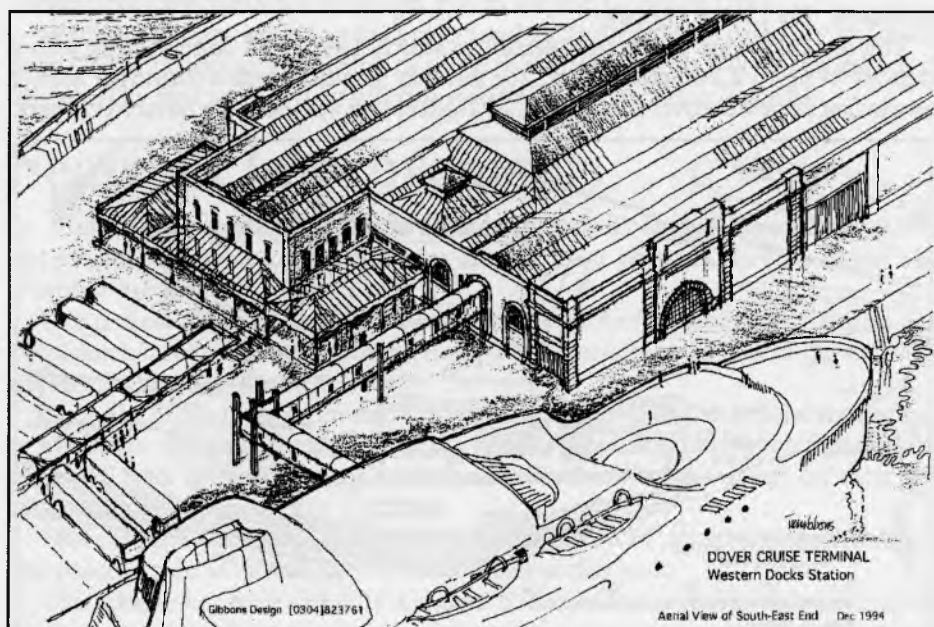


Dover Harbour Board's exciting projects

Western Docks Cruise Terminal

Members will recall that in 1990 the Board demolished the old pens in the Camber, Eastern Docks, in order to provide a new general cargo terminal. In addition to developing its general cargo activities there the Board has actively marketed the berth for use by cruise ships and during 1994 the port enjoyed twenty-three liner calls.

The facilities at this berth are however somewhat restricted both in terms of the navigational approaches and the quality of the terminal. In addition, the slow berthing movements of the cruise ships tended to conflict with the navigation of the faster moving ferries.



16 In order to overcome these problems and at the same time extend the port's share of the growing cruise market the Board has decided to construct a new £9 million Cruise Terminal by converting part of the disused Western Docks (Marine) Station.

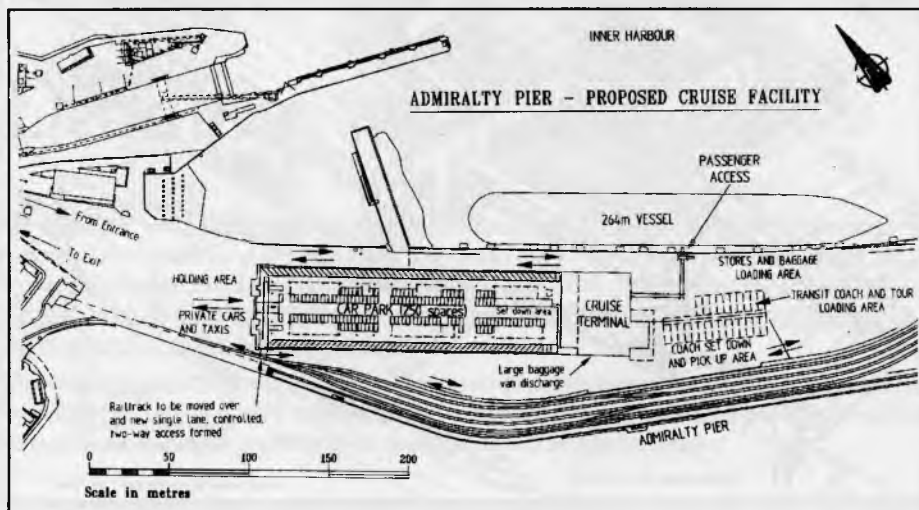
The terminal will be able to accommodate some of the world's largest cruise ships and the special berthing simulation tests recently carried out by the Danish Maritime Institute have proved highly satisfactory.

The new two-storey terminal will be constructed within the station platform area, adjacent to the war memorial, and the rail track sections will be infilled to provide a level area to be used, initially, for car parking. The project will necessitate the restoration of considerable areas of the elegant station structure. In addition, the old non-operational southern end of the station will be demolished to provide a large area for transit coaches delivering the cruise passengers and for delivery vehicles to provision the ships.

The Board has now received all of the necessary approvals to commence the project and work will start on 20 March. The terminal is scheduled for completion in the early part of 1996. It is hoped that sixty cruise ships will call at the port in 1996 and over a hundred in 1997.

The first two companies to sign long-term contracts were Fred Olsen and Costa Cruises. Fred Olsen will use Dover as the home port for its vessel *The Black Prince* which, from the start of next season, will make twenty-three calls at the port. Costa Line expects to make six calls in Dover in 1995, twelve in 1996 and up to twenty-four calls by 1997. A third company was signed up at the Cruise Shipping Convention in Miami: Royal Cruise Line arranged to use Dover as a port for one of its vessels, *The Crown Odyssey*.

The terminal, due to be completed by March 1996, will handle ships with a capacity of up to 2,200 passengers. The two-tier terminal, with a passenger lounge on the first floor will cover an area of 5,200 sq feet and will include a covered car park.



Dover Harbour Board has awarded the contract for the work on the terminal to Kent-based Willshier Construction Company. 17

The construction of the Cruise Terminal will bring a much-needed boost to Dover's tourist trade and by 1997 one hundred ships will bring around 400,000 passengers and crew to our town.

The real challenge for Dover will be to provide sufficient facilities to persuade passengers to stay here rather than visit Canterbury and other places.

Tidal Harbour — New Marina

The 135 non-tidal yacht berths provided in the Wellington Dock marina area have proved commercially successful and in addition, there has been a dramatic increase in the number of yachts visiting the port. As a result, the Board has agreed to invest £855,000 to extend the port's new marina facilities by providing new berths in the Tidal Harbour.

The first phase of the project will involve the provision of one hundred new berths and if successful the scheme will be extended to provide further berths in the area of the Clarence Quay. This will mean that for the first time Dover will have good quality yacht berths that are accessible at all states of the tide and this will be a great marketing asset for the marina.

The berth layout has been carefully designed to ensure that, for the time being, commercial cargo vessels will still be able to use the Granville Dock.

Work has already started on the project and chalk dredging is currently underway in the Tidal Harbour. The fitting of the new pontoon berths will be carried out in a few weeks time so that they will be available for the yachting season.

Seafront Improvements

In conjunction with IMPACT the Board is about to embark upon a £600,000 improvement scheme to the Seafront area in front of the Churchill Hotel and Harbour House.

The project includes the provision of modified street parking, new lighting, the provision of lawn areas and hedging, new paving, shelters and a new public art work depicting channel swimmers.

When the project was submitted for planning approval to Dover District Council in March the design of the new shelters was not agreed. It is likely therefore that the plans will be re-submitted without the seafront shelters and the design for these will be considered separately at a later date.

Half of the project cost is being provided under 1995 EC grants and for this reason the construction work will have to be completed this year.

The scheme has been carefully designed to harmonise with the remainder of the seafront and should set the tone for future improvements covering other sections.