked idyllic, but progress meant that Maison Dieu Road was built through them without apparently any local knowledge, since, as we saw, when Budge was young the road was subject to frequent



Lower Road, River

18 flooding by the swollen river. Pencester Bridge came next, followed by a drawing from the bridge of St Mary's Church with the Western Heights behind - complete with its rounded top before having it sliced off for the fortifications! St. James's new church, built around 1860, gave Budge the opportunity to tell us that he was christened there and was a choir boy until he was sacked - he did not tell us why! Although only receiving minor damage during the Second World War, it was demolished because there were virtually no dwellings or residents left in the parish following war damage.

A view of the river in what is now Pencester Gardens and the Dieu Stone Lane Bridge took us on to St. James' Lane, the present multi-storey car park site, to a photograph of boys playing in puddles. Budge explained that this could well be himself and a friend that he later pushed into the river over some difference of opinion. This became something of a habit since he also pushed a young relation into the river, who had to be rescued, hung upside down and squeezed to get the water out! This area was also subject to flooding when Leney's Brewery would sandbag their buildings. There were two more bridges - in Flying Horse Lane and Fishmonger's Lane - both still there and both containing stone from the medieval town walls. This river trip finally ended with several views of New Bridge, built in 1810. The original road was made of compressed chalk and water and the footscrapers outside every house were very necessary! We left the River Dour emptying into the Wellington Dock at 'The Bubbles'.



Buckland Bridge

Old and new Charlton Churches



Budge was by no means finished. He showed us some 'interesting things'. There were some 1840 pencil line drawings - from Archcliffe looking into the harbour, the seafront including the Esplanade buildings (damaged during the War and demolished) and the North and South piers of the Inner Harbour. He told the story of the Dover Harbour Board member who fell over on the decking of the North Pier when his walking stick went down a hole. Subsequently he gave money to the Harbour Board to provide income for the maintenance of the decking, which continued until quite recently. An early submarine in the harbour with an 8 man crew was unusual as was buying bread at Chittenden's in wartime. Bomb damage meant that the bread had to be baked in

the basement and sold through its window to customers on the pavement.

The Warren provided a very personal story. He and his wife often enjoyed weekend camping in the Warren. When his wife was expecting their first child she wanted to be in the Warren. So they lived there throughout the summer with Budge disappearing to work every day. When the baby was almost due, his, by now, enormous wife had to be pulled up with some difficulty by Budge and a friend - with all three laughing their heads off! The healthy baby was born 3 weeks later.

A different story accompanied the photograph of the pissoir which used to stand by Old St. James's Church. It was threatened with demolition since it was in the way of the sports centre development. There was a move to save it and erect it elsewhere. However, it is said that workmen were given instructions to demolish another urinal in the area, which was not in the way of anything, and 'mistakenly' demolished the pissoir by Old St. James's.

At this point, the time being 10.15 pm, the Chairman called a halt despite cries for more and another cassette of slides available. The Society members expressed their delight with the presentation. This, coupled with Budge's obvious love for his town and the enjoyment he derives from sharing his collection of photographs should mean another presentation soon. In the meantime, Budge offered to show his Dover slides to small groups at his home. This is an offer we cannot refuse!



THE FEBRUARY MEETING Wine and Wisdom

by Merrill Lilley

THE WINE AND WISDOM EVENING on St. Valentine's Day, 2000, attracted an unusually high number of members and friends. There were sixteen tables of teams of six and the hall was more crowded than we have ever seen it for this event.

As usual, Clive Taylor was our quiz master and there were nine rounds of questions, with an option of playing the joker on one of them to double the score.

The winners of the first prize, of the coveted engraved glasses, was the team NBGS, with a fantastic score of 84%. Two teams tied for second and third places, the Desperados and the Defendants, each with 79%. They amicably decided to share the prizes of wine and chocolates.

Our Chairman, Jeremy Cope, thanked Clive and his team, for their expert handling of the quiz, Joan Liggett for organising the event and providing the food and Mike Weston for ordering and serving the drinks. He said that the Society would be making a donation to the Crabble Corn Mill, as it did each year on this occasion.

THE SOCIETY'S MILLENNIUM PROJECTS

Two Historic Plaques Installed in Dover

The first of The Dover Society blue plaques - marking historic sites in the town - have at last gone up. More will follow.

It was in February 1998 that I suggested to our committee that the erection of blue plaques should be our main millennium project. This was agreed and then the work started! It took two years of hard work by Jeremy and Sheila Cope to negotiate the production of the plaques, to win agreement from the property owners, to satisfy insurance requirements and to persuade others to help us financially with the project.

So it was with delight that a group of members met in Taswell Street one bright morning in February this year to watch Dover's mayor, Councillor Margaret Sansum, install the first plaque that marked the area where the first bomb ever to fall on Britain exploded. As the mayor pointed out she could not really unveil the plaque because there was no veil over it!

The proceedings began with a welcome by our President, Brigadier Maurice Atherton, who said it was hoped the plaques would add to every Doverian's pride in the town's history as well as creating a series of tourist attractions.

The mayor kindly paid tribute to the society for its initiative and said Dover Town Council was pleased to help financially with the project.

Peter Johnson, one of our Vice-Presidents, detailed the history of the first bomb, on Christmas Eve 1914, and put forward his belief that it might have been the first bomb to drop on a town anywhere in the world. He related how, with the help of the late George Youden, a

Report by Terry Sutton

senior Dover solicitor and the use of a Dover

Express 1914-18 bomb and shell map, they had pinpointed the impact spot as in the garden of what is now I Taswell Close.

The short ceremony was rounded off by our chairman Jeremy Cope thanking all who had contributed financially, and in other ways, to make the project successful. The ceremony was well covered by the media with both radio (BBC Radio Kent) and newspapers represented.

The second plaque, on the Lloyd's TSB bank in Castle Street, was installed three days later by Councillor Frank Woodbridge MBE, chairman of Dover District Council. This plaque marked the spot where the last of more than 2,000 enemy shells, fired from the French coast, hit Dover in September, 1944.

Councillor Woodbridge, born only 200 yards away from the spot, gave a dramatic account of life in wartime Dover and described what pre-war Castle Street looked like. He said he hoped the plaque would remind future generations of the sacrifice of Dover people during those exciting but deadly times. Our member Joe Harman also spoke about the war years in Dover and described the reaction to the first shell to hit Dover in 1940.

Dover District Council and Lloyd's TSB contributed towards the cost of the Castle Street plaque. The ceremony concluded pleasantly with a presentation of photographs to the Lloyd's TSB manager John Mackie. The framed photographs to be hung in the Castle Street premises were the work of our Vice-President Budge Adams, now 90, who also recalled living in the area in his youth.

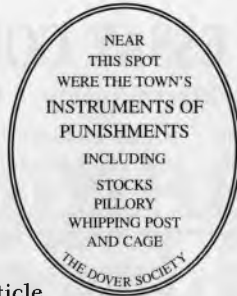


Our Chairman Jeremy Cope and his wife Sheila, Chairman of the Plaques Sub-committee

Photo: Terry Sutton/Dover Express

Historic Plaques Update

from Sheila Cope



PROGRESS! In my last article I reported that we hoped to have two plaques erected by the end of 1999. Now in mid-February 2000 we do indeed have two plaques although not the ones we had anticipated. A report of the "unveilings" or installations appear opposite and it seems appropriate that we commemorated the first aerial bomb and the last enemy shell in the same week.

We are particularly grateful to Mr & Mrs Wicks of Taswell Street who have now accepted responsibility for our first plaque, fixed on a pillar at the corner of their garden. Other good news is that we have been awarded £750 towards the total cost of plaques by Dover District Council's Millennium Grant Scheme, but there is a condition:- the project must be completed by August 2000 - a real challenge. Including financial help already promised by Dover Town Council the Society itself will need to finance approximately one third of the total cost of each plaque. We were pleased to receive £30 from LloydsTSB, recipients of the "last shell" plaque. Perhaps the most encouraging gift, however, was £50 from an anonymous Society member. I trust the donor will read this and accept our heartfelt thanks.

Closure of the underpass slope about 10 days before we were due to fix the Bronze Age Boat plaque caused great disappointment. Of course we shall proceed when we can. Our next installation is likely to be "instruments of punishment" (illustrated) since Barclays have now given permission and the plaque is ordered. We are still pursuing Listed Building consent for the "Zeebrugge" plaque on the Old Market Hall, now Museum.

We trust that, now that there are plaques for people to see, the erection of the remainder will proceed more smoothly and that we shall be able to meet our deadline.

FLAGSTONE PATH OF HISTORY

By Terry Sutton

At the last monthly committee meeting, our executive committee decided to back Dover Town Council's scheme to surround the Pencerster Gardens Pavilion with flagstones commemorating historic events associated with the town.

The plan is to create a flagstone path to and around the Millennium bandstand and stage, now under construction. Each of the one hundred flagstones will carry the date of an historic local event and will cost £100 plus the expense of adding the name of the sponsor. Thus the cost to the Society of sponsoring one flagstone will be £145, i.e. the £100 plus an additional £45 for adding fifteen letters, 'The Dover Society'. No decision has yet been taken on our choice of an important date to mark our flagstone.

Our Treasurer, Mike Weston, quite rightly, warned that the coffers of the Society are not bottomless and that an expense of £145 will be a blow to our finances. After one committee member then offered to meet ten per cent of the cost, it was decided to make an appeal to the wider membership for a contribution towards this worthwhile project. Any balance will be met by Society funds, or, if too much comes in, we could contribute two flagstones!

FOOTNOTE

Any member wishing to make a contribution to the Dover Society's flagstone, or flagstones, please send it to the Treasurer, Mike Weston, at 71 Castle Avenue, Dover, CT16 1EZ. Any amount will be welcome.

THE MILLENNIUM ESSAY COMPETITION

••••• Report by Merril Lilley •••••

AS REPORTED IN NEWSLETTER 36 the Essay competition, open to the sixth forms of Dover secondary schools, was won by Amy Packman of Dover Grammar School for Girls. Amy received a book token for £50, awarded by the Society, and the school received £100 to buy books. The runner-up, Suzanne Adkins, received a book token for £10 given by the Editor.

On 6th December 1999 three members of the Society, President Brigadier Maurice Atherton, Chairman, Jeremy Cope, and Editor, Merril Lilley, went to the school to attend morning assembly. Brigadier Atherton presented the prizes and afterwards we had coffee with the Headteacher, Mrs. Bell and were then taken on a guided tour of the school by the two prize winners, Amy and Suzanne. Later a Dover Express photographer attended to take a picture of the winners and the event was reported in the paper the following week.

We greatly enjoyed our tour of the school and were impressed with everything we saw, especially the new library and the facilities available to the sixth-formers for study and recreation. We would like to thank the Headteacher, Mrs Bell, and the Head of History, Miss Gail Swinston, for their hospitality and to congratulate the two prize winners and thank them for the time they spent entertaining us.

THE ESSAYS

Among the essays submitted from the school there were some very interesting ideas presented in answer to the question as to how Dover could build upon its historic past to benefit the town in the next century.

Amy Packman advocated that a lot more should be done to promote existing attractions in Dover and to bring in more visitors. She thought that there could be more seasonal festivals and displays, particularly at Dover Castle. She suggested aerial development; viewing the town by balloon, helicopter or glider. Her essay,

which includes many ideas for preserving and improving the town's image, can be read in full in Newsletter 36.

Suzanne Adkins in her essay had other enterprising ideas. She wanted more imaginative and sophisticated ways of advertising Dover's attractions. She suggested that, instead of a fountain, the Market Square should have a four-sided, thick-screened television set, showing images of Dover's historic sites.

She decried the litter and pollution in the town and called for a massive clean-up and improved maintenance of historic buildings. She says, "we need to improve upon the evidence of the past before it is completely destroyed".

Another idea is to erect a large plaque with an inscribed time line, which would present information about the past simply and effectively and could be easily up-dated.

Key attractions, like the Castle and Old Town Gaol, should have more opportunities for hands-on experience and for re-enactments of historic events. She says, "We have entered the age of seeing-by-doing. The tourists and general public want to be able to experience life as it was, not just hear about it".

Other essays also put forward useful suggestions. Emma Lee Yarwood thought we should have festivals to celebrate different periods in our history. She suggested package tours of historic Dover and the use of local people as tour guides, co-ordinators and bus drivers. This could involve part timers and provide employment for some who are currently unemployed and thus boost the economy.

Hannah Perrin thought that tourism should focus more on the cliffs and the surrounding countryside and rare habitats and also that more should be done to encourage small businesses which lend character to the High Street. She too stressed the importance of creative advertising.



DOVER 
DISTRICT COUNCIL

The Millennium Celebrations

MILLENNIUM REVIEW

from Jae Fowler of Dover District Council

If you were in Dover town centre over the New Year weekend you could hardly fail to miss the amazing 'Millennium Clocks' community celebrations. Huge numbers of people gathered in the early evening on New Year's Eve 1999 and New Year's Day 2000 to take part in or to watch the two events which were organised by Dover District Council in collaboration with Strange Cargo Arts Company.

On 31st December 1999 at 6.00pm the 'Millennium Clocks' celebration began in the grounds of Dover College with an Ecumenical Service of Reflection led by Christians Together in Dover. About 500 people attended the service, many of them bringing with them the willow and tissue lanterns they had made at the community workshops held at various venues across Dover throughout December. During the service each of

these lanterns was lit from the flame of the Bethlehem Peacelight which was brought to Dover by the Deep Sea Fellowship Scouting movement. As each lantern was lit, the congregation formed into a procession around the main Peacelight, which was carried in a beautiful, specially-designed lantern. As the procession made its way out of the grounds of Dover College and into the streets of Dover the Busker Du Street Band began to play its infectious brand of samba music.

Drawn by the music, more and more people lining the route of the procession joined in as the long trail of pyramid and fish-shaped lanterns wove its way through the town centre. By the time the procession reached the Market Square the crowd had swollen to about 2,000 people and the numbers continued to grow until the procession arrived at the sea front to meet those already waiting for the finale.

On the beach a 30ft high bonfire sculpture



One of the Sun costumes from the 'Carnival of the Planets' 1st January 2000.
Photo: Oliver O'Conner



of the Clock of the Second Millennium and a specially composed soundtrack greeted the procession. As the clock ticked through its final movements, the pendulum weight, represented by the world was carried forward to be added to the Clock of the Third Millennium the following night. The removal of the pendulum world sent the clock into meltdown, with fire, pyrotechnic effects and fireworks sending a final goodbye to the Second Millennium.

Many of the 5,000 people who had attended the previous night returned to see the second part of the Millennium Celebrations on New Year's Day 2000 when the new Millennium was welcomed in with the 'Carnival of the Planets', a spectacular mardi-gras style community carnival parade. About 300 participants from across the White Cliffs Country gathered in the grounds of Dover College wearing the costumes they had spent hours making at the free community workshops held throughout the district during October and November 1999.

Entertained by Busker Du and Brew Ha Ha street bands, each of the ten sections, created through costumes, light and colour, formed into a parade.

Large crowds lined the route through Dover town centre to the sea front to watch the 'Carnival of the Planets' pass by. Many people had also brought back their lanterns to join in the procession. If the numbers of people on New Year's Eve had been impressive, the numbers that joined the parade or waited at the sea front on New Year's Day were simply staggering. Approximately 12,000 people were drawn to the celebration, far more than had ever been anticipated. Those who had a view of the Clock of the Third Millennium on the beach watched as it was animated by the arrival of each of the ten main planet sections, whose members danced on the beach to specially composed music. The clock was well and truly in action, culminating, as on the previous evening, in a climax of sound and pyrotechnic effects. The evening rounded off with a fabulous display of fireworks from Dover Castle.

Impressions of the Celebrations

by two members of the Dover Society...

PEACELIGHT LANTERN PROCESSION AND THE 2ND MILLENNIUM CLOCK

NEW YEAR'S EVE, 1999 by Terry Sutton

What better way to bid farewell to the old Millennium? More than three thousand happy faces, young and old, filled Dover Town Centre as they walked in the lantern procession from Dover College to the sea front.

It was the spectacular New Year's Eve community event, superbly created by the Strange Cargo Arts Company, and the start of two days of Millennium celebrations. By the time the procession reached the sea front, through the Christmas illuminated and decorated streets, lined with spectators, there were more than five thousand people enjoying the magical scene.

Everyone was in a happy mood. The weather was kind. Police reported virtually no trouble on either night and there were many congratulations to Dover District Council which organised the event.

On the sea front promenade the huge crowd watched a large sculptural bonfire on the beach as the Clock of the Second Millennium creaked in flames through its final minutes into a new age.

The exciting event ended in a cacophony of sound, flashing lights and a fantastic display of fireworks. The Second Millennium was no more... but the Third Millennium was waiting to arise from the bonfire ashes.



Photos: Dover Express

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AND THE 3RD MILLENNIUM CLOCK

NEW YEAR'S DAY, 2000 by Merril Lilley

The second evening of the Millennium celebrations again started from Dover College grounds, this time in the form of a Mardi Gras style carnival with ten sections of the procession, each representing one of the planets of the solar system led by the sun. In anticipation of the event crowds started forming hours before the start. Some stayed on the sea front to make sure of a good view of the clock bonfire, others flocked to the Market Square or other vantage points along the route.

We decided to take up a position along Castle Street to view the procession as it left the Market Square and headed for the sea front. We could hear the Mardi Gras music of the bands and the ripple of amazement and delight from the crowds long before the first section of the carnival reached us. Nothing had prepared us for the sheer extravagance and inventiveness in the depiction of the planets, each as splendid and colourful as the next; each with its own special theme, individual style of costume and its own high, sculptured standard bearer, leading each section. After the vivid red and orange colours of the sun, the nine planets each with its own distinctive colour co-ordination, passed us in turn, ending with the stark, black-and white, skeleton-like depiction of Pluto. The mood of the carnival was of total celebration in the happy event, encouraging the thousands of

spectators to join in with them, pulsating in time to the music. We marvelled at the amount of work which must have gone into the making of the elaborate costumes, in workshops all over the district which had started as early as October. The participants in the carnival were of all ages and from many organisations from Dover and from the surrounding villages.

As the procession passed many of the onlookers joined the tail of it and followed it along Townwall Street and on to the promenade, which was so crowded it was impossible for latecomers to gain a vantage point to see the Clock of the Third



Millennium. When all the sections of the Carnival of the Planets had reached the beach, the large mechanical structure of the clock was brought to life in a spectacle of lights, sound and pyrotechnic effects.

These had hardly died away when it was time for the start of a magnificent firework display, staged from the cliff top at Dover Castle and best viewed from the promenade. This must be one of the best

displays ever seen in Dover and attracted one of the largest crowds for many years. As the tired but happy spectators made

their way to homes or cars there was nothing but praise for the organisers and all who took part in the carnival.

Photos: B. Lilley



FOOTNOTE

The response to the 'Millennium Clocks' celebrations has been overwhelmingly positive. Dover District Council, Strange Cargo Arts Company and all the other organisations involved, very much hope that the interest generated across the White Cliffs Country will continue in the future. The next major event planned for the whole community is 'Turning Wave', the third and final part of the 'Millennium Trilogy', which will take place in Dover on Friday, 8th December, 2000, as part of the Yuletide Festival. If you are interested in taking part, please contact the Millennium and Events Planning Hotline on 01304 872077 and more details will be sent to you as soon as they are available. In the meantime for information on forthcoming celebrations and workshops look in the local press or pick up a copy of the monthly 'What's On' diary from libraries, area offices and Tourist Information centres.

Jae Fowler

MILLENNIUM GRANTS UPDATE

Part of Dover District Council's Millennium programme is the Millennium Capital and Revenue Grant Scheme. This scheme is open to grant applications from groups and organisations towards the cost of projects and events designed to celebrate the Millennium. Funding is available from now until January 1st, 2001 and applications are welcomed for projects across the Dover district.

Applications can be submitted to the capital scheme at any time. Funds may still be available for revenue grants. Please ring the Millennium Office on 01304 872020. Generally speaking, capital projects are those which involve buildings or equipment and revenue projects are those which support events or activities.

Many projects have already received support from the scheme. With a theme of 'Our Future - Their Future' the scheme's particular emphasis is on the youth of the district and bridging the gap between generations. Encouraging links with Europe, improving the local environment and increasing community spirit are also important aims. Funding has been granted to Millennium celebration events in Northbourne, a community pantomime in Ash, the floodlighting of St. Clement's Church tower in Sandwich and the creation of a keep-fit trail in Capel-le-Ferne.

To discuss any project ideas your group or organisation has, or to request an application pack, please telephone the Dover District Council Millennium and Events Planning Hotline on 01304 872077 and leave your name, address and telephone number.

Jae Fowler

KING HENRY the EIGHTH and DOVER PRIORY

Ivan Green

HENRY THE EIGHTH has been blamed for the destruction of the mediaeval religious houses but what he really did was to hasten and put to an end the course of their decline, which had started a century earlier.

This period is well documented, particularly in the British Museum, Lambeth Palace Library, the Bodleian Library at Oxford, the Canterbury Cathedral Library and the county records at Maidstone. By the beginning of the sixteenth century the great age of faith had ebbed away and even the great religious houses were increasingly run down and the numbers of their occupants dwindling fast. Even the great Priory at Canterbury was only about a third full and at the famous St. Augustine's Abbey there were only ten monks living in its vast range of buildings.

The friaries and smaller houses all over the country were even harder hit.

They had long since ceased to be the holy, charitable and caring institutions they once were and a number had already been closed by powerful men for various purposes. Cardinal Wolsey, to name but one, obtained papal permission to close a number of religious houses, of which Tonbridge was one, and to transfer their money, rights and holdings to a new college he was planning to found at Oxford. Another local one, Davington near Faversham, was deserted by its last remaining nun in 1535. It was a country-wide situation.

St. Martin of the New Work, better known as Dover Priory, was reduced to a dozen religious occupants, living the leisurely life of gentlemen and served by a number of servants and retainers. Their behaviour fell far short of their professed standards and even their most important service, their famous Passage Mass, often remained unsung.

Dover Priory, however, had very old roots. In Saxon times the secular canons of St. Martin had their great church and administrative centre at the west side of the Market Square, where the museum, the White Cliffs Experience and the Roman Painted House now stand. The canons held much land and



The entrance gatehouse from the Folkestone Road



The Refectory

rights locally and this is well recorded in the Domesday Book under the Dover section and is headed 'Land of the canons of St. Martin's of Dover'. There is no room here to detail all their considerable holdings but their property and rights locally included those at Charlton, Buckland, Guston, St. Margaret's, Deal, Sibertswold (Shepherdswell), Farthingloe, Hougham and those in Canterbury and other parts of Kent.

The canons were secular, many of them married with children, some of whom succeeded to their father's positions. Many of the canons actually lived with their families on their lands in the villages among the local population. The papal requirement of priestly continence did not then apply. They were very similar in many ways to present day Church of England priests living among their people in their own separate parishes.

The canons lost some of their lands and mills to the plundering Norman

invaders, but in general little seems to have disturbed their settled way of life until the 12th century, an era when religious bodies proliferated. Then began an enormous campaign of acquiring lands and rights of all kinds, including the great tythes of hundreds of parishes and even the outright possession of whole areas of the country. So much so that by the end of the 15th century church dignitaries and religious institutions held as much as a half of all the wealth of England, yet by that time controlled an ever decreasing number of the religious.

In 1123 the new archbishop, Corbeil, in the very first year of his office, looked with envy at the canons of St. Martin's because they were directly under the protection of the king. Neither the archbishop nor the church had any authority over them. It was the same privileged situation as that which applied to the towns of the Cinque Ports. Corbeil resented the canons' independence from the church hierarchy and coveted their property and rights. By blackmailing King Henry the First with

30 threats of eternal damnation, he persuaded the king to pass authority over the old secular canons to him.

Corbeil lost no time in seizing the canons' lands and rights, casting them adrift and assuming complete authority over their lands, their villagers and the whole panoply of mediaeval memorial control descended upon them.

As Richard Muir pointed out, the manorial system "was a disheartening array of devices for removing the profits of peasant drudgery into the coffers of the local lord and the church" - and here the church was both.

The desperately poor peasant, huddling in his one-roomed, mud hovel, was tied to his native soil and had to pay a fine on taking over a little plot of land from his dead father and a "heriot" tax when he died. Before his daughter was married permission had to be obtained and a "merchat" tax paid, together with frequent fines and demands for labour on the lord's land. Meanwhile the church took a yearly tythe, a tenth of what little he produced, probably his fat beast or part of his seed corn. It was by these means that the mediaeval church authority could put in hand and arrange for the completion of the great stone buildings of the new Priory - some parts of which still survive - built upon the sweat and blood of the desperately poor and oppressed villagers who until then had been neighbours of the displaced Saxon canons in their villages.



The gatehouse from the inside of the grounds when the site was a farm. At the bottom right is a part of one of the two ponds, thought to have been the monks' fishponds. This is doubtful, since they bought large quantities of fish from the town's fish market

The affairs of the Priory are very well documented in the British Museum and other sources already mentioned, but those who prefer their information predigested can find much of what they need in a book called "Dover Priory" by Charles Reginald Haines, published in 1930. The Priory had an undistinguished existence. For its first two centuries it was in continual dispute with the monks of the great priory in Canterbury and for its last two centuries it was in subjection to them. Considerable sums of money were spent on litigation and in continual appeals to higher authority and to the pope. Its spiritual authority dwindled and the behaviour of its monks, as shown in injunctions issued in official visitations, especially that of Archbishop Warham in 1511, left much to be desired. But they lived well. Since Haines will be available to everyone, I will quote some of the information he uses with regard to their accounts for the year 1530-31.

It is obvious that the Priory's larders were constantly stocked with all kinds of

meat, fish and continental wines. The monks were paid yearly wages and their staff, of no less than seventeen servants of the Hospitium, included the "joculator organorum" (the organist), Robert called Round Robin and a washer woman of cloths and house linen.

The cost of the Priory's own farm employees was £22-11-8d, very substantial money in those days. A considerable sum was also expended for legal expenses.

As previously mentioned, the religious were all paid a salary and they included the prior, sub prior, three novices and, it appears (although the document is not quite clear on this point) either three or four monks. So a tiny number of religious were served by a substantial number of servants, craftsmen and labourers and were the possessors of many hundreds of acres of land, mills and rights.

It is clear that the old monkish tradition of poverty, obedience, physical labour and the very frequent observance of worship had long since been abandoned.

The end of the religious houses came quite quickly and mostly without protest from the general population. King Henry acted against them in stages. First, in 1534, all the religious were ordered to sign the royal document called 'The Act of Supremacy' by which they recognised King Henry, and no longer the Pope, as the head of the church in England.

The Dover Priory document was signed by the prior and twelve religious, three of whom were novices.

In 1536 the smaller institutions, that is those with a membership of not more than thirteen and a yearly income of less than about £200 a year were suppressed. This included Dover Priory whose members consisted only of the prior and eight

religious who signed the Deed of Surrender of the Priory.

Henry was at least more considerate to the monks than Archbishop Corbeil had been to the canons of St. Martin's he cast adrift. The religious, countrywide, were given three choices. They could be transferred to one of the larger surviving monasteries. they could move to a post of parish priest, or they could opt for a pension. Thousands of religious, all over the country, opted for a pension, the usual sum having been £4 or £5 a year, the stipend for a parish priest, a very reasonable sum in those days. There were moves to transfer two of the Priory's novices to Christ Church, Canterbury, though whether they actually went there is not recorded as far as I could see. The Prior, however, as priors seem to have done countrywide, had a much more generous settlement, which he seems to have enjoyed as a country gentleman for several years.



A drawing dated 28 May 1787 by S. Cooper, a very early artist who produced many fine Kent illustrations in the late 18th century

It must be mentioned that this brief, condensed article is really only an introduction to a complex subject which would need several substantial books to do it justice, but it will probably be sufficient groundwork for the general, non-specialist reader.



We are now back in the 1850's. Victoria is Queen, Britain really rules the waves. London is now pretty well the largest world port with the miles of docks, quays and creeks on the River Thames all busy. Shipping is the nation's lifeblood and the only way to travel abroad or obtain goods. The English Channel is virtually a marine motorway with a constant stream of shipping arriving from all parts of the Empire and other nations.

The last part of the journey to London has significant problems. Most shipping is still using sail propulsion and the only steamships are paddle-steamers (mainly used for tugs). The southern part of the Channel has some early hazards with the tidal flow and "overfalls" by a central mudbank.... and then the notorious Goodwin Sands have to be negotiated. Even after this there are still the normal hazards of a wide river estuary (the Thames) with winding channels between mudbanks.

To ensure the safety into London, pilots and boatmen had, for many years, offered service to the incoming and outgoing ships. The origin of the Cinque Ports Pilots is uncertain, but by the early years of the 16th century they were a highly organised body, probably descended from the Shipmen's Guilds of the Middle Ages. Cinque Port Pilots were in two groups, Dover and Deal. The organisation responsible was the Fellowship of the Court of Lodemanage of the Cinque Ports, with the authority of the Lord Warden.

Entry to the Fellowship was strictly controlled and the pilots were examined searchingly as to their ability. Under a Decree of 1568 it was ordered:-

"Euery yeere there shalbe iijj of thelder

masteres and x of the younger maisters at the appointment of the auncient maisters shall in some crayor or bote convenient search the channelles between the South Forland and the West end of the Norwe for the atteynement of knowledge and to certify to the companyes of the alteracons of the markes and channells and the auncient masters shall levy vpon euery of theose companyes towards these charges according to there discretions"

Under rules devised in 1550, the pilots were divided into three classes. Later this was reduced to two classes, an "Upper book" and a "Lower book". Pilots of the Upper book were able to take full charge of vessels over 60 tons (big in the late 16th century). By the 19th Century the rules changed and "Upper Book" pilots could take vessels over 14 feet draught. These men were the most senior. It is said that, by observing (and tasting!) a sample of the sea bottom from a greased sounding-lead, they could tell their locality even in a thick fog! A colour chart in Dover Museum shows the "Dover Pilots Progression", a list of seniority and a picture of their individual flags. In the first line are a Henry Pascall and a James Pascall - and also a Thomas Mackie. Pascall pilots date back to the 1560's.

Pilots were usually stationed in a Pilot Cutter situated some miles off Dungeness. If you look at the small copy of the engraving in the "Illustrated London News Sept 19th 1885" you will see a typical Pilot Cutter - this one is the "Vigilant" built in Wivenhoe 1879. It will be very similar to the cutters in 1850 (the "Argus" and the "Countess of Liverpool"). It is interesting to note the high degree of accuracy of the

Cinque Ports. ARTHUR DUKE OF WELLINGTON, LORD WARDEN OF THE CINQUE PORTS, CONSTABLE of DOVER CASTLE, KNIGHT OF THE MOST NOBLE ORDER OF THE GARTER, and FIELD MARSHAL OF HER MAJESTY'S FORCES, &c. &c. &c. and ROBERT HENRY JENKINSON, Esquire, LIEUTENANT of the said CASTLE, and DEPUTY WARDEN of the said CINQUE PORTS.

To all Mayors, Sheriffs, Justices of the Peace, Bailiffs, Constables, Head-Boroughs, and all other Her Majesty's Officers whom it shall concern.

Whereas there hath been time out of mind, and now is, a SOCIETY or FELLOWSHIP OF PILOTS of the TRINITY HOUSE, of DOVER, DUBLIN, and the Isle of THAMES, who have had the Pilotage and Lendmanage of all Ships from the said Places, up the RIVERS THAMES and MEDWAY, which said Society or Fellowship have been confirmed by various Acts of Parliament for regulating the Pilots of DOVER, DUBLIN, and the Isle of THAMES, commonly called CINQUE PORTS PILOTS. And Whereas the said LORD WARDEN and CONSTABLE, or his LIEUTENANT, have always heretofore been empowered to appoint the Pilots or Lendmen of such Society, and to make Bye-Laws and Regulations for their better government. And Whereas the powers of the said LORD WARDEN and CONSTABLE, and his LIEUTENANT, have lately been confirmed by an Act of Parliament, made and passed in the Sixth year of the Reign of his late Majesty KING GEORGE THE FOURTH, intituled "An Act for the amendment of the Law respecting Pilots and Pilots; and also for the better preservation of Floating Lights, Buoys, and Beacons." And Whereas

has been examined, and found fit and competent and duly skilled to act as a Pilot, for the purpose of conducting Ships and Vessels sailing, navigating, and passing within the limits hereinafter mentioned. And Know or that by virtue of these Presents the said is hereby admitted, appointed and licensed to act as a Pilot, for the purpose of conducting Ships and Vessels sailing, navigating, and passing from or by DUNDEES, up the RIVER THAMES, as far as the RABBIT LEADING-PIERS at CHICHESTER, and from the TOWNS QUAY, and up the RIVER MEDWAY, as far as the West End of STANFORD CREEK, and all and every the several Channels, Creeks, and Docks of the said Rivers; and from the South End of the BRACK, to the Westward as far as the West End of the OWERS, and into and out of RAMSGATE, DOVER, SANDWICH, and MARBLETE HARBOURS, and also upon the Coasts of FLANDERS and HOLLAND; and so to continue so long as he shall be found capable of well executing the same, and shall duly conform himself to all the Bye-Laws, Rules, and Orders, of the COURT of LENDMANAGE of the said CINQUE PORTS, or until this Licence shall be annulled, suspended, or adjudged to be forfeited, by the LORD WARDEN and CONSTABLE of DOVER CASTLE, or his LIEUTENANT for the time being. And the said Pilot is to reside as

That we therefore to will and require you not to interrupt, or in any wise molest or hinder the said Pilot in the execution and discharge of his said Office and Duty.

Given at DOVER CASTLE, under my Hand and Seal of Office there, the day of One Thousand Eight Hundred and

DESCRIPTION OF THE SAID PILOT.

Age	Years		
Height	Feet	Inches	
Complexion			
Hair			
Marks			

A copy of Thomas Pile Mackie's licence

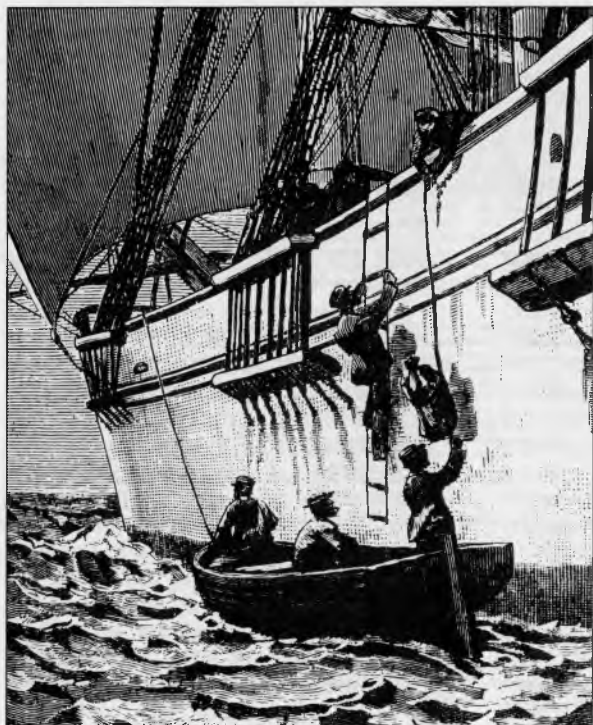
engraving with regard to the setting of the sails on the Cutter. The tiny storm jib is pulled in hard, the next jibsheet is backed the other way and the mainsail is heavily reefed to a small size and with the forward end brailed up. In this condition the Cutter is, in modern terms, in 'neutral', holding head-to-wind and to the seas. The Pilot has to be taken in a small rowing boat to his customer. There are no lifejackets, no 600hp diesels and they had no radio - but it should be noted that although these Cutters had a rough life, their design and sea-keeping qualities were centuries old and well proven. None (I believe) was lost in storms - they had to stay on-station with about ten or so Pilots on board until relieved.

The Pilots were licensed as to their capabilities. I suppose that James's licence was lost with him - but there is reference to the licence of Thomas Pile Mackie. James's wife was Sarah Mackie and it is possible

that Thomas was her brother. The Pilots were a fairly close community, of course.

If you examine Thomas's licence, with its delightful first sentence "Whereas there has been time out of mind, and now is," you will see that it closely defines the duties and areas whereby the Pilot can work. The small additions to the left hand side reads "The said Thomas Pile Mackie was on the eighteenth day of January 1850 examined and found fit and capable and approved and authorised and allowed and entitled to take charge of any ships or vessels of any draft of water" signed M.Pain Registrar.

The description of the Pilot reads: Age 26, Height 5'9" Light complexion, brown hair, scar over left eye. To the right of this, the wording reads: "Be it remembered that on the sixteenth day of October 1843 the said Thomas Pile Mackie was removed to Dover in the Rooms of Edward Forvles (2) superannuated".



The Pilot and his baggage

Let's go now to February 1850. James Pascall would have been ready for his next duties, which would be taking a large ship into the Thames and ensuring its safe arrival at London Docks.

James Oliphant Pascall was born on the 3rd July 1808 to Henry Pascall and Elizabeth. He was baptised at St Mary the Virgin, Dover, on the 24th July 1808; father Henry Pascall was a Cinque Ports Pilot.

In 1833 James married Jane Sarah Mackie, daughter of another pilot (as I have said, they were a close bunch and the second Christian names of many of the family were those of the same calling). In due course, a son, Mackie Pascall was born 4th November 1833 and a daughter, Louisa Jane Pascall, was born on the 25th October 1838.

Returning now to 1850 we have James, age now 42, a fully qualified Pilot and

Freeman of Dover, saying farewell to his wife and children and travelling to the Pilot Cutter for his stint of duty. On the night of the 4th February he was put aboard the ship "Sarah", and welcomed aboard by Captain Bridges. James was to take the "Sarah" past the Goodwin Sands, pick up a tug near Margate and from there to the Docks.

The 'Dover Telegraph', 16th Feb 1850 pp5 col 1/2, subsection "Margate" records events thus: 'Since 11 o'clock on Sunday night another violent gale from the W.S.W. has visited London and its suburbs, and, up to 10 o'clock on Monday night, continued with alarming force. The wind gauge at Lloyds fully illustrated its fury, the pressure on the face attached to the apparatus on the summit of the Royal Exchange being, in the course of Monday evening, no less than from 12 lbs to 13 lbs, sufficient to excite no

ordinary uneasiness for the safety of the shipping. As previously reported, many fatal wrecks happened even in the vicinity of the entrance to the river during the recent hurricane. We have now to add a more calamitous event, viz. the wreck of a fine West Indiaman, and it is feared, the loss of all on board of her. On Tuesday, the "Sarah" (Bridges, master), bound from Jamaica for London, made the Margate-roads, and in the course of the forenoon, was taken in tow by the Trinity steam-tug.

As the day advanced, the gale sprung up with a destructive fury unfortunately too well known. The ship and the tug laboured sorely, and between 3 and 4 o'clock in the afternoon, when running through the Prince's Channel, the towing hawser snapped asunder, and the ship got adrift. The tug immediately brought up, in the hope that the weather might moderate.

The wind, however, continued to increase until it blew a perfect hurricane, and about midnight the steamer was driven from her anchorage, lost cable and anchor, and was compelled to run for safety. The "Sarah" was then lost sight of, and from the tempestuous weather that prevailed during the following 24 hours, and the fact that nothing has been seen of her, although she was right in the track of vessels trading to and fro from the river, coupled with the circumstances that a quantity of West India produce has been picked up in the vicinity of where she went adrift, as also pieces of wreck apparently of the same class of vessel, there is little doubt that she perished, with all hands. Several casks of rum have been seen floating about, and Mr Cullum, the Master of the General Steam Navigation Company's ship "Soho", reports having passed part of the wreck of a ship; a quantity of cocoa-nuts, and pimento casks, about a dozen miles to the eastward of the North Foreland, and consequently almost in the very place that the "Sarah" is suspected to have been lost. Whether this wreck belonged to the "Sarah" or not, however, it is evident that a large ship was lost in the neighbourhood. At present the number of the crew has not been ascertained, nor whether there were any passengers on board.

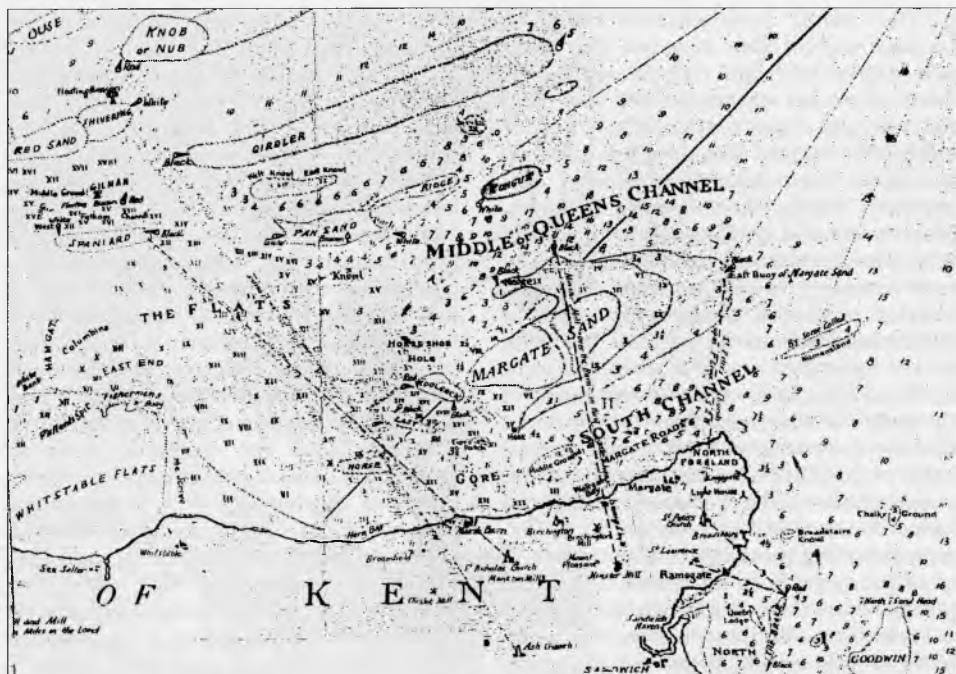
Dover Telegraph 16th February 1850 pp8 col 2: 'Disasters of the last gale: Since Sunday evening we have been visited by another gale from the W.S.W. As previously reported, many fatal wrecks have occurred in the vicinity of the river, and some nearer our own Port, during the hurricane of last week. To the lamentable catalogue, we regret to observe that we have to add the total wreck of a fine West Indiaman, and, it is feared, the loss of all on board, including our respected fellow townsman, Mr James O. Pascall, Cinque Ports Pilot, who was shipped from the Pilot Cutter off Dungeness on Monday night. The ship of which Mr Pascall took charge was named the "Sarah" (Captain Bridges), and bound from Jamaica for London, with a cargo of

rum, pimento, &c. Early on Tuesday the ill-fated vessel made the Margate Roads, and in the course of the forenoon was taken in tow by the Trinity steam tug. The Ship was repeatedly observed from the shore during the morning, from the "Globe" of Tuesday last, we extracted the following particulars:

{n.b. a rewrite of the first item PP} (cont'd) Confirmatory of the apprehensions entertained with respect to the "Sarah", we may also observe, that on Sunday, the "Blue Eyed Maid", fishing smack, of Dover, came into our Harbour with nine puncheons of rum and 40 bags of pimento, which had been picked up at sea between the North Foreland, and the Galloper; that at Ramsgate 2 casks of rum, a bag of pimento, pieces of the bulwark of a vessel of the tonnage of the "Sarah", and a quantity of cocoa-nuts, were washed ashore; and that 91 bags of pimento, and two Chinese umbrellas had been taken into Calais harbour, having been picked up by a French boat at a distance of about 10 miles from Dover.

The schooner "Thora", which arrived in Dover harbour yesterday morning, reports that when about 18 miles from the North Foreland, she passed the hull of a large vessel, copper bottomed, and turned upwards; and that a quantity of casks and spices were floating around the wreck. Little doubt can exist but that this is the hull of the ill-fated ship'

Information from Mrs Barbara Jones, (Archivist, Lloyds Register of Shipping):- According to Richard and Bridget Larn's book "Shipwreck index around the British Isles", the "Sarah" was wrecked on Tongue Sand in the River Thames at location 51.28N 01.16E. She was bound from Jamaica to London carrying rum, bags of pimento and general cargo. The Larn's report states "28th February 1850- towards the end of this week several casks of rum, bags of pimento and other articles were picked at sea off the North Foreland, supposed to be from this barque, a West Indiaman, lost in the late gales on Tongue Sand, she was in tow of a steamtug when



she broke away. She was in charge of a Cinque Port Pilot, James Oliphant Pascall, who was lost with the Captain and crew”.

Although James was in charge of the ship, the probable conditions at the time of the towage failure would have been that the ship was under bare masts. We can but imagine the frantic efforts to raise some sail and bring the ship head to wind before the fatal broaching and capsizes. It would be interesting to find the report of why the tug “sought shelter” and left her tow without taking off the crew. The reports differ in some respects as to what happened when the tow failed.

We can also imagine that sad little household in Dover. It also gets worse, for Jane Sarah herself died two years later (4th September 1852) aged only 45. There were now two orphans, Mackie and Louisa Jane.

In 1853, an aunt of the children, Ann Pile Canney, (nee Mackie) kindly took them to Australia, where they landed at Port Fairy, which is between Melbourne

and Adelaide. I have not yet found out what happened to Louisa, but Mackie married, had eight children, left his wife and died in the wilds of Collie, West Australia in 1920, where they have his place of birth recorded as Yorkshire! Cause of death, senility, age about 92... not a bad guess as he would have been 87. The descendants of Mackie are now widespread in Australia.

ILLUSTRATIONS:

The map will give a general idea of the area off the North East coast of Kent (it is a 1780 map and some channels were re-named later).

Pictures are from the Illustrated London News, September 19th, 1885

ACKNOWLEDGEMENTS:

Data on Cinque Ports Pilots: Captain Andrew Adams

Mackie Licence: “Flash”, Trinity House 1986 Yearbook & Mrs J. Waldron

Pascall data: Jack Pascall (Dover) & Peter Pascall (NZ)

CHALK GRASSLAND

Dover District's Precious Natural Heritage

Melanie Wrigley, Senior Project Officer

Chalk is an internationally rare rock. It is found outcropping in Britain and in continental Europe but in no other places in the world. The Chalk was formed about 100 million years ago (in the Cretaceous Era) when a shallow tropical sea covered this part of Europe. The Chalk formed from the microscopic skeletons of marine alga called coccoliths. When they died their skeletons rained down onto the ocean floor to form millions of tons of chalky sediment. Over geological time this was compressed, compacted and eventually uplifted to form land.

Since the last Ice Age, about 10,000 years ago, the chalky areas of Britain and Europe have been covered with forest. The areas that have now become the chalk downlands once had thick soils and forests of beech, elm and lime trees when our climate was quite different from what it is now.

Stone Age ancestors started the process of cutting and clearing the forests to use the timber and as time passed on successive generations cleared trees for timber and to make way for fields and agriculture.

The first areas to be deforested were the chalky hills, because flint was found within the chalk. It was used to make sharp edged tools, such as axes and blades and these tools, of course, were used to clear the forest in the immediate areas of the chalk. Once the timber was gone the character of the chalky areas changed from forest to open (grassland) habitat. Meanwhile, the thick woodland soils were washed away leaving very thin, infertile soils over the chalk rock.

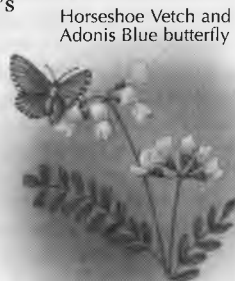
Grassland was maintained as people grazed their domestic animals and the chalk downlands (down is derived from 'dun' meaning hill) were in the process of being born. Grazing pressure from domestic animals such as sheep, cattle and goats kept these areas of grassland as grassland. The grazing prevented shrubs and trees from growing and very vigorous species of grasses and plants were kept in check enabling the fine, more delicate plants and the animals that solely depend on them to thrive and to survive.

In recent times, the chalk downlands have not been grazed and coarse grasses and scrub have started to invade the rare chalk grassland. The White Cliffs Countryside Project (WCCP) was set up locally to manage the local chalk grassland, to maintain this internationally rare habitat and all the wealth of plants and animals that depend on it for their continued existence.

Professor David Bellamy once said that 'ancient chalk grassland is Britain's equivalent to tropical rain forest' because of the numbers of rare plants and animals the chalk turf supports. Chalk grassland is as much a part of Britain's special heritage as the White Cliffs of Dover themselves or our stately homes, castles, museums and arts collections. We should be very proud of it and all the biological wealth that it contains.



Knapweed



Horseshoe Vetch and Adonis Blue butterfly

The only way to keep our Chalk grasslands for the future generations to enjoy and appreciate is for us to manage them correctly now for the future. Chalk grassland needs to be grazed by animals because that is how it formed in the first place in Britain and Europe. Without grazing it will revert to thorny scrub as can be seen happening at Plum Pudding Hill at Maxton for example. Thirty years ago this was open chalk grassland with a little scrub and trees at the perimeter. Now it is mainly covered in very thick, thorny scrub. The rare wildlife has been replaced by common, widespread species.

It is a matter of balance and yes, man is playing God with the habitats of Britain and the World. But we are in a situation where we can manage the rare habitats such as chalk grassland and ancient woodland to keep them special or we can leave them and the rare wildlife will be lost probably for ever.

Let's be proud of our chalk grasslands and the rare orchids, herbs, butterflies and moths, and other insects that utterly depend on them. Chalk grassland is part of Britain's natural heritage. It is part of Dover's and Folkestone's natural heritage. To maintain it and enhance it it must be grazed and the scrub growth controlled. That is why the

WCCP is fencing and grazing and removing scrub to keep the grassland for local people, visitors and the rare flora and fauna for the future. If you come across Dovorians who do not understand what and why we are doing the things we do on the hills around Dover maybe you would be kind enough to share your understanding for the need for chalk grassland management with them or encourage them to come along to one of our Guided Walks to find out more.

I for one am a Dovorian and a Person of Kent, proud of our special Chalk Grassland, wildlife, landscape and associated habitats and will do my utmost with the WCCP to maintain our precious, natural treasure of biodiversity for future generations to enjoy. If you would like to help us to care for the local countryside and wildlife then why not get involved in some way, such as becoming a volunteer, or a voluntary warden, or attending or leading a guided walk or bringing the children along to GREEN GANG events - family activities in the school holidays.

Please contact us at:

The White Cliffs Countryside Project,
6 Cambridge Terrace, Dover CT16 1JT
or telephone/fax 01304 241806.

SIXTY YEARS ON

A MEMORIAL FOR ADMIRAL BETRAM HOME RAMSAY KCB, KBE, MVO

Lt. Commander J. Owen Royal Navy

Many still remember the dark days of 'Dunkirk' and the remarkable withdrawal from the advancing enemy of so many British troops through the port of Dover in 1940.

Vice Admiral Bertram Home Ramsay, who had commanded HMS BROKE in the Dover Patrol (1914-1918), now flying his flag in Dover Castle, planned and commanded 'OPERATION DYNAMO' which brought about the evacuation. The famous 'litle ships', manned by fishermen and amateur sailors, made an invaluable contribution alongside those of the Royal Navy and the Merchant Navy. Recognition of the Admiral's success in very difficult circumstances brought him further distinguished service on his appointment as C-in-C Allied Naval Forces for 'OPERATION NEPTUNE' in support of the D Day Normandy landings in 1944. A portrait was commissioned showing him at work controlling naval operations on 'D' Day 1944, and was hung at the Royal Naval College, Greenwich.

Admiral Ramsay died tragically in an air accident in January 1945. Portsmouth Cathedral and St. Mary-in-Castro, Dover, both commemorate his service to the nation, but there is growing support for a prominent public memorial in Dover to him and all who served under him, during Britain's darkest hour in World War II.

ART & SOUL: A Festival Preview!

Esme McConnell, Arts Development Officer, Dover District Council

DOVER DISTRICT COUNCIL is launching a brand new visual arts and community festival for the new Millennium. *Art & Soul* promises a packed programme of events and activities across the whole Dover District and runs from Saturday 27 May through to Sunday 4 June. The festival will have something for everyone, catering for local people and visitors alike, as well as families with children, by providing something creative and entertaining to do during the half term week.

As the name *Art & Soul* suggests, the visual arts will be strongly featured, with an Open Studios and Artists' Houses Scheme, a gallery focus and exhibitions being held in unusual places. There will also be concerts of jazz, blues and swing music, creative workshops for young and old, story telling, street entertainment and much, much more!

Starting on 6 May and leading into the Festival, a special celebratory *Art & Soul* Exhibition will be staged in the Deal Library Gallery. The exhibition brings together work by professional artists who live and work in the East Kent area. There will be a range of work in mixed media, but with an emphasis on painting. This will be a chance to discover some of the professional artists in the district who do not usually exhibit locally.

The Festival week will be launched on Saturday 27 May with a day of colourful and exciting street entertainment in Dover High Street and Market Square. Comedy cabaret, visual theatre and walkabout groups will entertain, providing laughs and the occasional surprise as they perform amongst the Saturday shoppers.

The following day the 'Picnic in the Park' will be held in Kearsney Abbey. 'Picnic in the Park' will also include the annual and very popular Teddy Bears Picnic along with the newly launched Art

in the Park activities. It will be an opportunity for the whole family to enjoy a mixture of creative arts-based on workshops and traditional popular family entertainment in the beautiful Kearsney Abbey Gardens. Puppet shows, live music, circus skills workshops, art exhibitions, the teddy bears picnic, environmental dinosaur sculptures and model boats on the lake, all combine to provide a full day of entertainment - and it's all free!

There are three main musical events taking place during *Art & Soul*. The first is an R&B and classic blues concert held in partnership with Kent County Council's Guitar Festival. This will feature Geoff Achison & The Soul Diggers in concert at the Landmark Centre, Deal on Saturday 27. Geoff is not only one of the world's great blues players, he is one of the genre's most eloquent ambassadors. On Bank Holiday Monday the swing band, The Hofners, will be entertaining audiences at the Astor Theatre in Deal. The Hofners will be swinging their way through music from the classic eras of the 1920s, 1930s and 1940s. To finish the week in style, an evening of jazz music will be held, in association with Deal Summer Music Festival, at the Astor Theatre in Deal on Saturday 3 June.

Running throughout the week, live music with a jazz, blues or soul emphasis can be enjoyed at pubs in and around Dover, Deal and Sandwich. There is also a programme of musical lunches and dinners on offer at The Churchill Hotel on the Dover Seafront, featuring piano music, Brass on the Grass and a night of songs from the 1940s.

Story-telling afternoons will take place in Dover, Deal, Sandwich and Aylesham libraries. These will feature international storytellers and artists. Special events held at Dover Museum and the White Cliffs

40 Experience include the popular Pavement Picasso street art competition, Victorian Stained Glass and World War II Rag Rug Making workshops.

Saturday 3 June will see an afternoon of art and music in the Guildhall Square in Sandwich. The carnival street band, Brew Ha Ha, will entertain passers by, while artists exhibit their work in the open air.

Throughout the festival week, the Open Studios and Artists' Houses scheme will be running. You will be able to explore the wealth of hidden artistic talent behind the scenes and even see artists' work in progress. A guide to the Open Studios and Houses, along with photos of the artists' work, will be featured in the *Art & Soul* Guide. Running along side this will be a gallery and exhibition programme, highlighting local galleries and exhibitions taking place across the district.

Art & Soul will coincide with the Dunkirk Sixtieth Anniversary Weekend, which takes place in Dover Town Centre and on the seafront over the May Bank Holiday Weekend. Among the attractions taking place will be a series of commemorative events including open-air concerts, a vehicle rally, fireworks, an evacuees' reunion and World War II re-enactments at Dover Castle. There will also be a chance to see the Dunkirk Little Ships in Dover Marina for most of the week.

A full Festival programme will be available from mid April at all local outlets, including libraries and Tourist Information Centres. However, if you would like to register for your advance copy of the programme, please call the Festival Hotline on 01304 375192.

'FERRY FOCUS'

REPORT

Christopher Burrows • East Kent Ferry Club

P&O STENA LINE

Dover-based P&O Stena Line which is Dover's biggest employer laid off some 290 employees from its Dover-Calais service during the course of January. The first to go were 140 employees on the company's flagship *P&OSL Aquitaine* in early January, whilst another 160 employees lost their jobs in late January, when the *P&OSL Picardy* was withdrawn.

P&O Stena has revealed that it is conducting preliminary investigations into the replacement of existing tonnage in the next couple of years by two 30,000-ton ferries. If ordered the new ferries will be the first new tonnage for Dover services since P&O European Ferries' 1993-built *Pride of Burgundy*, now the *P&OSL Burgundy*. The order for the new tonnage would most likely go to a German yard and the ferries would be in service by 2004. The introduction might see the demise of the *P&OSL Kent* and *P&OSL Canterbury* which are now the company's oldest fleet units.

SEAFRANCE

By the time you read this report, Seafrance should have completed the annual refit programme for its four passenger ferries, the Nord-Pas-de-Calais, the Cezanne, the Renoir and the Manet.

The French government has increased Seafrance's subsidies to enable the Paris-based company to counter any adverse affects, resulting from the loss of duty and tax free sales, as Seafrance derived some 40% of its operating income from the tax perk. Seafrance is also considering ordering new tonnage for its Dover-Calais service, provided the French government approve a Fr2 billion investment programme. In the meantime there is speculation as to the replacement of either the *Seafrance Renoir* or *Seafrance Manet* this summer by 'second hand' tonnage, Irish Ferries' *Isle of Inishmore* being a likely candidate.

HOVERSPEED FAST FERRIES

Hoverspeed, otherwise known as the 'faster car ferries' company, had a very successful 1999 season. The main success was the Dover-Oostende service which carried its millionth passenger in January 1999, less than two months before the first anniversary of the reinstatement of the historic service.

Hoverspeed is now the sole owner of the Dover-Oostende service operated by the 81 metre Seacats *Rapide* and *Diamant* following the sale of partner Holyman's 50% stake to Hoverspeed's US parent company Sea Containers.

A new underground car park has been completed in front of the terminal/station forecourt at Oostende which has been sealed by attractive paving and a set of fountains on the surface.

There is to be no Seacat service on the Dover-Calais route from 30th March as the existing Seacat *Atlantic II* is required for duties elsewhere meaning the two hovercraft will be maintaining Summer schedules alone once again. There will be one or two limited services from May to August using a Seacat from the Folkestone or Oostende runs.

NORFOLK LINE

Felixstowe-based Norfolk Line's new thrice daily Dover-Dunkerque service was due to commence in early March using a new chartered ro-ro ferry from the Cenargo Group so this may well be in operation by the time the Newsletter appears. The 180-metre *Northern Merchant*, with capacity for 115 unaccompanied freight units and 300 passengers, will depart from Dover daily at 05:00, 13:00 and 21:00, with return departures from Dunkerque at 02:00, 10:00 and 18:00. The ferry's 23 knot capability will enable a crossing time of two hours.

It is reported that Norfolk Line will be opening offices in Dover and Dunkerque and the new service will create employment for over 100 people. The managers responsible for the new service will be General Manager Wayne Bullen

and Senior Manager Alain Declercq and the ferry will be both British registered and crewed.

DOVER HARBOUR BOARD

Dover retained its position in 1999 as the leading cross-channel ferry terminus handling in the course of the year some 1,667,942 freight units, 156,000 coaches, 3,003,000 tourist cars and 18.2 million passengers. The decrease in both tourist car and passenger traffic was partly caused by the loss of tax and duty free sales at the end of June.



Lauritzen Reefers Mexican Reefer arriving at Dover in the company of the DHB tugs, Deft and Dextrous. Photograph by Michael Ashby.

At the time of writing there were fears of job losses at DHB's fruit import centre at the Eastern Arm, following the withdrawal of trade from Dover by two prominent shipping interests Lauritzen Reefers and Pacific Seaways. The two companies have switched their import interests to nearby Sheerness. The loss of trade amounts to about 90,000 fruit pallets per annum. Despite the companies' withdrawal, Dover will still be handling at least three imports a week from Costa Rica and West Africa.

A. Simmonds

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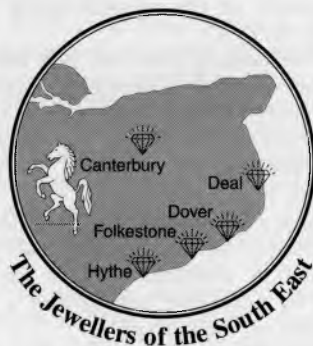


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But the port's record year did not end there. Dover became Northern Europe's busiest cruise port for turnaround calls handling 128 visits involving more than 140,000 passengers. Its marina enjoyed record numbers of visitors and its cargo terminal consolidation in the fresh fruit and vegetable markets.

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

Signed (1)..... (2).....

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

MEMBERSHIP: Individually – £6 annually. Joint Membership – £10 annually.

Please make cheques payable to the Dover Society and forward the cheque or cash to the Membership Secretary; Mrs Sheila Cope, 53 Park Avenue, Dover CT16 1HD.

It would help us in our planning if you would please complete this section.

I/We could sometimes give practical help with the following. (please tick boxes)

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** Please give details on a separate sheet of paper*

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

PROGRAMME

Members and guests are welcome at all meetings except the Annual General Meeting which is for members only.

APRIL 17 Monday 7.30	ANNUAL GENERAL MEETING Speaker: DONALD SYKES THE ZEEBRUGGE FILM
MAY 27 Saturday 7.30 9am Pencester Road Usual pick-up points	TRIP TO LOSELEY PARK AND GARDENS Including visit to a Craft Fair £15 Application form enclosed
JUNE	A TRIP TO THE GOODWIN SANDS £25 Date not known yet but if you are interested in going on this trip return the enclosed form to Joan
JULY 8 Saturday 10am Pencester Road Usual pick-up points	FAVERSHAM OPEN HOUSE SCHEME £12 Visits to historic properties, many not normally open to the public Application form enclosed
JULY 20 Thursday Coach from Pencester and usual pick-up points	VISIT TO THE MARLOWE THEATRE, CANTERBURY WEST SIDE STORY Afternoon matinee See enclosed application form
SEPTEMBER	FRENCH TRIP - St Omer £15 Explore the town, visit the market, enjoy a meal OR take a train journey to Arques in the Val de L'Aa. More details later
OCTOBER 16 Monday 7.30pm	DEREK LEACH "THE SECRET TREATIES OF DOVER" Followed by discussion groups
NOVEMBER 20 Monday 7.30pm	CLIVE ALEXANDER "BUILDINGS UNDER THREAT" JOHN ELLIOTT "PLANNING PFIZER'S GROWTH - EXTERNAL ASPECTS"
DECEMBER 16 7 for 7.30pm	CHRISTMAS FEAST Dover College Refectory
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