

The **P·L·A** MONTHLY

The Magazine of the Port of London Authority

No. 361 November, 1955

*Registered for Transmission by
Canadian Magazine Post*

Price One Shilling



SAMUEL WILLIAMS

can give you

A QUICK TURN ROUND FOR SHIPS

BERTHS UP TO 16,000 TONS D.W.C.C. FOR HANDLING
BULK, GENERAL OR LIQUID CARGOES

CRANES (UP TO 40 TONS LIFT) FOR GENERAL
HANDLING OVERSIDE OR TO JETTY

WHARVES SERVED BY ROAD AND RAILWAY

TANK STORAGE FOR OILS AND BULK LIQUIDS

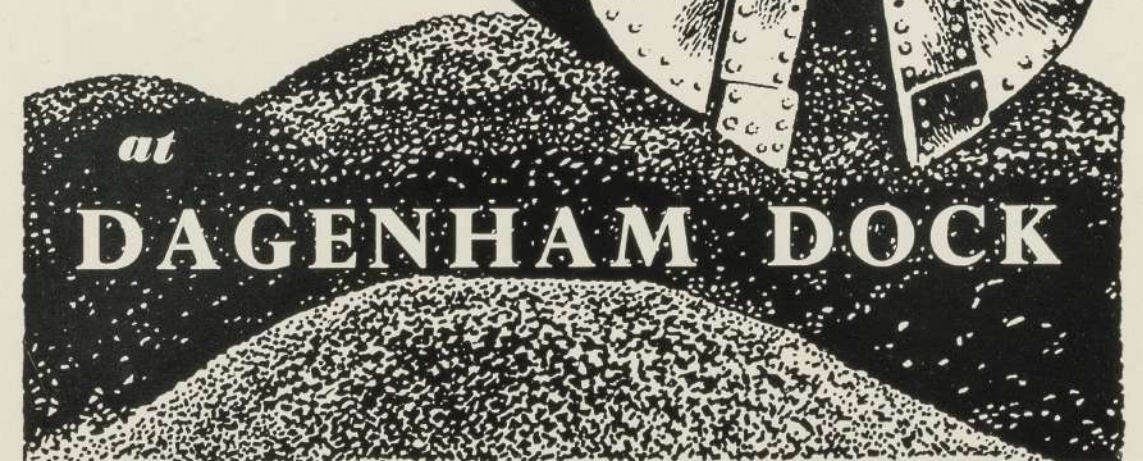
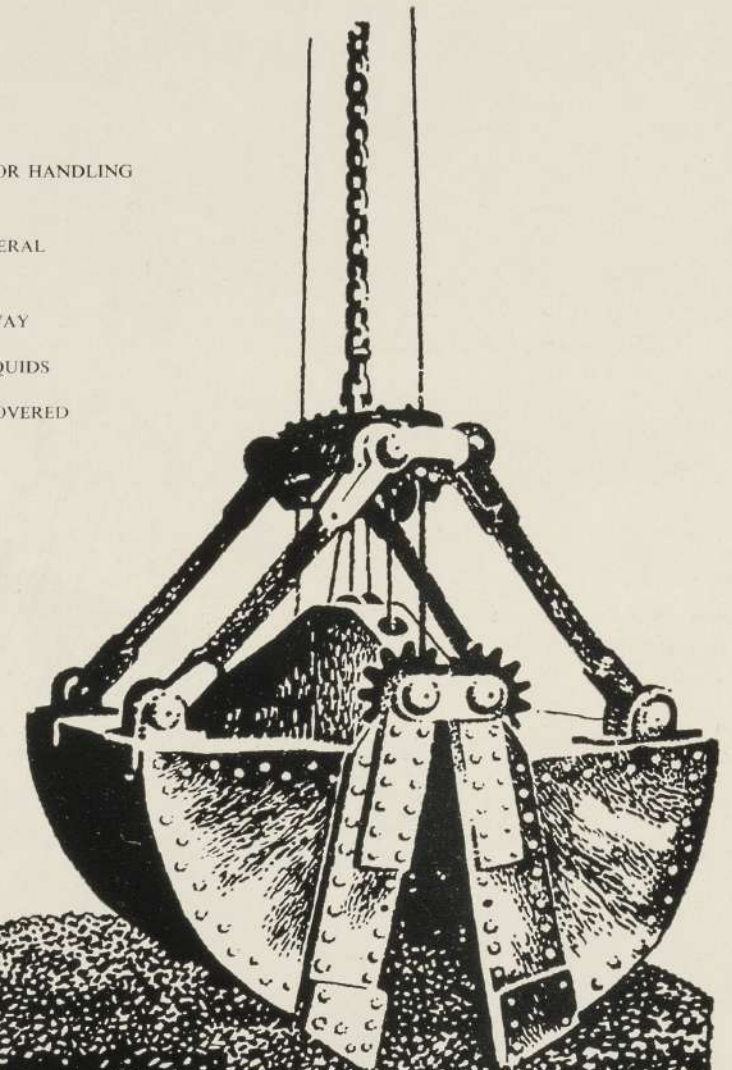
RIVERSIDE STORAGE BOTH OPEN AND COVERED

MECHANISED COAL TREATMENT AND
SCREENING PLANT FOR LOADING
DIRECT INTO BARGE, RAIL OR LORRY

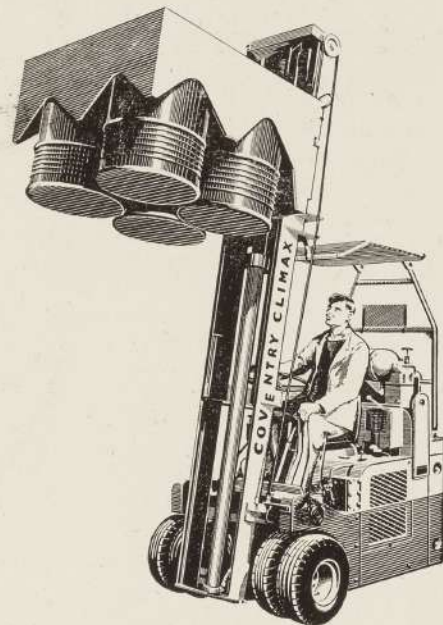
ROAD TRANSPORT

CIVIL AND MECHANICAL
ENGINEERING

RIVERSIDE
INDUSTRIAL ESTATE



SAMUEL WILLIAMS & SONS, LTD. 8 LLOYDS AVENUE, E.C.3. Royal 3171



Pioneers of the
small **diesel**
fork lift truck

**Coventry
Climax**

COVENTRY CLIMAX ENGINES LTD. (DEPT. PLA), COVENTRY, ENGLAND.

FURNESS LINES



Regular Passenger and Freight Services
between

UNITED KINGDOM

and

EAST AND WEST COASTS OF
CANADA

EAST AND WEST COASTS OF
NORTH AND SOUTH AMERICA
MEDITERRANEAN

AUSTRALIA AND NEW ZEALAND



UNITED STATES

and

BERMUDA, WEST INDIES
CANADA, SOUTH AMERICA
SOUTH AFRICA AND FAR EAST



FURNESS WITHY & COMPANY, LIMITED
and associated companies
FURNESS HOUSE, LEADENHALL STREET, LONDON, E.C.3

F. T. EVERARD & SONS LTD.

**SHIPOWNERS &
TANK-SHIP
OWNERS**

SERVING
MEDITERRANEAN
SCANDINAVIAN
BALTIC
CONTINENTAL
& COASTWISE
PORTS

Tank Installation at
Greenhithe
Bulk Oils Transported
by Sea and Road



m.v. *Similarity* at Dartmouth, Devon

6-8 Fenchurch Buildings, London, E.C.3

THE WHARF, GREENHITHE, KENT

The Harbour Office, Hythe Quay, Colchester, Essex

Telephone: Royal 8181 (10 lines) Telegrams: Everaship, Fen, London
Telex: 2-2691

Telephone: Greenhithe 2345 Telegrams: Everaship, Greenhithe
(4 lines)

Telephone: Colchester 6536 Telegrams: Everaship, Colchester

"SUN" TUGS



W. H. J. ALEXANDER, LTD., 44, Leadenhall Street, London, E.C.3

Specialists in Ship Towage

Telephone Nos.: City Office—Royal 1328/9 and 3355
* King George V Dock Office—Albert Dock 2278/9
* Gravesend Office—Gravesend 4231/2
• 24-hour service

Telegrams:
"Skiffs Phone London"

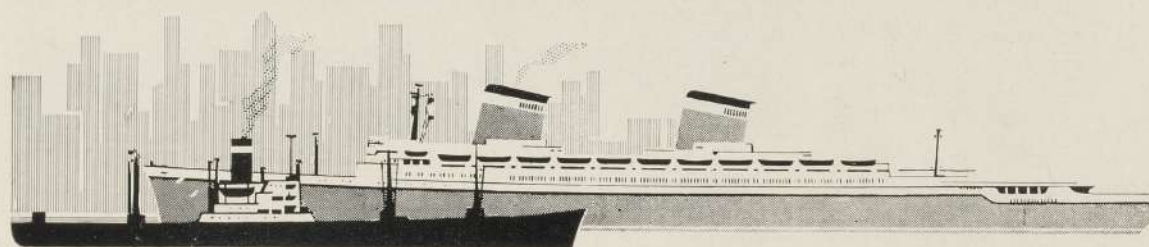
UNITED STATES LINES

NEW YORK From **LONDON** • SOUTHAMPTON • LIVERPOOL
BOSTON HULL • MANCHESTER • GLASGOW
PHILADELPHIA AND DUBLIN
BALTIMORE &
HAMPTON ROADS

also from principal FRENCH • BELGIAN
 DUTCH • GERMAN and SPANISH ports



EXECUTIVE AND PASSENGER OFFICES: 50 PALL MALL, LONDON, S.W.1
 HEAD FREIGHT OFFICES: 38 LEADENHALL STREET, LONDON, E.C.3



SYDENHAM 6281/5

MEARS BROS.
 (CONTRACTORS) LTD.

CIVIL ENGINEERING

PILING

WHARF & JETTY REPAIRS

SYDENHAM 5529

M.B.
 DREDGING CO. LTD.

GRAB & SUCTION

DREDGING

CONTRACTORS

154/8, SYDENHAM ROAD,
 LONDON, S.E.26

BUILDERS OF SMALL CRAFT - STEEL BARGES, PONTOONS, TUGS, ETC.



*Ship
 Repairers*

H & W

*General
 Engineers*

HARLAND AND WOLFF

TELEPHONE
 ALBERT DOCK 1001

NORTH WOOLWICH, E.16

LONDON

TELEGRAMS
 HARWOLFIC EASPHONE LONDON

M719

SHIP TOWAGE (LONDON) LTD.

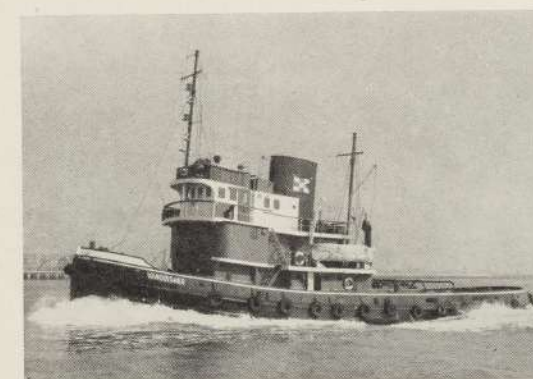
21, Mincing Lane, E.C.3.

Managing the Combined
 Fleets of:

WILLIAM WATKINS,
 LTD.

THE ELLIOTT STEAM
 TUG CO. (1949) LTD.

GAMECOCK TUGS
 LTD.



TUG "VANQUISHER"

Telephones
 LONDON: MAN 3393-5
 GRAVESEND: 4227, 216 54

Telegrams:
 TOWAGE FEN, LONDON
 TOWAGE, GRAVESEND

LARGE FLEET OF POWERFUL TUGS FITTED WITH

W/T R/T VHF D/F

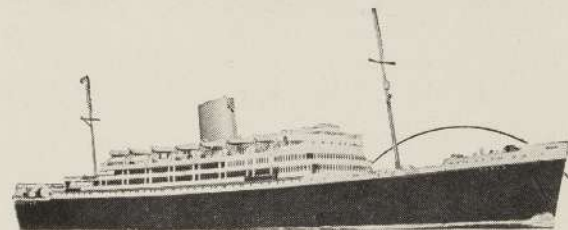
SALVAGE AND FIRE PUMPS

HOSE FOR SUPPLYING STEAM

FOR RIVER AND SEA TOWAGES

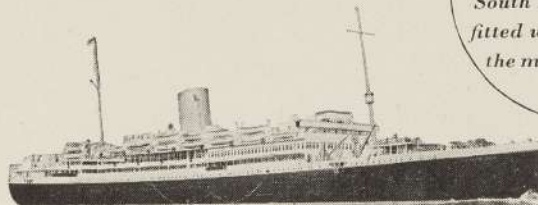
C

ROYAL MAIL LINES



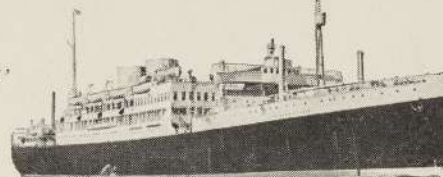
'ANDES'

The only ship on the South American route fitted with stabilisers—the modern anti-roll device.



'ALCANTARA'

'HIGHLAND BRIGADE'



to South America

BRAZIL • URUGUAY

ARGENTINA

WEST INDIES • SPANISH MAIN

CENTRAL AMERICA

NORTH PACIFIC COAST

ROYAL MAIL LINES, LIMITED

London:

America House, Cockspur Street, S.W.1

Royal Mail House, Leadenhall Street, E.C.3

Southampton:

Royal Mail House, Terminus Terrace

FACTORY SITES AVAILABLE ON NORTH THAMESIDE TRADING ESTATE *afford*

- Good communications by Road, Rail & River.
- Good foundations of chalk and gravel.
- Easy access to markets.
- Deep water frontage.
- Large supply of Labour.

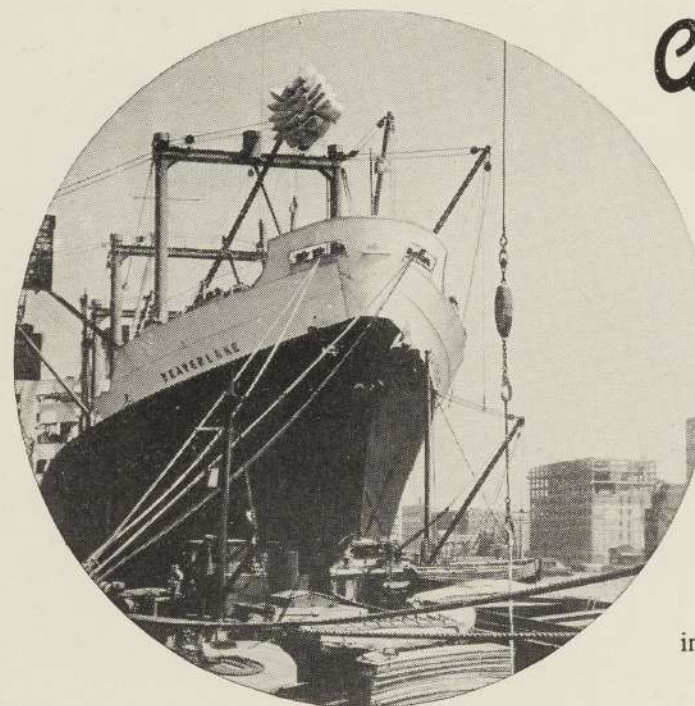
**WEST THURROCK
GRAYS ESTATE ESSEX**



APPLY: WHITEHALL SECURITIES CORPORATION LTD., GIBBS WHARF, GRAYS, ESSEX. (TILBURY 461)

Canadian Pacific

spans the world



EMPRESS and BEAVER liners maintain a fast weekly service from London and Liverpool to Canadian ports. Frequent sailings from Antwerp, Hamburg and Havre to Canada. Through bills of lading issued to inland destinations in Canada and United States.

NEW ZEALAND LINE

REGULAR PASSENGER & CARGO SERVICES
Via PANAMA CANAL



THE NEW ZEALAND SHIPPING COMPANY LTD. 138 LEADENHALL STREET E.C.3

The DECCA

212

TYPE APPROVED

The DECCA 212

RECEIVED THE CERTIFICATE OF

TYPE APPROVAL

OF THE

MINISTRY OF TRANSPORT

AND CIVIL AVIATION

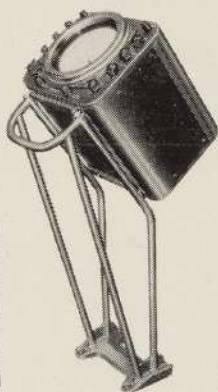
ON THE 29th JUNE 1955

AND OF THE

FEDERAL COMMUNICATIONS

COMMISSION, WASHINGTON

ON THE 26th MAY 1955



Each successive model of

DECCA Marine Radar...

the Type 159B, Type 12 and

Type 45 has received both

BRITISH & AMERICAN

Type Approval

DECCA Radar

leads the way...

the only marine radars in
the world with this
unique distinction.

DECCA RADAR LTD., LONDON, ENGLAND



Meet Ted Jones, spaceman

He's an expert in space. One of many who work for us in the General Group. And if you have a factory or works premises, we believe he can help you. Why store goods on your premises? Why not use that space productively? Make use of our space for your storage. The General Group has depots well placed throughout Britain, and its own transport to supply you promptly. This way your storage costs are limited to your current daily needs. And then—that extra space in your factory can start earning money! Please send for full details of the service offered by the General Group:

GENERAL LIGHTERAGE (HOLDINGS) LTD.

Plantation House, Fenchurch Street,
London, E.C.3. Mansion House 0044



SUPER PASSENGER-CARGO LINER SERVICE



Regular Super Passenger-Cargo Liner Service (exclusively first class) to and from BRAZIL, URUGUAY and ARGENTINE. Also to SOUTH AFRICA, AUSTRALIA, NEW ZEALAND and NORTH PACIFIC. The limited number of passengers taken ensures individual comfort and attention.

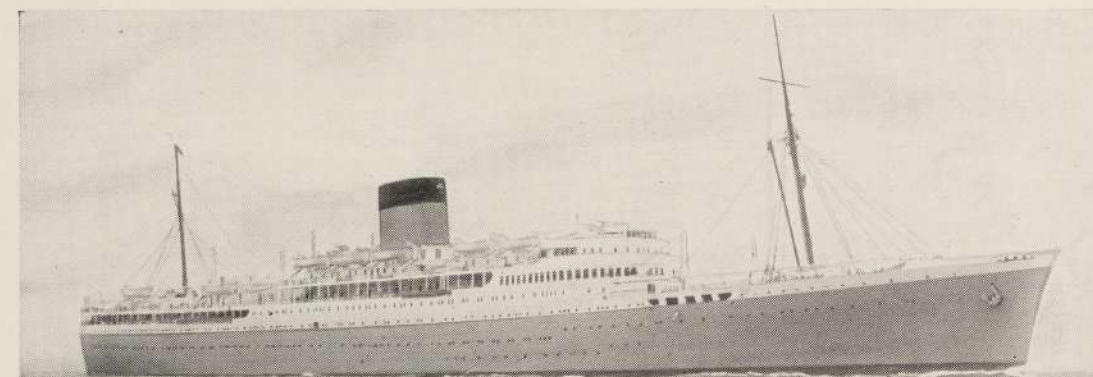
• Excellent Cuisine • Fine Accommodation • Moderate Fares

BLUE STAR LINE

Chief Passenger Office 3 LOWER REGENT STREET, LONDON, S.W.1 Tel. WHitehall 2266

Chief Freight Office ALBION HOUSE, 34/35 LEADENHALL STREET, LONDON, E.C.3 Tel. ROYal 4567

also Birmingham, Bradford, Glasgow, Liverpool, Manchester and Paris
Offices and General Agencies throughout the World



South Africa • East Africa • Round Africa

Southampton to Cape Town, Port Elizabeth, East London, Durban
every Thursday afternoon at 4.0.

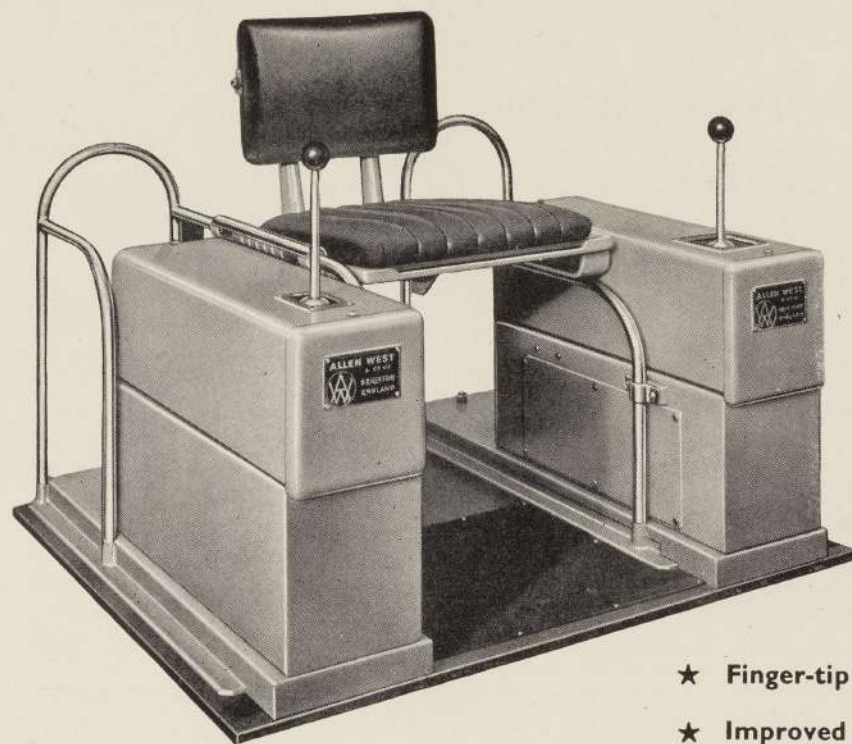
London to South and East Africa twice monthly, alternately via
the Mediterranean and via the Canary Islands.

UNION CASTLE

HEAD OFFICE
3 Fenchurch Street,
London, EC3

BRANCHES IN SOUTHAMPTON • BIRMINGHAM • LEEDS • MANCHESTER • GLASGOW—ALSO IN SOUTH AND EAST AFRICA

Control Gear for Cranes

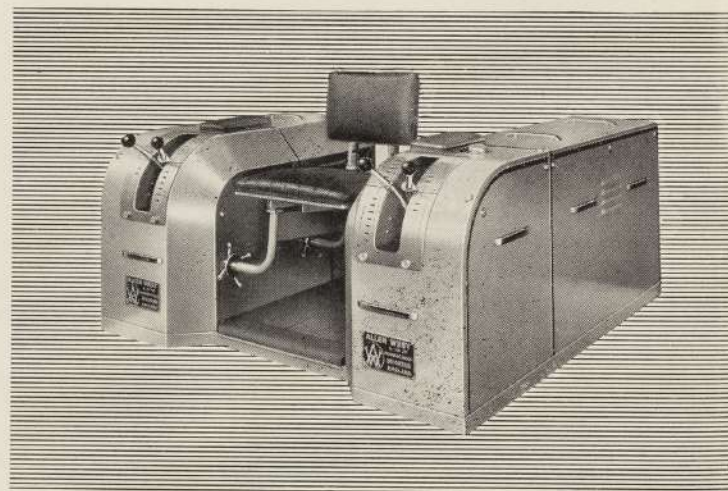


- ★ Finger-tip control reduces fatigue
- ★ Improved visibility
- ★ Chair hinges to side for rear entry

Complete assembly of adjustable seat and master controllers conforms to modern crane cab design. Large cable-ways simplify wiring. Horizontal cam-operated controllers readily accessible for maintenance; contacts removable without disconnection.

Illustrations show

- ABOVE — Standard unit for three motions
RIGHT — Alternative design incorporating main current controllers



For further details of these units and other types of crane control equipment, please write to



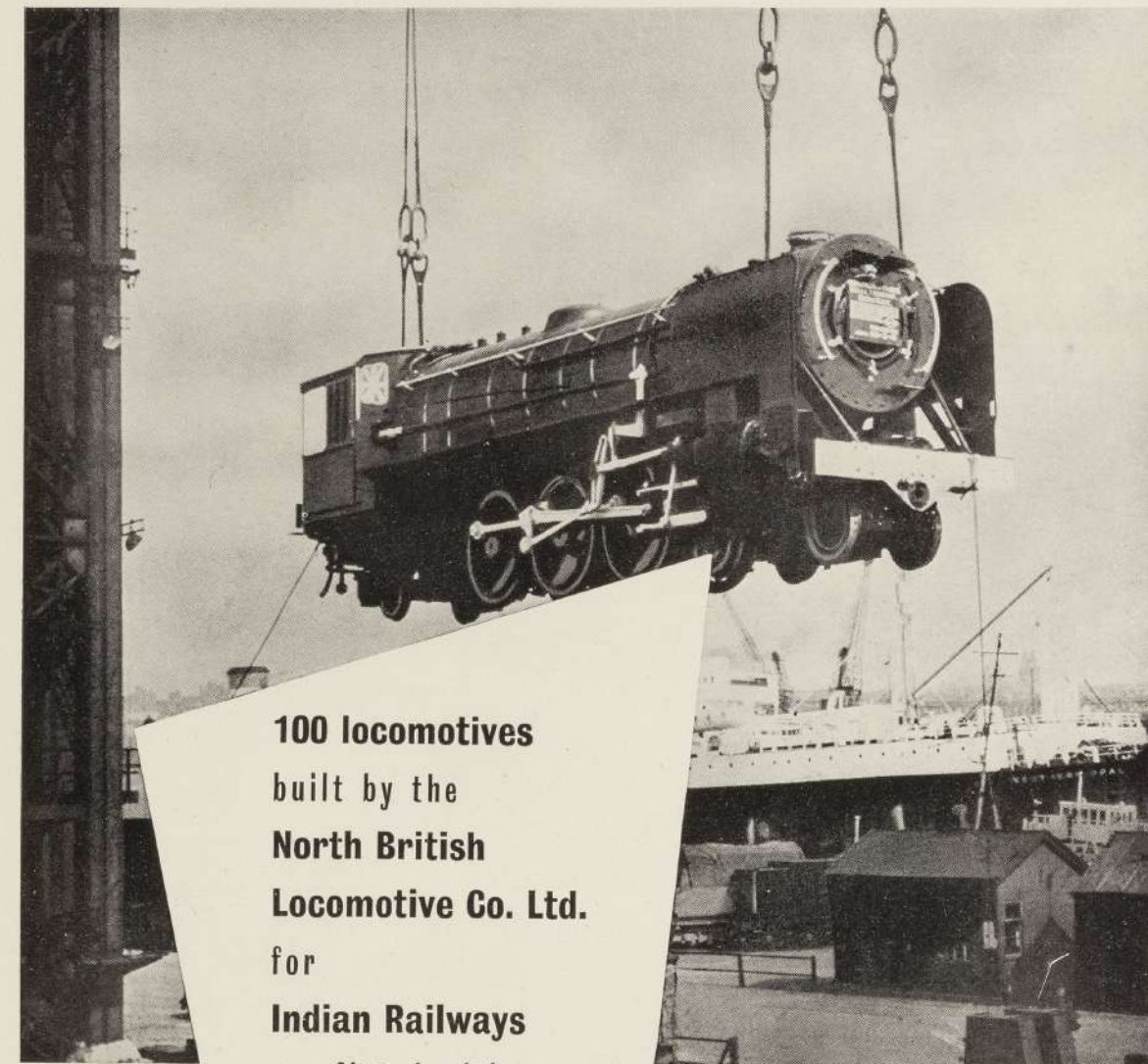
ALLEN WEST & CO LTD · BRIGHTON

Telephone : Brighton 23291 Cables : "Control" Brighton

November, 1955

xi

THE P.L.A. MONTHLY



100 locomotives
built by the
**North British
Locomotive Co. Ltd.**
for
Indian Railways
are fitted with

Wakefield Hydrostatic Lubricators

Renowned throughout India and the rest of the world for their operational efficiency Wakefield Hydrostatic Lubricators are fitted to the 100 "YP" class locomotives built for Indian Railways.

WAKEFIELD LUBRICATORS
MECHANICAL AND HYDROSTATIC

G. C. WAKEFIELD & CO. LTD., LONDON, W.1.

Designers and Makers of Locomotive Lubricators since 1899

Diesel Hopper barge at sea



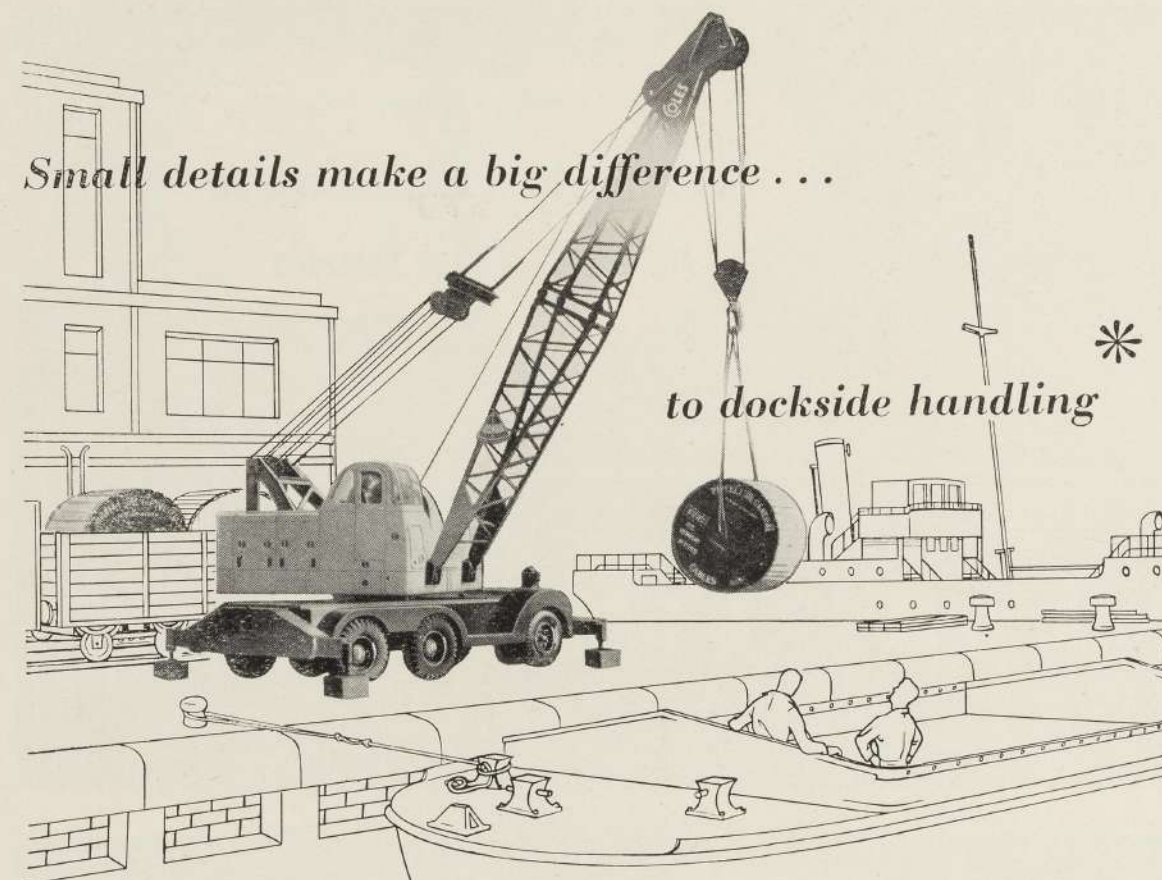
DREDGING SPECIALISTS



**Tilbury Contracting
& Dredging Co Ltd**

59a London Wall,
London, E.C.2.

Small details make a big difference . . .



to dockside handling

* *Good outreach and 360° slewing cuts turnaround time*

Mobility on the dockside brings new methods of cargo handling. Able to move speedily from berth to berth and quay to quay, one Coles does the work of many other cranes. From ship or lighter to road or rail truck, Coles handle cargoes with maximum speed but absolute safety. The full-circle slewing and the long outreach reduces movement to a minimum on the wharf apron.

Smaller Coles take loads to and from the cargo sheds and stack to maximum height, passing easily through low doorways. Yet more Coles work bulk cargo with grabs and special attachments.

All round the harbour there's work for this most versatile of modern mobiles. Ask for details of our range—capacities up to 92,000 lb.



THE NAME THAT CARRIES WEIGHT



Designed, manufactured and marketed by:—

STEELS ENGINEERING PRODUCTS LTD

CROWN WORKS, SUNDERLAND, CO. DURHAM. Telephone: Sunderland 56281 (10 lines) Telegrams: Steel, Sunderland. SALES & SERVICE: BIRMINGHAM: 39 Thorp Street, 5. GLASGOW: 235 Bath Street, C.2. LONDON: 6 Avonmore Road, W.14. MANCHESTER: 153 Oxford Road, 13. NEWCASTLE: Brunswick House, Brunswick Place.

Regular Freight and Passenger Service
between

UNITED KINGDOM, U.S.A. AND CANADA

to

AUSTRALIA AND NEW ZEALAND

PORT LINE

PORT LINE LIMITED, 88 LEADENHALL STREET, LONDON, E.C.3

WALKERS

Established 1867

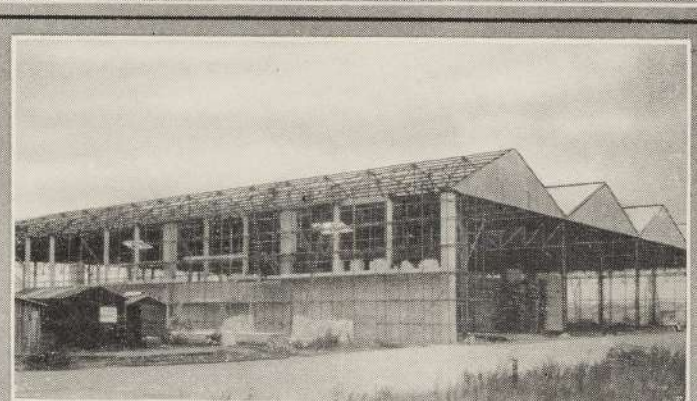
CONSTRUCTIONAL ENGINEERS

STEEL FRAMED
WAREHOUSES

BUNKERS

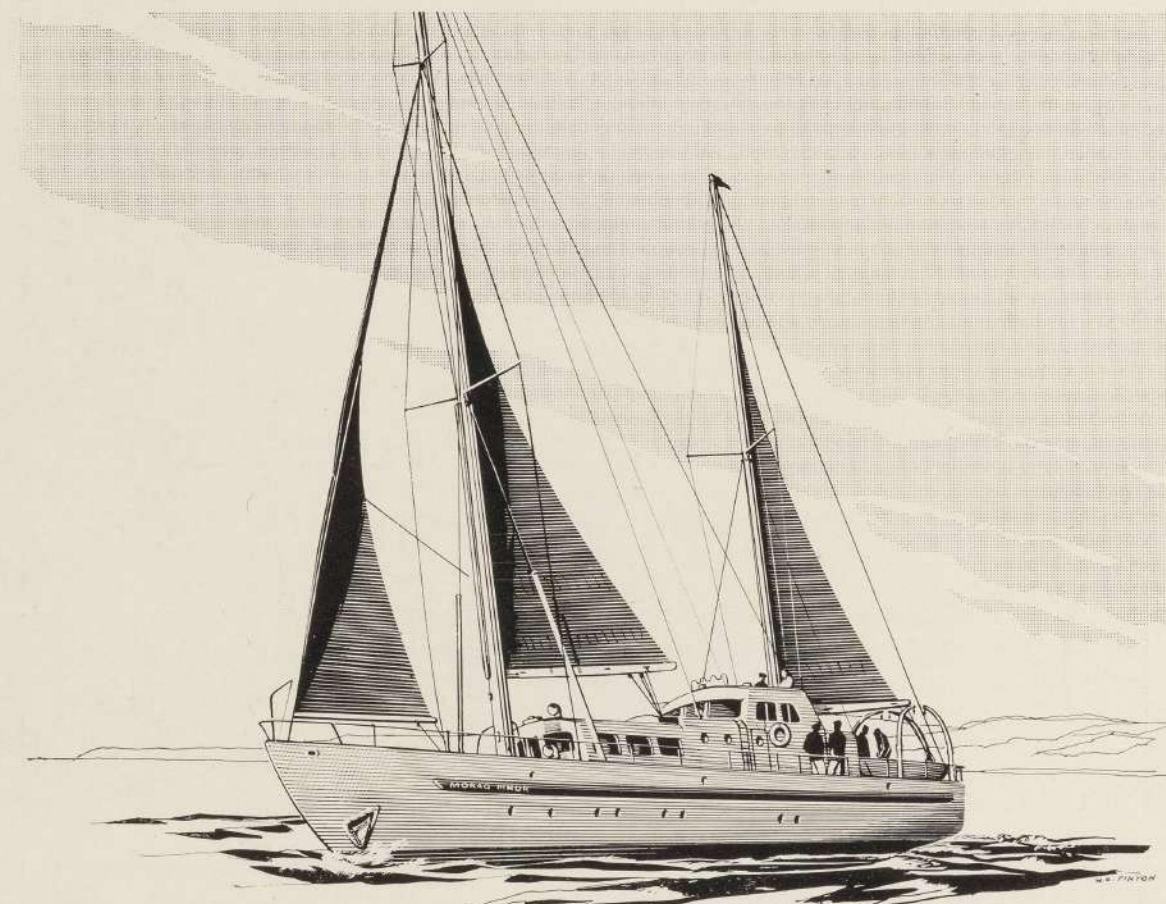
BRIDGES

AND ALL TYPES
OF STEEL
STRUCTURES



Engineer: G. A. Wilson, M.Eng., M.I.C.E., M.I.Mech.E.,
Chief Engineer, Port of London Authority.

WALKER BROS. LTD. WALSALL. Telephone: WALSALL 3136
London Office: 66 Victoria Street, S.W.1. Telephone: VIC 3926



"Morag Mhor"

A 72 ft. all-welded aluminium yacht

Designed by Laurent Giles & Partners Ltd.

Constructed by Saunders-Roe (Anglesey) Ltd.

This yacht was built for The British Aluminium Company Limited to demonstrate new developments in welding aluminium-magnesium alloys conforming to Lloyd's requirements, for use in passenger and cargo liner superstructures.

THE

British Aluminium

CO LTD

NORFOLK HOUSE ST JAMES'S SQUARE LONDON S.W.1



BY APPOINTMENT
BUILDERS & CONTRACTORS
TO THE LATE KING GEORGE VI

JOHN MOWLEM & CO. LIMITED

BUILDING, CIVIL ENGINEERING AND
PUBLIC WORKS

CONTRACTORS TO H.M. GOVERNMENT,
PORT OF LONDON AUTHORITY, ETC.

SOIL MECHANICS, LTD.

65a Old Church Street, London, S.W.3. Flaxman 0071
(Subsidiary of John Mowlem & Co., Ltd.)

SITE INVESTIGATIONS

Geological Surveys
Exploratory Borings
Soil Sampling
Field and Laboratory Tests on Soils
Analysis of Foundation Problems
Soil Stabilisation

GEOTECHNICAL PROCESSES

Chemical Consolidation of Sands and Gravels
Cement Grouting
Ground Water Lowering by Deep Wells, Shallow Wells and
Well-points
Compressed Air Work
Bored and in situ Piles
Thermic Boring of Concrete

TELEPHONE :
SLOANE 4500

TELEGRAMS :

"MOWLEM-SOWEST-LONDON"

REGISTERED OFFICE :

91, EBURY BRIDGE ROAD,
S.W.1

THE P.L.A. MONTHLY

THE MAGAZINE OF THE PORT OF LONDON
AUTHORITY

NOVEMBER, 1955



PORT OF LONDON AUTHORITY

Chairman: The Rt. Hon. Viscount Waverley, P.C., G.C.B., G.C.S.I., G.C.I.E., F.R.S.

Vice-Chairman: Admiral Sir Alan Geoffrey Hotham, K.C.M.G., C.B.

Alexander, Sir Frank, Bart., J.P.
Benn, Captain Sir Ion Hamilton, Bart., C.B., D.S.O., T.D.
Brandon, Charles, J.P.
Broadway, Leonard Marsham
Chaplin, Captain William Robert
Clark, Henry Michael Gordon, J.P.
Edgell, Vice-Admiral Sir J. A., K.B.E., C.B., F.R.S.
Farmer, Norman, C.B.E.
Fremantle, Hon. John Walgrave Halford, T.D., D.L.
Gillespie, Robert, C.B.E.
Graham, Archibald Knightley
Hinton, Geoffrey
Hodge, Gordon Dow
Hooper, Ian Mackay

Keville, W. Errington, C.B.E.
McLean, John, C.B.E.
Macpherson of Drumochter, Rt. Hon. Lord
Marten-Smith, Hubert Stacey
Metcalfe, Sir Ralph
Miller, Sir Eric
O'Leary, Timothy
Owen, Walter R., D.L., J.P.
Pelly, Kenneth Raymond, M.C.
Simon, Rt. Hon. Viscount, C.M.G.
Sorrell, Herbert George, O.B.E.
Tait, Sir John
Warwick, Walter Curry
Williams, A. Lawrence

General Manager: Leslie E. Ford, O.B.E.

Secretary: E. S. Birch, M.B.E.

Overseas Representatives:

Australia and New Zealand: W. C. Perkins, 22, Loftus Street, Sydney, N.S.W.

South Africa and Southern Rhodesia: W. H. A. Webster, C.I.E., P.O. Box 3034, Cape Town

Bankers: Westminster Bank Ltd.

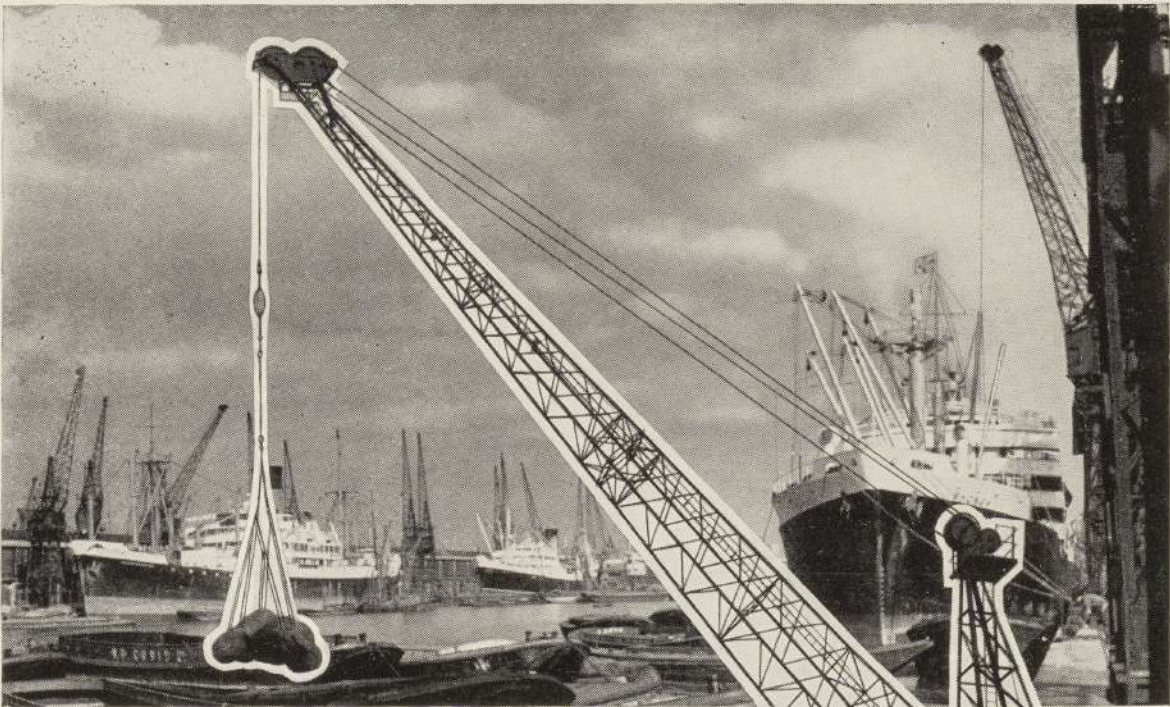
For information regarding services and trade facilities provided by the Port of London Authority, apply to the General Manager, P.L.A., Trinity Square, London, E.C.3. (Tel.: ROYal 2000)

All communications relative to editorial matter, photographs and annual subscriptions to be addressed to the Editor, "The P.L.A. Monthly," P.L.A., Trinity Square, London, E.C.3 (Tel.: ROYal 2000)

Advertisers' enquiries, etc., to be addressed to 6, Norfolk Street, London, W.C.2 (Tel.: TEMple Bar 7082)

Annual Subscription 13s. 6d.

The views of contributors do not necessarily represent the opinions of the Port of London Authority



CRANES

Part of a large installation of 3 ton and 5 ton crank-operated level-luffing cranes in service at the Port of London.

All the principal ports in this Country and abroad are equipped with our modern high-speed cargo handling cranes.



STOTHERT & PITT LTD
BATH • ENGLAND

LONDON OFFICE 38, VICTORIA ST., S.W.1.



The P.L.A. MONTHLY

Being the Magazine of the Port of London Authority

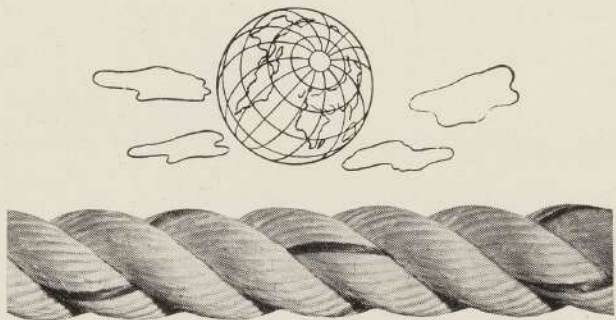
Editor: L. M. BATES

NOVEMBER, 1955

CONTENTS

NUMBER 361

THE ROYAL VICTORIA DOCK	Frontispiece
THE MODERN PORT—VI: THE ROYAL VICTORIA DOCK	Page 239
UPSTREAM AND DOWNSTREAM: By "The Ferryman"	" 243
In Praise of Gardening: Treasures from Portugal: The P.L.A. on the Continent: Opening of the British Trade Fair Copenhagen (Picture): Renaming the liner <i>Eva Peron</i> (Picture): <i>Sic Transit</i> : Names Writ in Water: Dog Watch: Society of Marine Artists: Royal Car at Millwall Dock (Picture): Mechanical Handling	
IN THE SERVICE OF FOODSTUFFS (Pictures)	" 245
THAMES-SIDE PERSONALITY: By "Lighterman"	" 249
THE P.L.A. AT COPENHAGEN (Pictures)	" 253
THE THAMES AND THE MAYFLOWER: By S. H. Kessels	" 255
BOOK REVIEWS	" 258
THAMES AND DOCKSIDE CHURCHES—XI: NEAR THE ROYAL VICTORIA DOCK: By "Looker-On"	" 260
TALKING ABOUT SHIPS: By Leigh Forebrace	" 261
TRADE OF THE PORT	" 262



ROPE SUPPLIERS TO THE WORLD

The strength and durability of rope made by Hawkins & Tipson have won recognition throughout the world. Wherever rope is needed—particularly in shipping—you can rely on the Hawkins & Tipson range.

"Ceroflex" Water- and Rot-proofed Manila and Sisal rope, Hercules brand uninkable Manila Lifeboat-falls, Towing Hawsers and Towing Springs, Steel Wire Rope and sundry items.

HAWKINS & TIPSON LTD

Head Office: MARLOW HOUSE, LLOYD'S AVENUE, LONDON, E.C.3

TELEPHONE: ROYAL 6044 CABLES: TIPSON LONDON

Factories in London, Liverpool and Hailsham, England
Agencies in all main U.K. Ports and throughout the world

The Royal Victoria Dock

IT seems to have been ordained that the Royal Victoria Dock should, so to speak, blush unseen. The official openings of most other docks in the Port of London were marked by some form of ceremony; but this dock was opened 100 years ago—on 26th November, 1855—merely by the entry of the *Euterpe*, the first commercial vessel to berth there. Moreover, the complete redesign of the dock was finished during the second world war when preparations for D Day permitted no such celebration.

The dock was built by the Victoria Dock Company on the riverside marsh between Blackwall and Gallions Reaches to meet the increasing size of vessels then using the Thames. The addition of "Royal" to its name was made only on the opening of the adjoining Royal Albert Dock.

The cost of construction was comparatively small, yet the design of the dock represented a complete departure from the accepted form. Instead of the long continuous quay which had until then characterised the docks of London, the north side was broken by a number of jetties at right angles to the main quay. Apart from this novel and not particularly successful feature, the dock was much the same as its predecessors, being equipped with the usual vaults, transit sheds and warehouses for the handling and storing of perishable and general cargo. As first built, the water area of the Royal Victoria Dock was 94 acres in extent.

Another distinguishing feature was a large area of pasture land on the south side, provided in anticipation of a traffic in live cattle from America which, in fact, never materialized. The Royal Victoria Dock was also the first in London to be connected to the country's railway system and the first to be equipped with hydraulic power.

Unlike the older docks in the Port, the Royal Victoria Dock was not intended to cater for any particular trade, although the pasture land already mentioned and a range of tobacco warehouses on the north side are reminders of its interest in the North American trade.

The rapid growth of the traffic in the Royal Victoria Dock was significant of the attraction offered by its then modern facilities and its low dues; in 1856 the net register tonnage of shipping using the dock was 410,463, and in 1860 it had risen to 850,337. The Company, in fact, contemplated making extensions to provide for their increasing trade, but before their plans could be effected they were absorbed, in 1864, by the London and St. Katharine Docks Company.

The Royal Albert Dock, which is to be dealt with later in this series, was built in 1880 and joined the eastern end of the older dock. Together the two docks provided a double line of berths for shipping some two miles long.

One of the first undertakings of the Port of London Authority when they were constituted in 1909 was to begin the construction of the King George V Dock, already described in this series, adjoining the Royal Albert Dock. When it was completed in 1921, the Royal Victoria Dock was something of a Cinderella in this group.

The layout of the dock was a severe handicap to its development, but the Port of London Authority began a long programme of modernisation. New tobacco warehouses, the principal warehousing trade there, were built on the north side; and modern mechanical equipment for handling tobacco was provided for the older warehouses.

Two highly mechanised berths for the discharge and direct delivery of South American chilled beef, one of which was also equipped with a shed for the expeditious handling of green fruit and vegetables, were provided.

The original dock railway system was developed and modernized to provide the largest dockside exchange sidings in the country. In this connection, the angle and width of the jetties successfully defied all attempts to take permanent way directly alongside the ships.

The Silvertown Way, a new arterial road, one of the boldest and most far-reaching dock highway projects to solve road transport congestion, was built to serve all the Royal group. The focal point of this new highway is a bridge which closed the Western Entrance of the Royal Victoria Dock to all shipping larger than tugs and barges. At the

General view of the North Side, Royal Victoria Dock

Photo: P.L.A.



The Exchange Sidings at the Royal Victoria Dock

Photo: P.L.A.

same time, an equally bold engineering project involving major alterations to a railway tunnel provided access for deeper-drafted ships through the Eastern Cutting connecting this dock with the Royal Albert Dock.

On the south side of the Royal Victoria Dock a range of privately-owned flour mills was flanked at the western end by the first of a number of projected modern transit warehouses.

Then came the moment for the P.L.A. to embark on one of the most ambitious improvement schemes in the Port of London. The ends of the outmoded jetties were cut off, a vast reclamation scheme was carried out, and a straight deep-water quay, over three-quarters of a mile in length and with modern rail facilities, was constructed. The work was well in hand when the second world war broke out.

The dock suffered much damage from enemy attack, but it was nevertheless able to make a spirited contribution to the war effort. Berths were allocated for the completion of a number of "Mulberry" units, several Allied naval and military depots were established there, traffic from Canada

and the U.S.A. for the invasion "build up" was handled, landing craft were built at the eastern and western ends of the dock, hards were constructed for D-Day loadings.

In the meantime the vast improvement scheme had been completed and the new North Quay was ready in time to carry out a large pre-loading commitment for the liberation of Europe. Subsequent shipments of large quantities of ammunition, motor transport and general stores were made from there to the liberation armies.

The completion of the improvement scheme completely altered the appearance as well as the functioning of the Royal Victoria Dock. On the new quay are five large reinforced brick and concrete warehouses of the latest design, each of three storeys, each 500 feet long and 150 feet wide, equipped with modern cargo-handling equipment. On the south side of the Dock, a new flour mill for the Co-operative Wholesale Society, capable of storing 44,000 tons of grain, was also completed. This brought the total storage capacity of the four mills at this dock up to 114,000 tons. In addition, the P.L.A. also have silos in this area for the



Photo: P.L.A.

(Above) The original lay-out of the Royal Victoria Dock: jetties then projected at right angles from the main quay on the north side

(Below) The modern deep-water quay which has replaced the former jetties

Photo: P.L.A.



storage of grain. The P.L.A. and private millers both have work in hand for increasing grain storage facilities in this area. Most of the grain for discharge at this dock arrives in bulk and is handled by pneumatic suction elevators, either part of the mills' own equipment or the fleet of floating plant belonging to the P.L.A.

Much of London's imported tobacco trade is centred at this dock, and the "shell" warehouses on the north side are equipped with overhead gantries for piling American leaf tobacco up to five hogsheads high. Sorting, sampling, garbling and other operations are carried out in these warehouses by P.L.A. staff on behalf of the importers.

In addition to the mechanised meat berths, described earlier in these notes, elevators and conveyors for the mechanical discharge and delivery of bananas have been provided at "A" Shed at the Royal Victoria Dock. The two sets of conveyors there can deal with approximately 1,100 stems per hour, and shipments of up to 50,000 stems per vessel are handled.

At No. 4 Berth on the south side, special facilities have been provided for the discharge of vessels carrying logs. It has been equipped with four 5-ton electric quay cranes each having a radius of 80 feet, and it has a long frontage particularly suitable for the marshalling and manœuvring of the many craft applying for overside delivery.

The Exchange Sidings continue to function as the centre of the Authority's dock railway system, but due heed has been paid to the post-war trend towards road transport. Excellent internal roadways and parking facilities have been provided at this dock.

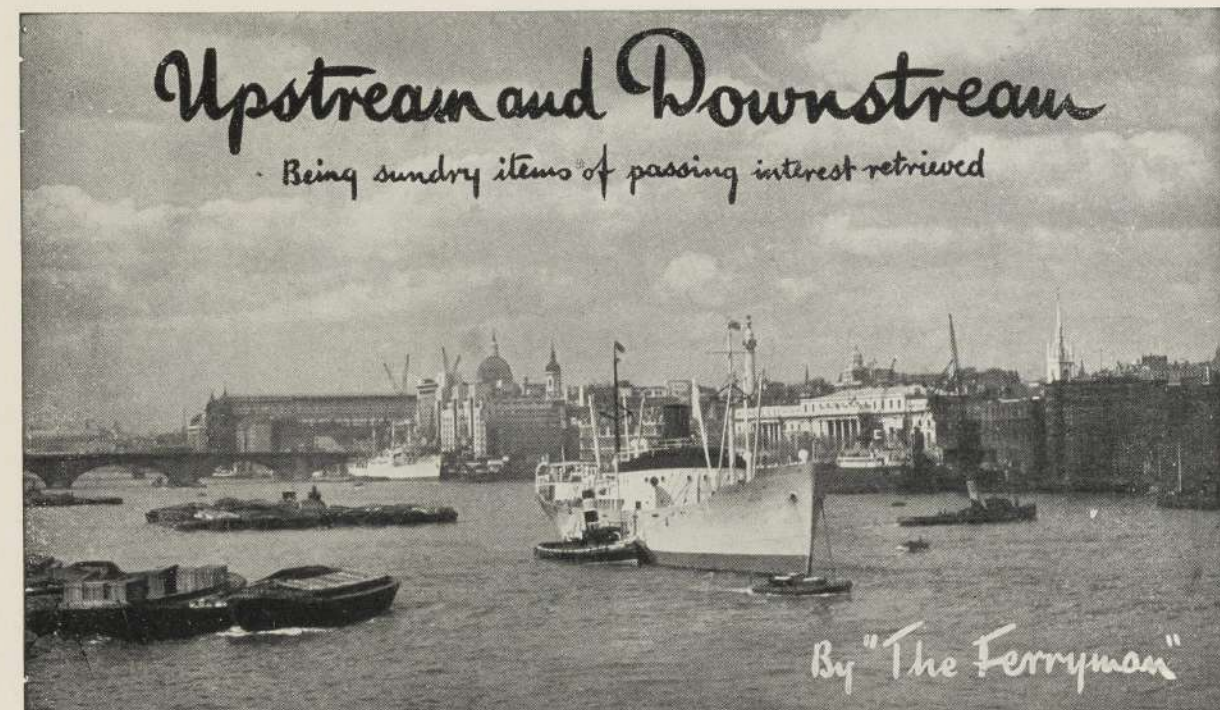
As in all other P.L.A. docks in the Port of London, a wealth of labour-aiding equipment has been installed.

The post-war picture of the Royal Victoria Dock is completely different from that of 100 years ago and is almost as greatly changed compared with that of 1939. From being the Cinderella of the Royal Docks group it is now the most modern dock in the Port of London.



Photo: P.L.A.

The range of modern flour mills with deep-water frontages at the south side of the Royal Victoria Dock



In Praise of Gardening

The Autumn Flower Show of the P.L.A. Horticultural Society, held at the Authority's head offices on 15th September, was opened by Lady Moran, who contributed a particularly entertaining speech.

After being introduced by Lord Waverley, chairman of the P.L.A., Lady Moran expressed her pride, as a practical gardener, in being asked to open the Show. "I hasten to add," she continued, "that my gardening days have not been very long ones and I am avid for information and help. I never visit the lovely garden in Sussex which Lord and Lady Waverley have created without coming away full of admiration for their planning and design and for the lovely collection of beautiful and unusual flowers which are growing there. I would like to thank them here and now for all the help and encouragement they have given me in making my own garden."

As a doctor's wife, Lady Moran felt it was a good thing for her to be interested in gardens; had not the medicine man told members of the tribes what berries they could eat?

"But more than that," continued Lady Moran, "the Royal College of Physicians, of which my husband was formerly president, had long ago a garden in the very heart of the City of London and

in 1583 they appointed as curator of that garden John Gerrard who wrote a beautiful and famous herbal. When they appointed him they said his duty was to keep the garden stocked with rare plants at a reasonable expense. Those old doctors were shrewd economists as well as wise physicians. The College still keeps its interest in gardens by taking part in the management of the Chelsea Physic Garden, that little oasis of three acres, which some of you may have seen, on the Embankment. Every time I go there or pass it I remember that great and illustrious predecessor of my husband, Sir Hans Sloane, who gave his name to Sloane Street, and who did so much to preserve that garden from the builders in the 18th century and whose enormous and wonderful collection was the foundation of our British Museum.

"He had a very great curator, one Philip Miller, who wrote a dictionary of gardening, the predecessor of the great Royal Horticultural Society's dictionary. Philip Miller brought some beautiful plants to this country. He brought Cherry Pie and he brought a little greeny-brown insignificant flower with a sweet scent which found its way to Paris at the same time. The French liked it so much that they called it "Little darling" and to this day we know it as Mignonette. But I think perhaps because your business brings you so much into



Lady Moran presenting one of the prizes at the Autumn Flower Show of the P.L.A. Horticultural Society

touch with those who go down to the sea in ships you will probably remember Philip Miller for something else he did—he sent the first cotton seeds to the Colony of Georgia and from those cotton seeds descended most of the cotton of the whole world.

“A later curator was Robert Fortune who brought us Jasmine and Forsythia and that lovely yellow rose, Fortune’s Yellow, which we still grow to-day. He took tea trees from China to India and so started one of the greatest industries in that country. But you must also be interested in the story of quinine and the effect on the world of what the gardeners have done there. You will remember the Cinchona Bark which came from the hills of the Andes. In 1685 John Evelyn saw in the Chelsea Physic Garden a little tree of the Cinchona. It did not flourish in the cold damp riverside air and I see from your green pamphlet that you are not allowed to use heat or glass in cultivating these lovely things which I see in front of me.

“Two centuries later gardeners managed to plant the trees in Java and they flourished there and provided quinine which by controlling malaria has altered the whole history of the world. When the Japanese over-ran Java in the war, if the chemists had not quickly found a substitute, Lord Mountbatten could not have won his campaign in S.E. Asia and the whole history of the world might have been different. So while gardeners have already had this enormous effect on the history of the world, they are faced with an even greater problem now because so many diseases have been abolished that there is a risk that the growth of the population may

outstrip the world’s vital food supply. More than ever it depends on gardeners to grow two blades of grass where one grew before: to make the desert blossom like the rose. One never knows whether light on this problem may not come from some observation or experiment in a humble garden but in the meantime we can enjoy the art of gardening, looking at what we have created, sometimes with pride and sometimes with despair, enjoying working with those old and traditional tools which have not changed their shape or form in hundreds of years. We have great encouragement in London in that our present Lord Mayor has, as his mother company, the Worshipful Company of Gardeners.”

Lady Moran’s speech was voted by those who heard it to rank among the best that have been delivered at this annual function.

Treasures from Portugal

Early in October Portuguese *objets d’art* arrived in the Port of London for the Winter Exhibition at the Royal Academy which, this year devoted to Portuguese art, opened on 29th October.

Some of this priceless cargo—silverware, paintings, jewels, dresses, hand-painted tiles, etc.—arrived at the London Docks in the s.s. *Ravens Point* and *Merkland*; other consignments by other ships were discharged at riverside wharves. Churches and museums in Portugal have been virtually stripped for the exhibition.

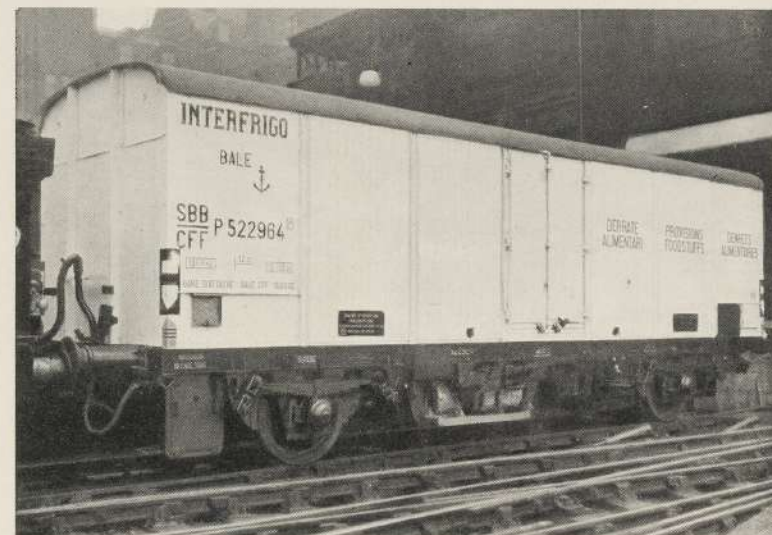
As this issue of THE P.L.A. MONTHLY goes to press, arrangements are being made to receive the

(Continued on page 246)

In the Service of Foodstuffs

(Right) An interesting new vehicle recently seen at the Royal Albert Dock—a refrigerated car manufactured by Interfrigo and equipped with Stone-Carrier mechanical refrigeration for the transport of perishables in conditions of appropriate temperature control

Photo: J. Stone & Co.



(Left) A view of the new P.L.A. cutting room at No. 6 Cold Store, Royal Albert Dock. The room has been provided for the examination and reconditioning of meat, and its cutting to trade requirements

Photo: P.L.A.

UPSTREAM AND DOWNSTREAM

(Continued from page 244)

President of Portugal and Madame Craveiro Lopes, due to arrive in the Pool of London in the Portuguese warship *Bartolomeu Dias* on 25th October. It is anticipated that General Lopes will visit the exhibition during his visit.

The P.L.A. on the Continent

Trade ties with the Continent were strengthened by a delegation from the Port of London Authority which recently visited Amsterdam, Hamburg, Bremen and Copenhagen. Lord Waverley, chairman of the P.L.A., led the delegation, which consisted of Mr. Charles Brandon, Mr. W. Errington Keville, Lord Simon and Mr. A. Lawrence Williams, all members of the Authority, and Mr. Leslie E. Ford, general manager, Mr. G. A. Wilson, chief engineer, and Mr. C. F. J. Tomlinson, chief information officer.

Lord Waverley, accompanied by Lady Waverley, left London in advance of the other members of the delegation on 19th September and travelled to Oslo and Stockholm where the chairman of the Authority inspected port facilities; in Stockholm Lord and Lady Waverley were received and entertained to lunch by the King and Queen of Sweden.

The other members of the party left London by air on 26th September and en route for Hamburg spent the afternoon inspecting the Port of Amsterdam by launch. At Hamburg where they were

joined by Lord Waverley the party were entertained to lunch in the Rathaus on the 27th September by the burgomaster, Dr. Karl Sieveking, and also made a land tour of the docks followed by a trip by launch round the Port. In the evening the P.L.A. delegation were guests at a banquet given by the Hamburg Chamber of Commerce under the presidency of Herr Schafer.

On the 28th September the P.L.A. delegation travelled to Bremen where Captain W. Daehne, the director of the Port, conducted them on a tour of the docks and afterwards entertained them to lunch. The same evening the party flew to Copenhagen where they were joined by Lady Waverley. On the following day the P.L.A. delegation attended the official opening ceremony of the British Trade Fair by the King of Denmark. Later, Lord Waverley received the King and Queen at the P.L.A. stand in the Tivoli Gardens where they inspected the Authority's exhibit. In the evening Lord and Lady Waverley were guests with Mr. Ford at the British Import Union banquet. The following day they had the honour of being invited by their Majesties to lunch at Fredensborg Castle.

On the 30th September the P.L.A. delegation were guests of the Port of Copenhagen Authority and, after inspecting the port by water, were entertained to luncheon by Mr. J. A. Korbing and other members of the board and directors of Copenhagen Free Port Co.

The party returned to London on Sunday, 2nd October.

In addition to the picture on this page, other pictures of the visit are reproduced on pages 253 and 254.



The ceremony at the Town Hall, Copenhagen, which marked the opening of the British Trade Fair. (See *The P.L.A. on the Continent*, this page)

The ceremony which attended the renaming of the liner *Eva Peron*, now *Uruguay*, at the Western Dry Dock, Royal Albert Dock (See *Sic Transit* this page)

Photo: P.L.A.



Sic Transit

The picture on this page shows the ceremony at the Royal Albert Dock which accompanied the changing of the name of the Argentine liner *Eva Peron* to *Uruguay*. The new name on the ship's stern was unveiled by Dr. Jose A. Quadros, the Uruguayan Ambassador.

Captain Juan Marquez, the master of the ship, expressed the pride and satisfaction of himself and his crew at continuing to sail in the vessel bearing her new name. The Uruguayan Ambassador, and Dr. Domingo A. Derisi, the Argentinian Ambassador, also spoke at the ceremony.

The *Uruguay* made her first voyage under her new name when she left London for Buenos Aires on 16th October. Her sister ships, the *Presidente Peron* and *17 de Octubre*, are to be renamed *Argentina* and *Libertad* respectively.

Names Writ in Water

The renaming of the *Eva Peron* reminds us that a change of ships' names due to the blizzards of foreign politics is by no means unique. A member of the Authority's staff recalls with some feeling the effect upon his duties of the Russian political purges in the late 1930s.

He was at that time a ledger clerk at the Surrey Commercial Docks and, in addition to other commitments, took into his orbit the accounts for the cargo discharged from all ships beginning with the letter V.

Two ships were particularly difficult by virtue of innumerable parcels repeated in five or six qualities

which they invariably carried in their cargoes; they were the *Valerii Meschlausk*, named after a Russian trade commissar, and the *Vtoraya Pyatiletka*, who, it was believed in the Surrey Commercial Docks ledger office, represented a Russian lady of high standing in Soviet politics.

During a political purge, *Valerii Meschlausk* disappeared from the Russian scene, and the vessel was promptly renamed. This event transferred the accounting of her difficult cargoes to another ledger. Our junior clerk then began to hope, without personal malice, that *Vtoraya* would also make a false step and cause her vessel to be renamed. But his hopes slowly faded as the vessel continued to trade to the Surrey Commercial Docks with her name unchanged.

Then, during the war, reading a book about our Russian allies, he discovered that *Vtoraya Pyatiletka* represented "Victorious Revolution."

This vessel of 5,757 gross register tonnage, built in 1919, is still a unit of the Soviet merchant navy.

Dog Watch

It is more years ago than we like to admit that we first received a copy of *The Annual Dog Watch* published by the Shiplovers' Society of Victoria for the Shiplovers' Society of Australia. No. 12 has just reached us; and Miss S. A. E. Ström, the honorary editor, has produced an edition worthy of the silver jubilee of the Victoria Shiplovers' Society.

In principle, the contents are always "the mixture as before"; but in the yarns and memories of ships

and sailors of all times there is always the infinite variety of the sea. And a very good and interesting variety it is.

In her editorial notes, Miss Ström stresses the need for an Australian Nautical Museum. We look forward to seeing the project eventually develop into something more than a wistful hope, for Australia is indissolubly linked to the Mother Country by ships and seamen; like Great Britain, her future, however much it may be affected by the great inventions of the times, will always lie upon the sea.

Society of Marine Artists

The 10th Annual Exhibition of the Society of Marine Artists, held at the Guildhall, London, was opened on 11th October, by Mr. Eric Hiscock.

It will be remembered that Mr. Hiscock has recently completed a voyage round the world in his 30-foot sloop, *Wanderer III*. With his wife as crew he left England in July, 1952, and sailed to the West Indies, Panama, New Zealand, Australia, South Africa and home to England, arriving in July, 1955, having completed a journey of 33,000 miles.

The Exhibition, which will close on 5th November, shows much of interest to Thames lovers; and pictures of ships, craft and seamen familiar to those who frequent the tideway or its docks have been contributed by a number of well-known artists.

All pictures of the contemporary Thames scene will become of historical interest to future generations; but two events in our time particularly worthy of pictorial record in the annals of the tideway have been recaptured in *River Pageant, July 1953*, by Charles Cundall, R.A., and *Last Voyage*

of the *Cutty Sark*, by L. A. Wilcox, R.I. (lent by the National Maritime Museum).

It is inevitable that the pictures at an exhibition dealing mainly with such highly-technical subjects as ships and docks will be criticised more from the point of view of truth in detail than from that of artistic execution. But, although the width of the river here, or the set of a topsail there, may cause the Thamesman to shake his head, most of the pictures in the Exhibition are rewarding from the points of view of both the artist and the seaman.

Mechanical Handling

The Associated Iliffe Press journal *Mechanical Handling* recently showed a new 16mm. 30-minute colour film "Mechanical Handling on Show." The film surveys modern handling methods and appliances seen at previous Mechanical Handling Exhibitions organized every second year by that journal with the support of the five principal trade associations concerned.

The film is a measure of what may be expected from the next exhibition at Earls Court, 9th to 19th May, 1956; the organizers claim that it will be the largest and most comprehensive display of labour-aiding equipment the world has ever seen. The film is certainly a revelation of the ingenuity of modern man and refutes those who maintain that the United Kingdom is still the spiritual home of the horse and cart.

Copies of the film are available on free loan from H. A. Collman, *Mechanical Handling*, Dorset House, Stamford Street, London, S.E. 1; and from G.B. Equipments, Ltd., Film Division, Aintree Road, Perivale, Greenford, Middlesex.



This picture shows the car used by the Duke of Edinburgh during his recent visit to Copenhagen about to be shipped at the Millwall Dock

Photo: P.L.A.

Thames-side Personality

By
"Lighterman"



Mr. J. T. Scoulding, the subject of "Lighterman's" notes

THE life of Thomas Scoulding bears out the contention that mankind, base and stupid in the mass, moves only because individuals have a capacity for better things. There was much baseness and stupidity in the harsh industrial world into which he was born in the '70s, and it was his capacity for better things, his pugnacity in the causes of honesty and justice, that spurred him to devote a great deal of his life to the service of his fellows. Had he been born a century earlier, he would have been transported; born in mediæval times he would have been martyred. It is significant of the changes in society for which he and his contemporaries fought so hard that his name to-day is respected throughout the Port of London.

When young Scoulding was sent out to an unsympathetic world in 1889 at the age of 14 years he cherished no illusions about the times in which he lived; one got out of life no more than one put into it, and there was then no national aunt to pick up those who fell out. As a child of London's East End and with a father who was a bargeman he was familiar with the river and its docks.

Nevertheless, there was a spice of novelty about beginning a career as a deck boy in one of the East and West India Dock Company's tugs, even if the hours were long, conditions hard and the pay only 6s. a week.

Even so late in the century, most of the ships using the Thames were still under sail; and the man of 80 years to-day can still recapture the thrill of the 14-year old boy at the sight of and close contact with vessels such as the *Cutty Sark*, *Lady Jocelyn*, *Invercargill*, *Brilliant* and others which sailed into the drab tideway with a glittering cargo of romance, daring and triumph.

It was not to be wondered at that young Scoulding soon wanted to spread his own wings and it was probably only the fear of parental disapproval that stopped him from signing on some deep-sea ship. Instead, he left the docks and joined one of Watkins's tugs. His life was now less circumscribed, for the tug was often away "seeking" down Channel, perhaps receiving news of some inward-bound ship from a friendly coastguard and then slipping off with dowsed or reversed lights to

throw rivals off the scent and be first at the rope of the inward-bounder.

But despite the excitement of the work, despite the occasional spice of a salvage job, the life of a tugman in those days was hard and unrewarding.

Not that Tom Scoulding's life became a bed of roses when he quitted the tugs and became an apprentice lighterman in 1892. He worked a 72-hour week for a wage of 8s.; and not infrequently he would work all night in the tideway, perhaps exposed to a blizzard, for the sum of 1s. 6d.

In 1898 he was, in the lightermen's phrase, "out of his time," and now received the wage of a skilled worker—6s. a day for a 12-hour day spread over 14 hours of attendance, with another 4s. for a "short night" up to midnight and another 2s. if he worked a full night. But the life had its compensations: he had learned every trick and eddy of the tide and every inch of the tidal river; he knew its ships and men as only those who spend their early years in its service can know them; most important of all, he had absorbed that sense of freedom and individualism that characterised the people of the river then as now.

By the age of 24 wind and tide and the sight of poverty in the midst of plenty had developed in him a formidable personality; he had a passionate belief in honesty and justice that gave him the courage of his opinions whether they were expressed in the form of argument with some close-fisted employer or of fisticuffs with some hulking grain porter who thought he could ride rough shod over the young lighterman.

It was a recognition of this unyielding moral and physical courage that caused his fellows to elect him to the executive of the Amalgamated Society of Watermen and Lightermen of the River Thames. It was typical of the man that he, the youngest ever member of the executive, crossed swords at his first meeting with that giant among waterfront labour leaders, Harry Gosling, about the interpretation of the controversial Brassey Award. At that meeting the two men measured each other's stature, and Gosling ever afterwards put the greatest trust and reliance in "Young Tom," while he in turn gave Gosling unswerving loyalty and support until his death.

In 1903 Tom Scoulding quitted the tideway craft



A scene at the South West India Docks before modern mechanical cargo-handling appliances came to the help of dock labour



Shipping scene at the London Dock in 1896, the sort of background with which Mr. J. T. Scoulding was familiar during his early life in the Port

to become a permanent Trade Union official. The value of trade unionism to-day when there are more jobs than men is a matter for debate, but there can be no doubt about the need for such organisations in the greedy industrial world at the beginning of the century when men fought for work like dogs over a bone. And none along the tideway, whether masters or men, has ever been in doubt about the selfless spirit which drove Tom Scoulding into the fight for better conditions for the men of the river.

He brought the passions of youth to his new duties. A dock strike was in progress at the time and he flung himself unsparingly into the fight. While picketing at a dock gate, he began an argument with a non-striker and, it being much the same rough dockland in which he had had to assert his responsibility as a lighterman, the argument came to blows; and Tom got the better of it. An eye was blacked and a nose bloodied, but no great harm was done. The next day, however, the non-striker was laid low by a well-aimed lump of rock. Waking up in hospital, he decided that his assailant must have been Tom Scoulding.

Despite the fact that he was innocent and that his Union had briefed counsel for his defence, Tom got a rare fright when he appeared in the dock at Grays Police Court. The magistrate looked sadly at the defendant and then asked the Court to stand. "I have," he began, "a most sad and solemn announcement to make." By this time Tom was expecting a black cap to be produced. "I have received news," continued the magistrate, "of the

death of our gracious sovereign, Queen Victoria. Long live the King." Tom was acquitted.

For the next 10 years Tom Scoulding worked for the men of the river as few have ever worked for private gain, and he has many stories of the injustices he fought and the improvements which were slowly won. He was present at one of the most dramatic incidents in the long struggle between masters and men along the Thames. It occurred near the end of the dock strike of 1912 after Lord Devonport had announced his intention to starve the strikers into submission.

The men knew they were nearing defeat and rarely has the tideway borne a greater burden of despairing hatred. Ben Tillet, another great labour leader of the Thames, was to address a meeting of 20,000 strikers on Tower Hill, but at the last moment, old and ill, he had delegated the task to "Young Tom." Scoulding had just apologised to the meeting for Ben's absence, when he saw him, white and shaking, making his way through the crowd to the rostrum. The cheers for which Tom called were heard in Lord Devonport's office in Leadenhall Street. But the old man was in no mood for hero worship. He raised his hand for silence. "Take off your hats," he commanded, "and repeat this prayer." And led by Ben Tillet 20,000 men asked God to strike Lord Devonport dead. There has probably never been a more bitter moment in the history of the tideway.

All this experience was strong meat for a man who was by nature and inclination already a fighter. He was elected to the Court of the Company of

Thames Watermen and Lightermen in 1913, and this ancient guild represented both masters and men. Although its deliberations were above the trade disputes, he never spared his punches when the dignity of the profession was endangered, and he had a disturbing memory which could recall episodes in the earlier and possibly more humble lives of self-made men now well-to-do employers of tideway labour. He cherishes as one of his greatest honours the fact that he was elected master of the Company in 1923.

To return to his earlier story, in 1914, now nearly 40 years of age, he was called to the War Office and asked if he would aid a campaign to recruit Thames watermen and lightermen for the Inland Water Transport companies of the Royal Engineers. Tom assured the War Office that the patriotism of the tideway was above reproach and that he could and would bring the men into the Army. "And now," he concluded, "I'll just go round the corner to enlist, and then I am at your service."

"Enlist, Mr. Scoulding?" said the War Office.

"Of course," replied Tom. "You can't expect me to ask the boys to join up unless I join myself."

And enlist he did. A mass meeting of Thamesmen was called at the Albert Hall at which a patriotic song composed by Harry Gosling was sung; and the Royal Engineers were temporarily submerged by the watermen's rush to join up.

Then Tom Scoulding got on with the war. He reached the highest non-commissioned rank, refused a commission and returned to civilian life at the end of hostilities with the Meritorious Service Medal and many good stories of handling craft under the orders of well-intentioned but not always experienced superior officers.

With advancing years, and no doubt influenced by the slowly changing relationship between master and man, Tom Scoulding grew in stature as a leader of labour. He became more mellow, but behind his urbanity and wise counsel the old pugnacity could be detected, dormant but not dispelled.

The public offices which he filled during the rest of his working life were so numerous they can

be little more than catalogued. He served on the West Ham Borough Council for more than 32 years, becoming mayor in 1931/2, and retiring, owing to age, as an alderman. He has been a member of the Board of Goodmayes Mental Hospital for 35 years and still serves in that capacity. He was an active Justice of the Peace from 1928 until he was retired from the Bench owing to age in 1950. Representing the Ministry of Transport, he served on the Board of the P.L.A. for 18½ years. In this connection, he succeeded Harry Gosling, and few who heard him will ever forget his moving tribute to his old leader at the memorial service at All Hallows Church for 15 years he was a member of an Appellate Tribunal dealing with conscientious objectors, for eight years an alderman of the L.C.C. and for five years a member of the Metropolitan Water Board. In 1945 he was made an honorary freeman of West Ham.

The year 1953 was his *annus mirabilis*; he received the Coronation Medal; was created an additional Officer of the Order of the British Empire; saw a road in the new housing estate at Custom House named after him; attended the opening of the Thomas Scoulding Lodge as an orphanage; and entertained the Duke of Edinburgh during a royal visit to Goodmayes.

Essentially human, Tom Scoulding is not unappreciative of these and other honours which have come to him unsought. But the greatest monument to his work lies in the conditions now enjoyed by the men for whom he fought; they have come into a way of life undreamed of when he first entered the service of the tideway. Tom Scoulding is too loyal to his cloth to agree with those of us who fear that the pendulum has swung over too far, that too much political power has been vested in bodies originally designed to protect labour. He looks back unrepenting down the long road up which his nature and the times called him; he knows that he walked it with clean hands and an honest heart. Where that road eventually leads is with God.

Reproduced by kind permission of the author, and the editor of "Lloyd's List."

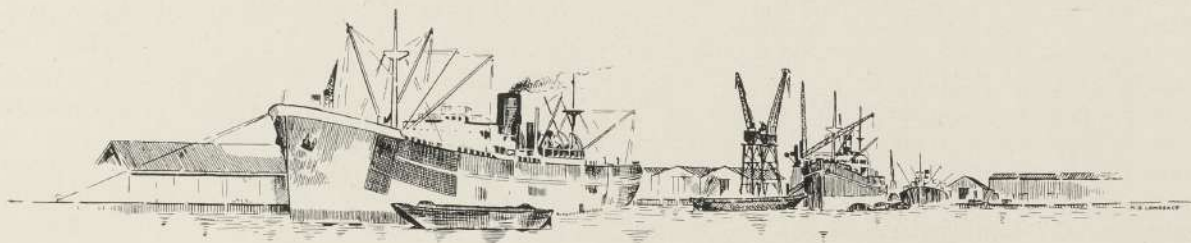
The P.L.A. at Copenhagen



(Above) H.M. King Frederick of Denmark with Lord Waverley, chairman of the P.L.A., at the Authority's stand at the British Trade Fair, Copenhagen



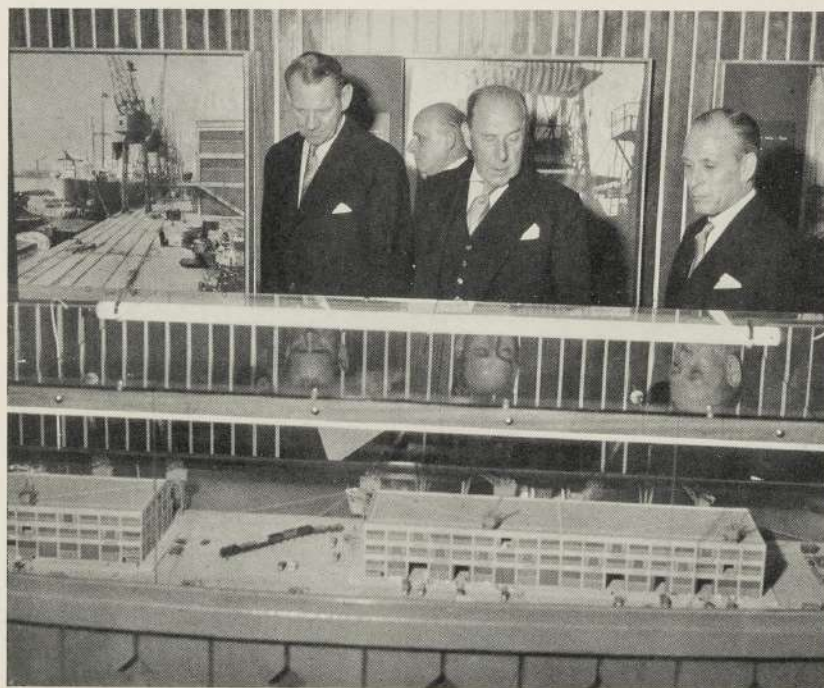
(Left) The King with Lord Waverley and Mr. Leslie E. Ford, the P.L.A. general manager, inspects the Authority's exhibit



(Right) Lord Waverley presents members of the P.L.A. delegation to the King



(Above) Queen Ingrid shows much interest in stereoscopic viewers at the P.L.A. stand



(Right) Lord Waverley and Mr. Ford show the King the model of the new West India Dock berths, part of the P.L.A. exhibit

See also page 246

The Thames and the Mayflower

By S. H. Kessels

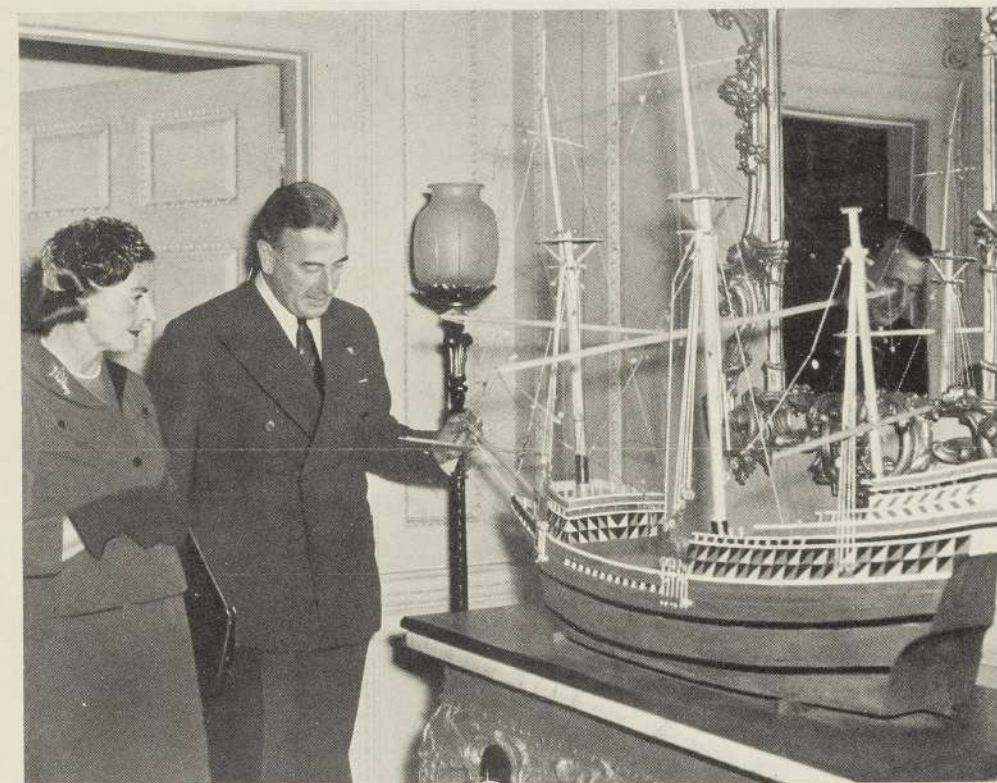


Photo: Scotnews

Admiral Lord Mountbatten and Countess Mountbatten inspecting the model of the *Mayflower II* now being built at Brixham. This full-sized replica of the original 17th-century vessel is to sail to America next year as a symbol of Anglo-American ties

“THE Pilgrim Fathers sailed from Plymouth, in the *Mayflower*.” We learned that at school. We may remember, too, that the Pilgrims called their first settlement New Plymouth; and we may have heard of the Plymouth Rock, which is in Massachusetts. It is not surprising that most of us associate Plymouth, and that place alone, with this notable voyage. In fact, it was only the last port of call in England and, moreover, one not intended. Before that, the ship had come from Southampton. And before that, whence? In a letter to *The Daily Telegraph*, Mr. L. A. Gulland emphasised the claim of Southampton as the main base; but he made this significant admission: “*The Mayflower*

arrived at Southampton from London on or about July 29th, 1620 . . .” From London—that is the point.

This City, the Thames and Essex played a greater part in the enterprise than is generally realised. Indeed, there are grounds for recognition that it was the major part.

Consider for a moment an outline of the full story. From 1608 onwards certain persons from Scrooby, near Doncaster, and from elsewhere, finding it unbearable to have to conform to the Anglican style of worship, fled to Holland where they soon settled in Leyden. These Nonconformists were not, however, entirely at ease in a foreign land, and felt the need for a fresh, virgin

land where they might—as it was later expressed in the Mayflower Compact—found a New Kingdom of God. They contracted with London capitalists for resources, and 70 merchants not only lent £7,000 but gathered in London a group of artisans, labourers and others to swell the numbers. Licence to form a colony was obtained from the Virginia Company of London; and some 35 of the Pilgrims sailed in July, 1620, in the *Speedwell* from Delftshaven to Southampton, where they were joined by a larger ship, the famous *Mayflower*, a three-master of 180 tons. On board her were the people from London, who numbered about 67.

Both ships put to sea from the West Quay, Southampton, on the 15th August, 1620, but the *Speedwell* proving unsound, they called at Dartmouth where she was repaired. Again they sailed, and when the two ships were some 300 miles west of Land's End the *Speedwell* was found to be in so bad a shape that both put back to Plymouth, whence the *Mayflower* sailed alone on 16th September. It seems unlikely that any great number or any at all from Plymouth joined the ship, for of the 120 who left Southampton only 100 or so ultimately went in the *Mayflower* besides her crew of 48. Merely six of the Pilgrim Fathers had originally come from Scrooby.

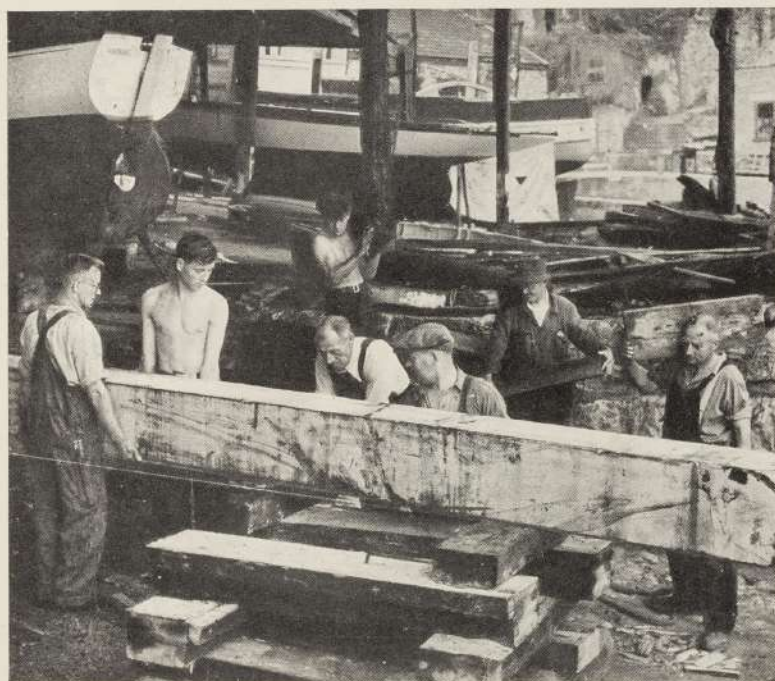
The Mayflower Compact was drawn up when it was realised that Cape Cod, where the party landed,

was outside the Virginia Company's area; but the main purpose of the Compact was to ensure that the "godly" (that is, those from Leyden) should not be over-ruled by the "ungodly." It must be admitted that the Londoners were deemed to be in the lost condition, but if they lacked piety they no doubt had many qualities not less important for pioneers in a raw land.

The military leader of the colony was Myles Standish, of whom the American Dictionary of Biography says: "he sailed from London in the *Mayflower*." He may also have been with the Puritan Colony at Leyden about 1609.

Historians of Leigh-on-Sea, Essex, consider that the vessel may have been built or at least owned in Leigh. Her master, Captain Christopher Jones, was buried in the churchyard of St. Mary's, Rotherhithe, near which is a Mayflower Street. The crew, or most of them, were Rotherhithe men, and the old ship came to her end in a Rotherhithe shipbreaker's yard.

Mr. F. Z. Claro, in a letter to *The Daily Telegraph* of 30th April, has adduced many facts about the Essex contribution. He affirms that the *Mayflower* was an Essex ship, and points out that her master came from Maldon; that her doctor, Samuel Fuller, who for long was the only doctor in New England, came from North Ockendon; and her purser, Christopher Martin, was a native of Billericay where his house still remains.



Laying the keel of *Mayflower II* at Upham's Shipyard, Brixham, Devon. It consists of two pieces of oak grown at Brixham, one 40ft. and the other 25ft. in length

Photo: Scotnews

He says that the corn and malt for the voyage were ground at Billericay mill, which was blown down in 1929; that two-thirds of the passengers were from East Anglia; and in Bull Lane, Rayleigh, there was until lately a barn which tradition regarded as the resting place of some of the Essex passengers until they joined the *Mayflower* at Hole Haven, where she lay for several weeks and was victualled for the great voyage.

Mr. Claro, who is a member of the Essex Archaeological Society and the Historical Association, has spent many years in research on the subject of the *Mayflower*, and the writer is indebted to him for some further interesting facts. The vessel made several voyages to the Mediterranean in the wine trade and several to Greenland for the whale fishery before she was chartered to carry the Pilgrims. When the *Mayflower* was broken up, some of her timbers were used for a barn at Jordans, Bucks., and from these old timbers four models of the ship were recently made, one being presented to the late President Roosevelt and one to Sir Winston Churchill on the signing of the Atlantic Charter. Another is now in the Peace Portal on the Pacific Highway into Canada, and the fourth is held by ex-President Truman as an emblem of Anglo-American friendship.

London played no small part in two other major settlements in America, the one earlier and mainly commercial, the other later and mainly inspired by conscience.

Prominent in the formation of the Virginia Company in 1606 was a London business man, Sir Thomas Smythe, who became treasurer of the Company and obtained the revised charter of 1609. He was also governor of the East India Company, a sheriff of London, and a leading member of both the Levant and the Muscovy Companies. His grandfather was one of the founders of the latter company, and he himself made a journey to Moscow, via Archangel, as England's ambassador to the Tsar. The Virginia Company had two branches, one at London and one at Plymouth. It was the London Company which effected the first permanent English settlement in North America when it promptly sent out three ships from Brunswick Wharf, Blackwall, in 1606. This venture led to the building of Jamestown and the birth of the State of Virginia.

The Plymouth Company, on the other hand, failed to make any permanent settlement; and although reformed as the New England Company in 1620 its part in the development of the New England States was a minor one.

The expedition of 1606 was, of course, the one associated with John Smith, famous not only for his romantic rescue by Pocahontas (which some historians have doubted), but also for his excellent work in leadership, in exploration and map-making. In 1614 he joined with London merchants in a voyage to the New England coast, of which he made the first true map; and the very names New England and Plymouth (the area near Cape Cod) were first given by him, six years before the Pilgrim Fathers sailed. John Smith, by the way, offered the benefit of his advice and leadership to the Pilgrims but, somewhat to his annoyance, they declined, no doubt because they had little in common with the more mercenary, less united Virginian venture. Smith spent his last days in London and was buried in St. Sepulchre's.

In 1681 that great Quaker, William Penn, secured the charter for Pennsylvania, then but a tract of almost unexplored land given to him by Charles II in payment of a debt owed to his father, Admiral Penn. William was born at Tower Hill within sight of the fortress in which he was later to be imprisoned; he was brought up at Wanstead, educated at Chigwell and Tower Hill and spent much of his life in London, from which he organised settlement of Pennsylvania. His own first journey to the colony was in 1682 in the *Welcome*, which sailed from Deal with 100 comrades, a third of whom died from small-pox on the voyage. He spent two years on his first visit, and two years again from 1699. Noteworthy for his good treatment of the Indians, he also achieved the framing of constitutions far ahead of their time for civil and religious tolerance. Rarely has a man with almost absolute power ruled a vast area with such humanity, and his laws were in complete contrast to the harsh code of Dale in Virginia.

In conclusion, it is submitted that not the West Country but London and the Home Counties should be entitled to claim the lion's share in the foundation of the United States of America.



CANAL CATS, by C. Fraser-Simson (Frederick Books, Blackie & Son, 7s. 6d.).

Not so many years ago Dockland cats were honoured servants of the Port. Now, alas, only a few remain as pets since their duties of keeping down the rat and mouse population have been taken from them by science.

It would seem only a short step from the Docks to the Canals, but the cats in this engaging little story for children between five and eight years of age are not nautically minded, as the title would suggest. In fact, with one exception, a black kitten called Bengy, who stows away in a Narrow Boat, they only live, by accident as it were, near the Regent's Canal.

The illustrations will please children as much as the text.

L. M. B.

ZAMBESI RIVER, by J. F. MacDonald (Macmillan, 18s.).

Africa's problems are as violent, as sharply etched, as bitter and as difficult of solution as any in the modern world. This book on the Zambesi River and the territories through which it flows does much to illumine the Central African scene: the past with the early Portuguese adventurers, the slave traders and Dr. Livingstone; the present with its social dilemmas and the future with its hopes and fears. It also clarifies a great deal of what seems obscure in South African aspirations and outlook.

But the author is not only concerned with the political, the social and the historical scene. He also describes the passage of the Zambesi from its source to its delta, 1,700 miles away; its natural beauties, its native peoples, its European settlers and the day-to-day life along its banks.

The Zambesi, he says, is not a patrician among rivers nor yet a poor relation. It has undeniable claims—scenic, historic and economic—to greatness. The traveller on the Zambesi will see the last of primitive, barbaric Africa and trace the slow stages of what we are pleased to call progress.

There are pests along this river. There are diseases, there are dangerous beasts, against all of which precautions have to be taken. There is also much that is rewarding of beauty and interest to those stalwart enough to make the journey.

The author writes remarkably well of what he knows intimately. He has a fine turn of phrase which brings warmth and life to his pages—the gaggle of spurwing with their swift, black and white beauty; the phlegmatic hippo which turned unimpressed and uncompromising sterns into the lash of the gale. . .

The publishers claim justly that this book is distinguished by integrity. It is also completely satisfying, not only in its contents but also in its format and in the delightful wrapper design. The illustrations consist of attractive photographs and a useful folding map.

J. G.

THE GOLDEN MONKEY, VOYAGE TO BENGAL, CLIPPERS TO CHINA, by Captain Frank Knight (Macmillan, each 10s. 6d.).

CORMORANT SAILS AGAIN, by George E. Haley (Blackie, 7s. 6d.).

Discerning fathers who care sometimes wonder why their offspring reject Defoe, Kingsley, Marryat and those other writers of sea stories who entertained us more years ago than we like to consider. The answer is that streamlined youth has not the inclination to explore the wordy undergrowth of more leisurely days.

Nevertheless, the adventures of ships and sailors of the sail still appeal to the modern boy so long as they are presented in a style which he can understand. A writer of such books is Captain Frank Knight, master mariner and nautical historian; and he appears to have taken a vast amount of trouble to verify his facts and atmosphere.

Three of his recent books are worth the attention of any boy with salt in his make up. *The Golden Monkey* tells of a cabin boy's adventures in a Colonial clipper in the days of the Australian gold rush. *Voyage to Bengal* is about an earlier period and shows us a stately East Indiaman and the

hazards of a voyage in the days of the Honourable East India Company seen through the eyes of a young seaman in the '30s of the last century. *Clippers to China* centres on the famous tea races and the one-time perils of the China seas. All the stories are convincing and well written; and boys of to-day would learn from their pages not a little of the background to our maritime supremacy.

A different sort of sea story is told by George E. Haley in *Cormorant Sails Again*. It concerns a delightful family—father, mother and the children—who constitute the crew of a modern motor cruiser. From their interesting adventures, the youthful reader can learn much sea lore and the "know how" of handling and navigating small craft.

Discerning fathers who care may like to be reminded that Christmas is coming.

L. M. B.

NO ONE WAY, by Humfrey Jordan (Hodder and Stoughton, 12s. 6d.).

Humfrey Jordan's knowledge of ships is as wide and deep as the sea. His ability to use that knowledge as a background to his stories is demonstrated to the full in his latest novel, *No One Way*.

In this book, however, he shows a surprisingly deep feeling for the land. The story, in the course of which the reader is taken behind the scenes to the board room of a large tramp-shipping company, deals with the problems faced in this country by landed gentry trying to keep their estates intact; gives brief glimpses of life in Australia and Africa; and a detailed description of an overland journey from Dar-es-Salaam to Dodoma, thence by earth and mud track to Salisbury, Rhodesia.

In each of these aspects of his book Humfrey Jordan writes with conviction and the authority of experience. A good story, it moves at an enjoyable pace.

F. G. J.

A BEGINNER'S GUIDE TO THE SEA, by Frank Knight (Macmillan, 8s. 6d.).

"A beginner's shield against the experts" is what the author calls this little book. It is in fact an introduction to first principles and practice of amateur "little-ship" seafaring and it is a bargain at the price.

It starts with nautical terms and a warning not to affect them ashore; follows with boat construction, types of craft and rigs, ropes, propulsion,

rule of the road, lead, log and compass, navigation, weather, signalling, tonnage, registration, insurance, etc.

Nothing is taken for granted in the reader save an elementary knowledge of mathematics. There are simple explanations about all that the newcomer will want to know and, in particular, reasons are given for every rule.

The diagrams are admirably clear and there is an end paper in colour of the International Code of Signals.

L. M. B.

THE FOUR-MASTED BARQUE, by Edward Bowness (Percival Marshall, 9s. 6d.).

Although intended for ship modellers, there is much of interest in this book for all sailing-ship lovers. Taken as a prototype is the four masted barque *Archibald Russell*, which, built in 1905 by Messrs. Scott of Greenock, was the last four-master built in Britain for British owners.

At the end of the book is a table giving the tonnage, dimensions, builders' names, and the year when built, of the 40 four-masted barques of which photographs and descriptions are given in the text. This enables models other than the prototype to be constructed. Unfortunately, some of the photographs reproduced are not of the usual high standard of Messrs. Percival Marshall who specialise in this type of book.

The chapter "The Development of the Type" includes such information as the date and name of the first four-masted barque built in this country; the year when double topsails were introduced; the date of the introduction of the stump topgallant barque; and why this particular type of barque was known as the "jubilee rig."

The scale suggested for the construction of the models is $\frac{1}{16}$ th of an inch to the foot. In the case of the *Archibald Russell* this gives a model of an extreme length of 22in., a height from keel to truck of 11 $\frac{3}{4}$ in., and an extreme width (the lower yards) of 5 $\frac{1}{2}$ in. Figures of the various parts of the barque, drawn to this scale, are given. The making of everything is explained—even the bilge keels—and there are notes on figureheads and the painting of the finished model. A choice can be made of a "hull and rigging model" or a "waterline model in full sail."

This is a book for those venturing on the art of ship modelling as well as for those who have had some success. I recommend it strongly.

A. G. C.

Near the Royal Victoria Dock

By "Looker-On"

UNTIL the time of the Norman Conquest, East Ham and West Ham were one parish. St. Mary Magdalen church, East Ham, near the Tilbury arterial road, was in existence at a very early date and was given to the Abbey of Westminster, the grant being confirmed by William the Conqueror. St. Mary's Church is built of flint and stone and has a low massive tower with double buttresses at the angles. It contains a memorial to the seventh Earl of Westmorland (c. 1600), and two 17th century brasses. Dr. William Stukely, the antiquary, is buried in the churchyard. The boundary between East Ham and West Ham was the small river Ham but this was diverted into a land drain when the King George V Dock was being excavated.

All Saints, the parish church of West Ham, lies to the north of the Royal Docks and is a brick and stone building, partly old, partly modern. It is the burial place of Sir Thomas Foote, Lord Mayor of London in 1650; of Henry Ketelby who held a law office under the crown in the reign of Henry VIII; and of the naturalist George Edwards (d. 1773).

St. Barnabas, Silvertown, was built about 1854 to serve this industrial area which was in existence before the Royal Victoria Dock was opened in 1855. The church was destroyed in the Silvertown explosion of 1918 and was rebuilt in the traditional Gothic style in 1926, the foundation stone being laid by the Princess Royal. Queen Mary worked two altar book-marks and presented them to the church. The industrial nature of the parish is reflected in the benefactors who include Messrs. John Knight & Co., Ltd., and Mrs. Lyle of Messrs. Tate and Lyle, Ltd. There is a memorial plate on an external wall of the church to Stephen Winkworth Silver who in 1850 moved the rubber works of S. W. Silver and Company from Greenwich across the river; built houses for the employees and named the district Silvertown.

St. Mark's, Silvertown, also known as St. Mark's, Victoria Dock, was built in 1854 as the result of an article written by Charles Dickens. His brother Alfred Lamert Dickens, born 1822, was a civil engineer by profession and through the influence

of his brother-in-law, Henry Austin, secretary of the Sanitary Commission, 1847, was appointed sanitary inspector of this district. Alfred Dickens saw the need for a church in this growing industrial area and drew his brother's attention to the matter with the result that the article came to be written. St. Mark's is Victorian Gothic in style and the interior resembles that of a small cathedral. The design was copied from a church in Brittany and the complete cost of construction was defrayed by one donor who had greatly admired the French original. The patronage of St. Mark's is with the Lord Mayor and Corporation of London.

In 1872 a new church of St. John-the-Evangelist was built at North Woolwich and was separated from the parish of St. Mark in 1877. It may be mentioned that North Woolwich which lies between the southern extremities of East Ham and West Ham is part of the Metropolitan Borough of Woolwich on the south bank of the Thames. It is, therefore, curious but geographically logical that North Woolwich should have been in the parish of St. Mark's, Silvertown.

Trinity Church, Canning Town, was built in 1865 by Enner of Stepney, but the architect of this edifice in the Victorian Early English style is unknown. The church was founded by Sir Antonio Brady, an Admiralty official who collected money for its erection. Like the Silvertown churches it serves a dock-side area which includes among its industries paint, soap, perfume, disinfectant, and printing works. In 1207 this area belonged to the Prior of Holy Trinity, London, and in the reign of Mary, Canon's Hall (from which "Canning" is derived) was a manor house.

St. Luke's, Victoria Dock, was built in 1873 and after having sustained war damage was rebuilt in 1949. It is in the Victorian perpendicular style of architecture and can be recognised easily by its lofty roof and inverted boat shape, inspired by a vessel which was being built upside-down on a nearby slipway. The ship in question was launched by being rolled into the water. The interior of St. Luke's contains much wrought-iron work, gifts of parishioners who worked at the nearby Thames Ironworks.

Talking about Ships

THIS month will see the launching of the largest ship yet built for the British India Steam Navigation Company. She is the *Nevasa* of 20,000 tons gross, and, when she comes into service next year, will help to celebrate the Company's centenary. Built to the latest specification of the Ministry of Transport and Civil Aviation she will also be the largest ship built for the transport of troops. She is the Company's 459th ship.

The *Nevasa* is designed to carry 500 officers and warrant officers and their families in comfortable cabin accommodation, and 1,000 non-commissioned officers and troops in spacious troop decks. Her public rooms for all classes will include large recreation rooms and mess halls for the troops. Her service speed will be 17 knots and she is to be fitted with stabilizers. The British India Company is a pioneer in operating troopships. In 1857 the first, the s.s. *Cape of Good Hope*, carried British regiments to India during the Indian Mutiny.

While the P. & O. group of companies are preparing to become the owners of oil tankers, some oil-tanker owners are considering converting their vessels for the carriage of grain in bulk. In some cases the cost of conversion may be heavy, and may not prove worth while unless continual employment for a period as grain carriers can be guaranteed. The converted vessels would most likely be sent to

discharging ports like London where efficient grain elevators are available to suck the grain out of the very small hatchways of the tanks. Difficulty would be experienced if such a ship were sent for discharge to a certain port in Eire where the grain is bagged in the ship's holds, the bags hoisted by the ship's derricks, and then slid down shutes from the deck into waiting horse-drawn carts. It is considered that tankers of about 12,000 tons deadweight would be the best for conversion.

Included in the P. & O. group is the Orient Line, who, it is suggested, will add oil tankers to their present fleet of passenger liners to increase their revenue from cargoes. The 25 tankers of the Group have been ordered for delivery between 1956 and 1958, and it is intended to employ them on time charter to the big oil companies. If this is carried out they will be in competition with foreign tonnage.

Quite recently the London and Overseas Freighters, Ltd., London, have cancelled a contract for a motor tanker of 24,000 tons deadweight and have replaced it with an order for two dry cargo motorships, each of 13,500 tons deadweight.

The Royal Dutch/Shell group of companies have announced a new building programme in which orders for 34 oil tankers have been placed. About half will each be of 32,000 tons and half of 18,000



The new oil tanker *Vexilla*, completed at a cost of £1,800,000

Photo: Shell

tons deadweight. This is in addition to the six 31,000-ton tankers now being built in Britain, the two in France and the two in Holland.

The first of the six, the s.s. *Vexilla*, has been completed by Messrs. Cammell Laird at Birkenhead at a cost of about £1,800,000. Her length is 660ft. overall, moulded breadth 84ft. 3in. and loaded draft 34ft. The single-screw propeller is to be driven by geared turbines giving a service speed of 16½ knots. Crew accommodation is of a very high standard.

The days of salt meat and tinned bully beef for seamen seem far distant when one reads of her cold-storage chambers with a vegetable room of 1,200cu. ft., and a meat room of 1,000cu. ft. No longer does the seaman wash his clothes in half a bucket of cold water and then rinse them in salt water as he did in the days of sail. At his service in the *Vexilla* is a laundry on the boat deck which contains a Bradford washing machine, a hydro drier and a Mariner ironer. There is also a tiled swimming pool on this deck. On occasions in the days of sail the whole main deck was virtually a swimming pool.

Talking about sailing ships reminds the writer of these notes of a yellow-leaved diary lent to him by Mr. Hilton of Messrs. Fielder, Hickman, the London lighterage company. It was kept by his father who was boatswain of the full-rigged ship *Eskasoni*, 1,715 tons; and concerned a passage of 105 days from Melbourne to London's East India Dock, where she arrived on 14th July, 1890. Most of the time spent in the southern latitudes of the Pacific Ocean—the ship went as far south as 59°—appears to have been occupied in dodging icebergs during bad weather. In spite of thick weather, Cape Horn was sighted on the 37th day out from Melbourne.

The diary is written in a nonchalant style. On 4th June an entry records:—“Crew employed at oiling quarter deck and chipping and painting bulwarks. The Mate struck Frank on the poop and knocked him down at 4.30 a.m. Caught one snook to-day.” On 15th June the barque *Lorton*, homeward bound from Astoria, was signalled. This is of special interest to the writer of these notes because some 20 years later he served three years in that vessel. On 29th June, when the ship was becalmed in the horse latitudes, 24 sailing vessels were in sight. When the ship *Inchcape Rock* signalled the *Eskasoni* on 4th July, it was to ask her to report that their captain, steward, and three seamen had been washed overboard off Cape Horn.

LEIGH FOREBRACE

TRADE OF THE PORT OF LONDON

JULY, 1955

SHIPPING

Tonnage of vessels that arrived and departed with cargoes and in ballast.

From and to	Net Reg. Tonnage	Per cent. of U.K.
Foreign Ports	4,369,189	20.2
Coastwise Ports	1,480,931	10.8
Total	5,850,120	16.5
U.K. (Foreign and Coastwise) ..	35,350,727	

GOODS

Tonnage of certain commodities imported.

Commodity	Tons (Net Weight)
Arrowroot, Sago and Tapioca	281
Cardboard and other Boards and Woodpulp	96,220
Coffee	2,792
Coir Yarn and Cordage	429
Cork, Corks and Cork Shavings	1,864
Dyes and Dyestuffs	623
Flour	24,386
Fruit—Dried	8,403
“ Green and Vegetables	57,996
Grain and Seed—Wheat	62,505
Barley	11,406
Oats	537
Maize	20,034
Peas and Beans	3,138
Other Grain and Seed (excluding Rice) ..	932
Offals	10,774
Gums (including Lacs and Resin)	2,974
Hemp, Flax and Tow	1,515
Hides and Leather	2,834
Jute	309
“ Manufactures	1,412
Meat—Chilled and Frozen	47,578
Metals—Copper	13,537
“ Iron and Steel	40,671
“ Lead	8,082
“ Tin	3
Molasses	11,888
Nuts (Fruit and Oil)	17,129
Oil—Petroleum, crude	624,045
“ refined	256,901
Other kinds	9,334
Oil-seed Cake	9,315
Paper	33,089
Pepper and Spices	592
Provisions—Bacon and Hams	14,944
Butter and Margarine	16,038
Cheese	7,434
Canned Goods	23,286
Eggs	2,267
Rice and Rice Flour	3,526
Rubber, Raw	13,236
Skins (with wool on)	413
Spirits—Brandy and Rum	349
Sugar—Beet and Cane	126,248
Tallow and Stearine	1,042
Tea	11,369
Tobacco and Cigars	1,189
Wax	1,868
Wines	3,395
Wood—Hard and Soft	202,988
Wool	8,344

Crown Copyright Reserved

November, 1955

xix

THE P.L.A. MONTHLY



At the Westminster Bank they have a number of services which might almost have been planned specially for people who have a home to run. The Banker's Order service, for example, saves you time and trouble by paying building society repayments, insurance premiums and similar items on your behalf as they become due. Services like these provide another good reason why . . .

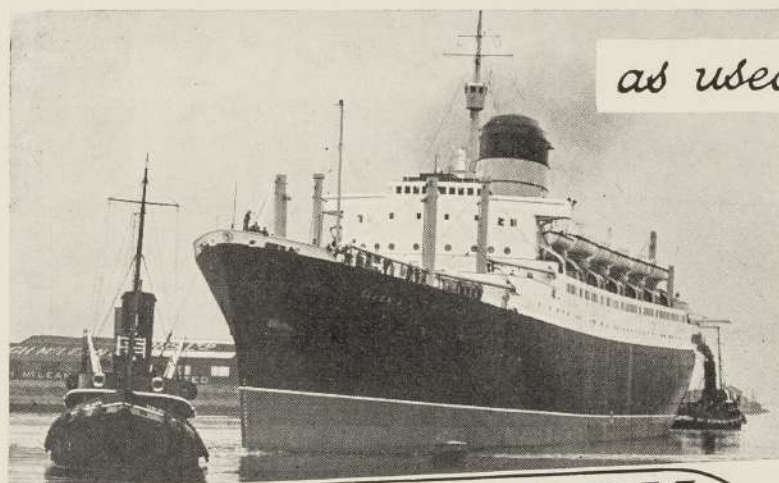
**You should bank
with the Westminster**

Westminster Bank Limited



ORIENT LINE
VIA SUEZ TO AUSTRALIA

For particulars apply :
26 Cockspur Street London SW1
Tel TRA 7141
7 BISHOPSGATE EC2 Tel MAN 3456
OR AGENTS



as used on

R.M.S.

QUEEN MARY
QUEEN ELIZABETH
MAURETANIA
CARONIA
SAXONIA
(illustrated)

and on

Her Majesty's Yacht
BRITANNIA

MARTIN - BLACK
STEEL WIRE ROPE

MARTIN, BLACK & CO. (WIRE ROPES) LTD.
SPEEDWELL WORKS COATBRIDGE SCOTLAND

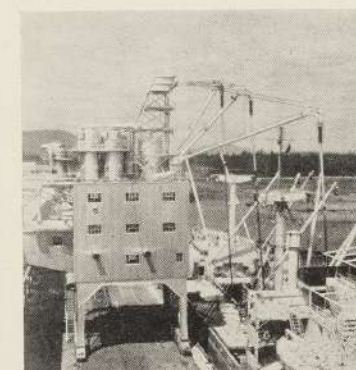
LONDON OFFICE: 9-10 MARBLE ARCH, W.1
LONDON DEPOT: MILROY WHARF,
2 UPPER GROUND, BLACKFRIARS BRIDGE, S.E.



Difficult to handle

ALUMINA, from which aluminium is made, is difficult to handle. Powder-fine, it flows through a hole too small for water to penetrate. In bulk it is heavy, but the particles move in the slightest draught. Because as cargo it shifts, alumina-carrying ships have closely-spaced bulkheads and these restrict unloading.

A Simon travelling pneumatic unloader solves the problem of discharging alumina from ocean-going ships for Aluminum Company of Canada Ltd's vast new smelter at Kitimat in British Columbia. Alumina is discharged at 180 tons an hour—the highest rate at which the material has been handled pneumatically.



Simon Handling Engineers Ltd



STOCKPORT, ENGLAND Telephone GATLEY 3621

HS192



Ship via London

THE PORT OF LONDON AUTHORITY

Self-governing Public Trust for Public Service

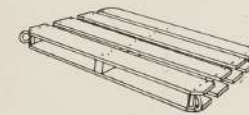
London—the Premier Port of the
Empire—equipped for all types
of ships and cargoes



For full particulars apply:

THE GENERAL MANAGER, PORT OF LONDON AUTHORITY, LONDON, E.C.3

STEVEDORES' PALLET



Patent No. 3888/50

SOLVES THE PROBLEM OF
TRANSFERRING THE LOAD

from
TRUCK



to
CRANE



The combination of Steel Channels with 1½" boards, securely bolted top and bottom, converts the Pallet into a hollow beam of exceptional strength, lightness and durability. Any maintenance needed due to careless usage can be effected easily by users' own staff. Made in sizes 7' x 4' 6", 6' x 4' 6", 6' x 4', to carry 3 tons. Other sizes to order.

*Thousands of these pallets are now
in extensive use by the Port of
London Authority on Import and
Export cargoes.*

MAKERS OF PALLETS, STILLAGES, TRUCKS AND
LADDERS

Sole Manufacturers—
EAST & SON LTD.
BERKHAMSTED HERTS.

JOHN SMITH'S



For Sale or Hire

DEPOTS IN ALL LONDON DOCKS

EAST SMITHFIELD	Phone: ROYal 6321
MILLWALL	EASt 3489
SY. COMMERCIAL DOCK	BERmondsey 1929
KING GEORGE DOCK	ALBert Dock 1981
HAINAULT WORKS	SEVen Kings 6070
TILBURY DOCK	TILbury Dock 4424

AND WE MANUFACTURE
PORTABLE SHELTERS • SACKS
HATCH COVERS • WINDSAILS • AWNINGS
BOAT COVERS

ALSO FOR SALE OR HIRE
MARQUEES • TENTS & FLAGS

JOHN SMITH & CO. (LONDON) LTD.

Head Office & Works:
HAINAULT WORKS, CHADWELL HEATH,
ROMFORD, ESSEX

Telephone: SEVEN KINGS 6070 (6 lines)

Every voyage a
tonic holiday

with **P&O**

You will meet old friends and make many new ones if you travel to Australia and the East with P & O. Sea air and sunshine, wonderful comfort, good living and the best of company all combine to make your voyage a delightful experience and a real tonic holiday.

- Passenger and cargo services at regular intervals from Britain and European Ports to Malaya, Hong Kong and Japan.
- Frequent passenger and cargo sailings to Australian Ports.

P & O LONDON OFFICES:
122 Leadenhall Street, London, E.C.3.
14-16 Cockspur Street, London, S.W.1.



'TANKATITE' REGD.

The **NEW** Tank Lid Packing

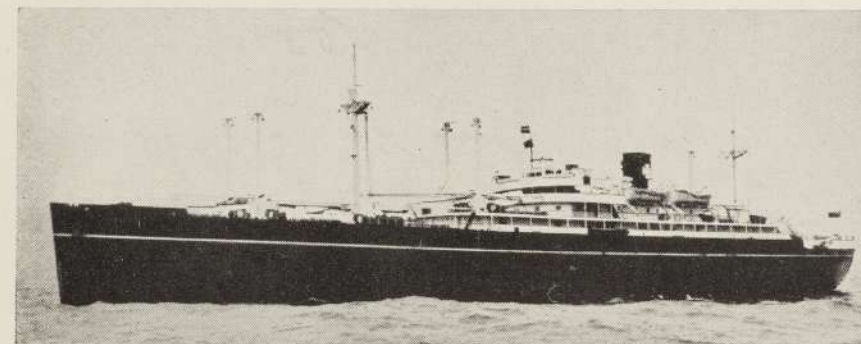


*Another
Walker Success*

Send for this leaflet and learn more about this outstanding packing. Samples also available.

JAMES WALKER & CO. LTD.
'LION' WORKS - WOKING - SURREY - ENGLAND
Phone: Woking 2432 (8 lines) Grams: "Lioncelle, Woking, Telex"
Depots throughout the World

SHIPOWNERS, SHIP & INSURANCE BROKERS,
GENERAL FORWARDING & PASSENGER AGENTS (SEA & AIR)



Regular Sailings to River Plate

FREIGHT ENGAGEMENTS MADE AND GOODS INSURED
AND FORWARDED TO ALL PARTS OF THE WORLD

HOULDER BROTHERS & CO. LTD

Head Office: 53 Leadenhall St., London, E.C.3. Royal 2020



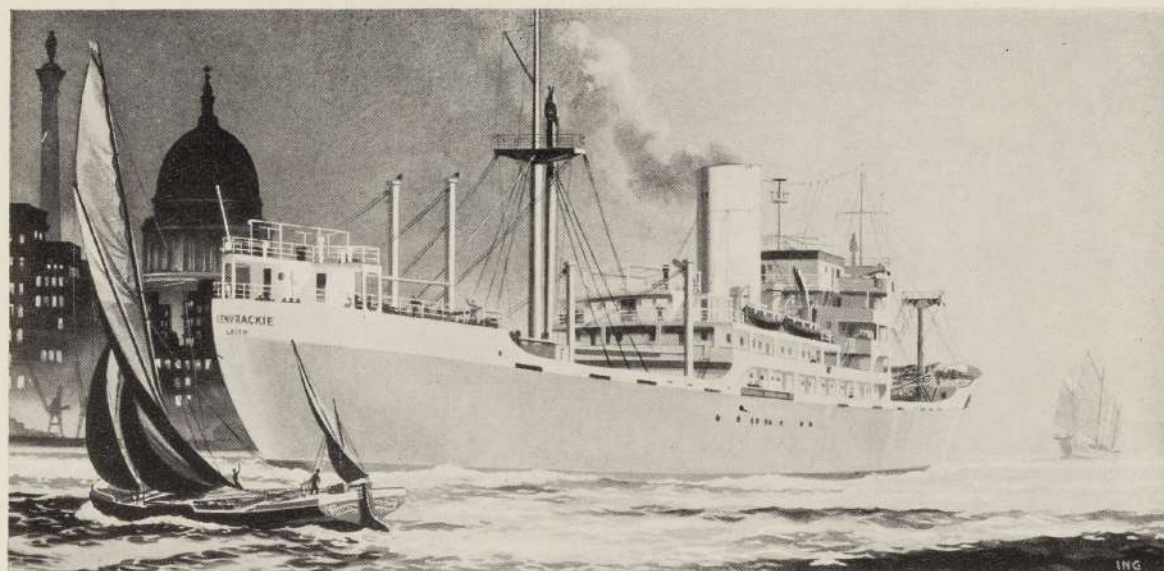
Osram

*The
Wonderful
Lamp*

TUNGSTEN AND
FLUORESCENT

A **S.E.C.** Product

THE GENERAL ELECTRIC CO. LTD., MAGNET HOUSE KINGSWAY LONDON, W. C.



**BEN
LINE**

WM THOMSON & CO, EDINBURGH - Managers
KILICK MARTIN & CO LTD, LONDON - Loading Brokers
GALBRAITH, PEMBROKE & CO LTD, LONDON - Agents
EUROPE AND FAR EAST

COZENS & SUTCLIFFE LTD

CONSTRUCTIONAL & CIVIL ENGINEERING CONTRACTORS

REPAIRS AND MAINTENANCE • HYDRAULIC CRANES AND BRIDGES
STRUCTURAL STEEL ERECTION • ROOFING CONTRACTORS
DISMANTLING AND ERECTION • PLANT AND MACHINERY
ERECTION PLANT HIRE SERVICE • MACHINE SHOPS AT YOUR SERVICE

HEAD OFFICE AND WORKS:

HYDE WORKS, GREAT CAMBRIDGE ROAD, ENFIELD, MDDX.

Tel.: ENFIELD 4056-9

NORTHERN BRANCH:

61 BISHOPTON LANE, STOCKTON-ON-TEES

Tel.: STOCKTON 67735

REGULAR CARGO SERVICES

Between LONDON and

HAMBURG	BREMEN
HARLINGEN	AMSTERDAM
ROTTERDAM	ANTWERP
GHEENT	TERNEUZEN
DUNKIRK	CALAIS
BOULOGNE	TREPORT
DIEPPE	HAVRE
CHARENTE	BORDEAUX
OPORTO	MEDITERRANEAN PORTS

Between

HAMBURG, BREMEN and BRISTOL
CHANNEL PORTS (Bristol, Cardiff,
Newport, Swansea).

Between

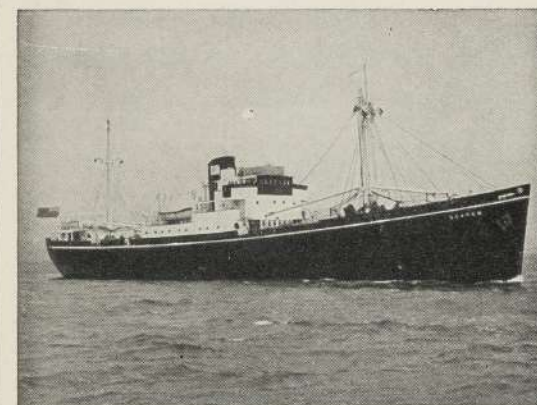
LONDON and RHINE PORTS.

From

HAMBURG and BREMEN to
Mediterranean Ports.

Between

SOUTHAMPTON and ANTWERP,
ROTTERDAM, BREMEN, HAMBURG



Coastwise Services between
LONDON and HULL

**THE GENERAL STEAM
NAVIGATION CO. LTD.**

15 TRINITY SQUARE, LONDON, E.C.3

Phone: ROYal 3200

United Baltic Corporation LTD.

21, Mincing Lane, London, E.C.3

Telegraphic Address: ORIENTEAKO, LONDON. Telephone No: MANSION HOUSE 3311.

Operating regular services:

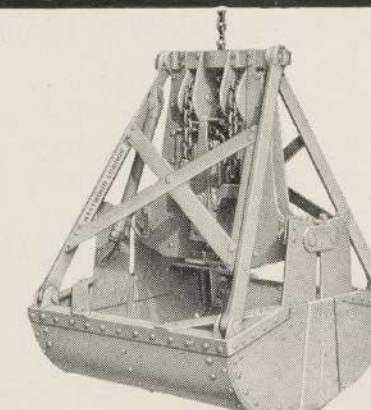
**LONDON and HULL
TO
GDYNIA/GDANSK**

**LONDON and HULL
TO
HELSINKI, TURKU/ÅBO,
KOTKA, MÄNTYLUOTO
and other Finnish Ports.**

Services to other Baltic Ports as required.

**NORTH EUROPEAN PORTS to ORAN,
ALGIERS, TUNIS, NAPLES, SICILY.**

MECHANICAL GRABS



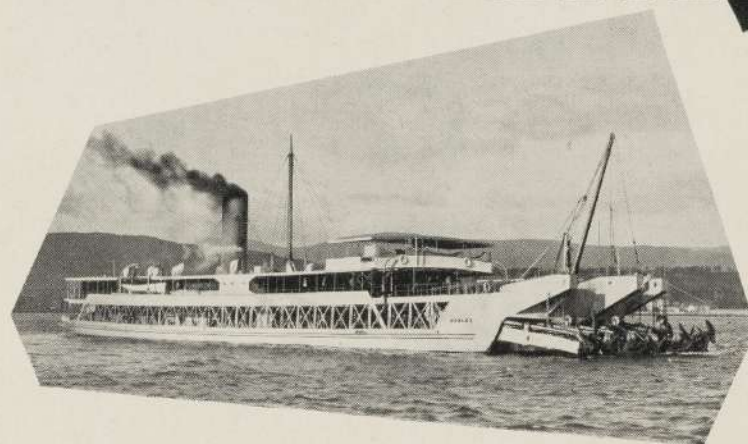
A robust grab for heavy work. Westwoods famous single chain self-dumping Whole-Tine model, ideal for handling coal and similar materials. Send for details.

JOSEPH WESTWOOD & CO. LTD.
Bridge and Constructional Engineers. Manufacturers of Pressed Steel Work and Sheet Metal Equipment. Steel Stock Holders.
NAPIER YARD, MILLWALL, LONDON, E.14
Telephone: EASt 1043

WESTWOODS

DREDGERS

SUCTION,
BUCKET,
GRAB, ALLUVIAL



"COWLEY"

Triple Screw Bow Well CUTTER
SUCTION DREDGER (6 Cutters)]

**BARGES
SALVAGE and
SLUDGE VESSELS
TUGS and
KINDRED CRAFT**

with
STEAM, DIESEL or
ELECTRIC POWER
for
Seagoing, River, Harbour
and Estuary Service

Simons

OF RENFREW

WM. SIMONS & CO., LTD., RENFREW, SCOTLAND

ELLERMAN LINES

CITY & HALL LINES

ELLERMAN & BUCKNALL LINE

ELLERMAN & PAPAYANNI LINES

WESTCOTT & LAURANCE LINE

U.K. — U.S.A. — CANADA

to PORTUGAL MEDITERRANEAN, LEVANT, EGYPT
SYRIA, PALESTINE, TURKEY, SUDAN, PERSIAN GULF
SOUTH AND EAST AFRICA, INDIA, CEYLON, BURMA
MALAYA, JAVA, CHINA, PHILIPPINES, AUSTRALASIA

WORLD WIDE SERVICES

Offices in the United Kingdom: 104-7 LEADENHALL STREET, LONDON, E.C.3
TOWER BUILDING, WATER ST. LIVERPOOL. 75 BATHWELL STREET, GLASGOW



A Butters Derrick

AT THE PORT OF LONDON

This 15 ton electric derrick, erected at Tilbury Dock, was recently supplied to the P.L.A. and, as can be seen, provides a very useful radius of action while being so erected as to leave the wharf quite unimpeded.

BUTTERS BROS. & CO. LTD.
MACLELLAN STREET · GLASGOW, S.1

LONDON: The Crane Works, Station Approach,
Long Lane, Hillingdon, Middlesex
Telephone: UXBRIDGE 3925 & 2288

Other cranes we build suitable for dockside use, include:
TRAVELLING DERRICKS · PEDESTAL
CRANES · WALL CRANES · GANTRY
CRANES · MONOTOWER CRANES



ESTABLISHED 1896

WACKETT BROS.

(DEMOLITIONS)

GRA 8881 & 2

PEST CONTROL

in WHARVES

WAREHOUSES

FACTORIES

SHIPS

BARGES

FUMIGATION OF GRAIN AND OTHER
COMMODITIES IN BARGE AND WAREHOUSE

THE LONDON FUMIGATION Co. Ltd.
MARLOW HOUSE, LLOYD'S AVE., E.C.3
Telephone: ROYal 7077/9

29 MINSHULL STREET, MANCHESTER, 1
Telephone: CENTRAL 0842

WARRINER'S WHARF, BATHURST, BRISTOL
Telephone: BRISTOL 21341

FORWARDING AGENTS

J. D. HEWETT & Co., LTD.,
Head Office : 98 LEADENHALL STREET, E.C.3
Telephone : Avenue 5162 (7 lines) West End Branch :
109 Jermyn Street, London, S.W.1
Tel. : Whitehall 3535 (4 lines)

PITT & SCOTT, LTD.,
1/3 ST. PAUL'S CHURCHYARD, 'Phone: CITY 6474
E.C.4
AND AT
LIVERPOOL, GLASGOW, PARIS, HAVRE.

ROBERTSON, BUCKLEY & Co., LTD.,
34, ST. MARY AXE, E.C.3. Tel : AVE 2134 (7 lines)
Shipping, Transport, Warehousing, Passenger, Insurance
Also at Bow and Bermondsey

TILTON SONS & Co., LIMITED
CITY HOUSE, 48 CANNON STREET, LONDON, E.C.4
All Classes of Traffic Handled
CARGO AGENTS FOR ALL AIR LINES
Grams : Tiltonson, Stock, London. Phone : CITY 3077 (3 lines)

TAYWATT & PARTNERS LTD.



Diving and pile
driving work of
all classes

**GREENFORD
MIDDX.**
WEMBLEY 2313



LIGHTERMEN AND BARGE OWNERS

GENERAL LIGHTERAGE Co., LTD.,
23, ROOD LANE, E.C.3
Bonded Lightermen, Tug and Barge Owners, Canal and River Craft.
(Contractors to Port of London Authority)
Telephone and Telegrams - - Mansion House 0044/49

W. J. R. WHITEHAIR, LIMITED,
15 SEETHING LANE, LONDON, E.C.3
Bonded Licensed Lightermen, Steam and Dumb Barge Owners
Contractors to the Port of London Authority
Telephone Numbers: Royal 7343/5 Wanstead 2840

CLEMENTS KNOWLING & Co., LTD.,
FERRY WHARF, BRENTFORD
Lighterage to the Western area.
Telephone : Taling 3161/2/3

BAKER BRITT
AND COMPANY LIMITED

INTERNATIONAL FORWARDING AGENTS

EMPIRE WHARF, 16 UPPER THAMES STREET, LONDON, E.C.4. Tel. : CITY 6951 (8 lines) Also LIVERPOOL & GLASGOW

JAMES W. COOK & CO., LTD.

130-138, MINORIES, LONDON, E.C.3
Orchard Wharf, Blackwall. Millwall Wharf, Poplar.

Lightermen, Wharfingers and Shipping Agents.

Telephone Nos. : ROYAL 1245 (12 lines). Telegrams : "TRANSHIP, ALD, LONDON."

ASSOCIATED COMPANIES

JAMES W. COOK & Co., (WIVENHOE) LTD.
Shipbuilding and Repairs
Wivenhoe, Essex.

PARSONS & PARSONS (GARAGES) LTD.
Potter Street, Essex.

EASTERN ROADWAYS (ENGINEERS) LTD.
Agricultural Engineers and Agents
Bishop's Stortford, Cambridge and Norwich.

MANSFIELD & NEIL, LTD.
Minories, E.C.3. (ROY 7066)
Civil Engineering Contractors

EUROCOOK LIMITED, Minories, E.C.3.
Continental Forwarding Agents

LINDER TRANSPORT CO. LTD., Stratford, E.15
Haulage Contractors

WILES LIGHTERAGE Co., LTD.
London House, E.C.3.

BULK OIL STEAMSHIP Co., LTD.
Minories, E.C.3.
Owners of Tank Steamers for Coastwise and Short Sea Trade.

HIGGS AND HILL LIMITED

LONDON

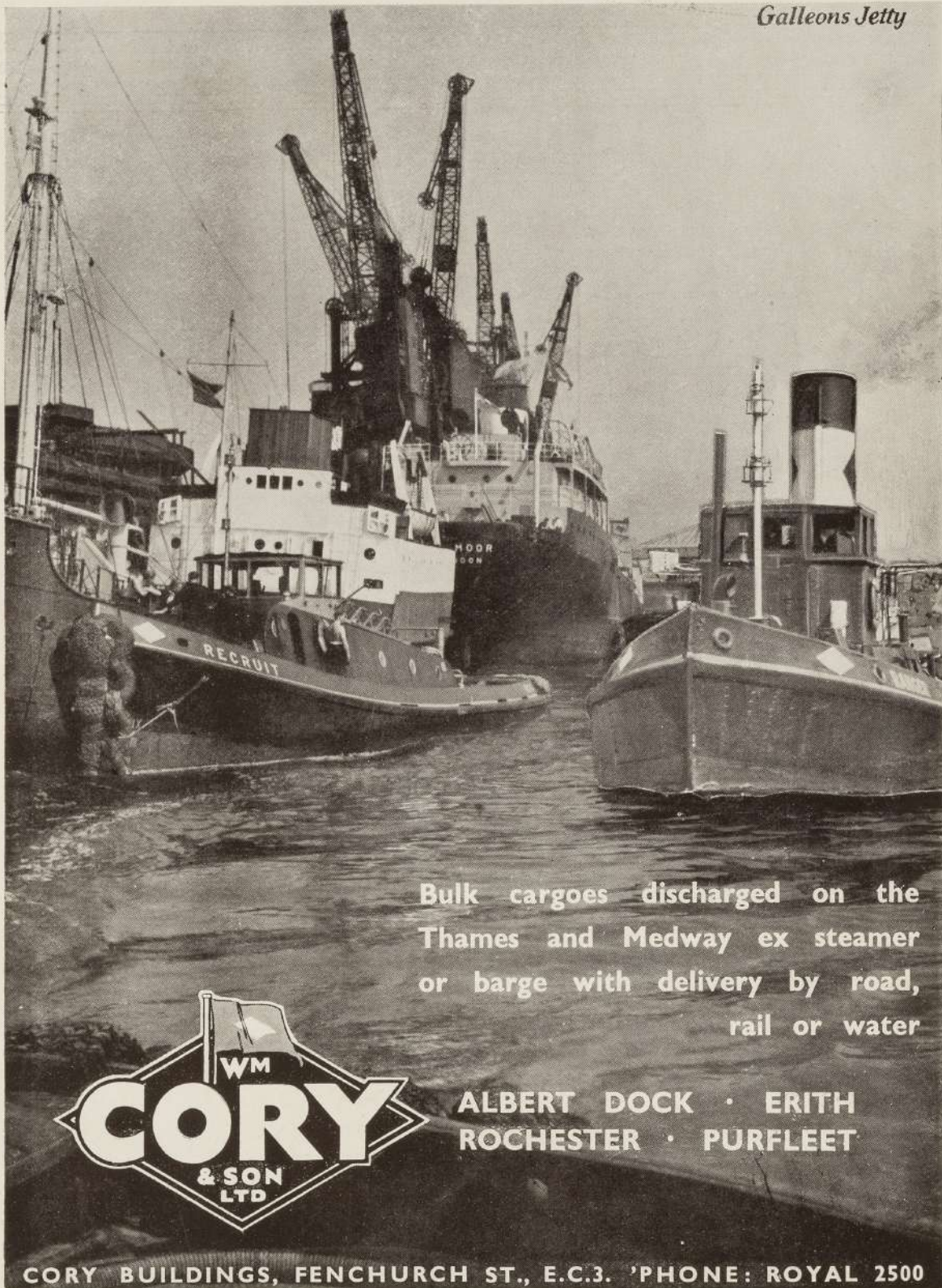
LEEDS

COVENTRY

JAMAICA, B.W.I.

*Contractors to the Port of London Authority for building
and civil engineering works at
King George V Dock, Royal Albert Dock,
Royal Victoria Dock, London Dock, East India Dock,
West India Dock, Millwall Dock,
Surrey Commercial Dock*

Galleons Jetty



Bulk cargoes discharged on the
Thames and Medway ex steamer
or barge with delivery by road,
rail or water

WM
CORY
& SON
LTD

ALBERT DOCK · ERITH
ROCHESTER · PURFLEET

CORY BUILDINGS, FENCHURCH ST., E.C.3. 'PHONE: ROYAL 2500

Published by
THE PORT OF LONDON AUTHORITY
London, E.C.3

Printed by
WILLIAMS, LEA & Co., Ltd.,
Clifton House, Worship St., London, E.C.2