



Poddevin's Marine Hotel, Sandgate.

Became the site of the Coastguard Station in 1864
 Under a 99 year lease from Lord Radnor
 Formerly the commodious house of Sir John Kenward Shaw
 rented by Sir John Moore in the winter months at 3 gns per week

1831

Thursday, February 6th 1997

Local news *Call the Newsdesk on (01303)*

Coastguards on move to new HQ

COASTGUARD officers are settling in at their new base — miles away from the sea.

For the first time the life-saving service has left its traditional look-out post at Folkestone's East Cliff to share space with ambulance crews in Cheriton.

This means that crews will have to rush to emergencies at sea from their base in Church Road, Cheriton.

However Dave Kesby, a senior coastguard officer, stressed there was no cause for alarm.

He said: "Although we may not be able to see incidents at sea as they happen, we have always relied on people to warn us of emergencies."

Local auxiliary coastguards now have their own office, store room and car parking space for their mobile rescue unit at the ambulance station.

The move is due to a new concept in their planning which involves closer co-operation with other emergency services and a probable scrapping of coastal look-out points throughout the rest of Britain.

Mr Kesby said: "We're moving to new bases — some of them away from the sea — and only important stations like Dover will maintain their coastal presence."

Blessing

But he added optimistically: "It's nice to see that we and the ambulance service can lie together in one bed quite comfortably."

The move was officially completed with a blessing service — pictured right — attended by senior coastguard and ambulance officers and councillor Keith Hudson, chairman of Shepway council.



CONSTRUCTED

FULLTIME CONSTRUCTED'S

MOVE FROM WEAR BAY RD HQ

1990

NO LOOK OUT FROM 1994

TO HIGHFIELD UNIT WARREN RD

1990 TO 1996 = MOVE TO 1996 TO DATE

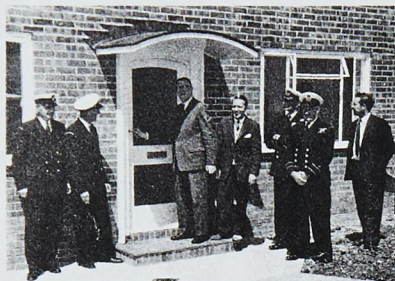
AMBULANCE STATION CHURCH RD CHORITON 1996

New Homes for the Coastguard

Continued from page 46

Commander G.C. Harris, Inspector, South-Eastern Division; Mr. G.L. Pawson, District Officer, Deal; Coastguardsmen G.H. Mogford and C.A.M. Campbell (who later became the first occupants of the new houses); and Mr. T. Goodbourn, Clerk of Works, Ministry of Public Building and Works.

Few housing stations are more attractively situated or can give such a sweeping panorama as that of the Channel coastline from St. Margarets to Dover which must surely make this new station the envy of every Coastguard who knows that beautiful piece of the Kent coast. Built at a cost of nearly £7,000, the houses are set well back from the road, with small ornamentally fenced gardens and plenty of land at the back. The L.S.A. house is at one end of the Station and there is a separate side entrance and internal staircase to the duty room above.



Mr. F.H. Jenkins and Mr. G.M. Thomas at the door of the new Folkestone Housing Station. In the right of the picture are Commander D.F. White, Commander G.C. Harris, and Mr. T. Goodbourn. Coastguardsmen Mogford and Campbell are on the left.

The move from Sandgate to Folkestone was planned as long back as 1950 when, in the reorganisation of the Coastguard Service, the Divisional and District Headquarters were transferred from Sandgate to Shoreham. The Station had then been in use for well over eighty years and the buildings had become obsolete and could not be modernised. But there were still eleven years of the original lease of the Station to the Admiralty to run, and so it had to remain in use for watch keeping until a suitable replacement could be found. At one time the watch was kept by the regular Coastguards from a lookout on the seafloor, and by auxiliaries from a hut on Cop Point, but after one particularly bad storm had almost completely destroyed the seafloor lookout, it was decided to keep watch only from Cop Point. There the lookout was reconstructed and enlarged, but this meant that for the time being the staff had to travel three miles from and to the housing station at Sandgate. Meanwhile the Ministry of Works had secured a site for the new station at Cop Point, but building had to be delayed because of financial and other

(Continued on column two)

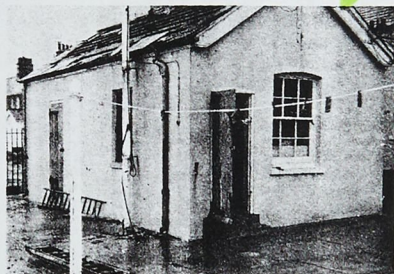
Coastguards at the Boat Show ⁴⁷

IF HANS go as is hoped, there is every prospect of the Ministry of Transport having a stand at the 1963 Boat Show at Olympia. The exhibit will be based partly on an idea put up by Coastguardsman S.R. Richards of Deal, and will consist of a replica of a lookout manned by two Coastguardsmen who will answer questions put by visitors and explain the day-to-day work of H.M. Coastguard. If space permits, a breeches buoy apparatus will be on display. The Ministry stand will also incorporate an exhibit by the Royal Society for the Prevention of Accidents designed to show the work of the Water Safety Campaign, and consisting largely of the sort of equipment necessary, and in some cases essential for small boats. Literature, such as "Safety Afloat" and "Water Safety" - the amateur sailor's and swimmer's water codes - will also be on sale. Members of H.M. Coastguard who may be in London during the period of the Boat Show will most certainly want to meet their colleagues in these very unusual surroundings.

New Homes for the Coastguard continued

considerations. Now with the Station and lookout closer together, the staff has been reduced from three to two.

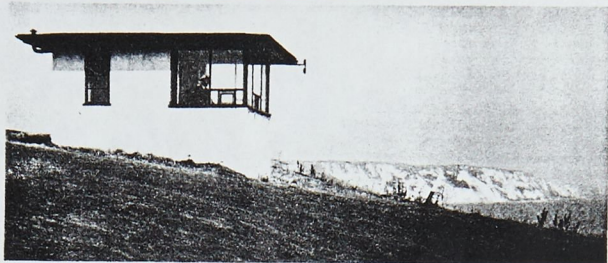
Our pictures of the flooding at Sandgate station during the gales of October last year give some idea of the conditions which generations of Coastguards must have experienced. Nevertheless there are many who regret the ending of a hundred years of Coastguard association with the town, which until 1923, could take civic pride as the headquarters of a staff of eighteen under a Chief Inspecting Officer and including a Chief Officer, a Chief Boatman, eight Commissioned Boatmen, and seven Boatmen. Even when the Board of Trade took over control from the Admiralty and reduced the staff to seven, it still included an Inspector, a District Officer, a Station Officer, three Coastguardsmen and a Writer. It is a little sad to think that when the end came to this once important Coastguard centre most of its L.S.A. Company lived in Folkestone anyway, but it is just as pleasing to know they are still ready for service from their new station at Cop Point.



The Duty Room at the old Sandgate Coastguard Station after the gale on October 24th last year. More pictures are on pages 48 and 49.

AT LERWICK AND FOLKESTONE

The lookout on Copt Point only a few minutes walk from the new Folkestone Housing Station. Both give fine views of the coast to Dover.



An overall picture of the Folkestone Station. Cgd. Campbell is at the door of the L.S.A. house. The duty room, above, is entered from the side door. Photo by Mr. G. L. Fawson, Deal.



The Old Sandgate Housing Station which Folkestone has replaced after a hundred years of continuous Coastguard occupation. One of its disadvantages was the liability to flooding from the sea which caused considerable damage and great inconvenience as can be seen in these "Folkestone Herald and Gazette" pictures taken during the gales and storms of October, 1961.

A Case for Listing and Preservation

This year, 1996, the extensive Coastguard Terrace in the Sandgate Conservation Area, celebrates the Centenary of its rebuilding. This followed the 1893 Sandgate Lendship disaster, which affected over 200 properties in the village.

The Admiralty rebuilt the Coastguard Station (est. 1864) on Chemier's plan, and it was carried out 'to the satisfaction and under the superintendence of the surveyors of the Earl of Radnor' the ground landlord.

The terrace, which comprised the Chief Officer's house (no 127) 16 dwellings for the men and a Boathouse and Watchhouse (no 161) forms one of the most extensive C.G. Stations virtually intact around the UK coastline. Possibly it is now unique.

Much effort was made to replace the original 'dead-face' brick terrace (1864) with a design that gave character and symmetry to the frontage. The western end, with gabled roof and ornamental plasterwork of Crown and Anchor and oak leaf scroll, announces its provenance. Originally the 'Watchroom and Boathouse', after 1932 when eleven premises were auctioned off, it was converted to a residence. The 'infill' next to No 159 and the weatherboarding on the exposed western wall are later additions. The decorative archway, window overhang, and plaque dated 1896, is intact. At the eastern end, the Chief Officer's House (called Admiralty House, No 127) is set apart with separate entrance and forecourt. It has suffered enormous battering and threatened undermining by the sea. It is not in its original state, nor the small dwelling alongside now called 'Boat House' but which was, in fact, the Cart and Rocket House. (See plan)

From 1822 to 1925, the Coastguard Service was under the control of the Board of Customs and of the Lords Commissioners of the Admiralty, before the Board of Trade took over. In 1932, all but five of the dwellings were sold in auction, and a much reduced service was maintained. Inevitably, owners have modernised their cottages according to their individual needs and, admittedly, the seaward facing aspect is a 'hotch-potch'. However, the roofline, street frontage with original doors and canopies, sash windows and gateways, remain intact (with minor exceptions). The heads of the rain-water drains are still embossed with crown and anchor.

Sturdily built, on piles with faggot infill on Dutch lines, (it is said) the terrace has withstood ongoing earth movement, and enormous battering under storm conditions. Inevitably the brickwork is impregnated with salt and is flaking in some areas. The chequerboard garden walls are sadly in need of restoration and could look most attractive.

Given the hazards i.e. severe coast erosion, drop in beach levels (now being remedied) increased vibration from traffic along the A 259 trunk road -- it is remarkable, to my mind, not how much but how little the row has changed.

My own cottage has been in the family since 1932 (no. 149) but many other cottages have changed hands, and it is important that newcomers should respect the integrity of the terrace, in what is a designated Conservation Area of Sandgate. Vigilance, unfortunately, has been lacking. However, it is not too late. In the same way that railway workers' or miners' dwellings have been listed and if the Dept of National Heritage was so minded, A Grade II listing would encourage owners in tandem with your Dept and with Shepway D.C. to preserve and restore a distinctive and historic feature as you enter the village Conservation Area.

L. René-Martin 22 Feb. 1996

Centenary Celebration of the Rebuilding of The Sandgate Coastguard Station 1896

With the generous co-operation of many residents along the private Coastguard Terrace, a large stretch was opened up for a rousing celebration on Sunday evening, 25th August. To herald the event, the Coastguard Ensign was hoisted on the flag-pole for the first time since 1961, when the last of the Sandgate Coastguards moved to new quarters at Copt Point.

In addition to residents, the President and Chairman of the Sandgate Society, and other locals, defied the gusting wind; and a uniformed contingent of Regular Coastguards from Dover and Auxiliaries from Folkestone look-out together with their families, brought the old days back to life.

The feasting was enlivened by the splendid band of T/S Invicta Sea Cadet Corps (Castle Road) with a display of precision marching and rousing tunes.

Derek St Clair Stannard MBE, son of the former Chief Officer (d.1931) came over from Godalming to cut the Centenary Cake and Deputy Regional Controller S.E.Region, Derek Smith, delighted Linda René-Martin (the organiser whose family have owned their cottage since 1932) with the gift of a commemorative H.M. Coastguard plaque.

Everyone felt moved when, at sunset, the bugler sounded 'colours' as the Coastguard Ensign was lowered. With reason, we can all be proud of the Old Coastguard Station on the High St. and very grateful to the Service that continues, elsewhere, to man search and rescue at sea.

The event raised £155 for T/S Invicta Unit 144 (President Lt.Cdr. Richard Colville) who deserve all the support they can get.

L. RENÉ-MARTIN

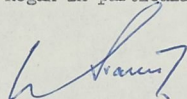
See Article on Sandgate Coastguard History in last Spring Issue, Sandgate Society News-letter and also pictorial display in Old Fire Station.

The Station Officer
H.M.Coastguard.
Sandgate.

Ref. CG/SAH

INCIDENT. 4th.DECEMBER 1958

The sighting of the fishing boat with a red light off Sandgate at 1810 on December 4th. is a credit to the Station as a whole, where "Occasional Lookout" obviously means something, and to Coastguardsman Regan in particular.



Inspector.
H.M.Coastguard.
S.E.Division.
12th.December 1958

" SANDGATE "
Kent.

Chief Officers of Station.

Date of
App'tment.

61	Mr George Wrake	Acting Chief Officer	1 Jly 53
	(late Mate of Cruiser)		
Dec 70	Mr Charles Jervis	C.O. 2nd Class PN	14 Apl 62
16 Nov 75	Mr Thomas Bennett	C.O. 2nd Class	16 Nov 75
4 Jan 78	Mr Edwin Smith	C.O. 2nd Class PN	4 Jan 78
89	Mr Thomas Onslow	C.O.	19 Dec 87
1 Spt 01	Mr William Walker (a)	C.O.	1 Spt 01
15 Dec 05	Mr William Bromley	CO	18 Jan 03
12 Jne 09	Mr Alfred Storkey	C.O.	2 Jan 09
4 May 12	Mr James Drysdale	C.O.	15 Dec 09
1 Jly 14	Mr George E. Eveleigh	C.O.	15 Aug 11
18 Jly 17	Mr John Sampson (Rtd)	C.O.	28 Apl 97
19	Mr George E. Eveleigh	C.O. NF	1 May 19
15 Mch 21	Mr Bertram E. Daniel	C.O. NF	1 may 19
31 Mch 23	_____ Force handed over to Board of Trade.		

Names of Station Officers, H.M. Coastguard, Board of Trade, not known.

PN = Passed in Navigation.

NF = New Force. (from 1 May 1919)

The first District Officer at Sandgate was Captain F.C.G. St.Clair. R.N. Rtd, rather a high rank for a junipr appointment.