

This design was swept away in 1860, when the drainage for the Heights was amended following a report from the Barracks and Hospitals Improvement Commission in 1858, which noted that "the drainage from the Western Heights Barracks is brought down to the town sewers by a vertical pipe to the shaft and stairs. When the privies are flushed the force of the water down the pipe forces the sewer gas through traps into houses and the shaft. A large tank is required at the bottom of the shaft with a foul air pipe." This tank was installed under the courtyard and the Gothic façade removed.

The new entrance comprised two equal sized round-headed arches. The south-western arch was open allowing a road into the courtyard. The other arch was blind with a window into the room

behind. The entrance gate was a sliding wooden door, which could be pushed through a slot into the room on the north-eastern side. This arrangement seems to have become inconvenient, and the sliding door was replaced by a hinged door or gate at a later date and the slot was blocked. The guard room at the foot of the cliff was extended along the north-east wall as far as the façade.

Around 1900 the arched entrance was replaced by two brick pillars and hinged wrought iron gates. The arrangement remained the same until the site was partly cleared in 1967.

The Shaft itself was restored during the 1970s and further work was carried out in 1986. In 1995 the entrance courtyard on Snargate Street was restored and the 1860 façade rebuilt.

'FERRY FOCUS'

REPORT

Christopher Burrows • East Kent Ferry Club

P&O STENA LINE

The main event in the last few months has to be the dramatic collision at Calais of P&O/SL's flagship P&OSL AQUITAINE. The ferry was preparing to berth at No.7 berth at 09.30hrs on 27th April when the ships' engines failed causing the AQUITAINE to collide heavily with the berth, injuring 37 passengers and one crew member. After some five hours alongside at Calais foot passengers were able to disembark as were car passengers, albeit via the ships' upper car deck due to the damage to the lower car deck bow visor. The AQUITAINE was dispatched later the same day to the ARNO yard at Dunkerque for a preliminary survey and the removal of a 3 metre section of the ships' bulbous bow. Thereafter she proceeded at slow speed to A&P Falmouth (who completed her expensive refit last year) for full repairs and was expected to return to service by the beginning of June. Due to the temporary loss of the P&O/SL AQUITAINE some rescheduling of sailings was undertaken. The exact cause of the incident is not yet known.

SEAFRANCE

Seafrance, now wholly owned by the state-owned SNCF French Railways have announced an FF600 million order for a new 32,000GRT ferry for their Calais - Dover service. The new ship with capacity for 1800 passengers and 700 car or 120 freight units is to be constructed by Aker Finnyards Oy and is scheduled to enter service in September 2001. With a service speed of 25 knots the ship will cut the crossing time

30 to 60 minutes and will be the largest ferry ever to operate on the short sea service. It will replace either the ageing SEAFRANCE RENOIR or SEAFRANCE MANET. If half year results are satisfactory Seafrance have the option to order a sister ship.

Seafrance is at present in negotiations with French maritime unions over the plans to use the freight-only ferry SEAFRANCE NORD PAS-DE-CALAIS in a more intense role, as she is severely under-utilised at present. If the 1987-built ferry was to operate at full speed (as planned) then a total of 6 daily return sailings would be offered, or 42 return sailings per week.

NORFOLK LINE

Within two days of opening the new Dover - Dunkerque freight-only service, the NORTHERN MERCHANT collided with its Dover berth whilst arriving on her 0500 hrs sailing from Dunkerque West in thick fog on 22nd March. The berth was severely damaged and the NORTHERN MERCHANT had to return to Dunkerque to discharge both freight and passengers. After a survey and minor repairs at Esbjerg, the ship operated on the Harwich - Esbjerg service, in partnership with DFDS, whilst the Dover berth was repaired. Repairs were completed sooner than expected and the NORTHERN MERCHANT reopened the service with the 1300 ex-Dover departure on 7th April. It has been revealed that Norfolk Line is looking at proposals to charter the MERCHANT'S sister ship, MIDNIGHT MERCHANT (at present under construction in Spain), as a second ship towards the end of this Summer.

HOVERSPEED FAST FERRIES

The last of Sea Containers' four Superseacats on order, the SUPERSEACAT FOUR, berthed at the Western Docks Seacat berth on 4th February whilst on her delivery voyage from Italian builders Fincantieri to the Baltic, where it opened SeaCo's new Superseacat service.

Meanwhile the Seacat ATLANTIC II employed on the Dover - Calais route since April 1999, is now operating in the Mediterranean, following the completion of its Hoverspeed charter. Sea Containers, owners of Hoverspeed, have started a new Anconi - Split fast ferry service in conjunction with Gianluigi subsidiary SNAV. The subsidiary has chartered the Seacat for the Summer season, renaming her CROATIA JET.

DOVER HARBOUR BOARD

A severe fire broke out at the Eastern Docks passenger terminal in mid-April. A camper van awaiting boarding caught alight, with the fire quickly spreading to two freight units. Ferries were unable to berth for 45 minutes due to the thick smoke issuing from the fire. The fire was quickly brought under control by local Fire Brigade crews.

DHB took delivery of its new twin tugs in March from their Dutch builders. The smart, blue DHB DOUGHTY and DHB DAUNTLESS have replaced the previous 1980's-built DEFT and DEXTROUS, which had become too small for the ports' expanding operations.

The first cruise ship due to berth at Dover's second cruise terminal was the MARCO POLO, arriving at 0700 hrs and departing at 23.59hrs on 26th May. The terminal was not officially opened until June. The MARCO POLO, owned by Ship Management is due to berth at the same terminal on 8th September. Other cruise lines using Dover this year include Norwegian Cruise Line, Princess Cruises (P&O's US cruise subsidiary), Fred Olsen, Saga, Renaissance and the legendary Cunard Line.



PHOTO: Hoverspeed's *The Princess Anne* takes to the water as she departs the Western Docks Hoverport, Dover. Due to a reduction in capacity this year, there will be NO excursions to the Goodwin Sands.

(Editor's Note: Since this article was written it has been reported that Hovercraft will cease to operate from Dover in October of this year.)

TRIP TO ZEEBRUGGE & BRUGES

2 SEPTEMBER, 2000

A group from Zeebrugge visited Dover in June and the Town Council is planning a reciprocal trip in September. The Dover Society has agreed to support the trip by trying to get together a group of members to support the party.

This will be a coach trip, starting at 5.30 am from Russell St. Car Park, in order to reach Zeebrugge early to see the sand sculptures. Lunch will be included and in the afternoon the party will visit Bruges and the coach will return to Russell St. Car Park, at approximately 8.30 pm.

If you would like to join this party - to find out cost, details and more information, PLEASE RING JOAN LIGGETT ON DOVER 214886