

The second speaker, on LISTED BUILDINGS AND CONSERVATION AREAS, was Peter Mills of ENGLISH HERITAGE who outlined the history of listing, from advisory to mandatory status, and from individual buildings to conservation areas. Government guidance in PPG15 now gives priority to area interest and character, although recent legal rulings make external alterations to buildings less difficult than formerly. English Heritage is available as Statutory Consultee. The need to find economic solutions to preservation increases. Lists of buildings at risk (*including the Drop Redoubt and the Waldersham Tower*) have been compiled but sympathetic uses providing an economic return on necessary investment is both difficult and contentious.

## Review *Capt. Mike Weston*

### **FERRY PORT DOVER**

By John Hendy

Over the years John Hendy has been involved in writing various specialist publications on the subject of ferries and their operations from Dover and Folkestone. 'Ferry Port Dover' is different from previous publications in that it is a 129 page book, which dovetails the entire growth of the car ferry operation with the growth of the port operation and explains the dependency of each upon the other.

It is a book which charts progress from the start in 1928 of the first vehicle ferry where cars had to be lifted on and off by crane, taking a long time for turn rounds, through the various stages of ship and port development, to the present day super ferries which load and discharge vast amounts of traffic in very short turn round times over purpose built double deck link spans.

John Hendy has put together a book, which cannot fail to interest anyone who has a desire to know why Dover has succeeded in establishing itself as one of the premier, if not the premier, ferry port in the world. It is a book filled with statistics obtained from many sources and a book full of knowledgeable facts gained by John Hendy from conversations with people he has met during his years of

association with the port of Dover working both ashore and afloat. Through these statistics and conversations the reader is taken through the way philosophies and politics of the various shipping companies dictated the way they individually developed and benefited from the seemingly insatiable desire for travel. The reader is shown that the requirements of the shipping operators for port developments were acted upon slowly at first by the Dover Harbour Board, but eventually, because of their close association with Dover Harbour Board, the port infrastructure was to keep pace with the quickening speed of ship development. 'Ferry Port Dover' clearly indicates that the shadow of the Channel Tunnel, which has loomed over Dover for decades, at first stifled investment, but that investment took off when the go ahead for the building of the tunnel was given. Consequently we now have a port and industry of which we in Dover should be justly proud and one which has given the Channel Tunnel 'food for thought'.

This book is not only filled with statistics but has many interesting photographs of old and new ships and photographs of the port as it was and as is now. For myself, having just come to the end of 31 years working out of the port, 'Ferry Port Dover' vividly demonstrates what has been achieved and how it has been achieved in the port of Dover since travel by car and coach and the carriage of freight by road took off several decades ago.