

2nd Canterbury Scout Troop. He was the oldest member of the E.K. Royal Signals Association and attended his last Kent Cyclist Re-union in October 1991, being the only member able to be present and proudly sitting next to the President, Sir Peter Imbert. He was a member of a number of clubs and societies, a good hockey player and he played a game of tennis on his ninetieth birthday. His ashes are scattered at his favourite

camping site at Graffham, near Petworth in Sussex. He was a Veteran Member of the Camping and Caravanning Club of G. B. & I. and past Chairman of the East Kent District Association. When he married Dorothy, his first wife, who died in 1969, they spent their honeymoon in one of the early caravans in 1925. His great-grandson, Timothy Christopher, will carry on the name of Bradley to further generations.

## LOOKING TO THE FUTURE

*Comment from the new Chairman of the Planning Sub-Committee*

LAWRENCE GAGE

I AM flattered and honoured to be asked to chair the Planning Committee of the Society, particularly as I a relative newcomer to Dover. As an architect I hope I will be able to use my expertise to benefit the aims of the Society. I have noted with delight how active and lively the Dover Society is and I am particularly impressed with the quality of the Newsletter. It is not only highly informative, but it also most attractively produced and a pleasure to read – a model for other Societies.

For me, Dover is a great town. Its setting is stunning and there are many good quality buildings, particularly those of the nineteenth century. One would have to go a long way to find a street like Castle Street, where my office is, that has such wonderful prospects at both ends. Dover's castle and harbour must be amongst the finest examples anywhere in Europe.

I know that Dover has its problems, which are not helped by the current economic recession, but I consider the town has enormous potential for the future. There is good reason for optimism – the new roads, the plans of the Harbour Board for the Western docks area and the sea front, the coming of IMPACT with the possible injection of E.C. funds, the lifting of trade barriers, the success of the White Cliffs Experience, the positive attitudes of the Council, – these are all reasons to suggest that Dover is about to 'take off' into the twenty-first century. Even the tunnel now looks to be less of a threat to the town than it once did. It is important, however, that whatever happens, it is done

with imagination and with quality., This is where the Dover Society can make a valuable contribution and I hope I can help in some small way. 39

I believe that we should strive to conserve the best of the past but that conservation policies are mistaken if they try to preserve buildings just because they are old, regardless of quality. The prime purpose of Planning, as implied by the word, is to look to the future – to provide for tomorrow's history by encouraging the best new ideas today. I very much hope that anynew development in Dover will be imaginative, innovative, modern and visionary.

Talking of visions, may I take this opportunity to sow the seeds of an idea for Dover. I understand the Government is planning to spend a large proportion of the proceeds of the proposed national lottery (many millions of pounds possibly) on something to mark the end of the millennium. As the end of the millennium will surely be linked with the end of Britain as an island race, it seems appropriate that whatever is done reflects our connection with Europe. As Dover is at the nearest point to the Continent, does it not seem to be the obvious place? It may be just what Dover needs and perhaps the Society would like to develop the idea further.

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## A BRONZE AGE TALISMAN ?

TWO of our members, June and Harry Dyer, spotted an interesting passage in a book they had been reading, *The Jason Voyage* by Tim Severin, which relates a journey in a boat which was a replica of Jasons *Argo* in the thirteenth century BC. Severin had a twenty-oar galley built in the Aegean to the exact specifications of a Bronze Age boat and, with a crew of Argonauts, made the same 1500-mile journey.

Apart from Homer's *Odyssey*, many Greek poets wrote of Jason's journey. Severin records that the most complete surviving version of the tale was written in the third century BC by Apollonius Rhodius, head of the great library of Alexandria. Severin draws the attention of his readers to an interesting feature of the *Argo* described by Apollonius Rhodius. Apparently the *Argo* carried a very special piece of timber in the prow, a bough cut from a sacred oak, which was some kind of lucky talisman.

Could this be the answer to the missing piece of timber hacked from Dover's Bronze Age boat? Perhaps the prow, or a figurehead was removed because the timber had a sacred significance for its sailors.

Just one more idea for the historians to ponder upon!

EDITOR.