



# HERITAGE HYTHE

HELD AUGUST 2021



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**The Book of the Posters**

**Vol 3. Fisherman's Beach Walk Trail**

**An E-book by**

**The Hythe Civic Society**



# **Heritage Hythe**

**Held August 2021**

## **The Book of the Posters**

### **Volume Three – Fisherman's Beach Walk Trail**

A piece of work by many society members; edited by Paul Naylor (HCS).

First published in 2022 by



Cover designs by Jessica Naylor and George Brooks.

Front cover: an illustration by Arthur Baker-Clack and reproduced with the kind permission of Hythe Town Council.

Rear cover: adapted from a postcard showing West Parade and the Four Winds Cafe.

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Dedicated to Molly Griggs

1929 - 2022

## **Volume 3 – Fisherman’s Beach Walk Trail**

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**Heritage Hythe**  
**The Book of the Posters - in Five Volumes**

**Foreword**

**By the late Lord Boyce, Society Patron (2008-2022)**

Hythe has a proud and ancient history as a leading Cinque Port and the maintenance and nourishment of its heritage over the past 75 years owes much to the establishment in 1945 of the Hythe Citizens Union - later to become Hythe Civic Society (HCS).

As a way of recognizing the 75-year milestone, it is entirely appropriate that there should be some sort of marker laid down and this e-album across five volumes of 200+ images/cameos of the town over the past couple of centuries fulfils this requirement perfectly. Browsing through the volumes, which so well captures a very wide variety of aspects in the selected slices of Hythe's history, will give pleasure to anyone with a sense of heritage, local citizen or otherwise – as well as providing an informative guide for anyone wishing to explore the town.

As Patron of the Society, it has therefore been a pleasure to have been asked to write the foreword to this set of e-books which I heartily commend; and I congratulate Paul Naylor and all those from HCS - and others - who have worked so hard to contribute to this excellent and important record.

*Admiral of the Fleet the Lord Boyce, KG, GCB, OBE, DL*

Lord Boyce, who died in November 2022, had a distinguished naval career becoming Commander-in-Chief, Fleet, Commander-in-Chief Eastern Atlantic Area and Commander Naval Forces North Western Europe in the late 1990s and First Sea Lord from 1998 to 2001. He was then appointed Chief of the Defence Staff. He later became a crossbench peer in the House of Lords and was made an honorary Admiral of the Fleet in the Queen's Birthday Honours in 2014.

Admiral of the Fleet the Lord Boyce KG GCB OBE DL was appointed Lord Warden of the Cinque Ports in 2004. In that capacity he kindly accepted the position of Patron of Hythe Civic Society.

His foreword, prepared a few months before his death, is published posthumously as a tribute to a great man and friend of Hythe and the Society.

## Fisherman's Beach Walk Trail

Covering the western half of the southern part of the town between the Canal and the beachfront, this is the longest of the individual trails. It contains many interesting and varied features.

Historically, this area was once Hythe Harbour or Haven with a number of access channels to the sea. During the Roman and Sub-Roman periods the harbour and the town were further westwards, at West Hythe. Eastward drift of shingle closed off access to the sea at West Hythe, meaning the population at the time migrated eastwards to Hythe. St. Leonard's Church was built at the core of the then town and barely 100 yards from the sea.

With its harbour, Hythe prospered through farming, fishing and continental trade.

Now, the area is principally residential, with its popular beach far removed from the town. Much of this area is built on a sub-strata of shingle, deposited over the centuries during the harbour's silting up. As will be seen from much of the architecture, the residential expansion occurred during the late Victorian and Edwardian periods. Among other factors, Hythe was benefiting from the boom in Victorian and Edwardian tourism.

The area that is now St Leonard's Road was known as 'Hardway's End' during the C18th and C19th, containing a few houses and a number of Hythe's windmills, mostly owned by Joseph Horton, who also owned the mill house that is now Rockdean in St. Leonard's Road. His mill off Stade Street gave its name to Windmill Street. Another mill stood behind the Hope Inn.

Fishing, preventing smuggling and saving lives at sea were important occupations during Victorian times and beyond. The coastguard service is long gone, though the cottages remain. Fortunately, Hythe retains a small fishing fleet operating at Fisherman's Beach. Its formal lifeboat service ended in 1940 when the RNLI boat was lost at Dunkirk. However, the nature of fishermen then was such that they continued to save lives for years to follow.

During our heritage festival we were delighted with the support from the Lazy Shack, which at the time of writing still displays the large number of sheets describing the area's past fishing, lifeboat and military heritage.

It is an area to explore, particularly the narrow side streets between Stade Street and St. Leonard's Road. And while so doing drop in to either the Three Mariners or the Hope Inn, important community pubs with their own history to tell.

Returning to the Town via Stade Street, this trail highlights some of Hythe's lost community features. These include, the Institute (a successful and popular community venue), the Grove Cinema that stood where the Mount Street car park is now. And, the small theatre that gave its name to Theatre Street.

It is an area with a lot of stories to tell.



# HERITAGE HYTHE

## 'KEEPING LOCAL HISTORY ALIVE'

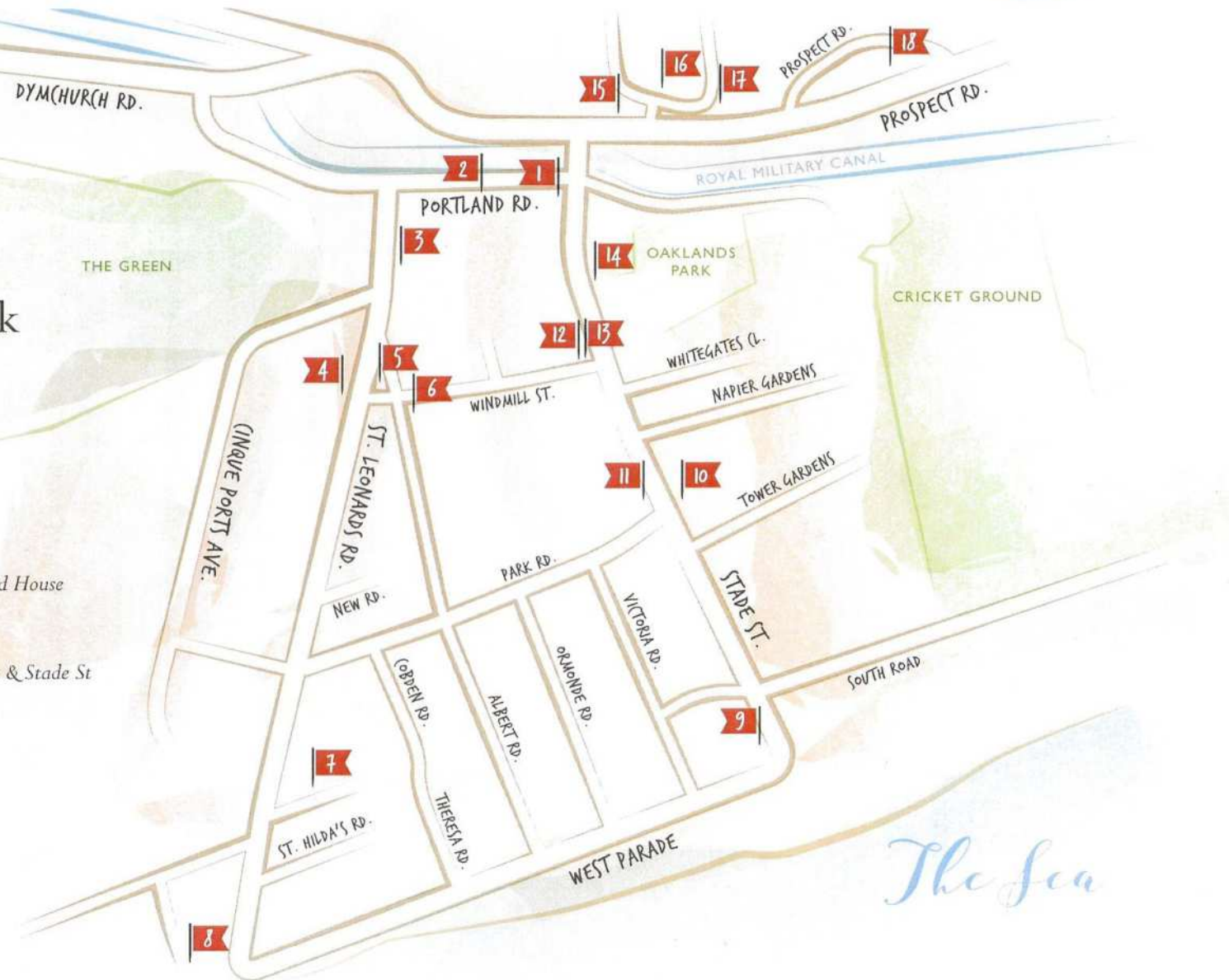
12th - 22nd  
AUGUST  
2021



### Fisherman's Walk

#### Key

1. Tin Tabernacle
2. Old Fire Station
3. Old National School
4. Old Mill House
5. Former Animal Pound
6. Three Mariners Pub
7. Coastguard Cottages/Coastguard House
8. Lifeboat Stations/Lifeboats / Ranges/Fort Sutherland
9. Fisherman's Cottages/The Stade & Stade St
10. Former Spicers Store
11. Hope Inn
12. Windmill
13. Star Inn
14. Oaklands
15. Nelson's Head Pub
16. Grove Cinema
17. The Hythe Institute
18. Theatre



The Sea

## HERITAGE HYTHE 2021

### 'THE BOOK OF THE POSTERS'

#### Volume Three – Fisherman's Beach Walk Trail

#### CORRIGENDUM

##### Stade Street and the Stade

The display sheet contained a photograph which is incorrectly stated as being of Wright Griggs Senior (fisherman and lifeboatman) with two of his children. Actually, it is a photograph of John Griggs (a son Wright Griggs) with his two children.

Below is an early image (possibly 1870s) on Fisherman's Beach, showing Wright (Toby) Griggs on the left, his brother Harry centre and his son John on the right.







# HERITAGE HYTHE

## On This Site...Tin Tabernacle

### Former St Michael's and All Angels Church

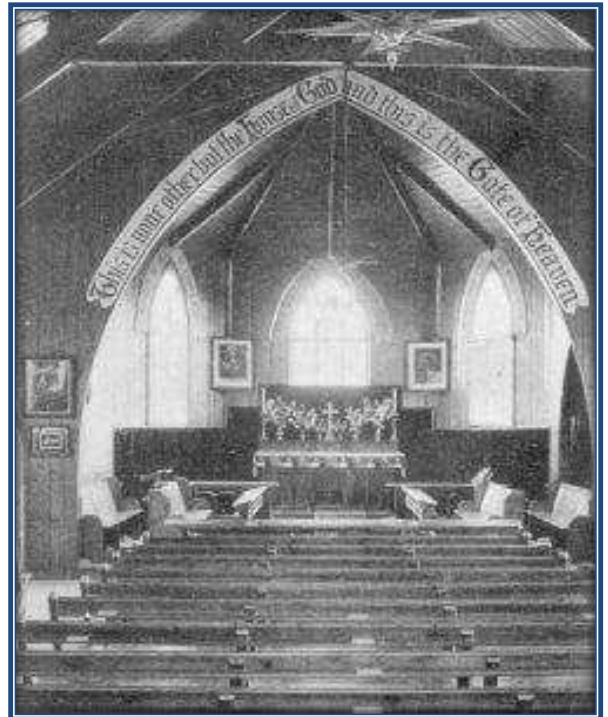
This 'temporary' structure dates from 1893 and is of timber frame construction with corrugated iron to walls and the roof.

It is one of the few surviving prefabricated buildings of its type from the Victorian era and was Grade 2 Listed in 1973.

'Tin Tabernacles' as they became known, were a low-cost alternative to building a new church and were generally erected by the Victorians to cope with the swelling populations at home and abroad. In Hythe's case, the development of Victoria Road, Albert Road, Ormonde Road, St Leonard's Road etc., on this side of the canal continued the town's expanding population, partly a consequence of the increasing military presence during the C19th.

Consequently, the Vicar of St Leonard's deemed that another place of worship was needed as St Leonard's church lacked the required capacity. The site and funds were donated.

These church structures were ordered as 'flat packs' - companies all over the country were able to provide the kit - and took little time to erect.



*Above: The church interior 1905.*

St Michael's remained an active Anglican Church until a final service was held on Sunday 25<sup>th</sup> September 2011.<sup>1</sup>

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<sup>1</sup> Information and photographs for this display are courtesy of 'Tin Tabernacle Hythe'



# HERITAGE HYTHE

**On This Site...Tin Tabernacle**

**Former St Michael's and All Angels Church**

Following its closure for church services in 2011, the original oak altar was transferred to St Stephen's in Lympne and the successor organ to St Peter and St Paul Church, East Sutton, Kent.



*A snowy scene - winter 2012*

Its interior was entirely clad in wood and originally had seating for nearly 300 worshipers.

Pre Covid-19, this unique venue to Hythe had been a successful wedding and popular event venue, including being home to the Hythe Community Cinema. We hope the 'Tin Tab' may continue as a valued Hythe venue for years to come. <sup>2</sup>

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<sup>2</sup> Information and photographs for this display are courtesy of 'Tin Tabernacle Hythe'



# HERITAGE HYTHE

## On This Site...Hythe Garage

### Hythe Fire Station (1)

The Hythe Volunteer Fire Brigade, formed in 1802, was one of the oldest in Kent. By 1814 it had been renamed the Hythe Fire Engine Association but in 1832 it split into two "The Corporation Fire Engine Brigade" and "The Scot and Lot Fire Engine Association" (named after a form of municipal wealth tax). However the two re-united in 1860.

By 1866 the town had a population of 3000. The town then had two fire engines and the Fire Association consisted of 40 volunteer members.



*Hythe's volunteer fire brigade circa 1885, courtesy of Easdown and Sage*

The engines were old and needed constant repair to keep them operational. Each had 90 feet of leather hose and a long worn out ladder. Water was obtained either from the Royal Military Canal or water pumps, ditches or waterworks. On average there were just two large fires a year.

A new engine was purchased for £173 3s (circa £23,000 today) by public subscription and this could discharge 100 gallons a minute and to a height of 120 feet.

In 1885, the Fire Brigade moved to the site of the Old Gas Works here in Portland Road, seen above.



# HERITAGE HYTHE

## On This Site...Hythe Garage

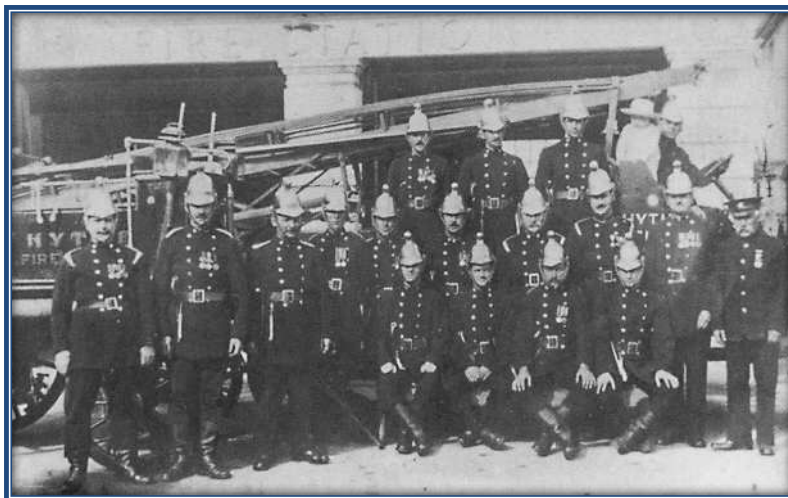
### Hythe Fire Station (2)

A new fire engine again was acquired in 1905, the "Speedwell" at a cost of £260 (£32,000 today) which could discharge 300 gallons per minute to a height of 150feet through a one-inch hose jet. It was 'christened' on the 13th April 1905 and it took four attempts by the Mayoress with a bottle of champagne to do so.



*Right: the Speedwell engine and the gathering for its 'christening'*

*13<sup>th</sup> April 1905 - image courtesy of the Kent Fire Museum archive.*



This former fire station was built in 1925 replacing the building shown on the previous display sheet.

*Left: the brigade outside the new fire station (undated image courtesy of Melville and Johnson)*

Firemen (as they were then) were summoned by the firing of a maroon rocket outside the station. Fire tenders were horse-drawn until the First World War. The above image shows a motorised engine.

The brigade was originally volunteer-led and remained independent until absorbed into the Kent Fire Brigade in 1948, with a new station being built in Wakefield Way, just off St Leonard's Road nearby where it is today.<sup>1</sup>

<sup>1</sup> Information for this display is drawn from 'Hythe A History', Easdown and Sage©, Phillimore, 2004



# HERITAGE HYTHE

On This Site...Molyneux Terrace

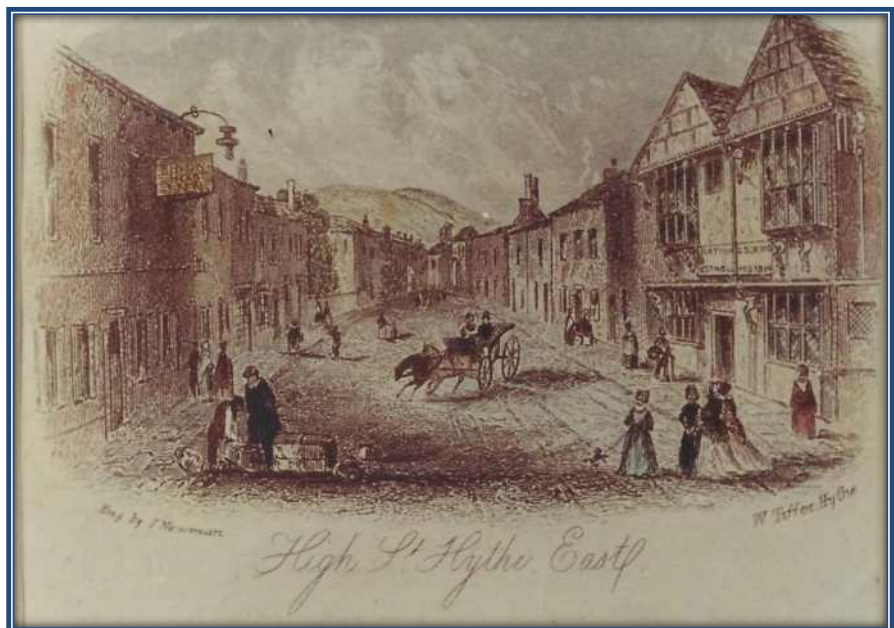
## The National School/St Leonard's Primary

Elementary education in Hythe was greatly improved in 1814 when a National School opened, first at 144 High Street in a dilapidated Elizabethan building (right). The impetus was due to the influx of new military families at the time.



National schools were religious establishments run by the National Society for Promoting the Education of the Poor in the Principles of the Established Church. They started creating schools in 1811 in response to a similar initiative by the Non-conformist British and Foreign Schools movement.

When the Elizabethan building became unusable the school moved to an old Poor House in Stade Street in 1844.



*The National School, opposite the King's Head - High Street*

*Image courtesy of Molly Griggs*



# HERITAGE HYTHE

**On This Site...Molyneux Terrace**

## **The National School/St Leonard's Primary**

In 1850 the Hythe Corporation purchased this site (formerly an old ordnance yard) and proceeded to build a new National School. Being opposite 'The Green' it was ideally located for games and recreation.



The school opened in 1852 (above image is the school as originally built and before its remodelling in the early 1900s). It was built of Kentish ragstone, quarried from the Roughs - an area of the escarpment visible from this spot.

St. Leonard's School became a mixed primary and in 2006 merged with the Hythe Bay Infant School in nearby Cinque Ports Avenue.



*A class in 1914*

Noel Redding, later to become bass guitarist with the Jimi Hendrix Experience, attended the school where he played the violin. His first public appearance with a group was at the Hythe Youth Club.



# HERITAGE HYTHE

On This Site...No. 14 St Leonards Road

Mill house (now Rockdean) and

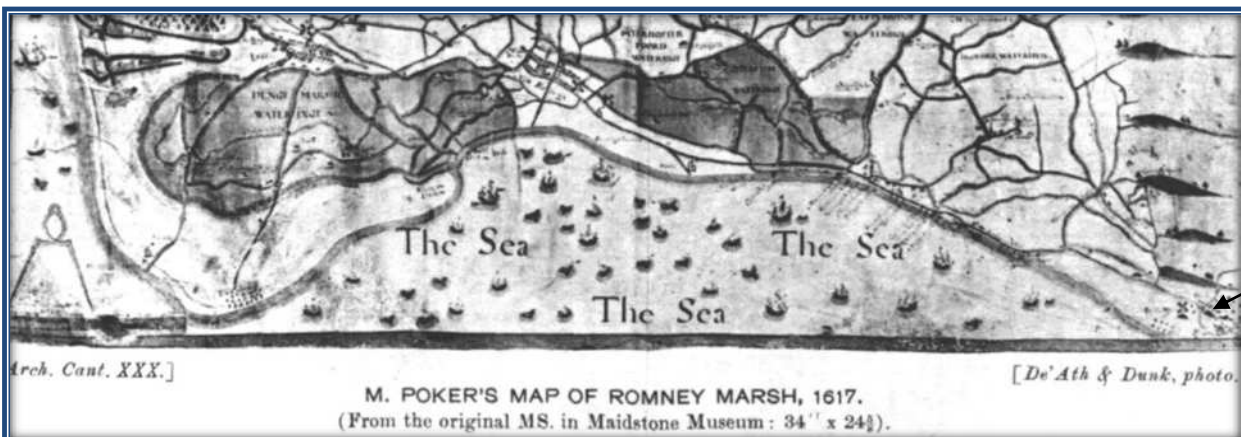
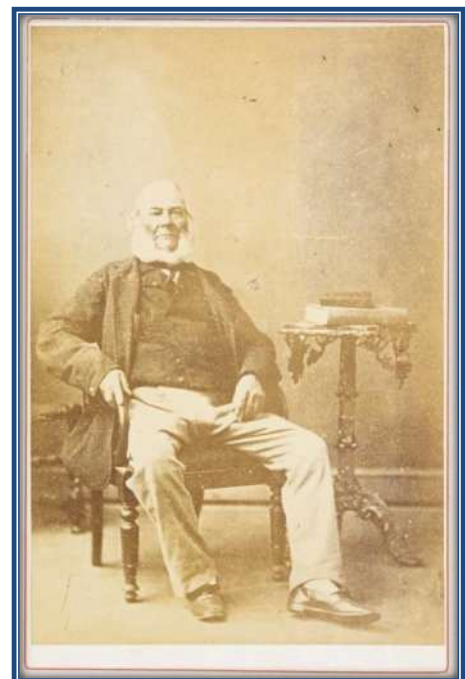
St Leonard's Road Mills

Registered as a Grade 2 listed building in 1950, Rockdean (or Rockdene) was originally built as a mill house in 1803 by Stephen Brown (miller) and later extended by Joseph Horton (also a miller of Hythe). According to 'Hythe Mills' by Peter Davies in 1942, 'Rockdene' was described as having a very large kitchen, was licensed for preaching, and was the scene of much debate on Calvinistic Doctrine – a protestant theology developed by John Calvin in the C16th.

Brown was killed after a lightning strike in 1817 hit a windmill that once stood beside the mill house. He and Horton (right) were inside the mill at the time. Horton's injuries were less severe.

During the C18th – C19th this area was known as Hardways End. It was open landscape, mainly shingle, being once part of the ancient harbour of Hythe and owned by the Hythe Corporation.

Three windmills stood on what is now St Leonard's Road. The oldest was at the far end and appears on the 1617 map of the Romney Marsh (bottom right corner).



Arch. Cant. XXX.]

M. POKER'S MAP OF ROMNEY MARSH, 1617.  
(From the original MS. in Maidstone Museum: 34'' x 24'').

[De'Ath & Dunk, photo.]



# HERITAGE HYTHE

**On This Site...No. 14 St Leonards Road**

**Mill house (now Rockdean) and**

**St Leonard's Road Mills**

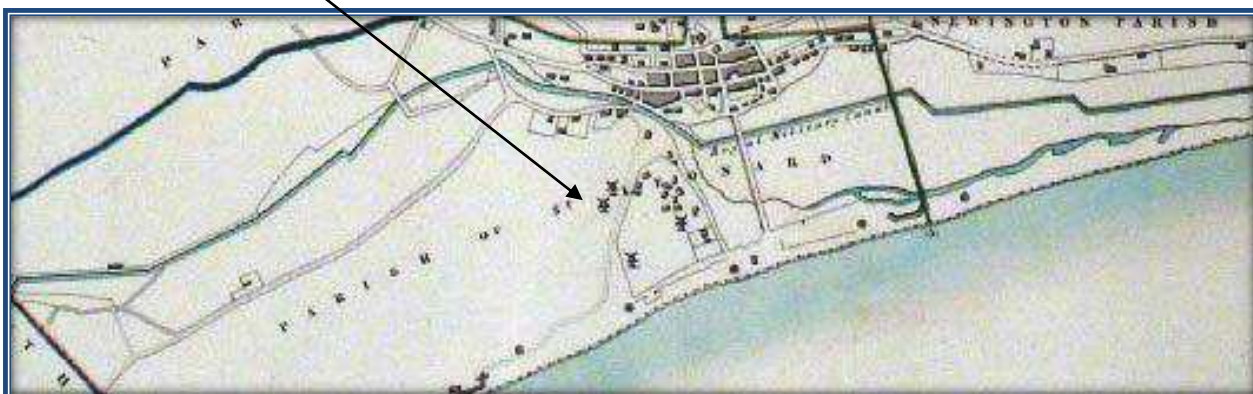


Rockdean is described in the Historic England listing as: early C19th, 2 storeys, yellow brick. Hipped tiled roof and parapet. 4 sashes with glazing bars intact. Doorcase with fluted pilasters, projecting cornice and 6-panel moulded door.

Both the windmill that stood next to the house, and the old post mill that stood farther down St Leonard's Road were demolished by Benjamin Horton (then the lessee) without the Hythe

Corporation's consent. Compensation was sought. In lieu, Benjamin Horton constructed and gave to the Corporation the four cottages that stand to the right of Rockdean.

A third mill, called Lower Mill, and situated on the east side of St Leonard's Road was built in 1813 very near to the Coast Guard Cottages (still present). A poster including a photograph of Lower Mill can be seen near the Coast Guard Cottages. Below, extract from 1832 Map showing the mills of St Leonard's Road.







# HERITAGE HYTHE

On This Site...Hythe Triangle,

Former Animal Pound

See also: [www.hythetriangle.uk](http://www.hythetriangle.uk)

The Hythe Triangle is a triangular-shaped former animal pound, late C18th or early C19th, used as a military horse watering station later in the C19th.

The Triangle was Grade II listed in 2012 because:

- Animal pounds are an interesting survival of past methods of animal husbandry. It was still in use as a pound in 1875 and its possible use by the military is relatively unusual;
- Surviving and largely intact pounds are rare and triangular pounds very rare;
- The pound is grouped with a contemporary Grade II listed house opposite (*Rockdean*).

Pounds were used to keep stray farm animals until their owner paid a release fine, typically to a lord of the manor or the local corporation.

This pound is marked on the 1877 First Edition 25 inch Ordnance Survey sheet. Deeds to this land indicate it was used as a



horse watering station in the late C19th, probably by the military. In that period the land was purchased by the owners of *Rockdean* (Grade II) situated opposite on St Leonard's Road. By the 1898 and subsequent editions of the Ordnance Survey maps the structure is no longer labelled as a pound.

An attempt in 1928, to consider the land for the site of a public convenience was prevented by a new owner of *Rockdean* taking out a covenant to prevent the erection of a public convenience.



# HERITAGE HYTHE

**On This Site...Hythe Triangle,**

**Former Animal Pound**

See also: [www.hythetriangle.uk](http://www.hythetriangle.uk)



*Left: view of the Triangle and area in 1940*

In the 1950s the north end of the north-east side was taken down to improve the turning circle for a coach company called Newmans – *site is now Newmans Court.*

*Right: aerial view 1960*

In 1966 *Rockdean* house and this parcel of land were purchased by Major Worts and a covenant placed on the land to prevent it being used as a drying ground, including the erection of drying posts. Subsequently the missing section of wall was replaced in contemporary brick.



In 2014, a planning application for the erection of a pair of semi-detached houses was refused following a community campaign to keep the land free of development. This in turn resulted in a new charity being formed – the Hythe Triangle Community Garden – to purchase the site and over the longer term develop it as a community asset as a managed open space for local residents. Listed Building Consent was recently approved to permit the rebuilding of part of the wall on Windmill Street and the phased consolidation of all three walls.



# HERITAGE HYTHE

On This Site...No.37 Windmill Street

## The Three Mariners

The origins of a public house on this site are uncertain, though it is claimed to date back to 1823. This ties to a reference to a 'Deed of Feoffment' (transfer of land) between a G.C. Thatcher and the trustees of Benjamin Horton in that year (then a miller of this area)<sup>1</sup>. Some say its origins may be older, and that a pub or beerhouse existed here for a time as well as Hythe's then other *Three Mariners*' which became the Red Lion in 1801. We cannot be certain.



The first record of a licensee is later in 1871, that of Walter Higgins.



Whatever the history, the Three Mariners has existed as a genuine local community public house, now much appreciated for its emphasis on serving quality real ales and craft beers, and for its live music.

*Above: the pub in the mid 1930's then Mackeson owned and less colourful than now, with its shuttered entrance, before it was extended in to the corner shop that once was Wilkins' store in 1936.<sup>2</sup> That shop can just be seen on the right of the photograph, advertising the 'Park Drive' cigarette brand.*

<sup>1</sup> David Harper's 'Whitbread - The Inns Behind the Signs' – p161 The Three Mariners, 2005

<sup>2</sup> 1930's photograph is courtesy of Whitbread plc

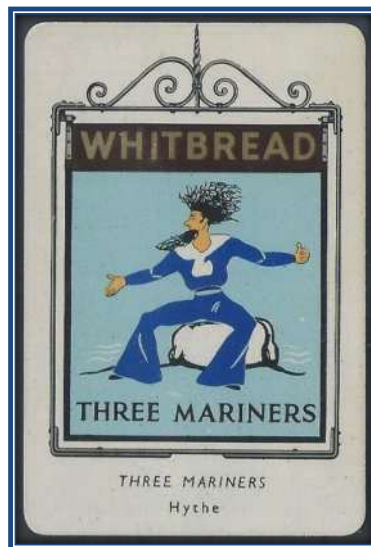


# HERITAGE HYTHE

On This Site...No.37 Windmill Street

## The Three Mariners

Wilkin's store that was once present on the corner is said to have had a ten-oared rowing boat on display, similar to a typical smuggling vessel used in this area in times past.



*Above: the Whitbread Inn Sign 'card' (actually aluminium) issued in June 1951, depicting the sign for the Three Mariners.*

Why just the one mariner? The reverse of the card provides an answer:-

*To 'the elderly naval man' in W S Gilberts "Bab Ballards", who insisted he was many mariners in one - for he had eaten all his shipmates!*

It goes there were three mariners, cast adrift or shipwrecked.

Although Whitbread had acquired the Mackeson brewery and its pubs in 1929, it wasn't until later that Mackeson pubs were fully rebranded under the Whitbread name. In 1975 Shepherd Neame purchased the Three Mariners, but again it was sold and became a free house in 2007.

At the other end of Windmill Street stood another corner pub, the '*Star Inn*', again a former Mackeson pub.

Acknowledgment to Paul Skelton [www.dover-kent.com](http://www.dover-kent.com) a specialist Kent pub history site for some of the content for this display.



# HERITAGE HYTHE

**On This Site...Area of No.77 St Leonard's Road**

**Coast Guard House and Cottages/Lower Mill**



*Above: a rare image presented with the kind permission of the 'Mills Archive Trust', a national charity dedicated to the protection and preservation of the records of milling history.*

Here you see a photograph taken before 1875 showing the Coast Guard House including flagstaff (larger building on the left and still present), the Coast Guard Cottages (also still present) and a pair of windmills. The mill immediately behind the cottages is Lower Mill, and the mill behind is the Stade Mill. The various people standing in the photograph are coast guards with, it is presumed, some of their families. What is now St Leonard's Road appears as a track (then Hardways End) in front of Coast Guard House extending to the beach.

Lower Mill was moved to Cheriton in 1875, becoming known as Ashley's Mill.

The original photograph was held by Mrs Horton of Stade Street in 1943, a relative of Joseph Horton (d.1873) who owned Lower Mill and two other mills on the west side of what is now St Leonard's Road (see the 'Rockdean' display).



# HERITAGE HYTHE

**On This Site...Area of No.77 St Leonard's Road**

## **Coast Guard House and Cottages/Lower Mill**

Hythe's coast guard house and cottages were built in the mid 1860s and housed a reasonable number of coast guards. Although smuggling was by then on the wane, duties to prevent smuggling remained an

important coast guard role. For this reason, coast guards were encouraged not to become too familiar with the local population, hence being stationed and housed separately from the town. Before Hythe's first

lifeboat station (at Fisherman's Beach) was built, coast guards were responsible for sea rescues, and securing vessels and wrecks.

*Above: Hythe's coast guards with the 'Meyer de Rothschild' lifeboat.*

*Right: George Calloway of Coast Guard House and Chief Coast Guard for Hythe 1898-1906.*





# HERITAGE HYTHE

## On This Site...Fisherman's Beach

### Lifeboat Stations

The 'Hythe, Sandgate, Folkestone Lifeboat Station' was inaugurated in April 1876, at the Princes Parade and Seabrook Road junction. Its construction and maintenance were paid for by Hannah de Rothschild in tribute to her late father Meyer de Rothschild, who was elected Liberal MP for Hythe in 1859.

However, bad weather conditions made launching difficult, when

the lifeboat had to be transferred by cart to the beach at Hythe. In 1891,

the RNLI agreed to move the station to Hythe, also because the majority of the crew were from Hythe. The brick-built 'Northern Lifeboat station' was erected in 1893.

*Left: the Northern Lifeboat Station and lifeboat circa 1898 – courtesy of Molly Griggs.*



In 1936 a larger steel-framed lifeboat house, the 'Southern Lifeboat Station' (seen right) was built, clad in corrugated iron with a barrel shaped roof. It was equipped with a control room complete with radio and telephone, with a good view of the channel. The station was gifted by Lord Wakefield of Hythe.



Both North and South buildings remain and are Grade 2 Listed.





# HERITAGE HYTHE

**On This Site...The Lazy Food Company**

## **Lifeboat Stations (2)**

During the War the Hythe lifeboat was requisitioned for use at the Dunkirk evacuation but was badly damaged and abandoned on the beach at La Panne, near Dunkirk.

The upper floor of the Southern Lifeboat Station was used for spotting doodlebugs. A mine watching-post was erected on the landward side of the Northern Station, as the beach was heavily mined.



After the War the Hythe lifeboat was not replaced. The northern lifeboat house became used for storage by the local scouts and the southern corrugated iron clad lifeboat station was used for various purposes, including as a studio for Fred Cuming RA, an acclaimed local artist. This Grade 2 Listed building was later used as a boat house and club house for a diving group. Its interior is entirely clad in wood.

Griggs fishmongers (above) operated from the southern lifeboat station for several years, before its current use today as a cafe, restaurant and shop selling fresh fish and other produce.





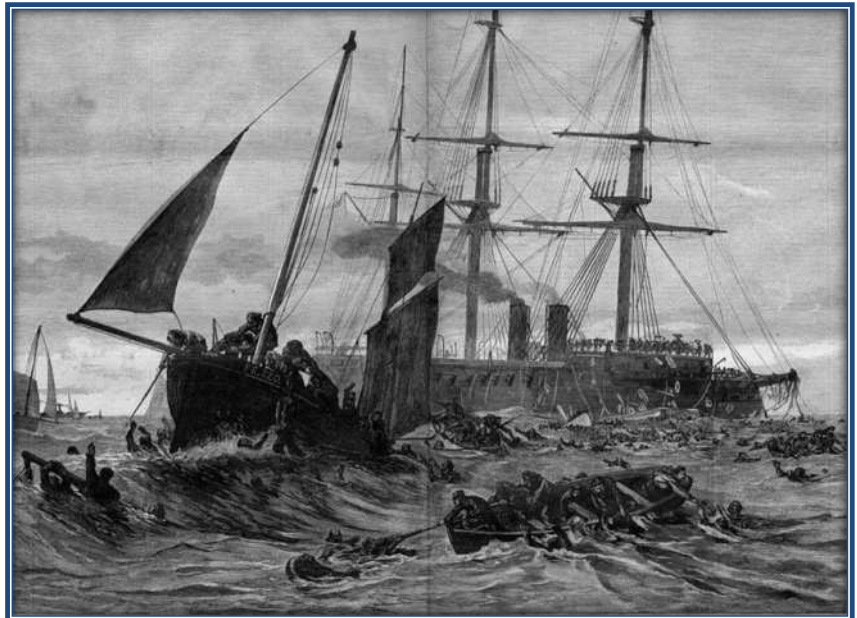
# HERITAGE HYTHE

**On This Site...The Old Lifeboat Station**

## **Hythe's first Lifeboat and a Notable Rescue**

Hythe's first lifeboat 'No 58 Mayer de Rothschild' came into service in 1876, stationed then at the Seabrook Lifeboat house. No 58 was a pulling (by oars) and sailing boat donated to the service by Hannah de Rothschild - Britain's most wealthy woman at the time - in memory of her father the late Baron Mayer de Rothschild.

In May 1878, during manoeuvres by three ships of the German Navy off Folkestone, watched by hundreds on the Leas, the flagship 'Koenig Wilhelm' collided with the iron clad battleship 'Grosser Kurfurst' - on its maiden voyage. The Kurfurst turned on its side and quickly sank.



*Right: image of a painting depicting the rescue of survivors from the SMS 'Grosser Kurfurst' @ Image via wikipedia*

Many of the crew were struggling in the sea. The Mayer de Rothschild had little opportunity to perform any major rescue as the vessel sank so rapidly, but helped to recover bodies and ferry the badly injured sailors ashore. 284 sailors lost their lives. Many are interred at the Cheriton Cemetery.



*SMS Grosser Kurfurst - image courtesy of Molly Griggs' collection*



# HERITAGE HYTHE

**On This Site...The Old Lifeboat Station**

## **Lifeboat No.610 Mayer de Rothschild (1)**

In 1910 No35 Lifeboat was replaced by 'No 610 Mayer de Rothschild' again gifted by Hannah de Rothschild. Like its predecessor, No 610 was again a pulling and sailing boat. It was now firmly established at Hythe with a local crew and remained in service until 1929.



*No 610 Mayer de Rothschild, built by Thames Ironworks*

A notable rescue happened on 2<sup>nd</sup> April 1917 when a small ketch the 'Mazeppa' of Harwich entered Hythe Bay for shelter during a strong south-east gale. It began to drag its anchor, and fearing it would be driven ashore the skipper called for assistance.

Then the lifeboat crew were: Coxswain Dearman, acting 2<sup>nd</sup> Coxswain Wright Griggs, R Crump, T Pennett, H Griggs, S Griggs, W Cheal, A White, J Sadler, A Atkins, G Watt, G Impett and J L Dearman.



# HERITAGE HYTHE

**On This Site...The Old Lifeboat Station**

## **Lifeboat No.610 Mayer de Rothschild (2)**

For the rescue of the 'Mazeppa' on 2 April 1917, No 610's crew hauled the lifeboat over a considerable stretch of beach in bitterly cold rain. The boat was successfully launched under sail and came along side the Mazeppa; its crew was successfully rescued.

*Right: No 610 returning to the beach after the rescue*

For this rescue both coxswains were awarded the RNLI Bronze Medal.

On 12<sup>th</sup> November 1929 the barge 'Marie May' was in trouble off Dungeness in heavy seas. The Dungeness Lifeboat had been



launched, but contact was lost. It was feared the crew may have been overwhelmed. Thus, it was decided to attempt a launch of No 610 from Hythe in difficult conditions.

Putting their lives at risk, the crew rescued the three exhausted crew of the 'Marie May'. Coxswain Griggs was awarded the RNLI Silver Medal, and the rest of the 11 crew were each presented with *'The Thanks of the RNLI'* on inscribed framed vellum.

During its service, No 610 was launched 14 times and had been credited with saving 14 lives.<sup>1</sup>

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<sup>1</sup> Information and images for these two displays are courtesy of Molly Griggs



# HERITAGE HYTHE

## On This Site...The Old Lifeboat Station

### 11 November 1891 - the rescue of the 'Benvenue' 1

In 1884, No 58 lifeboat was replaced by 'No 35 Mayer de Rothschild' again donated by Hannah de Rothschild. It was again a pulling and sailing boat, but also self-righting. Over its years of service No 35 Mayer de Rothschild was launched 20 times. Its most notorious launching was on 11<sup>th</sup> November 1891, when a great storm blew in the Channel.



Above: the Mayer de Rothschild and crew in 1891 after the rescue of the 'Benvenue'.

In the early hours of 11<sup>th</sup> November 1891, the cargo vessel the 'Benvenue' of Glasgow (2033 tons) bound for Sydney was under tow when off Folkestone a hurricane force wind developed, that morning the tow parted and the vessel was swept towards shore. Although the Captain managed to drop anchor off Sandgate, the Benvenue was being swamped by huge waves and began to sink. The Mayer de Rothschild lifeboat was launched at Seabrook, but was driven back by strong winds and blizzards.



# HERITAGE HYTHE

## On This Site...The Old Lifeboat Station

### 11 November 1891 - the rescue of the 'Benvenue' 2

After another attempt the Mayer de Rothschild was towed by horses to Hythe where it was launched near to what is now Fishermen's Beach. It was struck by a huge wave and turned over completely, but righted itself immediately. Four of the crew remained on board but the others were struggling in the sea and were helped ashore by the large number people watching the launching. Unfortunately, coastguard Mr Fagg, who was unable to swim, died. The lifeboat suffered little damage and was towed back to its station at Seabrook.



In the meantime the Dover lifeboat was also forced back. The Rev. Russell-Wakefield had been pressing local men to make another attempt and eventually Coxswain Hennessy, 2<sup>nd</sup> Coxswain Sadler and a mixed crew of 13 fishermen from Hythe (including Wright Griggs), Folkestone and Sandgate managed to get the lifeboat afloat and finally reached the Benvenue (wreck seen above). 27 survivors



(above) were rescued and taken to Folkestone where their arrival was greeted by large crowds. The two Coxswains were awarded RNLi Silver awards. Later, Hennessy received the Albert medal and he, Sadler and Wright Griggs were awarded Lloyd's Bronze medals.<sup>1</sup>

<sup>1</sup> Information and images for this display are courtesy of Molly Griggs



# HERITAGE HYTHE

**On This Site...The Old Lifeboat Station**

**Lifeboat No 726 'City of Nottingham'**

In May 1930 the 'Mayer de Rothschild' lifeboat was replaced by '726 City of Nottingham', a motor driven self-righting boat. This was presented to Hythe by the Nottingham Lifeboat Fund. The crew praised the lifeboat's handling, and were joined by a number of other coxswains during the trials, who subsequently all chose this type of boat for their own stations.

Below: the 'City of Nottingham' on the right and the 'Mayer de Rothschild' on the left, in front of the northern lifeboat house with the proud crew in front.



*Crew:*

*Backrow l to r: 'Winkle' Wonfor, Buller Griggs, Sec Hilliard, Son Griggs, 'Step' Cheal, Dick Griggs, 'Bung' Wheeler.*

*Front l to r: Mark Cloke, Ben Cloke, Alby White, Mark Godden*



# HERITAGE HYTHE

## On This Site...The Old Lifeboat Station

### Lifeboat No 726 'City of Nottingham'

#### *Notable rescues:*

August 1933 - launched to aid a yacht crippled in a Force 8 gale off Dymchurch, the rescue was successful and the yacht towed to Folkestone.

October 1933 - called out by the Sandgate Coastguard to aid the fishing boat 'Good Luck'. It was during this rescue that a ship-to-shore radio was used for the first time. It had been made by a local man Mr G Woodman. It became a valuable asset to the lifeboat crew.

February 1934 - went to the aid in dense fog of the small steamer 'Grit' which had collided with a large unknown vessel off Sandgate. The usual practice in dense fog was to stop engines once the position had been reached and nothing could be seen. This was done several times. Using the new radio a call gave the position as two miles east of Folkestone. A red flare identified the position of the small dinghy, all six crew being rescued. The 'Grit' had sunk within minutes; the other vessel had not stopped.

May 1934 - called to the aid of a small boat, the 'Mary Belle', in difficulty in high seas inshore off St Mary's Bay. The lifeboat was launched and when it reached the boat some 3.5 miles off Littlestone, they found her close to the shore. A line was secured to the boat and its six crew were transferred to the lifeboat and the boat towed to Littlestone.

May 1935 - called to assist a small fishing boat with engine trouble about a mile offshore, attended by some of the crew in their Salvation Army Band uniforms, as they had been at practice. Within 10 minutes of launching, the fishing boat and crew had been reached and were safely towed back to Hythe.<sup>1</sup>

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<sup>1</sup> Information and the photograph for this display are courtesy of Molly Griggs.



# HERITAGE HYTHE

On This Site...The Old Lifeboat Station

## No 783 'The Viscountess Wakefield' (1)

In 1936 the 'City of Nottingham' was replaced by No 783 'The Viscountess Wakefield' a 41 foot, 14 tons boat, built at Cowes. The boat was gifted to Hythe by Lord Wakefield of Hythe (the founder of the Castrol Oil Company) who lived at Bassett House, Hythe.

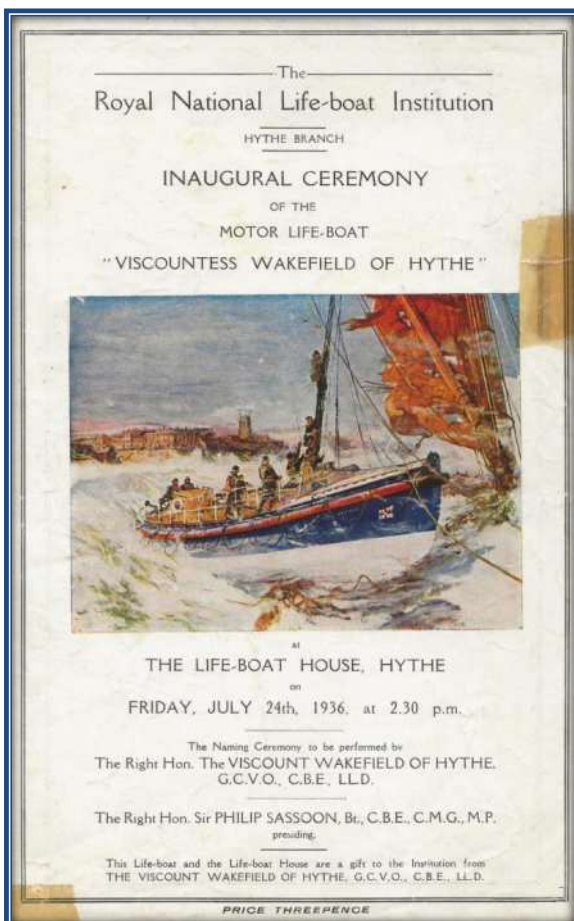
The boat was named as a compliment to his wife. In the same year Lord Wakefield gifted the new lifeboat house to house this larger boat. Unfortunately, four years later the lifeboat was abandoned at the Dunkirk evacuation.



*Above: a large crowd gathered for the unofficial visit by Lord Wakefield in April 1936.*

*Left: the programme cover for the lifeboat's official christening on July 24<sup>th</sup> 1936. She had been in service at Hythe since earlier that year.*

*Below: some of the crew with the new lifeboat in 1936.*







# HERITAGE HYTHE

**On This Site...The Old Lifeboat Station**

## **No 783 'The Viscountess Wakefield' (2)**

### *Notable events:*

April 1936 - her first service call. She was launched into thick fog to search for survivors from the steamer 'Nrav' which had sunk after a collision with the vessel 'Mari'. Owing to the conditions the survivors could not be located. It was later learned that all the crew were rescued by the 'Mari'.

December 1936. The lifeboat was launched in gale force winds when called to the assistance of a fishing boat, the 'Josephine II' off the Warren Rocks, Folkestone. The launch was completed amid near disaster with local residents assisting by wading into an icy sea. She arrived to find the 'Josephine II' towed by another vessel to Folkestone Harbour. However, the line snapped so the lifeboat manoeuvred alongside and successfully secured a tow rope. Three fishermen were snatched to safety and the vessel towed to Folkestone. Coxswain Buller Griggs received the 'RNLI Vote of Thanks on vellum', the full crew each receiving an award equivalent to £130 today.

May 1940-Dunkirk. The lifeboat was beached at La Panne, damaged and abandoned. She was the only lifeboat not to return, and was not replaced.



*Right: The Viscountess Wakefield at sea February 1936, possibly in the Solent before delivery to Hythe - courtesy of the RNLI.org®*



# HERITAGE HYTHE

## **On This Site...The Old Lifeboat Station**

### **No 738 'The Viscountess Wakefield' (3)**

#### *Dunkirk evacuation 1940*

It is unfortunate and sad that the heroic deeds carried out through the years by Coxswain Buller Griggs and his crews were overshadowed by controversy at the beginning of the Dunkirk evacuation in 1940.

On 30 May 1940, the RNLB was requested to send lifeboats as quickly as possible to Dover. On that day 19 lifeboats responded, two sailing directly to France. The Hythe lifeboat was one of the first to arrive. There, the coxswain was told that under the command of a naval officer he should run his boat on to the beaches, load with troops and return them to England. Given the boat's weight and design and applying his nautical judgement Coxswain Griggs is reported as explaining this was impossible. Reports state that he preferred to tow smaller boats which could ferry troops to waiting ships. He also requested confirmation that pensions would be paid to the families of his crew if any were killed. This request was impatiently refused by the naval officer in command. Consequently, Buller Griggs, and the Dungeness and Walmer coxswains who supported him had their lifeboats commandeered. The coxswains and crews were sent home.

Three weeks later an RNLB enquiry dismissed Coxswain Griggs and his brother Dick, the motor mechanic, from the service. It is ironic that the majority of the evacuation was carried out by the method Buller Griggs had suggested.

The 'Viscountess of Wakefield' had beached at La Panne, near Dunkirk, and although reports state that troops had boarded, she was badly damaged and abandoned. She was the only lifeboat not to return. She was not replaced, ending the service at Hythe.

Buller Griggs and Hythe fishermen continued to carry out rescues during and after the war, including rescuing pilots shot down – one a German. It is said they also prepared to sail to St Valery en Caux as part of an Admiralty commissioned flotilla two weeks after Dunkirk to help evacuate 6,000 trapped British troops (mostly of 51<sup>st</sup> Highlanders). It is reported the flotilla was turned back because of fog and when it was learned the troops had been captured.



# HERITAGE HYTHE

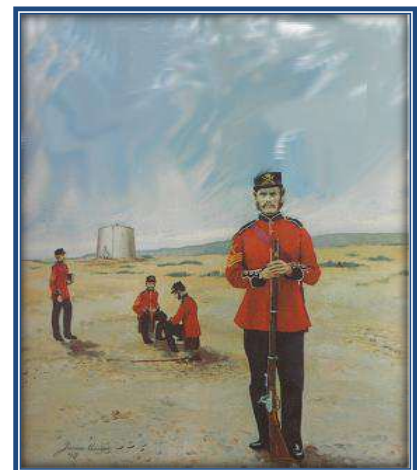
## On This Site...The Hythe Ranges

The old muskets were simply fired en masse usually from the standing position in the general direction of the enemy, but with a breech loader and no need for a ramrod, the default firing position could be lying down, an aiming sight was provided, adjustable for targets at different ranges, judging distance and aiming off for wind were practised, and greater emphasis placed on individual skills,



personal initiative, and concealment. That's when the old scarlet uniforms and white pipe-clay – perfect aiming mark for the enemy – disappeared, and 'khaki drab' took its place.

Above, firing training in 1890. Right, Sgt John McKay, the first appointed sergeant instructor from a painting by local artist Janine Umbers. Below, 'Aiming Drill' © Ben Pook 2020.



McKay had an extraordinary rise through the ranks, eventually becoming a Major General by the time of his retirement in 1883.

*With special thanks to Mike and Janine Umbers for their help with the content for this set of posters*

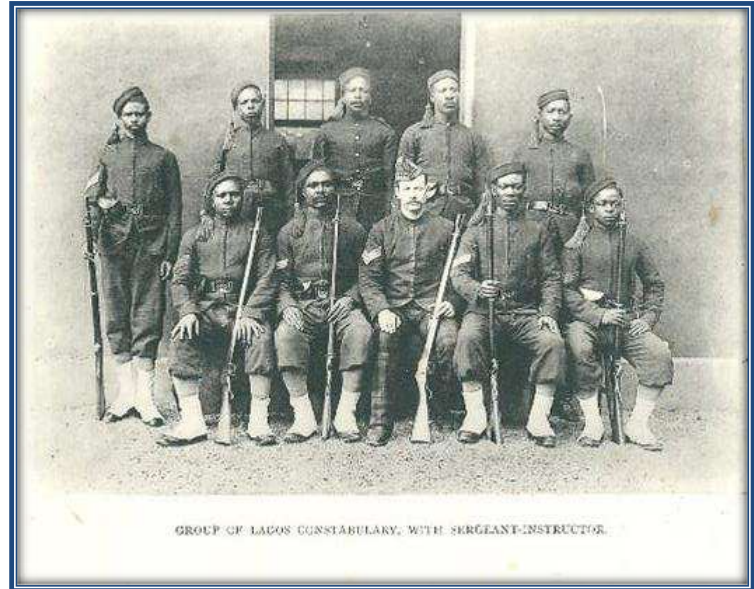


# HERITAGE HYTHE

## On This Site...The Hythe Ranges

Instruction of officers and NCOs was carried out at the School in Military Road, and firing was practised on the Ranges. After their course the trained cadre returned to their units and spread the new knowledge throughout the Regiments. Standards were high and Hythe gained a reputation for military excellence.

Attendees at the School came from all over the UK and farther afield. Above, a group of Lagos Constabulary trained at Hythe.



*Right: an image from the Imperial War Museum collection showing military training on the Ranges in 1915.*



Image: 'The British Army on the Home Front 1914-1918', Imperial War Museum Collection, copyright.

*With special thanks to Mike and Janine Umbers for their help with the content for this set of posters*



# HERITAGE HYTHE

## On This Site...The Hythe Ranges

During WW1 the ranges were also used by the Royal Flying Corps and were home to the School of Aerial Gunnery. Due to increased demand on the ranges, an airfield north of the Dymchurch Redoubt and west of the Hythe ranges was established in 1917 – on land near to the former Nicholls Quarry.

Most of the Second World War features identified within the Ranges appear to have been part of the anti-invasion defences, associated with



the range, but not firing practice, such as pillboxes, barbed wire obstructions and minefields.

*Left: 'Exercise Harlequin' approaching the range land along St Leonard's Road in 1943– image from the Imperial War Museum collection.*

Though the School moved to Warminster in 1969 the ranges remained and in the early 1970s took on a new role providing

specialist facilities for pre-operational training – all units of all arms deploying to Northern Ireland for Internal Security duties came here to prepare. A Team of 'advisers' was set up to help them and a number of imaginative specialist urban ranges were developed which have since been copied throughout the world. As needs changed, this Team too moved elsewhere and still the ranges are in use and the sound of gunfire continues to echo across Hythe to this day. Users now are local regular and cadet units, and Territorial and ACF/CCF units who come to the sunny sea-side (staying in the Shorncliff camps) for their annual two weeks of training.

*With special thanks to Mike and Janine Umbers for their help with the content for this set of posters*



# HERITAGE HYTHE

## On This Site...The Hythe Ranges

Until the 1850s the Army won its battles with flint-lock smooth-bore muzzle-loading MUSKETS. RIFLES, when introduced required a change in tactics and training due to greater range and accuracy. A new training school was established in 1853: this was the famous HYTHE SCHOOL OF MUSKETRY.

The 'parcel of beach land' which became the range area was little regarded and of no value for farming. The Board of Ordnance owned land at the West end and had built the Grand Redoubt in 1806, part of the Napoleonic coastline defences.

In 1812 it acquired the rest, allowing the shooting area needed to support the new School when it formed in 1853.



Firing was towards the sea so no farmland danger area was needed – a flag was flown to warn fishermen that firing was in progress and that is still the method used, although supplemented today by radar surveillance and a safety boat.

*Above: a postcard image showing 'Firing at "A" Target' in the early 1900s.*

*With special thanks to Mike and Janine Umbers for their help with the content for this set of posters*



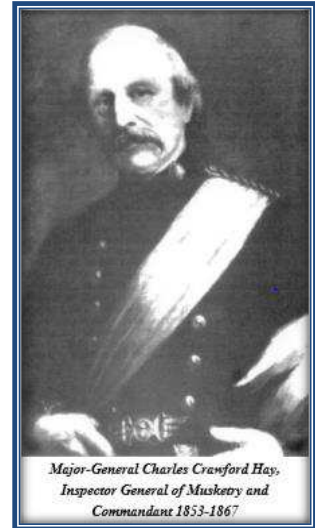
# HERITAGE HYTHE

## On This Site...The Hythe Ranges

Higher standards of accuracy demanded development in targetry. Canvas stretched on a wooden frame was insubstantial for a half inch solid lead shot; a metal target was preferred, giving a satisfying 'CLANG'.

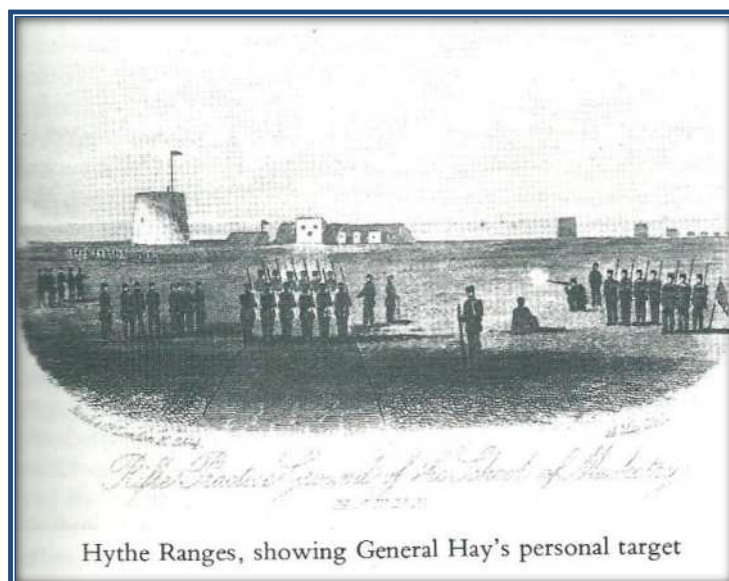
The first School Commandant, Colonel Hay was a proponent. Hay was an expert marksman and an acclaimed expert in ordnance science.

The story goes that his target was an 18 foot square iron sheet set in the shingle near a Martello Tower. He engaged it from St Leonard's churchyard on the hillside. It was done one early morning, a bugle sounded a warning, the discharge was heard, and after a pause, he and the expectant town, heard the strike. Soon metal 'figure' targets were designed which could be linked in twos or even threes. These could fall when hit or a 'marker' in a protected bunker or 'butt' nearby could signal hits with a pointer or flag to the firer who lay on a prepared shingle 'firing point'.



*Below: Hythe Ranges 1862, showing Hay's target*

*From 'Hythe Haven' Forbes*



*With special thanks to Mike and Janine Umbers for their help with the content for this set of posters*



# HERITAGE HYTHE

## On This Site...The Hythe Ranges

### 'Hythe Frames'



The culmination of target development to promote even greater accuracy was the 'Hythe Frame'. Two substantial 4' or 6' canvas covered frames are mounted in sockets and connected over a pulley by a steel cable. They are arranged in banks (usually of 10 or 12 but can be 20) in a concrete gallery in which markers (one or two per frame) push them up or lower them with ease as each target counterweights the other. Markers cover holes made by bullets with paper patches and paste, and signal hits and scores with a pointer. Now the surface could be marked into circles with most points for hitting the centre. A student wrote in 1860: *'Firing practice used to be undertaken to make a noise, now it's to score bull's eyes.'*

*Above: the 'Hythe Frame' in position at the MoD Ash Ranges, in Surrey.*

*Photo © Alan Hunt (cc-by-sa/2.0)*

*With special thanks to Mike and Janine Umbers for their help with the content for this set of posters*





# HERITAGE HYTHE

**On This Site...OYO Stade Court Hotel**

## **Fishermen's Cottages**

Standing on this site from the early 1800s was a row of fishermen's cottages which are seen here in poor but lived-in condition. The 'Mackerel Inn' also stood here.



In 1938 Marston Properties purchased the cottages (1938 image below) and a new building initially designed as a block of flats was proposed

for the site. This was turned into a hotel and it opened in May 1939 shortly before the outbreak of the Second World War. It was the first hotel development by Marston Properties who also purchased the Imperial Hotel in 1947 which was then in a poor state of



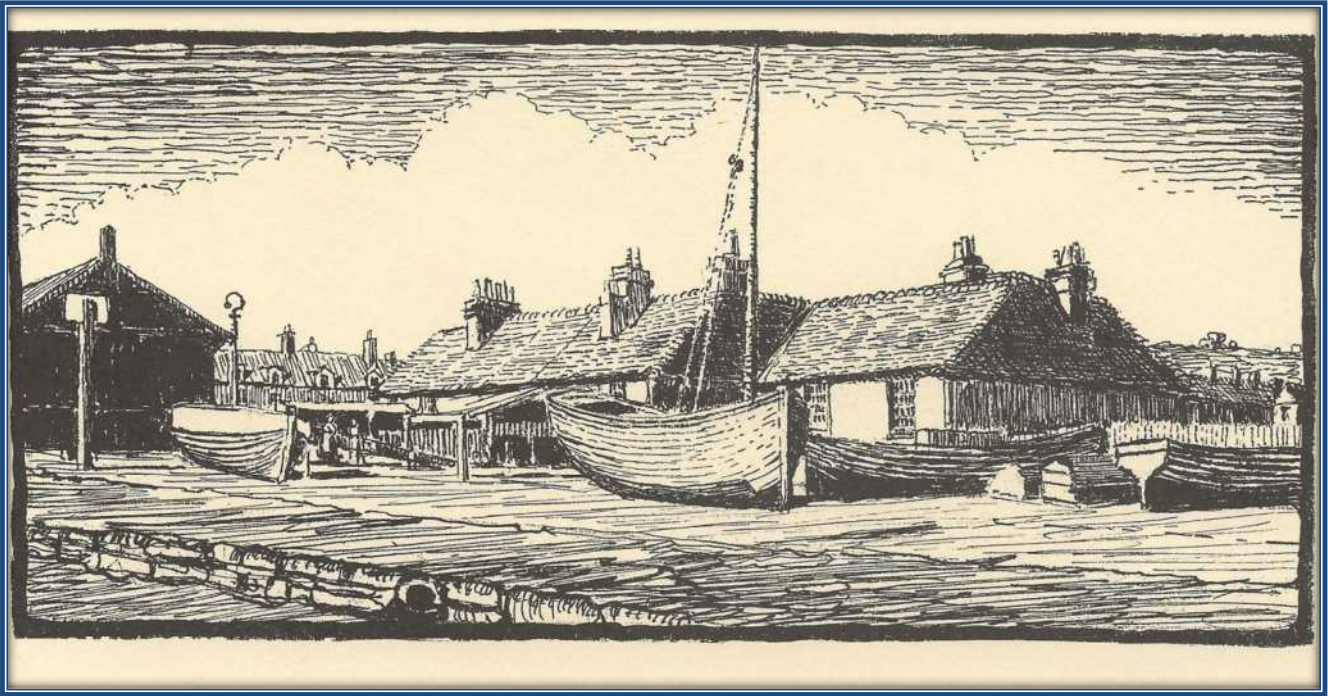
repair. The hotel was commandeered for the Army and the whole seafront closed to the public for the duration of the war. It reopened immediately after the war as the Stade Court Hotel and has remained as a hotel ever since, becoming the OYO Stade Court Hotel in 2020.



# HERITAGE HYTHE

On This Site...OYO Stade Court Hotel

Fishermen's Cottages



Pen and ink drawing of Fishermen's Cottages and the Stade beach by Arthur Baker-Clack (1877-1955) who being born in Adelaide, Australia lived the last twenty years of his life in Hythe, and was a founder member of the Hythe Citizen's Union, which later became the Hythe Civic Society.

*This image is with courtesy of Molly Griggs and is a copy of the original drawing held by the Hythe Town Council.*

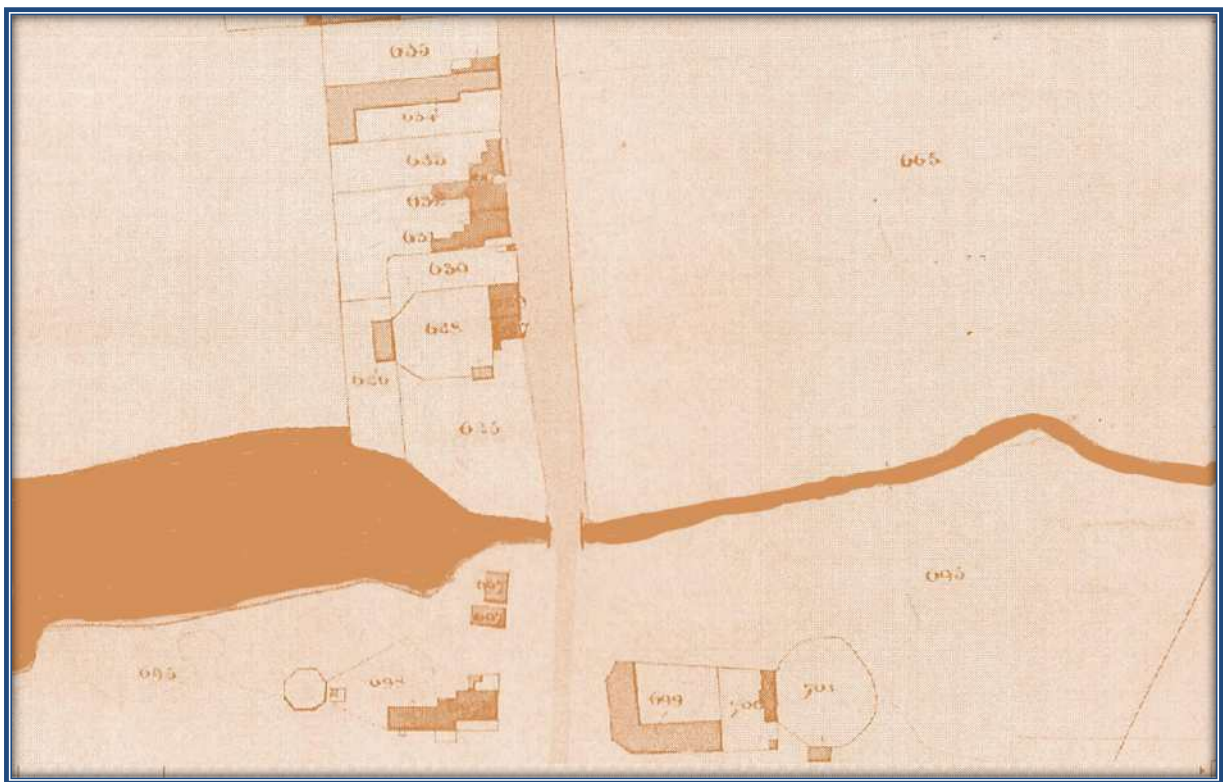


# HERITAGE HYTHE

## On This Site...

### The Stade and Stade Street

Stade Street is thought to be the approximate line of the western side of Hythe Haven when a harbour, with Twiss Road being on the eastern side. Originally, the opening between the open sea and the Haven was between these two roads.



Above: an extract from the 1842 Tithe Map showing Stade Street in the centre, and what was then known as the 'West Channel' running behind the beach under Stade Street roughly on the line that is now Arthur Road-South Road.

The Channel was used by fishermen for holding cod fish caught at sea, until wanted for the market.<sup>1</sup>

<sup>1</sup> Map extract and information re the West Channel courtesy of Molly Griggs



# HERITAGE HYTHE

## On This Site...

### The Stade and Stade Street

A Stade is a quay or landing place. The present Stade Street was the most direct route for carrying goods by cart, horse or pack carrier between the Town and the 'Hoye' - a Hoye being both a beach and a C17th building.

'Stade' boats would ferry goods from larger vessels that were unable to enter Hythe Haven.

Due to shingle etc., silting up the Haven's opening and despite repeated dredging and cutting, it appears to have been unusable by the mid to latter part of the 1600s.

Housing was built for fishermen on the Stade from a similar time.

*Right: a very early photograph of Wright Griggs (senior) fisherman and lifeboatman hero of Hythe with two of his children standing on traditional boat winding gear at Stade beach.*



'Kettle fisheries' were situated on the beach - these were long vertical nets held in position by stakes driven into the sand. These nets typically caught Herring and Mackerel and were 50+ yards long, 20-25 feet deep or so, so as to float on the surface at high tide and still be tied to the sand. Similar nets were also used at Rye Bay.<sup>2</sup>

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<sup>2</sup> Wright Griggs photograph and information courtesy of Molly Griggs



# HERITAGE HYTHE

On This Site...

## The Stade and Stade Street

*Below: two postcard images from the early C20th.*

*Top right: the beach from The Stade in 1918, showing fishermen and boats in the foreground, the promenade, beach huts and sunbathers. In the distance, just visible is one of the 'oriental' shelters, now the site of 'Cafe on the Beach'.*



*Below right: Stade Street looking north in the early 1900s. On the right is Spicer's grocers store, on the left just visible is the Hope Inn and running down the middle of the road are the tramway tracks.<sup>3</sup>*



<sup>3</sup> Age Concern postcard photos with courtesy of Molly Griggs



# HERITAGE HYTHE

On This Site...Spicer's Court, Stade Street

## Spicer's Stores



Percy Spicer established his grocery store on this site in 1926.

*Left: Spicers in the 1940s*

The store was popular and even more so when Percy introduced a line of food hampers. The business went from strength to strength and a second shop was added. However, as demand for its hampers was high it moved outside of Hythe to the

Lympne Industrial Estate, developing a reputation for luxury hampers.

'Spicers of Hythe' remained at Lympne until relatively recently, before relocating its online luxury hamper business to Gateshead.



*Right: the Hythe shop in the 1950s, with its awning removed.*



# HERITAGE HYTHE

On This Site...No.82 Stade Street,

## The Hope Inn

*'The Pub that Turned'*

Originally, the Hope Inn's frontage was on Albert Lane. Below, is a popular postcard showing the Hope as it was circa 1882. The windmill behind is Stade Mill, the subject of a separate 'Heritage Hythe' display.



Below: another image from a slightly later period, but this

time the garden that stood opposite is gone and the Albert Lane junction is more open at this point, though not yet built up.



Much later the porch at the pub entrance was removed and the door was replaced with a window (though the old doorstep is still visible today). The cottages on the right are where the Scout Hall now stands.

The entrance is now on Stade Street - only the welcome has not changed.



# HERITAGE HYTHE

On This Site...No.82 Stade Street,

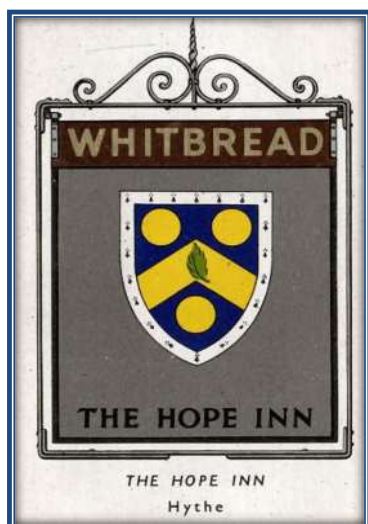
## The Hope Inn

*Why 'The Hope' name?*

Before it was a pub, temporary buildings were erected for the men building the Canal. A canteen was erected where the Hope now stands. Buildings around it included stables, married quarters and a hospital. In 1803-04 it was used by visiting top brass when making plans to meet an invasion by Napoleon.

It's said the Duke of Wellington stabled his horses here. Prime Minister Pitt himself with Brigadier-General Twiss, and Colonel Alexander Hope visited. The plans resulted in the construction of the Martello Towers and the Military Canal. However, local land and property owners protested over their losses.

Alexander Hope (right) was sympathetic. He persuaded the Government to pay up, and this was done with 5% interest added. He became a popular figure in Hythe, a regular visitor and regarded as a friend. Hope was knighted and promoted to full General. It must have seemed right in 1827 to name the newly licensed premises, well known to him, as 'The Hope Inn'.



That is not the end of the story though. Just before the outbreak of WW2, Whitbread brewers and then owners applied for permission to use the Hope family Arms for its new signboard. However, Whitbread was incorrectly advised when it attributed the wrong member of the Hope family – Alexander J Hope, Marquess of Linlithgow and at that very time 'Viceroy of India' – on the reverse of its miniature inn sign card. So, arguably a more important person – but with no personal connection to Hythe!





# HERITAGE HYTHE

On This Site...No.82 Stade Street,

## The Hope Inn

Sale of the Hope Inn to the Mackeson family took place in 1885, when also the nearby plots of land, cottages and sheds were auctioned and purchased by Albert Day. Day was a businessman and was a Mayor of Hythe. Albert Road, off West Parade, is named after Albert Day.



Right: another image of the Hope, again with its frontage to Albert Lane and then one of

Hythe's many Mackeson pubs. This is a rare image from the Whitbread Collection and was taken circa 1934-1936. It is reproduced with the kind permission of Whitbread plc.

The inn sign at that point was plain, simply '*The Hope Inn*'.

Like many of the buildings in this area, the Hope suffered badly in the disastrous flooding that occurred in 1877.

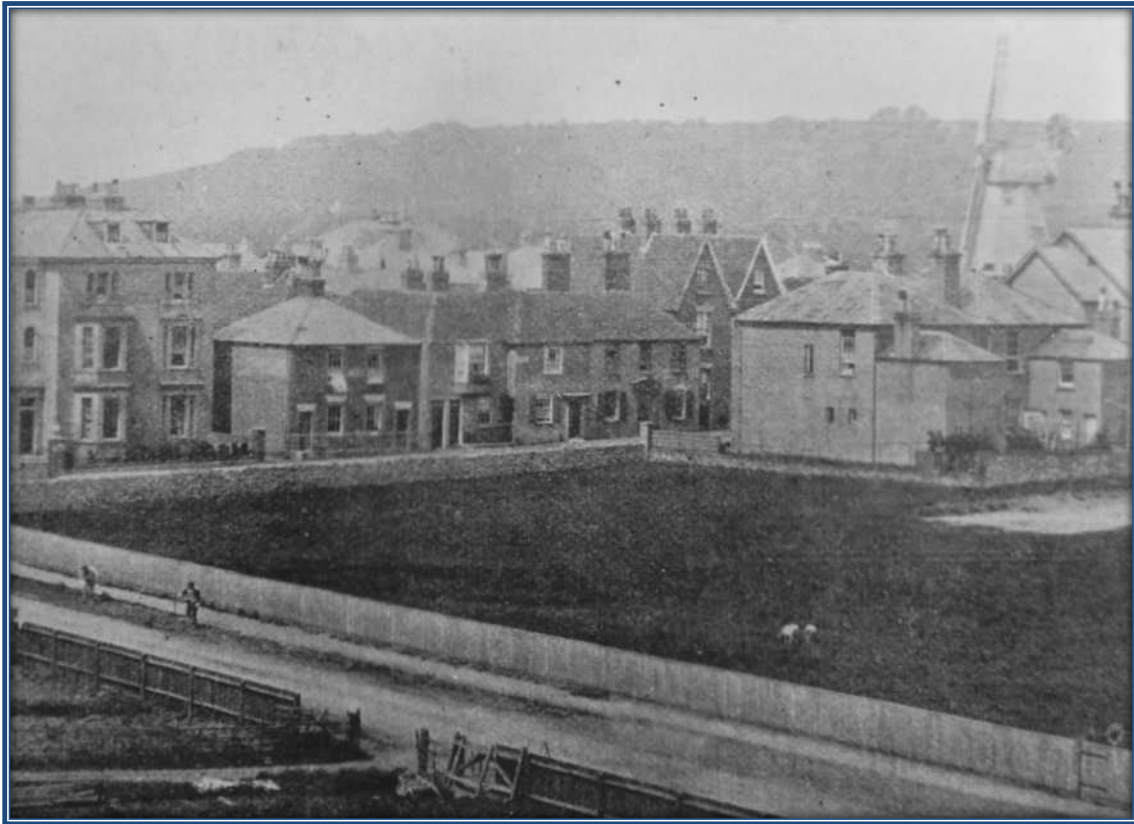
*Right: South Road and the Parade inundated by the sea - 1 January 1877.*





# HERITAGE HYTHE

## On This Site...Stade Mill



Situated to the rear of the Hope Inn stood 'Stade Mill' one of five windmills in the C19th that operated in this and the St Leonard's Road areas. The photograph is circa 1886, for in the left foreground workmen can be seen working on building the 'tramway', part of which ran along South Road.

Stade Mill was a 'smock' mill that stood on a single storey brick base. It was erected circa 1824-1832.

The mill had one pair of 'common' sweeps (or sails) – cloth covered and one pair of shuttered sweeps. It operated three pairs of stones. According to an advertisement for the mill's sale in 1881, adjacent to the mill was a house, a bake-house, stables, coach house, piggery and a well stocked fruit garden.

The mill did not attract a buyer and eventually was taken on by George Burch, miller of Hythe. It was finally pulled down in 1902-03.

*Information for this poster based on 'Hythe Mills' compiled by Peter Davies from notes 1934-1942*



# HERITAGE HYTHE

## On This Site...Windmill Street

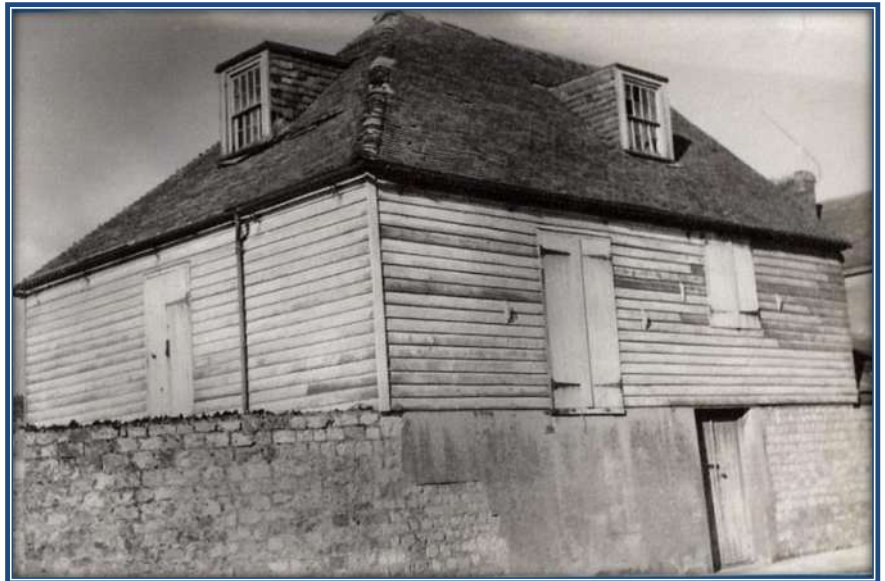
### Former Windmill and Yard

Little is known about the windmill that stood near to this site. However, a document titled *'Hythe's Mills'* compiled by Peter Davies during 1934-1942, is a valuable reference.

The Windmill Street mill dated from 1835. It was dismantled in 1850, being replaced with a steam mill.

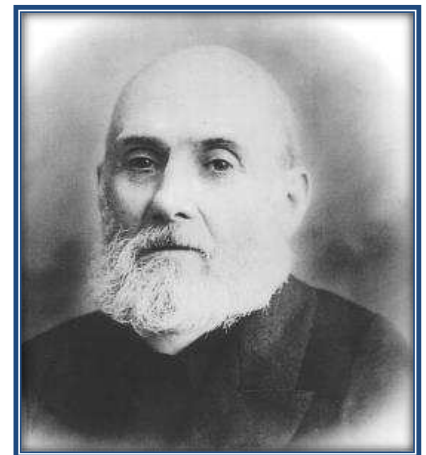
The mill was Hythe's largest.

*Above right: the White Store - the only remaining mill building when this undated photograph was taken.*



Joseph Horton was the mill owner. Benjamin Sackett Snr was Horton's long-serving miller. Along with his sons, Benjamin Jnr (right)<sup>1</sup> and Jeremiah, the Sacketts were also noted local preachers.

Material from the mill's brick base was used to construct the cottages (Nos. 20-36) on the north side of Windmill Street.



It is said Horton placed a bottle containing details of the mill in its foundations. No one knows if the bottle ever came to light.

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<sup>1</sup> Photograph of Benjamin Sackett Jnr courtesy of Anne Petrie, Hythe History Blog

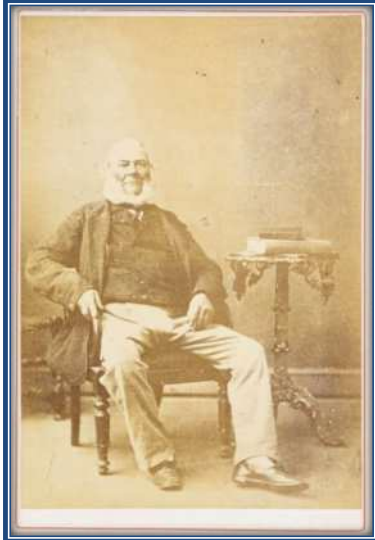


# HERITAGE HYTHE

## On This Site...Windmill Street

### Former Windmill and Yard

Joseph Horton (below), owner of the Windmill Street mill had several mills in Hythe. For a time he lived in the mill house now named 'Rockdean' in St Leonard's Road. Until 1832 a small mill stood next to Rockdean; it was replaced by the Windmill Street mill.



As well as a shop in the High Street, Joseph Horton and his family owned a small number of 'collier brigs'; boats designed to carry coal. Horton used these brigs to regularly bring coal from the Durham coal mines, via the port of Hartlepool, to Hythe. Coal was stored in the mill yard in Windmill Street before distribution across the town.

*Right: one of Horton's brigs, 'The Three Brothers' on Hythe beach in 1860<sup>2</sup>.*

This brig was acquired in 1844 for £600 (£76,000 today). Sadly, in 1865 it sunk off the North Foreland with all hands lost.



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<sup>2</sup> *The Three Brothers photograph courtesy of David Horton, great-great-grandson of Joseph Horton*



# HERITAGE HYTHE

On This Site...No.42 Stade Street

## The Star Inn

Closed 40 years ago, a beer house/public house was present on this site from 1861; Henry Maycock its first licensee. Having survived a recession, the Star served its last pint in 1981 after its ladies' darts team switched venues. Darts had been a popular past-time and league sport at the Star for many years.

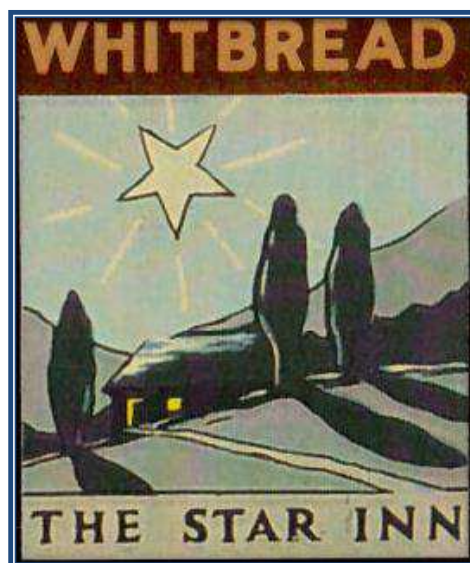
*Right: the Star Inn circa 1934-36, and then one of many Mackeson Whitbread pubs in Hythe at the time.*



Photograph is reproduced with the kind permission of Whitbread plc.

The Star Inn was headquarters to a Hythe Grand Order of Buffaloes (a fraternal charitable organisation) that met in the Cinque Ports Lounge above the pub. This venue was popular for men's 'smoking concerts' during the 1920/30s and club and society meetings generally.

*Right: Its unusual sign depicting cypress trees, resembling people gazing at a star (possibly the Christmas star). A similar sign was used for the Star Inn at St. Mary-in-the-Marsh (c1732 and which remains a popular venue to this day).*



## Reflections on Hythe

### **HYTHE CABINET AND JOINERY WORKS AND CHARLIER AND SONS – a piece by Anne Charlier**

E Charlier and Sons was already a well respected and long established building company when I married into the family in 1956. Emile Charlier, a Belgian, was sent to recuperate over here, during WW1, from a leg injury. It was during that time that he met my mother-in-law who was one of the volunteers working at the soldiers' cafe on Folkestone Harbour Arm.

My husband, Jim Charlier, told me that Mr Parsons, a Folkestone builder, employed Emile as a bricklayer but knowing he wanted to work for himself generously supplied material enabling Emile to build his first house and delay payments until the house was sold.

In 1956, the company office was in Saltwood with Dick and Jim Charlier running the business but the offices lacked space.



*Above: Hythe Cabinet and Joinery Works*

When Mr Pat Osborne, who ran the Hythe Cabinet and Joinery Works (then in Portland Road) wanted to retire he approached Dick and Jim with the suggestion that they take over the Cabinet and Joinery Works premises, kept the business going and use the other parts of the site for E Charlier and Sons office. So, in 1966 Charliers moved to Hythe.

The Cabinet and Joinery Works had been established in 1923, I believe as a philanthropic enterprise by Pat Osborne's father, Edward, to provide employment for ex-servicemen

when post WW1 unemployment throughout the country was a terrible problem. The premises at Nos 3 – 7 Portland Road had belonged to Stickells and Sons, who had run a carriers, contractors and stables business there since 1911.



*Left – Emile Charlier on the step of the new Charlier offices, Stade Street, on moving in day, with a Cabinet Works van and employees making the move. Photo courtesy Anne Charlier*

When Charliers took on the Cabinet and Joinery Works, it was a large site with views to the canal on the north side and with a second entrance from Stade Street to the east where Charliers established their new office.

There were numerous wooden farm type buildings used for storage and a single-storey brick built workshop facing on to Stade Street.

A further floor was built on top of this, a facade with bow windows added and Charliers moved into this new upper floor. With the help of Mr Reginald Perrin, the workshop



manager and a shareholder of the Cabinet and Joinery Works, Charliers took over the running of the two companies, which over the years developed and changed according to business needs.

*Left - the Cabinet and Joinery Works carpenters' workshop in the early 1950s. HCS Archive/Jack Adams' collection*

In 1968 my husband Jim and I were introduced to plastic window frames by a

Belgian builder. When the company was planning to build the block of flats, that became Admirals Walk on the seafront, plastic windows seemed to be the answer to the problems caused by direct exposure to the battering of gales and salt water. After a great deal of research and advice we started importing the materials from a company called Kommerling and then manufacturing the windows in our own workshop in Portland Road. We believe Charliers was the first construction company in the country to manufacture and build with plastic windows.

Over the following years, manufacturing of plastic windows took off and products of widely differing form were appearing on the market, which became impossibly competitive. As a result, Charliers decided to put all its effort into the building side of the business. These changes naturally affected the appearance and internal layout of the Portland Road premises, where today there is a veterinary practice and a range of offices overlooking the canal.

Charliers Construction moved yet again in 2013 to larger premises out-of-town at Newingreen. The Stade Street offices and other buildings were demolished and the site sold off. Charliers Mews is the name given to the group of houses now occupying the site. That name was not chosen by anyone in the family, but I must confess that I personally was very pleased when I heard of the decision to use it.

The environment of any city, town or village is inevitably affected by the decisions of all who live or work there. Charliers built numerous houses and small blocks of flats and apartments across the town over the years, some quite controversial at the time. "The Dene" always springs to my mind, when reflecting on some of the company's work. This is a

group of small houses and a block of one bedroom flats built on the site of a rather attractive Victorian House called “The Dene”, formerly in Hillside Street.

This house (below) was owned and lived in for several generations by the Mackeson family. The development received various architectural awards as did several of the other houses designed for Charliers by my brother James Williams. Sene Park was another of his schemes built on the site of the old Hythe Golf Clubhouse and part of the course. Also, Admirals Walk apartments, not admired for their architecture perhaps but greatly in demand as homes.



*Front and rear views of the former Dene House, Hillside Street - the home of the Mackeson brewing family for many years. HCS Archive/Jack Adams' collection*

In the process of writing this piece, I have become quite surprised at the extent of the work done by the Charlier family and of the Hythe Cabinet and Joinery Works too and realise how interesting it can be to learn about the development of our local environment.

There are various constraints of course encountered by anyone involved in development past and present, not just of homes but of buildings designed for public use – libraries, theatres and cinemas, public houses, churches, clubs, shops, filling stations, garages and even bus stops. It's a fascinating and wide field of study, and one that leads to a greater understanding of what made and makes Hythe.





# HERITAGE HYTHE

## On This Site...Oaklands



Oaklands was once the home of Dr Arthur Randall Davies – one of Hythe's greatest benefactors – and his wife, Edith.

Born in Somerset, Arthur Randall Davies was the assistant to Dr John Hackney and later became a partner, living first in the High Street and then moving to Oaklands in 1901. He was an active member of many local societies and a great philanthropist. His compassion extended to animals, being an early advocate of banning all animal acts in circuses as being cruel and demeaning.

He died in 1932, aged 76, and was remembered for his kindness, his great height and his dislike of modern music and jazz. He bequeathed Oaklands – a substantial house of fifteen rooms – and most of its grounds, to the Borough of Hythe. Hythe Town Council now occupies the building along with the museum, and the library occupies an adjacent annexe.<sup>1</sup>

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<sup>1</sup> Information from the Hythe History Group



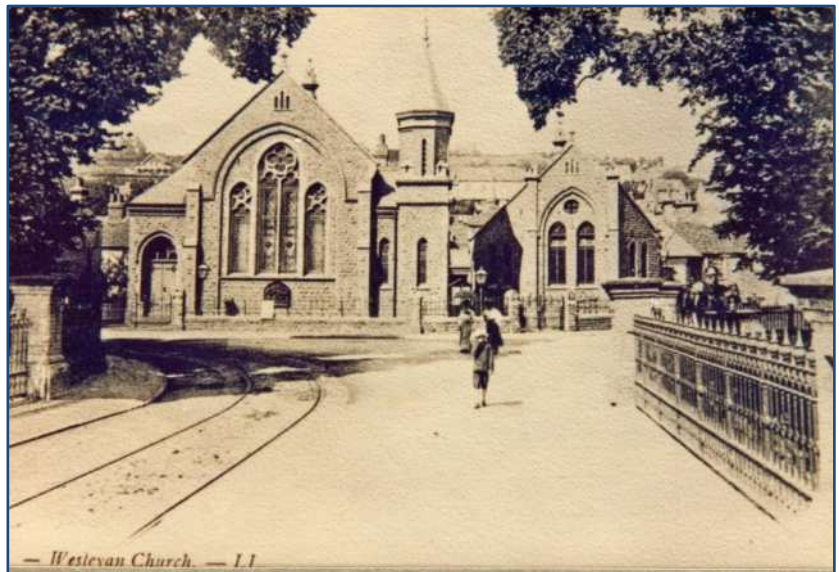
# HERITAGE HYTHE

## On This Site...St. Michael's Methodist-Anglican Church Centre, Rampart Road

The chapel that you see today is the third Wesleyan Methodist chapel present in Hythe since 1813. The first was a small building at No 1 Conduit Street (on the corner with Bartholomew Street) probably rented, but as congregation numbers increased a new location was sought.



The current chapel is the third and was preceded by the second, a new building on the same site which opened in 1845 and can be seen above. The site, on Rampart Road, was acquired for £60, the chapel costing £600 to build. It was, however, a building 'bedevilled by bad workmanship right from the start'<sup>1</sup> – the roof often leaked causing its plaster ceiling to quickly deteriorate. For a relatively short time, a burial ground was adjacent to the chapel. With the condition of the building worsening, a decision was taken in 1895 to build a new chapel. Built partly of Kentish Ragstone from a quarry close by, this new chapel, with a fine match-boarded ceiling was completed and formally opened in 1898. A Foundation Stone was laid in 1897 carrying the name of John Holden (it can still be seen today). Holden was a man of substance and who first proposed building the new chapel.



*Right: an early postcard photograph of the chapel showing also the Tramway tracks entering Stade Street.*

<sup>1</sup> This and other references for this sheet are taken from 'Fragments of Methodist History of Hythe', Hubert Pitts, 1969. Part of the Civic Society's 'Molly Griggs Collection'.



# HERITAGE HYTHE

**On This Site...Nos.1-3 Prospect Road**

## **The Nelson's Head**

Closed in 1974 the Nelson's Head public house had traded from these premises since 1840. It was then that James Nelson, head of the Nelson family, and owner of the pub decided to leave his name to posterity, renaming it 'The Nelson's Head'. It is believed the pub may have previously been named 'The Shoemakers' or 'The Basket Weavers'.

*Right: the pub  
circa 1934-  
1936.*

*Photograph is  
with the kind  
permission of  
Whitbread plc*



Not long after the above photograph was taken, Whitbread, the owners, gave it a new sign which hung until 1966 when it was pointed out that Lord Nelson's eye-patch was covering the wrong eye! – see below. It should have covered his right eye. The sign was reversed and a fix made to correct the mistake.<sup>1</sup>

*Right: The Whitbread Inn Sign card issued in 1955,  
showing the patch over the wrong eye.*



<sup>1</sup> Information for this display set is partly from 'The Inn behind the Signs' – David Harper, 2005 and [www.dover.uk](http://www.dover.uk) a specialist Kent pub history site

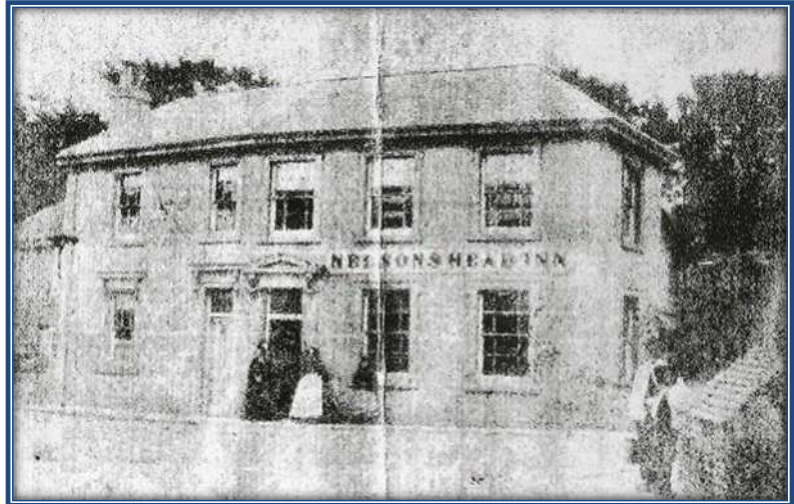


# HERITAGE HYTHE

**On This Site...Nos.1-3 Prospect Road**

## **The Nelson's Head**

When James Nelson (1781-1849) first owned this building it was known as 'Shoemaker's Bridge Place'. He was a Scotsman and served in the British Army, including with the Duke of Wellington in 1813. Post military service, Nelson settled in Hythe as a beer retailer<sup>2</sup>.



*Right: the earliest known photograph of the pub (pre-1900)*

© Anthony Rogers 2014-2020

The Nelson's Head had been a popular public house, particularly with the military. However, trade declined here and at other pubs in the town when the Small Arms School closed in 1969. Suffering as a result, the Nelson's Head closed in 1974.

*Right: the closed pub in 1975.*

The premises re-opened as the 'Nelson's Griddle', and later as 'Sotirios' – a popular restaurant in the town.



<sup>2</sup> Information for this display set is partly from 'Anne Petrie's Hythe History Blog'

## Reflections on Hythe

### MEMORIES OF 'THE SNACK BAR', RAMPART ROAD – *with thanks to Sam Crowe White for the background content and contributions from the Hythe Residents Facebook Group.*

Opened before 1940, the 'Snack Bar' (*below*) was a popular cafe that stood near to the Red Lion in Rampart Road, before its demolition in 1971.



The cafe was jointly and equally owned and managed by Charles (Charlie) Morphy and Richard (Dickie) Trice senior. Charlie's mother, Jane Morphy was a silent partner in the business.

Of the two principal partners, Charlie was modest in character, Dickie on the other hand

was more ebullient and mostly dealt with the customers, which probably contributed to its patrons and others referring to the cafe, erroneously, as 'Dickie Trice's'. The name stuck.

Tragedy occurred on 10 May 1942, when the cafe was hit by a German bomb, destroying the building and killing Richard Trice's daughter, Barbara, and her boyfriend at the time.

With the help of a next door china shop trader who gave up half of her cottage shop to Charlie and Dickie, it was not long before the cafe was trading again. When the cottage owner left her premises, the cafe was enlarged into its grounds.

Unquestionably, the Snack Bar was a popular venue for workers and residents with many happy memories, as comments – in response to a request for recollections - posted on the Hythe Residents Group facebook site firmly suggest. Here is a selection:

*"My grandfather was Albert Blackman who had the fish shop round the corner from Dickie Trice's cafe.... When I was young I used to have to go to the cafe to get the donuts for all of us in the fish shop on Saturday mornings!" Tracy Brewer*

*"I remember going down to do the spuds in the mornings for their chips about 6 am. When I filled the bath up I was finished. Then go around to Terry's to do a paper round all before school" Paul Dray*

*"My mum lost a front tooth on a cheese roll from Dickie's, we use to go in there all the time after school and every weekend - brings back so many good memories and we remember the tin bath" Derek Clark*

*"I remember the orange squash machine on the counter, the one armed bandit, the squeaky chairs and a picture of David Cassidy on the jukebox" Kevin Bartlett*

*"My Grandad worked in there serving and cooking the fish and chips and always wore a white coat, the smell from the Red Lion Square was divine, they used a special formula fat!*

*Like no other fish and chip shop around then or now, when you walked in you could smell the tea, warm and welcoming, a family cafe" Audrey Cockram*

*"My Husband and I used to go in there all the time in 1969 when we were working for the East Kent Road Car Co. He was my driver and I was a Bus Conductress. We met while working on the Buses in 1969 and married in 1972. Viv and Mick Kennett*

*"Me, Mum and Gran always went in there on Saturday mornings after shopping, while we waited for Dad to finish work and come and pick us up. The first place I ever heard "Ride a White Swan" by T Rex. Best cheese rolls in Hythe! Really crusty and REAL butter." Erica Gammon*

*"They had a high hatch in the take away area where you ordered your tanners worth of chips. Has anybody mentioned the 'tin bath' full of peeled potatoes soaking in water..?" Steve Smith*

*"The tin bath - it was said that somebody had staggered out of the Red Lion and had a pee in the bath, the spuds had to be thrown away and the bath cleaned out. They used to have the best onions around, can still smell them now and the taste was out of this world when in a hot dog - WOW" Dave Murphy*

*"My mum and dad met here when they both worked at the brewery. They told me stories about it, fond memories" Paula Kinsley*

*"My auntie Dot used to work there back in the late 60s, early 70s. I was always in there for a good fry up and mug of hot tea after I finished my milk round - great memories. Fag-ash Lil and smoky room workers of all sorts. Loved it." Robin Redbreast*

In 1971, the Snack Bar along with other properties on the south side of Rampart Road had to make way for road works to alleviate traffic pressure from the High Street. Over its 30 plus years, the cafe became a social institution and a local legend that lives on in people's memories.

On the next page are photographs from the Society's Archive taken shortly before and during its demolition.



*Above: The Snack Bar, Rampart Road shortly before demolition in 1971 – photograph by Jack Adams*

*Below: During demolition, to the left is 'Betty's' restaurant and snack bar, another popular venue – photograph by Mr Jack*

*(both photographs from the HCS archive)*





# HERITAGE HYTHE

## On This Site...Mount Street Car Park

### The Grove Cinema

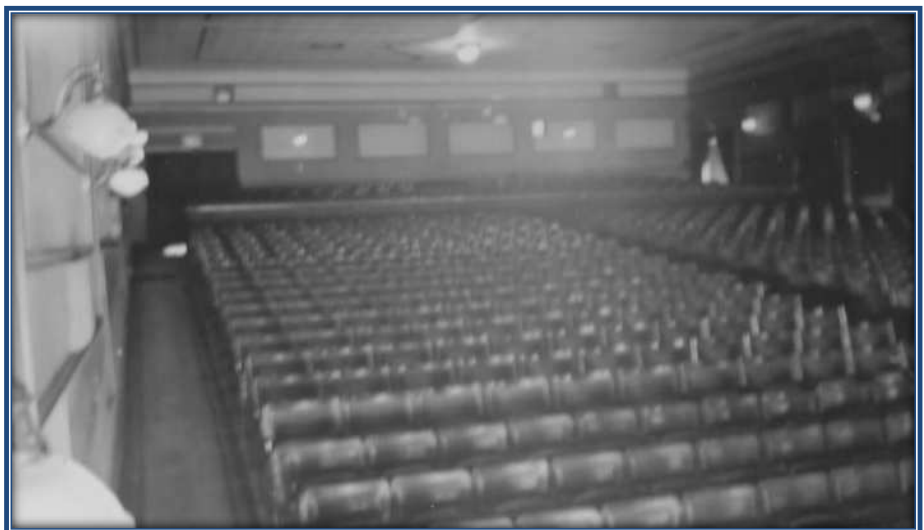
The Grove Cinema opened on the 16th May 1927, on the opposite corner of Mount Street and Prospect road to the Institute. It replaced the Picture Palace in the High Street that had been showing silent films since its opening in 1911 (see High Street display).

*Right: the cinema in the 1950s.*



It was designed by A.E. Palmer and was built to harmonise with the surrounding Grove area, and was almost completely hidden by evergreen shrubs and two sturdy oaks.

Inside, the auditorium (right) was very comfortable with



a colour scheme of orange and light blue with special lighting effects to blend in the colours and, despite not having a balcony, it had a seating capacity of 650.





# HERITAGE HYTHE

On This Site...Mount Street Car Park

## The Grove Cinema

Affectionately known as "The Shack", the Grove Cinema closed its doors on the 1st March 1958 after the showing of '*Man of a Thousand Faces*' starring James Cagney. The building became a car showroom but was demolished for the same road widening scheme that had led to the demise of the Institute which was nearby.

*Right: Grove cinema foyer*



Ten years after the Grove cinema opened, another 'The Ritz' opened, situated at the Prospect Road – East Street roundabout. The Ritz cinema continued until 1984.



*Left: the Ritz*

In the 1970s the small Embassy cinema opened at the rear of the light railway station – it had a relatively short life.



# HERITAGE HYTHE

On This Site...Mount Street/Prospect Road

## The Hythe Institute (1)

This elegant Victorian building was built in 1891-2 from money donated by Alfred Bull, a local draper who inherited a fortune and wanted to give something special to Hythe. Bull's intention was to 'provide a place for the working-classes to meet'. The building was named 'The Hythe Institute' and was to be a community centre.

It was carpeted and furnished to a high standard, and heated by Perkin's patent hot water apparatus. On the ground floor were: a library, a reading and games room, and a ladies' room. A wide staircase led to a

magnificent hall which could seat nearly four hundred, with smaller



rooms that could be used as dressing-rooms. It was much enjoyed by the people of Hythe.



During WW2 its uses included: the distribution of gas masks, dances for the soldiers, and by the Women's Institute for the labelling and storing of locally made jam. Several residents donated fruit from their large gardens

for this project. However, a bomb fell by the front door in November 1942, blowing out all the windows and destroying over 1000 jars of jam, distributing the glass and contents all over the inside of the building and surrounding streets.



# HERITAGE HYTHE

On This Site...Mount Street/Prospect Road

## The Hythe Institute (2)

The bomb damage suffered in November 1942 was repaired after the war and the Institute continued to provide many activities. Popular events included: the Hythe Summer Theatre, 'Keep Fit' classes, Women's Institute lectures, school boxing competitions, and typing lessons.

In the large ballroom on Friday evenings bands would play, where for a while in the early 1960s, Noel Redding and his second band 'The Lonely Ones' entertained.

Noel was brought up in Seabrook and Hythe. He went on to join with another local group - *Neil Landon and the Burnetts* - before having great success as bass player with the Jimi Hendrix Experience.



However, as the Institute aged its upkeep became expensive and sadly it was demolished in 1968 to make way for road widening.

*Right: image shows the occasion of the presentation of the Freedom of the Borough to the Small Arms School in 1953 passing the Grove Cinema, with the Institute behind.*

Photograph courtesy of Molly Griggs

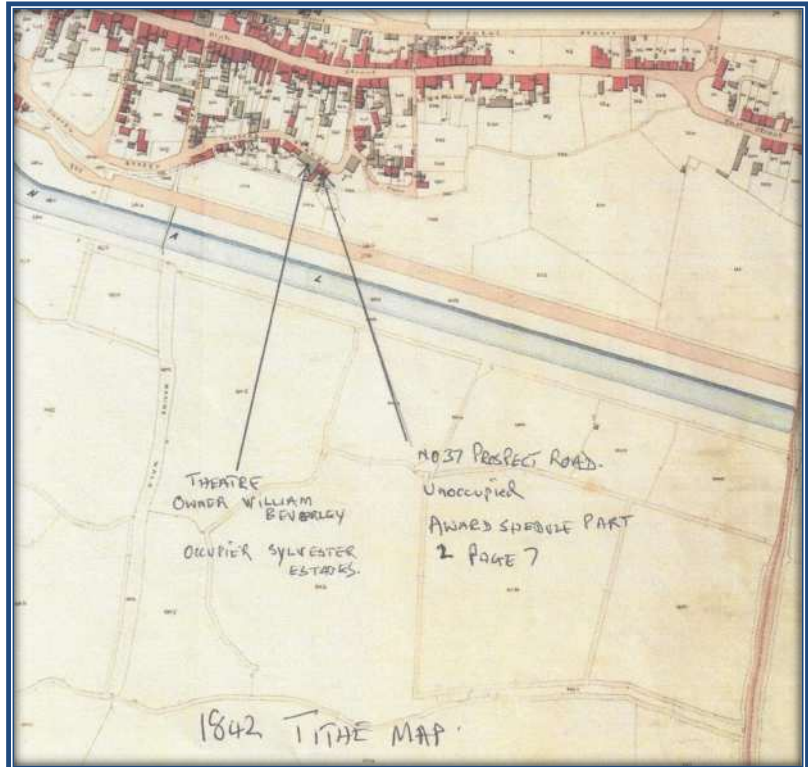




# HERITAGE HYTHE

**On This Site...Theatre Street/adjacent to No 37 Prospect Road - the Hythe Theatre (1804-1847)**

This narrow street off the High Street once continued right/west as far as the Hythe Institute (demolished in 1968) which stood opposite the Mount Street car park. That that section of the old Theatre Street is now part of Prospect Road. The first part of Theatre Street contains a mix of building types which are typical of the old town. Here you will see local



building material, Kentish Ragstone from the Saltwood quarries as well as brick, render, Kent Peg tiles and clapboard facings. The brickwork style of the row of Victorian cottages is Flemish Bond (one long, one end face) and at the end of the little lane opposite, the old building (c1850) appears to have been a stable with a hay loft above, again, typical of many old High street outbuildings.



Yes but, where was the Theatre!?

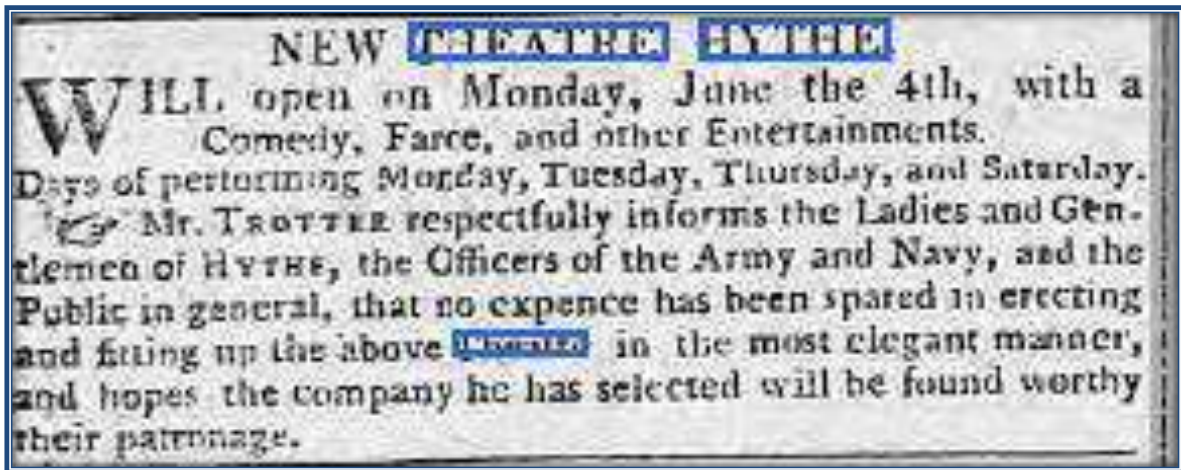
It stood next to No. 37 Prospect Road (left). The deeds for that plot show and the 1842 Hythe Tithe Map reveal the plot was a theatre owned by William Beverley.



# HERITAGE HYTHE

**On This Site...Theatre Street/adjacent to No 37  
Prospect Road - the Hythe Theatre (1804-1847)**

The theatre was built and opened in 1804 by Thomas Trotter for £400, it closed in 1813, perhaps as the bulk of the Army personnel used to construct the canal had started to leave the area. Below is an image from the Kentish Gazette advertising the Theatre's opening on June 4<sup>th</sup> 1804.



Trotter closed the Theatre in 1813 and sold it in 1826 to a William Beverley who put on a performance of 'Saltwood Castle 1649'.

Beverley then closed the Theatre in 1847, when it was described as derelict; it was demolished by 1857.

Sources: HCS History Group Research and 'Hythe: A History', Easdown and Sage (p62-68).

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# HERITAGE HYTHE

**On This Site...Theatre Street/adjacent to No 37  
Prospect Road - the Hythe Theatre (1804-1847)**

Lieutenant General John Moore (later the Hero of Corunna) and local commander, was keen on the importance of maintaining good relations with the local population wherever his regiment (the 95<sup>th</sup> Rifles) was posted.

This is shown by the presentation by the 95<sup>th</sup> on Saturday 25<sup>th</sup> March 1809, of the last night of the play *'Mountaineers; or Love and Madness'* followed by Songs and a Farce *'Raising the Wind'* to end the evening's light entertainment, accompanied by the Regimental Band playing *'favourite airs'*.

*By Desire of the OFFICERS of the*  
**2d Batt. 95th Rifle Regt.**  
AND THE LAST NIGHT  
Of the company's Performing till the Easter Holidays.

**THEATRE, HYTHE.**  
*By their Majesties' Servants,*  
ON SATURDAY EVENING, MARCH 25, 1809,  
Will be acted, the PLAY of THE

**Mountaineers;**  
*Or, Love and Madness.*

Count Virelet, <b>MOORE.</b>	Octavian, <b>Mr. TROTTER.</b>	Kilmallock, <b>Mr. FITZWILLIAM.</b>
Gaunt, <b>Mr. TATTEN.</b>	Muley, <b>Mr. MORELAND.</b>	Roque, <b>Mr. HARDY.</b>
First Moor, <b>Mr. SMITH.</b>	Lope Tocho, <b>Mr. OWEN.</b>	Second Moor, <b>Master VINING.</b>
Zoraida, <b>Mrs. HARDY.</b>	Sadi, <b>Mr. I. P. HARLEY.</b>	Florante, <b>Miss BARRY.</b>
Goatherd, <b>Miss BANFIELD.</b>	Agnes, <b>Mrs. TROTTER.</b>	Postoral Chansant, &c. <b>Mrs. DAVIS, &amp;c. &amp;c.</b>

END OF THE PLAY.  
A SONG, BY MISS BANFIELD.  
A COMIC SONG, by Mr. OWEN.  
And 'The Widow Waddle of Chickabiddy Lane,' by Mr. I. P. HARLEY.  
To which will be added, the Favorite FARCE of

**Raising the Wind.**

Old Plainway, <b>Mr. DWEN.</b>	Jeremy Duffer, <b>Mr. TROTTER.</b>	Fatowood, <b>Mr. FITZWILLIAM.</b>
Richard, <b>Mr. SMITH.</b>	Sam, <b>Mr. I. P. HARLEY.</b>	Servant, <b>Master VINING.</b>
Peggy, <b>Miss BARRY.</b>	Miss Lourita Durable, <b>Miss OWEN.</b>	

*Doors to be opened at SIX, and the Performance to commence at SEVEN a Clock precisely.*  
BOXES, 3s.—PIT, 2s.—GALLERY, 1s.—Half-Price to the Boxes, 2s. at NINE o'Clock.  
TICKETS to be had of Mr. TROTTER, at the Theatre, of whom Places may be taken.  
*The Band of the 95th Regiment will attend the Theatre, and in the course of the evening play several favourite airs.*

Note also *'The Widow Waddle of Chickabiddy Lane'* – a song about a widow that ran a 'tripe and trotter' shop who was invited to tea by her neighbour 'Tommy Tick'. They hastily married, but it did not end well with Tick being fatally assaulted with a three legged stool.

Tickets could be obtained from Mr Trotter who was also the leading actor!

It was a colourful and happy event in the life of the Town as the threat Napoleonic invasion faded.

Sources: HCS History Group Research and 'Hythe: A History', Easdown and Sage (p62-68).

Newspaper images: Newspaper image The British Library Board. All rights reserved. With thanks to The British Newspaper Archive ([www.britishnewspaperarchive.co.uk](http://www.britishnewspaperarchive.co.uk)).

## ACKNOWLEDGEMENTS

These events and particularly the display project were only possible with the help and encouragement of a good number of people to whom the Society gives lots of thanks:

For helping to compile the various poster sheets: Sally Chesters, Andy Curran, Crispin Davies, Alan Joyce, Kim Murton, David Paton, Anne Petrie, Michael Tubman, and Mike Umbers.

Hythe Town Council – for display consents and use of premises

Folkestone and Hythe District Council – for display consents

Kent County Council – for display consents

District Councillors Lesley Whybrow and Jim Martin – for their generous funding support

Colebrook Sturrock – for sponsoring the banners

Hythe Business and Tourism Association – for its encouragement and assistance

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Whitbread plc – for Mackeson pub photograph consents

Kent Photo Archive – for photograph use consent

The Mills Artchive – for photograph use consent

KCC County Archives – for material consent

Maidstone Museum – for material consent

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Anne Petrie – for material consent

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British Pathe – for film material consent

Screen Archive South East, University of Brighton – for film material consent

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The RHDR – for their display and material consent and the generous Quiz Prize donation

Frances at the Chocolate Deli, High Street Hythe – for allowing us to store the stand display equipment

Age UK and Tin Tabernacle – for the loan of display tables

All other retailers, businesses and residents who consented to display Heritage Hythe information sheets

St Leonard's Church – for hosting our Talk Evening and the Jazz Concert

Mike Umbers - for his excellent Talk, and to David Paton and Betty Black who had prepared to present talks but for different reasons were unable to do so

Ashford Youth Jazz Orchestra – for an excellent evening concert



Brandons Music Shop, High Street Hythe – for kindly being a concert ticket outlet

Eldridges, High Street Hythe - for kindly being a Walk Trail Map outlet

Rowan Grant, Graphic Designer – for the design of the Walk Trail Maps

Frizbee of Tontine Street, Folkestone – for the production of the Banners

To all HCS Committee colleagues, members and friends of the Hythe Civic Society who have contributed their voluntary time towards our events, without whom this would not be possible – with a particular mention to Alan Joyce for his skilful logistical support.

To all others who helped and contributed

And finally, a big thank you to residents, visitors and local businesses for all the great feedback and the encouragement given.



# The Book of the Posters Vol. 3

THE END

Other Volumes in the series

Vol 1 - The High Street

Vol 2 - Church Hill Trail

Vol 4 - Ladies' Walk Trail

Vol 5 - Red Lion Trail

