

Die Mannschaft auf dem Schiff

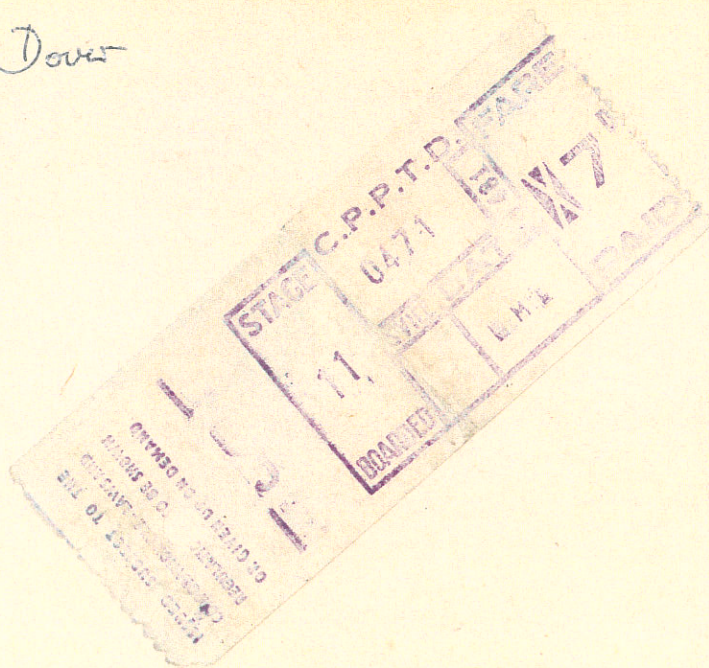
## Osteude



Im Espresso wurden sehr schnell Bekanntschaften mit der einheimischen Bevölkerung geschlossen. Das erste Geld auf englischem Boden gaben wir für eine Cola (Bier hoben wir uns für später, spätestens bis London, auf) oder für schnell erworbene Ausweiskarten und Briefmarken aus. Wer mußte sich nicht da dort von dem Einheimischen helfen lassen, das passende Kleingeld zu geben? Vor- ausgesetzt natürlich, wenn man nicht nur großes Geld bezahlte, sich das Kleingeld herausgeben ließ. Hatte dieser einiges zusammen gesammelt, ging er zu seinem großzügigen Freund, der besser mit der Währung zurechtkam und — tauschte sich wieder großes Geld von ihm ein!



Dover



Dover Youth-Hostel



Charles Stewart Memorial

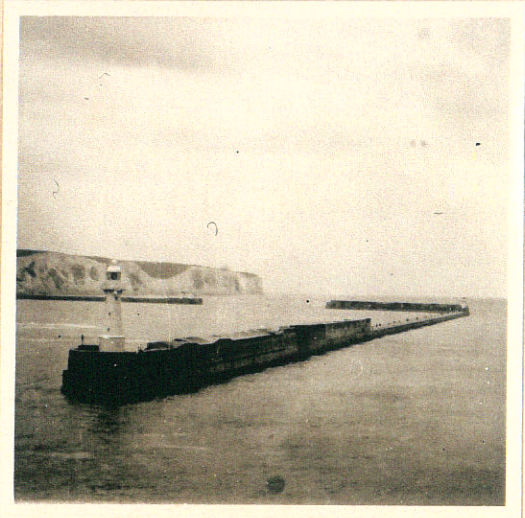
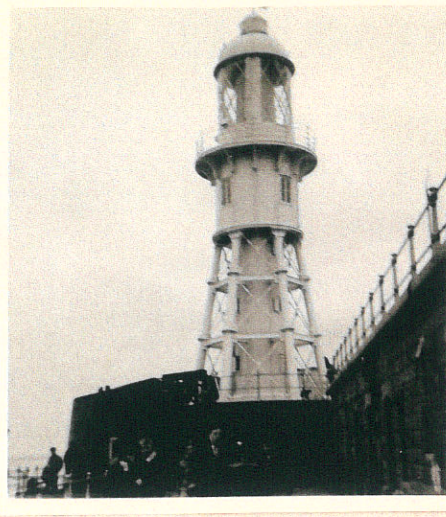
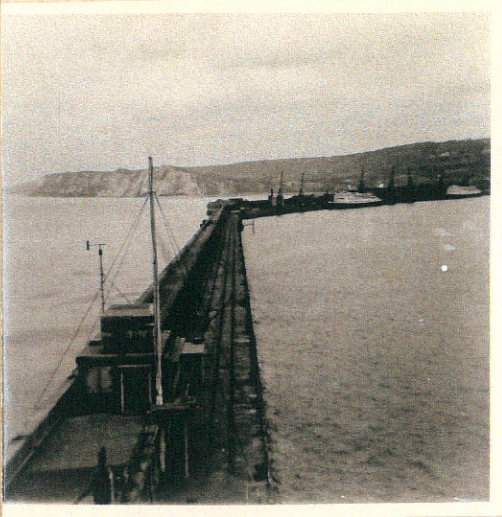


## Dover in the Past and Present

On the 18th of May we crossed the Channel from Ostend and after some hours of waiting we finally saw the 'White Cliffs of Dover.' Everyone took out his camera to take a picture of this beautiful coast. Just on top of the cliffs we could see the well-known castle, of which we had heard quite a lot at school. The other day we had a closer view of the castle which was built by the Normans shortly after 1066 to protect them from enemy invasions. We had first to cross a wooden bridge which led over a deep moat to the entrance. This was formerly protected by a thick wooden door and a strong portcullis. Soon we mounted the steps to the keep situated in the innermoast part of the castle. From inside this big building we could admire the stout walls, which are in fact some five feet thick.

A guide showed us the most important things in the castle including the armour and weapons of the Norman knights. The underground-works were built as another protection against enemies. A guide with a lantern in his hand led us through the dark passages. At the end of them he showed us some traps which surely would not ever have allowed an enemy to enter.

After our visit to Dover Castle we went to see the Town-Hall, which was formerly called 'Maison Dieu', because it gave shelter to pilgrims who wanted to visit Thomas a Becket's tomb at Canterbury. Today the hall is used for the meetings of the councillors, who debate town affairs. On the walls we saw big pictures depicting famous scenes of English past and present. The colourful glass windows of the



The Piers

The Train-Ferry



Guild Hall



Town Hall showed some of the most important events for Dover, such as the landings of Kings and Queens at the harbour. Some of us thought these windows were worth being photographed. Next door we saw the small 'Law Court of Dover.' The man who led us round in the Town Hall told us something about the town and what it is like today:

Dover is one of the 'Cinque Ports', which formerly had to provide the King's navy and in return received certain privileges. Today the Lord Warden of the 'Cinque Ports' is Sir Winston Churchill.

Dover is the greatest English harbour for the passenger traffic from the Continent. Every day a considerable number of ships arrive at the port which lies in a valley between the cliffs. The passengers most of whom want to go to London can instantly board a train after having passed through the passport- and customs control.

When we entered the harbour we saw the piers which protect the harbour from the tides and big waves. We enjoyed the time we spent in Dover. Sailing boats could often be seen in the harbour, but the beach is not very comfortable, because there is no sand and when we wanted to lie down we had to "enjoy" the pebbles which felt very hard. Alongside the coast there is a street called Marine Parade; here was our Youth Hostel, in which we spent the first days and nights in England. Dover is a typical busy sea-side town whose many shops and restaurants cater for the visitor's needs. We were able to see part of the town's beautiful park before we left Dover to continue our journey.

By Manfred Sauer