

II2 fire (in the USA). As to the release of, for example, radio-active caesium from a ruptured flask, expert estimates varied from .01 to 30/40% and of the area of dispersal from 40 metres to 40/400 kilometres. A 30-minute fire test was unrealistic: ship fires could last for 23 hours.

Despite the chairman's request for questions, most participants made speeches, most of them self-righteously indignant, emotional and well-rehearsed in advance. Consequently at least as much heat as light was generated in the exchanges of accusations, statistics, facts, and opinions masquerading as facts (and vice versa). In addition to the sinking of the Titanic and the Herald of Free Enterprise, the discharge of nuclear effluents into the Irish Sea from Sellafield, the safety of ferries, the Ramsgate Harbour ban on nuclear waste transport, the problems of the Dungeness nuclear power stations, the vitrification of waste, and the comparative fire-fighting facilities of Barrow-in-Furness and Dover were variously rehearsed. Dover Harbour Board was abused both for participating in the traffic and for not charging enough for it.

From the volumes of applause on the one side and the volumes of silence on the other it was not difficult to conclude that most of the people who spoke had come to demonstrate rather than to learn. Had the chairman had time to summarise at the end of the meeting he would have quoted the observation, attributed to the London School of Economics: "Six experts, seven opinions!", noted the obvious difficulty of choosing between them and regretted the virtual impossibility of unbiassed choice.

The nuclear waste interest would certainly be well advised to send experts rather than PR men to public meetings and their opponents to employ "independent" experts less strident and rhetorically committed to their employer. Nevertheless Green Forum is to be congratulated on its initiative in organising such meetings despite the costs and other difficulties involved. Dovorians certainly have good need to be concerned about the chances of a nuclear accident even closer to the White Cliffs than Dungeness and the French nuclear power stations across the Channel. No topic of current controversy more needs informed public opinion for its resolution.

The Logo of the Dover Society

Philomena Kennedy's design of the Society's "has been accepted by all as the badge of the Society that may be proudly worn or displayed as an indication of membership. As part of our effort to increase our numbers, and our 'visibility' throughout the area we cover, our Committee has agreed that the logo be produced as a car or window sticker. Within the covers of this *Newsletter* you will find a badge that can easily be applied to the corner of your car's rear window or to a window in your house — just moisten the

printed side and lightly press it to the inside of the window.

Further copies may be obtained from 24
Castle Avenue.

BINDERS for the new format *NEWSLETTER*

A number of requests for the "Cordex" Binder for the smaller *Newsletter* have been received but the number is not yet sufficient to make up the minimum order. Details of the offer are on page 97 of the previous issue, and an order form is enclosed.