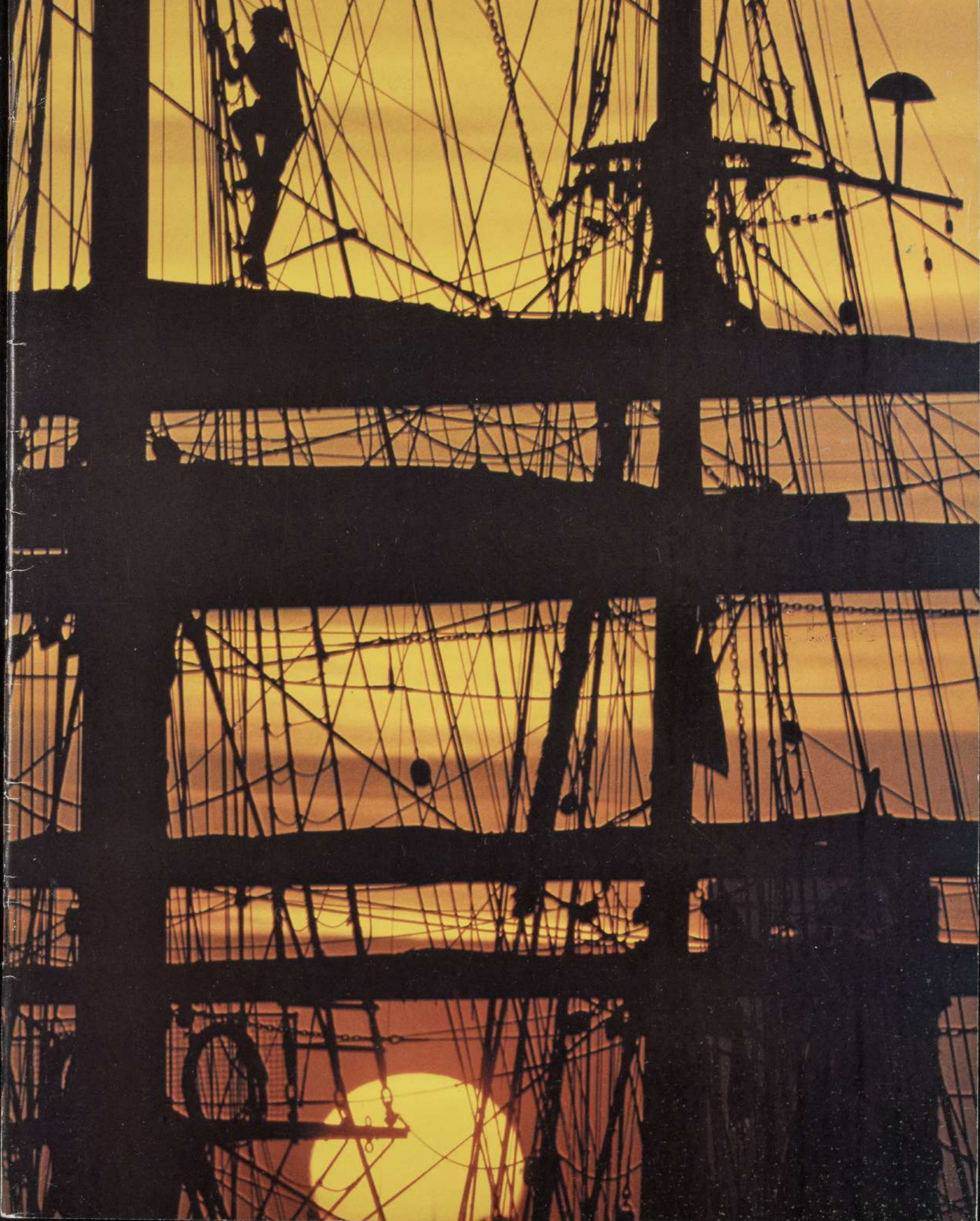


PORT OF LONDON

MAGAZINE OF THE PORT OF LONDON AUTHORITY

WINTER 1975

TEN PENCE





Westminster at Montrose . . .

. . . Dredging and Reclamation for new Offshore Supply Base

Under contracts awarded by the Montrose Harbour Trustees, Westminster Dredging Company have dredged over one million cubic metres of material and pumped it ashore to reclaim a 38-acre site for a new Sea Oil Services Offshore Supply Base.

Consulting Engineers: Babbie, Shaw & Morton.

Westminster Dredging Company Limited

Westminster House, Blacknest, Alton, Hants GU34 4PU

Tel: Bentley (STD 042 04) 3361-9 Telex: 858395

Member Company of the Bos Kalis Westminster Group

WE DON'T GIVE SMALL PROBLEMS A WIDE BERTH.

You might think it goes without saying that if you order a dock or quay to handle coal, you'll get one designed to handle coal. Not bananas. Or baked beans.

Not so. Not every dock builder, unfortunately has the resources to design and make to measure.

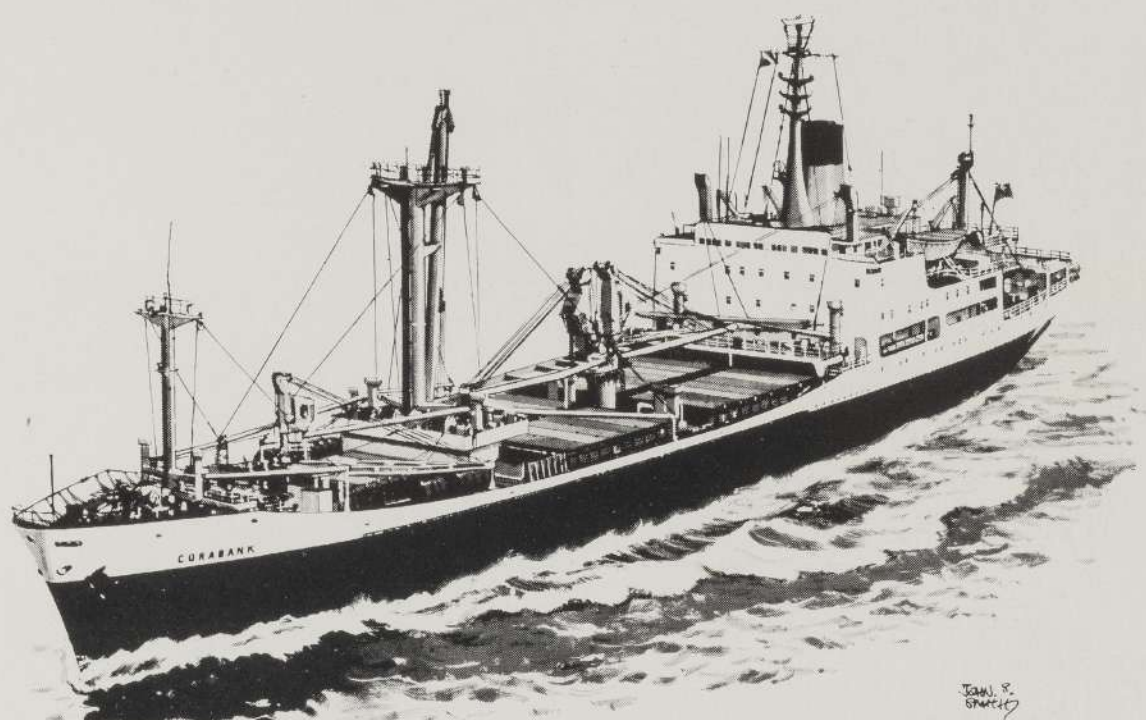
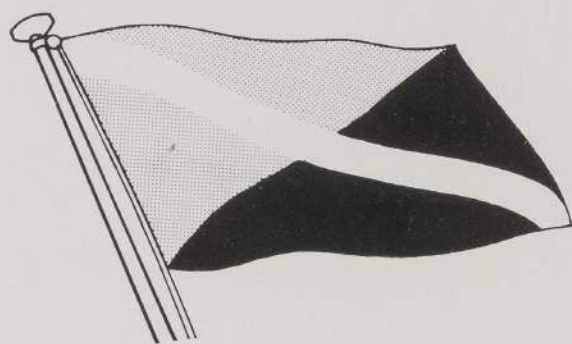
That's our strong point.

Because we're big enough to handle really big projects, we're big enough to handle the small ones. Whatever the cargo.

Costain Civil Engineering Ltd,
111 Westminster Bridge Road, London SE1 7UE.
Tel: 01-928 4977.



Docks and quays need expertise.



THE BANK LINE



Managers

ANDREW WEIR & COMPANY LIMITED BALTIC EXCHANGE BUILDINGS 21 BURY STREET LONDON EC3A 5AU

JANE'S FREIGHT CONTAINERS 1975/76

Ports - Operators - Manufacturers
Edited by Patrick Finlay

8th Edition.

Unrivalled as the only comprehensive survey of its kind, the book forms a complete guide to international containerisation and related freighting activities in approximately 70 countries. It contains a country by country survey of major ports and a section on ship operators involved in the transportation of containers with their services and fleets. Not only does the book cover existing facilities, but also outlines likely developments in the various sectors and devotes a complete section to future trends in this field. This volume is illustrated with over 1,300 photographs, maps and diagrams,

Some press comments on the 1974/75 edition:

'If it is meticulous attention to detail (Jane's names port and company management, for example) and large and useful photographs which you are looking for, Jane's must be your choice.'

Materials Handling News

'We have no hesitation in saying that any individual or company with interests in the container field cannot afford to be without a copy of the 7th Edition of this worldwide survey.'

South African Transport

700 pages approx/ 0 354 00523 5/
£19.50

+75p postage & packing U.K.

+£1.75 Overseas

JANE'S YEARBOOKS, Macdonald &
Jane's Publishers, Paulton House,
8, Shepherdess Walk, London N.1. 7LW



SCINDIA

Fast cargo services between

U.K./CONTINENT

AND

**INDIA/BANGLADESH/
PAKISTAN**

CONTINENT/COLOMBO

(SRI LANKA)

INDIA - BANGLADESH - POLAND

INDIA - BANGLADESH - STRAITS -
MEDITERRANEAN

INDIA - BANGLADESH - U.A.R. - RED SEA

INDIA - BANGLADESH - WEST ASIA (Gulf)

INDIA - BANGLADESH - WEST AFRICA
MEDITERRANEAN

INDIA - BANGLADESH - BLACK SEA PORTS

INDIA - BANGLADESH - U.S.A. - MEXICO (Via
Colombo - Cochin - Caribbean Ports)

INDIA - BANGLADESH - INDONESIA - STRAITS
- COLOMBO - COCHIN - E. CANADA - U.S. Great
Lakes

INDIA - BANGLADESH - INDONESIA - STRAITS
- HONG KONG - U.S. - PACIFIC - W. CANADA

INDIA - BANGLADESH - INDONESIA - STRAITS
- HONG KONG - TAIWAN - U.S.N.H. - GULF -
MEXICO (Via Panama)

MEDITERRANEAN - WEST ASIA (Gulf)

COASTAL SERVICES

INDIA - BANGLADESH - PAKISTAN - BURMA -
SRI LANKA (Ceylon)

**SCINDIA STEAMSHIPS
(London) LTD.**

KEMPSON HOUSE · CAMOMILE STREET
LONDON EC3A 7AS

Telephone: 01 283 1200 (9 lines)

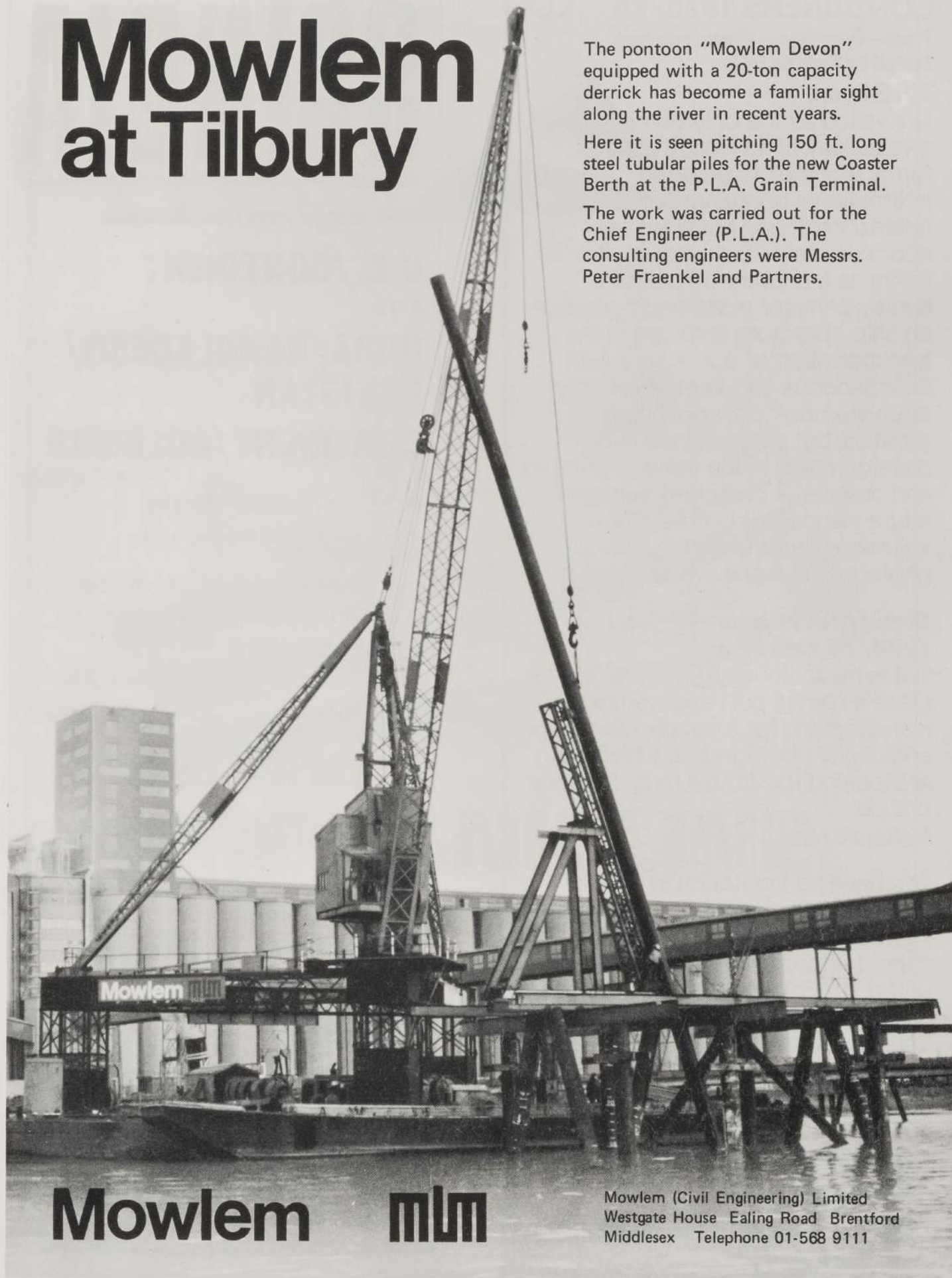
Telegrams: Jalanath, London Telex No: 884761

Mowlem at Tilbury

The pontoon "Mowlem Devon" equipped with a 20-ton capacity derrick has become a familiar sight along the river in recent years.

Here it is seen pitching 150 ft. long steel tubular piles for the new Coaster Berth at the P.L.A. Grain Terminal.

The work was carried out for the Chief Engineer (P.L.A.). The consulting engineers were Messrs. Peter Fraenkel and Partners.



Mowlem 

Mowlem (Civil Engineering) Limited
Westgate House Ealing Road Brentford
Middlesex Telephone 01-568 9111

PORT OF LONDON



EDITOR PETER CORBETT

WINTER 1975 No. 595 Vol. 50

PRODUCTIVITY UP – AND MORE TO COME by Desmond Caro	167
SUDAN LINE – SMALL BUT SUCCESSFUL by Martin Roper	170
LYNX RE-OPENS NORWAY LINKS	172
CUTLER STREET – THE END OF AN ERA by Dick Brown	173
SMIT'S BIG TWIN COMES TO TOWN	175
UNDER ONE ROOF	177
BOMB DISPOSAL – THE HOVERCRAFT WAY	178
PORT OF LONDON CLIPPER REGATTA 1975	179
LGD GOES FOR NORTH SEA OIL WORK	181
BOOK REVIEWS	183
THAMESCOPE	184
TELEPHONE NUMBERS	190

Cover: Sunset at the Port of London Clipper Regatta. Picture by Ambrose Greenway

PORT OF LONDON AUTHORITY

Chairman
Lord Aldington, PC, KCMG, CBE, DSO, TD, DL

Vice-Chairman
Sir Andrew Crichton

P. B. Black, JP
Sir David H. Burnett, Bt, MBE, TD
Capt. J. E. Bury
F. A. Everard
Bertie Fry
A. S. Gaselee, OBE
D. A. Lloyd
John Lunch, CBE, VRD
The Rt. Hon. Lord Macpherson of
Drumochter, JP
John M. Meyer, CBE
Sir William Rendell
Peter Shea
H. N. Sporborg, CMG
A. S. Wingate-Saul

Director-General
John Lunch, CBE, VRD

EDITORIAL ADDRESS

All communications relative to editorial matter, photographs and annual subscriptions to be addressed to Peter Corbett, 'Port of London', PLA, World Trade Centre, London, E1. Phone 01-476 6900.

ADVERTISING ADDRESS

Advertising enquiries should be addressed to:
Ambrose Press Ltd., 234 Billet Road, London, E17 5DY. Telephone 01-527 2680

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

Request for reproduction of any material in this magazine should be made in writing to the Editor.

For information regarding services and trading facilities provided by the PLA apply to:
Co-ordinator of Marketing and Operations, North Side, Royal Victoria Dock, E16.
Phone 01-476 6900 Ext 95/290 Telex 897477.

© The Port of London Authority 1925.

An increasing mood of confidence in the Port of London is growing among shippers and shipping companies following the introduction of a new pay scheme. DESMOND CARO looks at the background to this and at the encouraging signs for the future of the Port.

At the end of the first six months' operation of the bonus incentive pay scheme for workers in the three enclosed dock systems in the Port of London, a very encouraging picture was emerging of an upturn in productivity of around 30 per cent coupled with a cut in ship turnaround times of about the same percentage.

And it was a picture that was remaining steady though hopes are high that further improvements can be made with the upsurge in world trade which will come with the ending of the present international trade recession.

In common with ports throughout most of the world, London is experiencing a decline in its throughput of traffic yet significantly the same months that have seen the improvement in productivity have also seen the port capturing a number of new services, a good sign in current circumstances and a reflection of the increasing confidence now being placed in London.

The pay scheme which effectively came into operation at the beginning of April this year represented an important step in the development of payment for dock work. It maintained the principle, now firmly established in the ports industry, of an upstand-

ing weekly wage but it added two new elements to it – the opportunity to earn additional payments related to the amount of cargo handled and regular proficiency payments for skills acquired by dock workers such as the know-how for handling specific types of equipment. In the past these proficiency payments have only been made when the skills to which they applied were used but now, by making a payment because the man possesses a particular skill, the new agreement is encouraging the docks' workforce to develop into a far more flexible entity with a more comprehensive working capability.

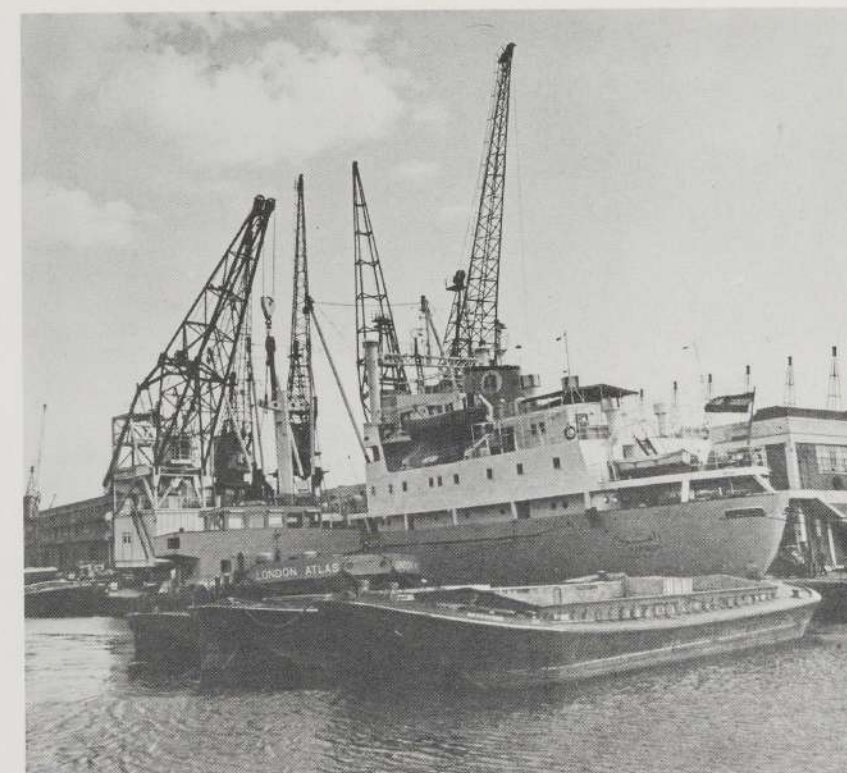
The first results of the introduction of the scheme could be seen quickly. A Chinese ship was turned round two days ahead of schedule. Thirty thousand cartons of New Zealand fruit were discharged in one shift. A Brazilian ship left the port only 27 hours after it had arrived, having discharged 40,000 cases of fruit. Two gangs unloaded on one shift almost 850 tons of plywood blockboard. These are instances which are particularly significant but the overall improvement has drawn many favourable comments from shippers and from agents.

In a television interview dealing with the

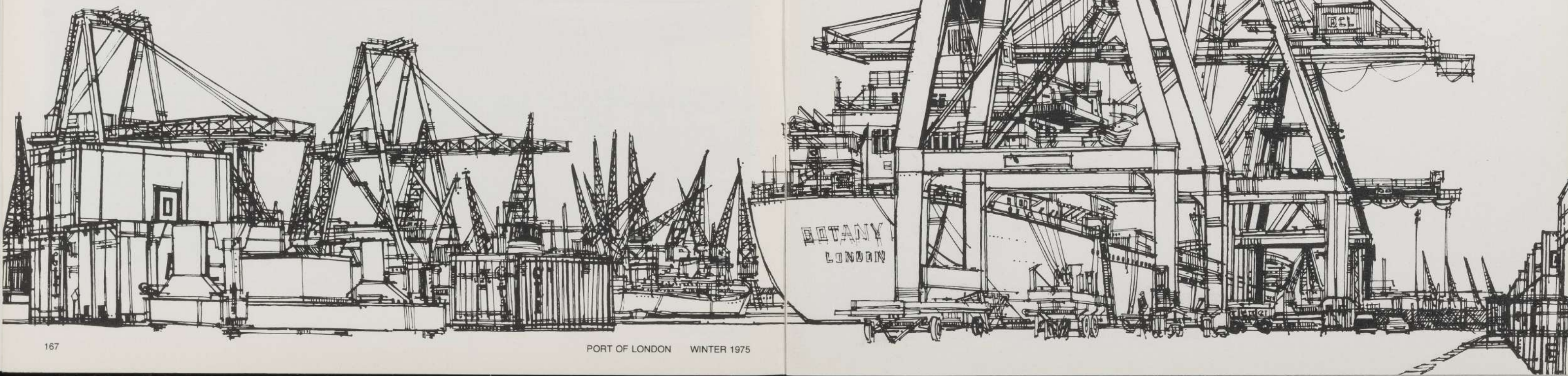
productivity improvement, Mr Hans Baehr, Director of the shipping agents, Brown Jenkinson, said that performances that could be seen in the Port of London matched up very well with other major ports, in the UK and on the Continent. He had earlier spoken of improvements of as much as 45 per cent in the handling of ships for which his company were agents.

PLA's marketing of its facilities is of course continuing and the long-established policy of executive specialists travelling overseas to meet customers and potential customers is paying dividends in new and developing services using the Port.

The last year has seen, for example, Lloyd Brasileiro, the Brazilian national line starting a new direct London/Brazil service and subsequently extending the service to take in Rio de Janeiro on outward and return trips. Shortly before came the news that Alianca SA, also Brazilian, had launched its direct London/Brazil service using the Royal Group of Docks. A joint service by the Baltic and Estonian Shipping Companies now operates between Tilbury and East Africa and Navi Bulgar runs regular ships from the India and Millwall Docks to the Mediterranean. A number of other



Productivity up and more to come





services are being run on a trial basis and PLA is optimistic that these will develop into regular services, particularly after receiving encouraging reports of the way the vessels were handled.

Much of the traffic which the port handles – which any port handles, in fact – is “traditional” having been a feature of its activities for many years. Cargoes like timber, wine and machinery, imports and exports, are the long-established bread and butter trades of the port but with the emergence of the so-called Third World countries into the international trading spotlight more and more emphasis is being placed on the development of permanent links with these nations.

The South American countries are a good example of an area where links are already being successfully forged but PLA is also looking on the nations of South East Asia as

being potentially big customers of the port and marketing specialists from PLA have been in both areas this year to meet Government officials and shipping company representatives to establish both current and future needs and to detail how PLA facilities and services can meet them.

But PLA has also been looking inwards in its marketing campaign and talks have been held in a number of UK provincial centres aimed at improving its share of UK exports.

Many nations have much to offer Britain in the way of raw materials but in return they need the sort of expensive capital equipment produced in Britain to raise the level of their own manufacturing capability so that there is developing an important two way traffic between Britain and these nations.

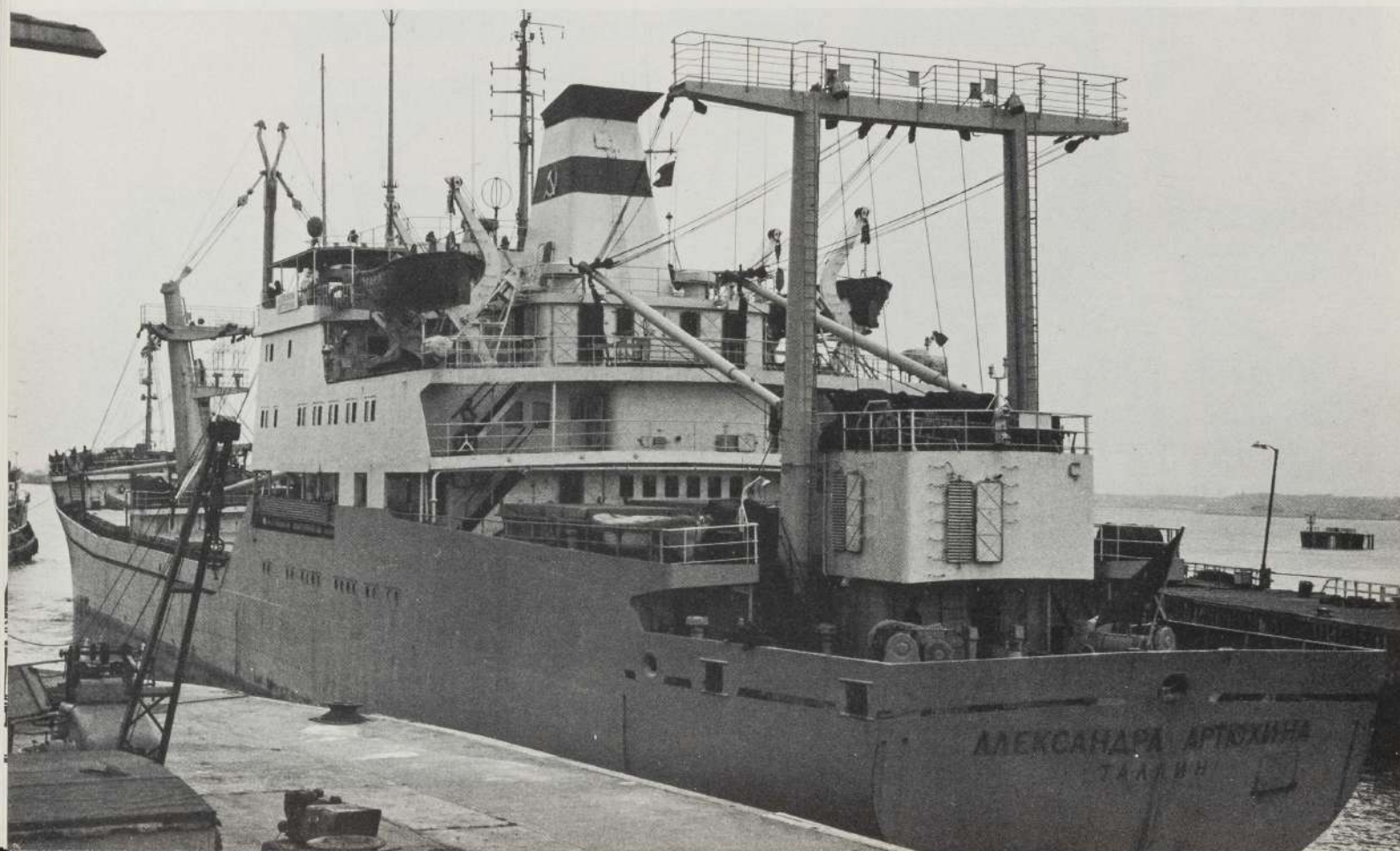
This is particularly true in trade with the Middle East where the spectacular rise in

the oil income of the Eastern Mediterranean area is leading to massive imports by these countries of manufactured goods of all kinds.

On the ‘traditional front’ London was again the major port for the import of this year’s New Zealand apples and pears and at Tilbury, where PLA has one of the world’s most advanced grain handling facilities a total of 26 ships were dealt with in September alone, a total which included four bulk carriers.

London is Britain’s premier seaport and its 1975 productivity performance serves to underline its ability to maintain that position.

The Russian vessel *Aleksandra Artjukhina* leaves Tilbury on the inaugural voyage of the joint Estonian and Latvian Shipping Companies’ East Africa service.



SUDAN LINE

Small but Successful

خطوط البحر السودانية الحزوقة



Faced with increasing competition from shipping giants and non-conference rates, the Sudanese national shipping line stays ahead of the field. MARTIN ROPER reports on the line and looks at the country it serves.

To be an Arab country these days without oil seems to be almost a contradiction in terms yet despite the vastness of its territory the Sudan, which faces the oil rich states across the Red Sea and which has Egypt and Ethiopia for its neighbours, has not so far yielded a drop of that product which has thrust the Middle East so much to the fore in the last two or three years.

Nevertheless, the Sudan, like her neighbours and, in fact, largely because of her neighbours, is now reaping the benefits which the huge oil incomes have brought to the Middle East and which the Sudanese economy, underdeveloped as it is, badly needs.

For the Sudan has a tremendous potential as a major supplier of basic foodstuffs in the Middle East and her neighbours are now investing heavily in the development of the country’s grain, sugar and cattle industries and in the infra-structure and services that go with them.

The country has no industrial capacity of its own and has to import the capital equipment needed in the construction of factories and refining plant and with its long tradition of friendship with Britain, the Sudan frequently calls upon this country to provide this equipment.

The re-opening of the Suez Canal this year after almost a decade has considerably speeded up the carriage of this equipment and of the other goods and materials imported by the Sudanese but at the same time the number of ships serving the Red Sea area as a whole has also increased. Vessels with spare capacity on a Far Eastern voyage often try to fill this space with goods for the Red Sea ports which has stiffened the competition for cargoes on this run. Obviously when, while the Canal was closed, the only sea route to the Red Sea lay via the Cape of Good Hope only those ships which were specifically destined for the Red Sea went there, leaving a virtual monopoly in the hands of a few companies, such as those in the UK Sudan Conference.

But now this monopoly has been broken and the companies are facing extra competition, sometimes from ships in their own



Sudan Line’s *Shendi* leaves London for Port Sudan.

lines which pass through the Red Sea on their way to other parts of the world but more often from non-conference lines now using the Canal. Yet the smallest of the lines in the UK Sudan Conference, Sudan Line, is maintaining its position as the foremost carrier between the UK and the Sudan.

Mr Francis Starnes, assistant-director of Gellatly Hankey, the London agents for Sudan Line, explained why.

"We offer a twice monthly service from London to Port Sudan bypassing the Red Sea ports where there is so much congestion though we do also offer a full Red Sea service. Our ships are smaller than the others on the service which means they take less time to load and discharge – which results in a more efficient service – and we take less time to get to Port Sudan than most. In addition we have also developed a prompt documentation system."

The line does not get preferential treatment at Port Sudan simply because it is the Sudanese national line, nor is it Sudanese national policy to insist on imports being carried in ships flying the Sudanese flag so the continued success of the line is a tribute to its ability to compete against multinational shipping corporations and non-conference rates on a route which is becoming one of the busiest in the world.

Sudan Line was founded in 1962 with two ships in its fleet, a fleet which has now grown to seven with an eighth on long-term charter. The fleet has been built up with the aid of the Yugoslavians who built five of the fleet's ships and who are also providing both the professional and training expertise which is needed as the Sudanese work towards providing a completely national complement of officers for the ships.



The ships in the fleet are *El Ghezira*, *Senar*, *Kordofan*, *Maridi*, *Shendi* – these last two were originally owned by British India Line – *Nyala* and the 8896 ton *Omdurman*, the newest and largest ship in the fleet. On charter is the Dutch-owned *Tjonger*.

The ships were all built for the trade as general cargo liner freighters and are equipped with deep tanks for bulk cargoes and refrigerated and deep freeze chambers as well as conventional facilities. They have their own heavy lift gear – the *Omdurman* has a lifting capacity of 60 tons and the others with the exception of the *Maridi* and *Shendi* can lift 50 tons – and are capable of carrying a large quantity of deck cargo.

A bull-dozer, a typical cargo, being loaded into a Sudan Line ship in London.

Sudan Line uses the Port of London Authority's West India Dock for final loading before sailing direct to the Red Sea and, said Mr Starnes, both line and agents are very happy with the way the ships are handled there.

"We have noticed quite a definite improvement in productivity since the introduction of the new pay scheme earlier in the year," he said. "The ships are now being turned round on average a day faster than before."

The intention is to offer a service every ten days from London but at present between 24 and 30 sailings are scheduled for the year but in any case the frequency of services is a considerable improvement over the days of sailings round the Cape of Good Hope.

Most of the cargo carried is general in its make-up – machinery, vehicles, construction equipment and so on but only a very few private cars for unlike the oil rich Middle Eastern states the Sudanese economy cannot yet afford the sort of luxury and consumer market which results in massive car imports. The vast majority of vehicles shipped to the Sudan are agricultural vehicles, trucks and construction equipment for among the major projects being undertaken in the country are the construction of sugar refining plant, the development of a new seaport to relieve Port Sudan and the cutting of a new road from Port Sudan to the capital, Khartoum.

At present, Port Sudan is the only port of entry but the new port, New Suakim, will make a major contribution to the development of the nation's economy. Most of the Red Sea nations are, in fact, either expanding existing facilities or building new sea-

ports to cope with the sudden influx of imports and to eliminate the serious congestion now faced by shipping there.

Sudan Line's ships are conventional in their specification and there are no plans for the addition of container ships to the fleet at present. Containerisation means a reduction in the conventional workforce but in a country like the Sudan where there is a very high level of unemployment already and where every job is valuable a change to containers is unlikely for some time.

For the future the expansion of trade in both directions between the UK and the Sudan seems very good. Though no oil has yet been found the oil companies have not abandoned their searches, particularly offshore in the Red Sea, but even without the oil the future investment in the Sudan by her neighbours will reduce the pressure on her economy and on her two main sources of foreign exchange, cotton and gum arabic, both of which have been severely hit in recent years by the fall-off in world trade.

The country also has quite a potential for tourism which is now being exploited, particularly along the Red Sea coast where the coral reefs are a great attraction, and once her national economy is on a firm footing the demand for consumer goods will grow and provide British manufacturers and exporters with a new market.

Gellatly Hankey who have an association with the Sudan going back more than half a century have great confidence in the development of this trade and with the high degree of specialisation demonstrated by Sudan Line are equally confident in the ability of the line to maintain its competitive position and well-established reputation as this growth and development takes place.



LYNX re-opens Norway links



A new Bergen Line service between London and the West coast of Norway was launched at the beginning of October and its weekly round trip service is already being extensively used by both importers and exporters in the healthy UK/Norway trade.

The service, which fills a gap created five years ago when Bergen Line changed the pattern of its UK operations and withdrew from London, is proving particularly attractive to companies in the South East of England though with consolidation services being provided in Birmingham it also has a nation-wide catchment. With its first port of call at Amsterdam, the ship on the service, *mv Lynx*, is carrying an increasing amount of cargo destined for that port as well as consignments for Norway's larger ports and for trans-shipment from there to the smaller ports and townships which are dotted along Norway's coastline. These townships rely heavily on ships for supply, particularly in the winter months, and the new Bergen Line service is designed to link with coast-wise sailings to these areas.

Lynx is purpose-built for this trade and though she is not a large vessel – 1,100 dwt and 76.0 metres l.o.a. – with her ability to manoeuvre in the tighter confines of the small Norwegian ports she is ideal for the

service. She can carry containers and palletised cargoes as well as break bulk consignments and also offers refrigeration and deep freeze facilities.

She leaves the Fred. Olsen Centre in PLA's India & Millwall Docks each Friday morning sailing straight to Amsterdam which she leaves the following morning. From there she sails to Stavanger and Haugesund both of which she serves on Monday and to Bergen which she leaves on Tuesday, returning directly to London.

Mr J E Colpuss, marketing manager for Fred. Olsen Limited, London agents for Bergen Line, said that the decision to re-open the service was taken because exporters in the South East had proved reluctant to send their goods north for shipment from Newcastle and the line had been "missing out" on these cargoes to some extent.

With the introduction of Bergen Line's new ro ro ship, *Borgen*, on the Newcastle/West Norway service, *Lynx* was freed to start the London service.

The service is year-round, the ports being served in Norway remaining ice-free throughout the winter.

Receiving of cargoes is done continuously, either at the multi-user British Railways Montague Street, Birmingham, inland

Bergen Line's 1,100 dwt *Lynx* at the Fred Olsen Centre in London's India & Millwall Docks.

clearance depot, where less than container loads can be consolidated, and at the Fred. Olsen Centre where all non-containerable goods as well as locally-generated cargoes are handled.

Goods carried from UK are generally mixed in their nature but include among them a considerable amount of equipment for the completion of oil rigs and production platforms built in Norway but fitted out with British-made gear. On the return voyage, the service again carries a mixed cargo, including cheese and aluminium.

Only a month after the service had come into operation, Mr Colpuss was able to say that reaction to it had been encouraging.

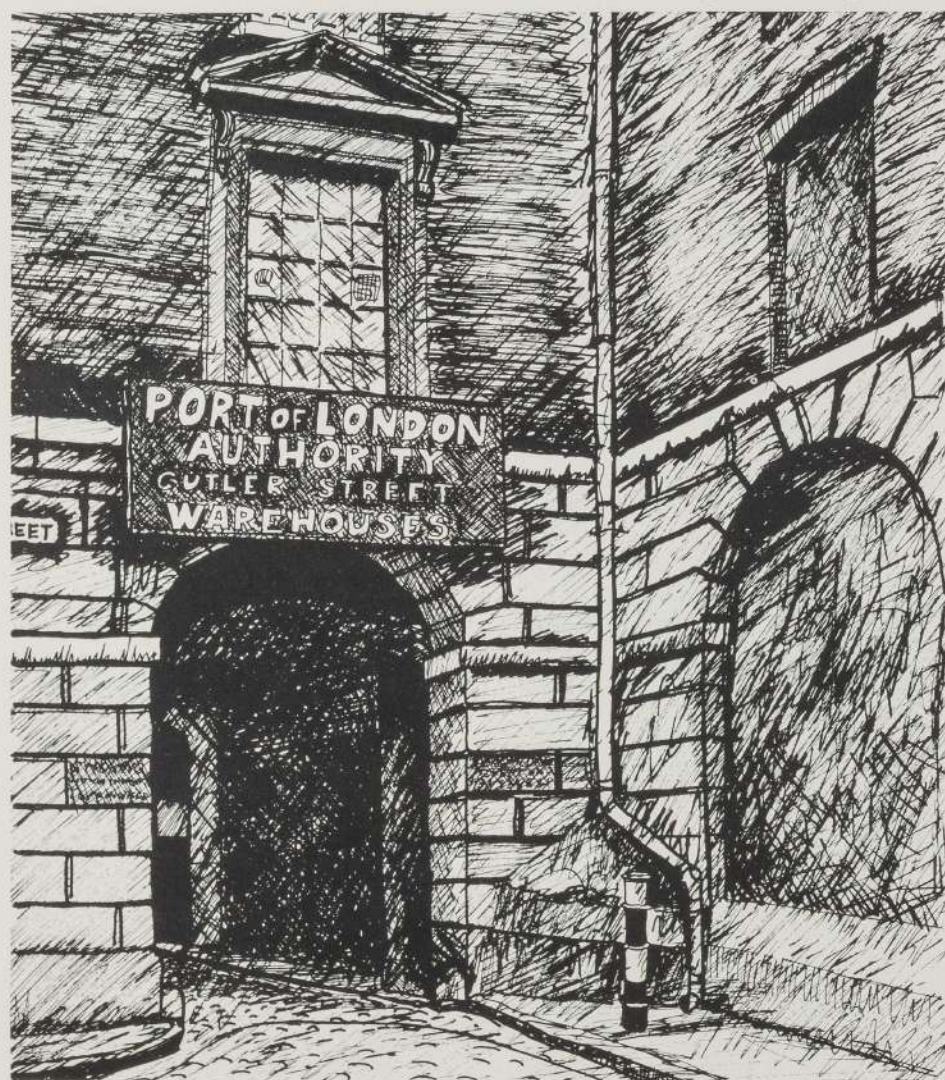
"We are regaining many of the customers who were using the service before it was withdrawn and with the competitive wharfage rates that we charge coupled with the schedule we operate we are optimistic about the service's future."

Lynx is sister ship to Bergen Line's *Vela* which sails on a fortnightly schedule between Rotterdam and West Norway as far North as Trondheim.

CITY OF LONDON CUTLER STREET E.I.

The end of an era

After two hundred years housing many of the exotic and valuable cargoes which have been shipped through the Port of London, PLA's Cutler Street warehouses are closing. DICK BROWN, PLA's librarian and archivist tells the story of these forbidding buildings.



To the casual passer-by the Cutler Street Warehouse is a glimpse of a strange world, like a quick look through the open door of a prison. From the Middlesex Street side (Petticoat Lane), cyclopean walls of London stock brick tower above the street lamps, and four courses of windows above that soar black and expressionless to the sky. Of the two approaches that from New Street is the least intimidating, the sudden change from busy street to the calm of an almost claustrophobic seclusion is perhaps more marked than the formal approach from Cutler Street itself. The casual visitor is obviously not encouraged.

The Old Bengal Warehouse

This vast block of warehouses – some 5½ acres in extent – was, literally, the treasure house of the East – and the East India "John" Company in particular. The Honourable Company was founded in 1600, but it was almost 150 years before its warehouse system became less than adequate to the task of storing the increasing quantity of imported goods from the East, particularly those following on Clive's opening up of the Indian Sub-Continent. The Company seems to have purchased space on an ad hoc basis rather than to a planned idea and had at one time over a dozen small warehouses in and around the east part of the city, each tending to specialise in a particular commodity. That part of the range adjacent to New Street was the first part to be built on a piece of land bought from one John Eyre. Thomas Grey the poet had an inherited mortgage on this, which had to be discharged before Eyre could sell. The New Street block was known

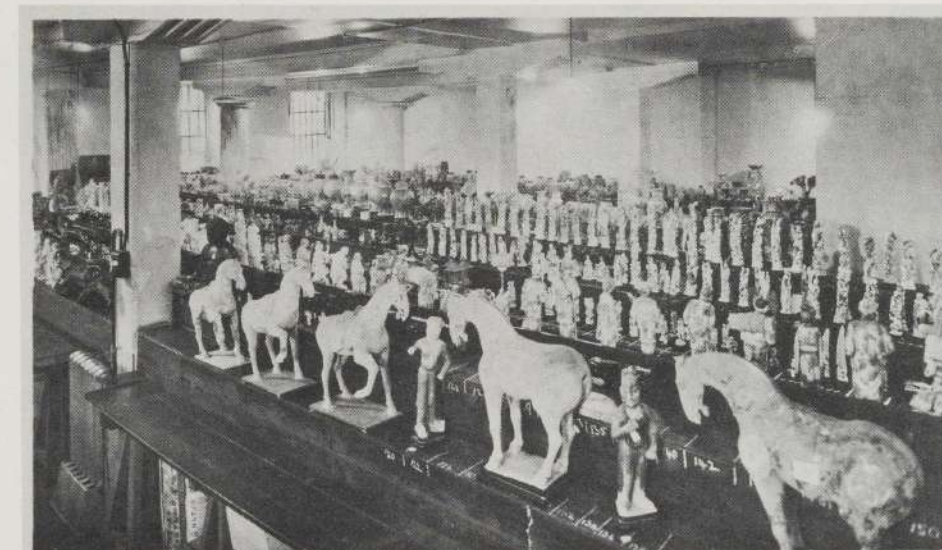
as the Old Bengal warehouse, as it originally housed what were termed Bengal goods – raw silks, piece goods, textiles. It was built to designs of Richard Jupp, the surveyor to the E.I.C., and was completed by 1771, the contractor being George Wyatt, at a cost of some £21,000. By 1790 the company had begun to purchase land between New Street and the Houndsditch, formally the garden of the Priory of Aldgate, and obtained an Act of Parliament to direct Gravel Lane – on the site of the present Cutler Street – to the south to form Harrow Alley. Building began, again with Jupp as architect, but on a direct labour scheme, with the principal trades contracting directly with the company. The work passed through the five stages and was completed by 1801 at a total cost of almost £280,000. Jupp died before the completion and was succeeded by Henry Holland, whose expertise in fire proof building introduced hollow fireproof pottery blocks in the stair landings. Holland also raised the New Street block by a floor in 1808. In turn his successor Samuel Pepys Cokerhill, built the final part in 1819 at an additional cost of some £41,000. The complete structure cost the company a total of some £360,000.

From its earliest days it had been presided over by two warehouse keepers and their assistants, the principals receiving £150 and £100 p.a. respectively. So wide was the range of perquisites and fees which they received under a system which seems to have abounded in abuses that the company decided in 1803 to take the fees for themselves and made substantial compensatory salaries of £1,700 and £1,200 p.a. for the two keepers, with their respective assistants having £800 and £750 each; regal incomes indeed at that time. The three houses at Cutler Street entrance and one now demolished in Devonshire Square were occupied by these worthies. At that time labourers in the warehouse received 2s 9d per day – and were probably among the best paid labour in the industry: a ganger got 3s 3d and a foreman £70 p.a.

All done by hand

All the work in the warehouses was done by manual labour – it was not until 1868 that mechanised power in the form of a small steam hoist in the tea section was introduced. The London Hydraulic Company's power was brought in about 1880 and subsequently electricity for lighting and power was added. The hydraulic power has only very recently – September 1975 – been disconnected.

During the Napoleonic Wars the E.I.C. raised three regiments of foot and a company of artillery and used the New Street block as headquarters and drill hall. The private army thus raised was not finally disbanded until 1833 when Parliament ordered the company should in future be responsible only for the government of India and not involve themselves in trade. This termination of trading brought the Cutler Street warehouses on to the real estate market for the first time, and Joseph Gwyllt, the Surveyor of the West India Dock Co., probably with an eye to securing more warehousing business for his own company, recommended that the range be pulled down. By this time the dock companies



12
CURIOS FROM THE EAST ON SHOW AT CUTLER STREET WAREHOUSES

were beginning to feel the effects of mutual competition, particularly as their monopoly privileges had lapsed.

New floor for tea

In the event, the eight year old Saint Katharine Dock company brought up the warehouses, the majority at auction and the New Street block later, for only £182,000. The trade in tea which the St. Katharine Dock Co. had prosecuted vigorously led to such a need of expansion of storage facilities that a top extra floor was added to the Cutler Street facilities in 1854 by George Aitchison, ten years before the first of the dock company amalgamations, with the London Dock Co. The St. Katharine Dock tea trade made Cutler Street the main centre of a large business of breaking open the teas and repackaging in 1lb and smaller lots for dealers and for re-export.

At this time the trade here was about 100,000 tons per annum and some 80% of all teas came into the country by this route, the trade reaching a peak of almost 200,000 tons in the earlier part of this century.

There had always been a quantity of Persian and other fine carpets and, in the 1890's, Indian wool cotton carpets began to arrive, while a considerable amount of Chinese and Japanese ceramics were also introduced. An old photograph shows a roomful of reproduction T'ang horses, Japanese satsuma ware, pale yellow finely crackled glaze base with rich colours over it, which was also popular, and a quantity of cloisonné ware. Raw and waste silk and cotton and textiles from Bengal, China and India were well represented. One of the major new imports was ornamental feathers, particularly ostrich. From about 1880 Victorian costumiers began to ornament their fashions with ostrich and other plumes. Vast quantities were in demand, and there was a regular sale by auction at Cutler Street every month. Some 300 lots came under the hammer, to an average annual value of £1m. Plumes of the egret, osprey, parrot and pheasant were also sold, and prices up to £10 an ounce realised. Several million bird skins were sold annually, particularly the Bird of Paradise, but in response to early conservationists who saw

no good in such decimation of species the import trade was terminated in 1922, though sales of stocks continued up to the 1960's.

As this trade died away there was an influx of Armenian carpet dealers displaced by the eddies of the end of the 1914-18 war and Constantinople ceased to be the centre of the world carpet market in favour of Cutler Street. At its zenith, there were over eight acres of carpet storage at the warehouse. In the late 1950's the Persian trade alone accounted for some 100,000 pieces annually and the stocks had a value of some £4m excluding taxes and duty.

The cigar trade came to Cutler Street upon the demolition before the '14-'18 war of the Crutched Friars warehouses to make way for the PLA Head Office building. Something approaching 90% of the UK cigar imports were handled at Cutler Street, some 20m being in stock at any one time with a value in excess of £5m. Very accurate weighing of these items is a feature of the trade as each handrolled item differs slightly from its neighbour. From Crutched Friars came also the shell and tortoiseshell trade, and the drug trade, all now rather eclipsed. The drug trade includes aloe and rhubarb as well as opium. The strict Customs and other security required here were the easier to enforce in such a fortress like range of buildings. Among other unusual imports were vanilla and isinglass, the latter being much used in the "clearing" of wine and beer; and here we come to the last of the major items Cutler Street became famous for, its huge stocks of cased and binned wines – a stock of almost 2m bottles at the heyday of the trade. The wine trade has now moved on and is entirely rehoused at West India Docks and at the present time only a small cigar trade and some carpets are in Cutler Street as the stocks are moved to new homes and the once busy floors fall quiet. The last occupants have moved to "No. 10" – the Tower Warehouse in Wapping Lane, London Docks – and two hundred years of warehousing are over.

Now Cutler Street has changed hands for the second and last time and two hundred years of history will soon be gone and only the memories of the exotic goods which passed through its doors will remain.

Smit's big twin comes to town

One of the results of the rapid growth of the offshore oil industry, particularly in the North Sea, has been the multiplication of demand for towing facilities for the giant rigs and production platforms essential to the exploitation of the rich oil fields, many of which lie in very deep water.

For many years ship towage had been almost a Cinderella industry only making the headlines when tugs were involved in the dramas of ocean salvage but nowadays, it is not uncommon for tug operators to be asked to undertake the towing of objects, for want of a better word, with a displacement of 300,000 tons or more and a draught exceeding 80 metres.

This usually calls for a flotilla of tugs but with the size of more conventional vessels increasing as well a new generation of tugs has appeared, tugs which are far more powerful and much better equipped than would have been thought possible – or necessary – a few years ago.

Smit International, the Rotterdam-based ocean towage and salvage company, has been closely involved with North Sea work ever since the first drilling rigs moved into the area, and its own fleet reflects in its development the trend towards larger craft with a greatly increased working capacity.

For instance the tugs, *Noordzee*, *Poolzee* and *Rode Zee*, built between 1968 and 1971 each developed 11,000 hp while Smit's two newest additions both develop twice that amount, making them probably the most powerful tugs in the world.

And one of those powerful twins visited London where she was christened '*Smit London*' by Lady Fox, Lady Mayoress of London. Moored alongside *HMS Belfast* in the Pool of London, the sheer size of the tug was immediately apparent but it was

perhaps not until the ship was actually boarded that the size could be properly appreciated.

Smit London and her sister ship, *Smit Rotterdam*, are the first tugs in the Smit fleet to have their bridge amidships with unobstructed visibility fore and aft. As Smits say, a tugmaster spends as much time looking aft as he does looking forward, particularly when involved in a difficult tow, and a separate control panel allows the master to manoeuvre the ship as well as operate the towing gear from a position overlooking the afterdeck.

The ships are powered by twin Stork-Werkspoor TM 410 turbo-charged four stroke single acting unidirectional diesel engines each of which drive a four blade variable pitch screw. Both screws turn in fixed nozzles and this arrangement combined with two rudders and a 650hp bow thruster is designed to give maximum manoeuvrability.

Towing is what the ships are designed to do and they each have newly-designed winch systems, consisting of one storage drum and two friction drums which are all electrically powered. Each winch carries a nine inch circumference special high grade towing wire 1,300 metres in length. A towing winch for the ships' nylon hawser is also placed in the winch room. This is equipped with a storage drum for a double hawser 21 inches in circumference. The winches can be continuously watched in the towing control room and in the wheelhouse by means of closed circuit television and remote control of the winches is possible from both places.

Additional towing equipment such as wire pennants, chains, shackles and spare wires on electrically driven storage drums to

eliminate manual handling are stowed in a special storage hold. The two towrope guide rollers on the afterdeck are bridge controlled as are the gogrope winches.

Communication is vital in a tug, especially when it is on salvage station, and Smits have installed in these tugs equipment which is among the most up-to-date of its kind in the world. Apart from the normal equipment found in any ship's radio room, the tugs have two SSB transmitters with an output of 1500 watts each and several receivers sets for long range communication. A telex-over-radio system manufactured by Phillips maintains a 24 hour link with the company's Rotterdam headquarters, important when the radio officer is off watch. The tugs maintain a full 24 hour radio watch when on salvage station but when involved in towing this is not so important.

A facsimile weatherchart receiver provides up-to-date information about meteorological predictions and fixed and portable FM VHF sets are available for short range communication. alarm lights for main engines, navigation lights and deck lights. The radar display unit in the main console can be interswitched with another radar display unit situated in the navigation desk in the rear of the wheelhouse where there is also a Decca navigator, electric log and a second echosounder. A portable echosounder is on board for salvage purposes.

Engines, bow-thruster and rudders can be controlled from four positions on the bridgedeck. The main console on the bridge includes the automatic pilot, gyro and magnetic compass repeaters, off-course alarm, echo sounder, VHF, internal communication system, automatic whistle,

to town

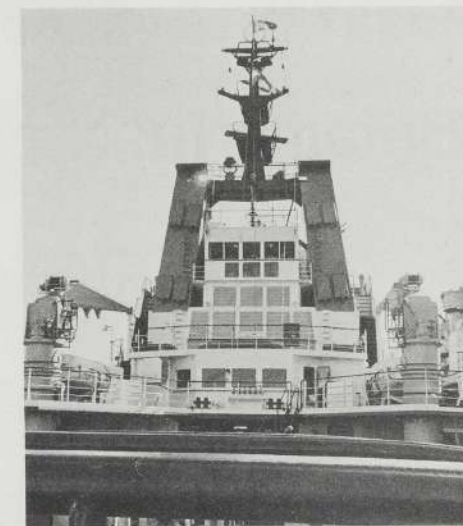
Smit London and *Smit Rotterdam* are both dual purpose tugs, designed for long distance towing and for handling major salvage jobs, such as the refloating of the supertanker *Metula* undertaken successfully by Smit's tugs, *Zwarte Zee* and *Smit Salvor* in the Magellan Straits right at the tip of South America last year, and in fact when *Smit London* left the Thames she went on station off the Azores for a time before taking up her first towing contract.

The ships are designed for long periods at sea – in fact they could be two or three years away from their home port – and the crew spends five months on board, with a two and a half month leave period afterwards. The crew is very well looked after on board with excellent catering and recreation facilities including a mini-gym fitted with a rowing machine, exercise bicycle and punch ball.

Washing is no problem for the ships have a fully-fitted launderette which is supplied by the ships' own desalination plant.

Smits began their towing business in the 17th century when they provided assistance to home-coming sailing ships which had difficulty manoeuvring through the narrow and often dangerous channels off the Dutch coast. They introduced the world's first diesel tug in the 1930s and after the Second World War had to start up again almost from scratch having lost most of their fleet. In 1960 Smits owned 20 tugs with a total horsepower of 42,500. Now *Smit London* and *Smit Rotterdam* develop almost as much as that between them – the 18 ship fleet developing in all some 141,000 hp.

The tug's wheelhouse from the afterdeck.



Smit London at sea.



Smit London alongside *HMS Belfast*.



UNDER ONE ROOF

Britain's first covered wharf built on Thames-side

A covered wharf, the first to be built in the United Kingdom for short sea and coastal shipping, is due to come into operation on Thames-side by the end of the year.

The wharf, Express Wharf on the Isle of Dogs at Millwall, is operated by Freight Express-Seacon Limited, the freight forwarders and ship owners, and will be used mainly for the handling of giant coils and other steel cargoes though it will also provide all-weather protection for other bulk and general cargo.

Freight Express-Seacon, who handle a great deal of steel on the wharf, had to overcome the problem of rain either preventing the loading or unloading of ships and trucks or causing costly rust damage through unexpected downpours – and they solved in the most obvious way by building a roof over the whole operation, ships and all.

The roof is supported on massive beams which cantilever 17 metres over the river and which also carry two gantry cranes. Temporary support for the pre-cast con-

crete columns and the pre-cast roof beams, which weigh overall 274 tons each, was provided during construction by scaffolding designed and erected by Scaffolding (Great Britain) Limited. All the scaffolds were sited along the 90 metre long site leaving the central section clear for vehicles and other dockside services, for the wharf remained in full operation during construction of the new roof.

SGB PAL support frames were assembled into 10 metre high scaffolds on to which the pre-cast roof beams were lifted section by section. The beams were assembled and stressed on this scaffold then raised by hydraulic jacks to their final positions some 22 metres above the wharf.

The clearance below the gantry even on high water spring tides is 18 metres so even the worst tide and weather conditions still allow loading and discharging to proceed without interruption. One of the two gantry cranes, with a capacity of 30 tons, will take care of ship work while the second will

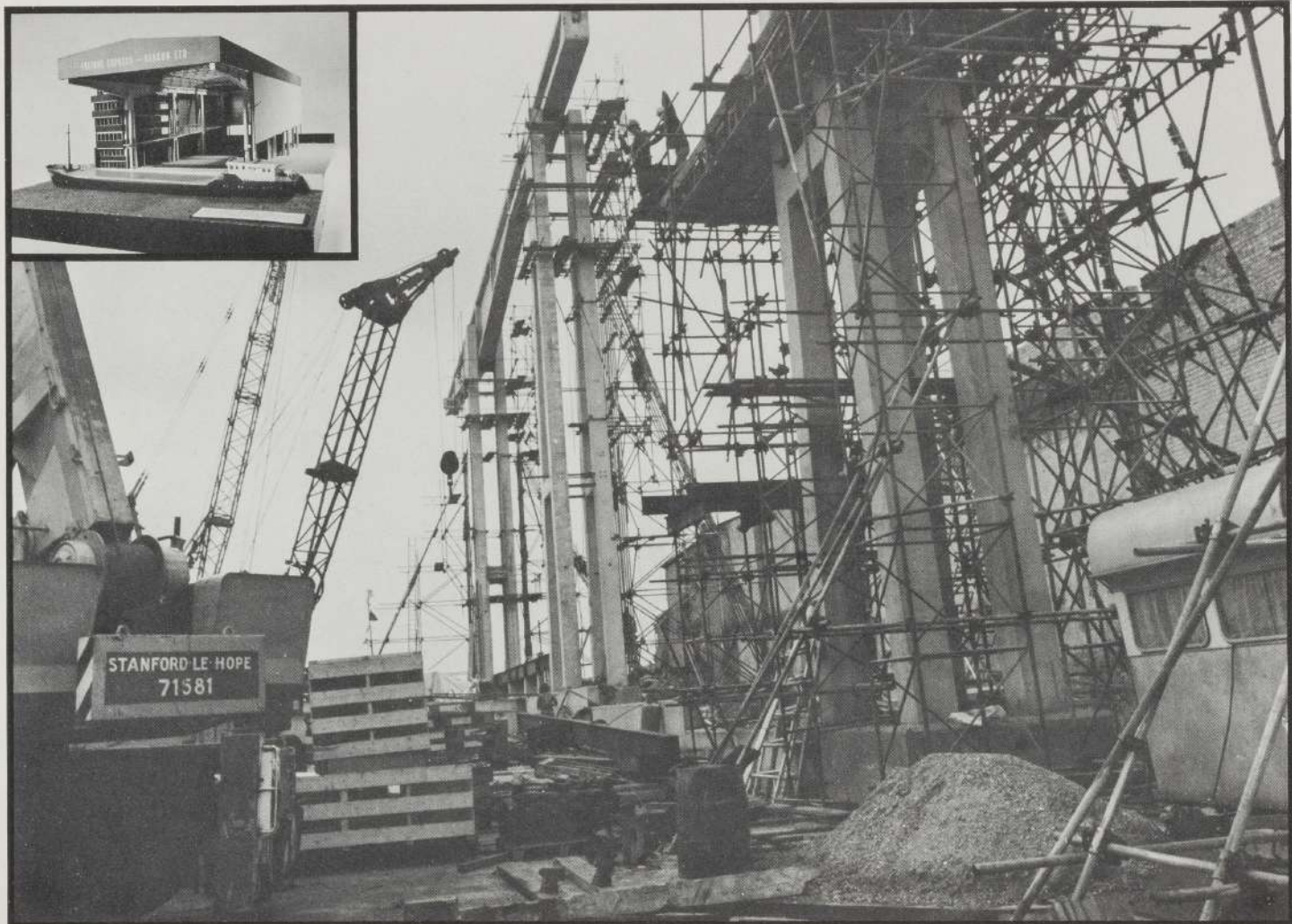
move cargo about the transit shed and will also load and unload road vehicles.

The first of the Freight Express-Seacon fleet of semi-trailers, many of which are specially designed for carrying steel coils, is due to enter the new facilities before the end of the year using the continuous road circuit which has been built into the wharf's layout.

Although the concept of handling ships' cargoes in the dry in this way is new to the UK there are similar installations already in operation in Europe and earlier in the year the company took employees to the Rhine to see a similar system operating and also included staff in discussions with Walcon Limited, who carried out the construction work at the wharf with I W Payne and Partners acting as consulting engineers.

The wharf's development also includes warehousing and medium to long term dry storage for steel and a modern office block.

The covered wharf under construction and a model of the completed wharf.



BOMB DISPOSAL- THE HOVERCRAFT WAY



Faced by problems of sticky, oozing mud flats, unexploded bombs and a fifty minute working period between tides, the Royal Navy's bomb disposal team called upon the services of a hovercraft, for the first time ever, in the bomb disposal role.

The SRN6 Mk 2 hovercraft came from the Royal Naval Hovercraft Trials Unit at Lee-on-Solent in Hampshire. A six man team headed by the pilot, Lt Cdr Dave Tink, RN, accompanied the craft on its journey by sea to the scene of operations on the Essex mud flats. A beach base was set up on the bank of the Blackwater estuary on the edge of PLA port limits and well clear of shipping lanes where the Navy divers were already based.

The disposal task was on Dengie Flats, a desolate fourteen square mile expanse of mud, sand bars and riverlets. Used as a bombing range in World War II the flats are liberally bespattered with unexploded bombs of all shapes and sizes. Adding to the problem are the remains of returning aircraft that did not quite reach the nearby 'lame duck' airfield, now disused.

Previous attempts to reach the flats on foot and by beach buggy were failures, in fact the bomb disposal team spent most of their time on the second attempt excavating the beach buggy.

Operating from its unprepared beach base the ten ton SRN6, built by British Hovercraft Corporation at its Cowes factory, provided high speed transportation throughout the four day operation, speeds in excess of fifty knots being achieved across the mud. This high speed proved invaluable as it enabled the bomb disposal team to use five minute delay fuses instead of the time consuming electrical method of detonation.

Commenting on the use of a hovercraft in this role, Lt Mike Wignall, RN of the Portsmouth and Medway Clearance Diving Team, said: "In four mornings' work we have cleared an area that would normally have taken a month in these types of conditions."

Some thirty-five objects were rendered safe by explosion, these included three five-hundred pound bombs, a two-hundred and fifty pound bomb, numerous rocket units and aircraft wreckage that constituted a hazard to navigation.

Apart from Dengie Flats there are other similar areas around the British Isles that have a wartime legacy of unexploded ordnance lying around, use of a hovercraft could well resolve the problem of these wartime leftovers.

Members of the Royal Navy bomb disposal team check the remains of a World War Two German aircraft for unexploded bombs. In the background is the SRN6 hovercraft the team used to cross the mudflats to where the bombs they were looking for lay.

A member of the team prepares a charge for the detonation of one of the many bombs found in the mud.



Port of London
Clipper Regatta
1975

23-30 AUGUST



Co-ordinated by the
Port of London Authority

While many of the tens of thousands of people who visited the Port of London Clipper Regatta were drawn to the Pool of London by the sight of the square rigged ships and the other sail training vessels moored in the river, one of the most successful events on the week-long Regatta programme was the Thames sailing barge match which, for the first time in many years, brought a fleet of two dozen of these magnificent craft right into the heart of London. This AMBROSE GREENWAY photograph shows just why the match proved so popular and the contrast with the ships berthed in the background points up just how the River Thames is developing into a major recreational centre while at the same time retaining the vital commercial role that it plays.



LGD goes for North Sea Oil work

London Graving Dock Co. Ltd., which has carried out ship repair work on the Thames since before the turn of the Century, has reached one of the most significant stages in its history and in this report, 'PORT OF LONDON' examines the developments which are taking place in the company and which could result in a major change in its activities.

One of the oldest industries on the Thames could get a new lease of life from the current boom in the offshore oil industry if tests on a new design for a deepsea crude oil loading system prove successful.

The system, which it is claimed will allow tankers to load oil in 800 feet of water and in 30 foot seas, is the brainchild of British engineer, Anthony Simpson, and London Graving Dock Company Limited managing director, Donald Crighton, has high hopes of being chosen to manufacture the system if the tests show that it can stand up to the rigorous conditions which it would meet in the North Sea.

Basically the system consists of three legs which are spaced equi-distant on a concrete anchorage base and which in turn support a platform, the whole structure sitting on the sea-bed. The legs are connected to the anchorage base and to the platform with pivot joints.

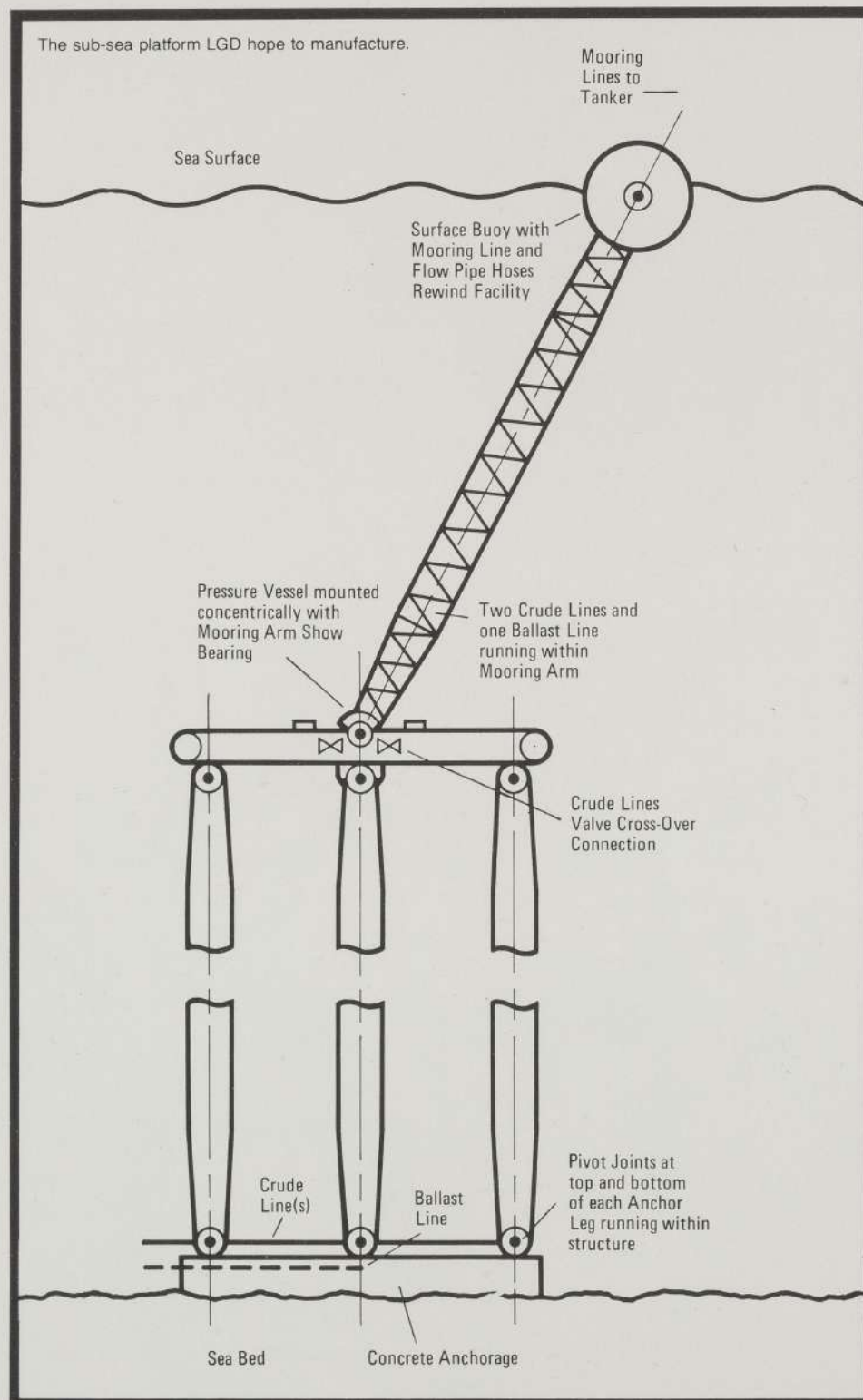
Crude oil flows from the wellhead through the legs to the platform where a pressure vessel is mounted concentrically to the mooring arm show bearing and from this point two lines carry the crude alongside a ballast line inside the mooring arm which terminates in a mooring buoy on the surface. Ships moor at the buoy and connect directly to the crude lines.

Mr Crighton said that his firm would be in an ideal situation to manufacture the system and added that he was giving it every support.

Current London Graving Dock plans include already the widening of the West India Dry Dock entrance to accommodate the barges used in the offshore oil industry, much of the maintenance and repair of which is now undertaken on the continent, especially in Holland, and his company having had more than a century's experience in all types of ship work it had all the necessary expertise that manufacture of the platforms would need, said Mr Crighton.

He did not feel that there would be any sort of conflict between the company's normal ship repair work and fabrication work for the system, the company having the flexibility to undertake both.

The flexibility of the company has, in fact, been increased this year with the first important steps towards the end of the casual employment of labour by the company. In some trades within the industry, particularly on the craft side, casual employment has to all intents and purposes



London Graving Dock employees start work on the conversion of the deep-sea trawler *Arctic Privateer* into a fisheries research vessel. The contract is LGD's biggest.

ceased but it was not until July of this year that the first of the company's employees, those in the steel trades, were put formally on a basis of regular guaranteed employment.

Mr Crighton explained that one of the reasons why the step had been taken was the possible loss of skilled and often irreplaceable men to other industries where regular employment was offered.

"This was something which we could not allow to happen though to keep men on when there might not be the need for them is costly," he said.

And as a result of this and the need for diversification in the work the company undertakes, varied though this is even now, LGD was now looking into different areas for expansion.

The first half of the year had seen the company handling more ships than ever before and a recently won contract for the conversion of a deep sea trawler *Arctic Privateer* into a fisheries research vessel for the Government had given the company its biggest single job - more than £630,000, said Mr Crighton.

The current slump in international shipping has, in some ways, been a blessing in disguise for the ship repair industry for while ship owners are reluctant to commit large amounts of capital to the building of new vessels, they are having to keep their existing ships at sea which means that the industry is being a fair amount of extra work.

On the other hand, some ship owners are only having basic work carried out. Nevertheless, though the seasonal nature of much of the ship repair industry's work still remains, graphs in Mr Crighton's office show that the troughs between peak periods are beginning to fill while the peaks remain.

Mr. Crighton modestly described his business as "jobbing engineering" - quite an understatement when the extent of LGD's work, not just on the Thames but at other ports throughout the country, is considered.

The company has a fifty per cent interest in the London and Tilbury Drydock Company which owns and uses dry docking facilities in the Royal Docks and at Tilbury and which can accommodate a very wide range of ship sizes though ships in the super category are beyond its means. This does not mean that these giant ships do not come to the company for work to be carried out. On the contrary, the repair jetty at Tilbury on the riverside has seen a number of 200,000 tons plus tankers, possibly the most well known of which being the ex-Court Line tanker "Halcyon the Great" which was involved earlier in the year in a dramatic dash across the Atlantic to escape arrest in Canada after her owners went into liquidation.

She was not damaged in the event but came to the company for a typical "service" which included tank cleaning and gas freeing. This very important work is something which LGD has a great deal of experience in and it claims to be the only company which can undertake this work and carry out other work on the ship at the same time.

Among other services which LGD can provide are underwater scrubbing of ships' hulls, coppersmithing, grit blasting, painting and so on.

At Orchard Dock on Thames-side LGD maintains a fully automated spares warehouse for the giant Shell fleet and which can provide anything from an anchor to a pulley block to any part of the world and also repair and refurbish worn or broken parts.

The company also has yards at Gravesend, Sheerness and Felixstowe and premises at Cardiff and Basildon where non

marine work is carried.

Among regular work for the company are contracts for the maintenance of Trinity House vessels and Royal Fleet Auxiliary ships yet despite this and the optimism which Mr Crighton feels for the future of the company in its present form and in the way it is developing, uncertainty over the details of the nationalisation of the ship-building and repair industry to which the present Government is committed is causing a number of problems.

LGD has a firm financial base but, in common with all companies facing nationalisation in this or in any other industry, making financial provision in anything more than the immediate short term, for the purchase for instance of new capital equipment, is very difficult.

Personally, Mr Crighton does not believe that as a part of a nationalised industry his own organisation would be any more efficient and in general he is opposed to a state takeover. He has the consolation of knowing that there is only one other major ship repairer on the Thames, R&H Green and Silley Weir at Blackwall, but he shares the concern that is felt by many of his staff who know that they have exact equivalents at work in that other company and fear for their future should the two be combined into one operation.

A century ago, the Thames was one of the most important ship building and repair centres in the world. Now the industry has drastically contracted to its present size though with its intimate relationship with the Port of London and close proximity to the North Sea and the offshore oil industry the flexibility and experience which it can offer would seem to augur well for the future and should Anthony Simpson's loading buoy design prove successful London Graving Dock could be playing a major role in bringing Britain's "black gold" ashore.

Why the New Zealand Apple and Pear Marketing Board picked London

Quite simply – they know what they want to sell, they know how and where to sell it – and London provides the means.

By a quick and efficient system of direct discharge from ship to road vehicle New Zealand Fruit is off to market for sale in perfect condition. And the Port of London is at the centre of the one third of the UK population who live in South East Britain.

As Neil Guymner, European Manager for the New Zealand Apple and Pear Marketing Board puts it "The Port of London provides the fast efficient service we need – that's why we keep coming."

Find out how the PLA can satisfy YOUR customers.



Contact: The Co-ordinator of Marketing and Operations,
Port of London Authority, World Trade Centre,
London, E.1. Tel: 01-476 6900 Telex: 897477

BOOK REVIEWS



Sir John Donaldson is very well known as the judge on whose shoulders the burden of the work of the ill-fated National Industrial Relations Court fell and the general public could perhaps be forgiven for thinking of Sir John in this situation alone.

But he is in fact one of the most experienced and able of the judges on the Queen's Bench Division of the High Court and as senior editor of the tenth edition of Lowndes and Rudolf's Law of General Average of the York-Antwerp Rules he displays much of the depth of knowledge and experience so necessary in the top flight of the legal profession.

Sir John and his two co-editors, C S Staughton QC and loss adjuster, D J Wilson, set themselves a three-fold task in producing this tenth edition, to incorporate recent decision of the courts, to comment on the changes made to the York Antwerp Rules at the 1974 Hamburg Conference and to revise the text of the book thoroughly.

They point out in their preface that the greatest change that readers will note as compared with previous editions is in the general content of the book.

"Some of what used to be Part One – the common law – has gone. This is not because the elegant prose and comprehensive arguments of Lowndes had lost their value; they had survived for a hundred years since the first edition of 1873. But we could not escape from the conclusion that the troubles of sailing ships and the detailed consideration of battles long since lost (or won) about port of refuge expenses, were of little importance to modern readers. All that is best of Lowndes remains. But in addition we have given considerable attention to existing practical cases – carbon dioxide used to extinguish a fire and the like. We have also added a chapter on insurance. This is no innovation for there was a similar chapter in the first three edi-

tions which was only discarded when Lowndes wrote his own book on the subject," says the preface.

The book is obviously not designed for casual reading but is in fact a standard work on this aspect of shipping law, forming part of a thirteen volume series, all of which are published by Stevens and Sons Limited.

Lowndes and Rudolf's The Law of General Average and the York-Antwerp Rules, Tenth Edition. Published by Stevens and Sons Limited. Price £17.00.

What more is there to say about Reed's Nautical Almanac now in its 45th year? This salty manual of the sea continues to signal fresh ideas and the latest information to the mariner and a new feature in the 1976 edition is an abridged version of the ABC Tables which provide a simple method of obtaining a True Bearing (or Azimuth) of a celestial body.

The Coastal Navigation section has been greatly expanded and the preparation of a deviation card is explained and illustrated. The use of the sextant has been dealt with in greater detail and illustrated by line drawings.

In the Tidal Section the new presentation of the tidal differences is an important feature as is the inclusion of tidal predictions for Immingham and Ullapool together with the differences for 89 secondary ports based on the predictions for these ports. Following recent research special tidal curves have been included for Poole to obtain more accurate predictions for this port.

In response to many requests the morse symbols following the code letters in the Radiobeacons sections have been reinstated and the new Collision Regulations which come into operation on January 1st, 1976 have been included in their entirety.

A new 2pp Table has been included giving full details on times of the UK Coast Station Radiotelephony Service and to cater for the ever-increasing number of yachtsmen now going foreign the Continental Coast Radio Station section as been doubled. The Continental Port Entry Signals and Pilotage section has been extended to cover over 30 ports on the Belgian, Netherlands and North France coasts.

The loose weather card has been redesigned for greater clarity and a new, comprehensive list of BBC Radio Weather Services included giving times of frequencies and broadcasts together with a new map showing stations whose reports are included by the Regional Radio 4 Services.

In the Distress and Rescue section the latest Coastguard rescue equipment and procedure are fully explained and illustrated with detailed drawings. A special Index provides easy reference to the 60 Nautical Tables in this year's Almanac.

Reed's Nautical Almanac 1976. Published by Thomas Reed Publications Ltd. Price £4.50.

The trouble with Alan Watts' new book "Instant Wind Forecasting" is that it is so well produced that the sort of people it is aimed at – the sailor who does not sail by the seat of his pants or who does not have an intuitive feel for wind and weather – may be reluctant to take it on board his craft where it could easily get wet or damaged.

For "Instant Wind Forecasting" is a text book text book in its clarity of copy and illustration and could prove invaluable to the novice sailor or to the sailor who goes down to the sea in ship purely for pleasure.

The book is a companion volume to Watts' "Instant Weather Forecasting" which is one of four books already published in his name dealing with the weather as it affects sailing and is aimed as much at the dinghy man – or woman – using inland waters as at the owner of offshore cruisers but could also have appeal to everyone else who works or relaxes out of doors. With colour photographs illustrating the points Watts makes in his text the book analyses the affects of different weather conditions on the wind and advises on sailing techniques according to this and to the sort of area and time of day that the sailing is being carried out.

Instant Wind Forecasting by Alan Watts. Published by Peter Davies Limited. Price £2.90.

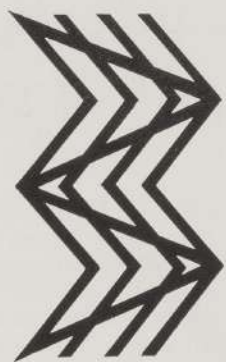
There have been many books published on passenger sea travel, mostly concerning individual shipping lines, particular routes and famous and existing vessels but, say the publishers of Volume 1 of Arnold Kludas' five volume series "Great Passenger Ships of the World", very few of these books cover passenger ships in general.

This first book, which covers the period 1858-1912, is designed to remedy this omission looks at passenger ships over 10,000 tons gross and lists basic information about each one including the date and yard where it was built, tonnage, engines, speed, passengers and so on and also adds a list of highlights of the ships' career.

Kludas is accepted throughout the world as an authority on passenger ships and though the book is somewhat confusing in its order, this first volume, well illustrated and concisely detailed, will be a popular buy among aficionados of these vessels.

Great Passenger Ships of the World, Volume 1 1858 to 1912, by Arnold Kludas. Published by Patrick Stephens Limited. Price £7.95.

Copies of Bohdan Nagorski's book "Port Problems in Developing Countries" are available from the Port of London Authority price US\$12.00 or equivalent. The book is published by the International Association of Ports and Harbors and can be obtained from the Director-General's Office, Port of London Authority, World Trade Centre, London E1, England. Cash with order please.



LONDON CARGO SUPERINTENDENTS LIMITED

*Specialists in Freight
Documentation and associated
dock clerical services.*

**THE LARGEST, FULLY
EXPERIENCED CLERICAL STAFF
AVAILABLE for work in the PORT
OF LONDON and at RIVER
WHARVES and ANCHORAGES.**

Static and mobile offices with telephone facilities throughout all dock areas.

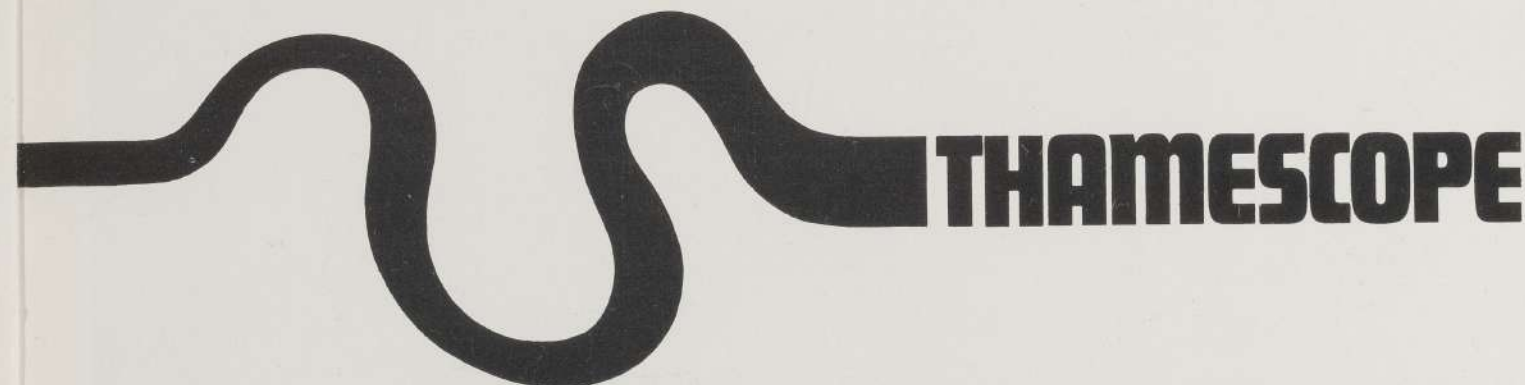
**DOCUMENTATION SYSTEMS DESIGNED
AND PRINTED TO MEET THE REQUIREMENT
OF EVERY TRADE.**

**IMPORTS CONVENTIONAL
EXPORTS TERMINAL BERTH
RO-RO and
CONTAINER services**

Main Dock Office:

*Opposite 17 Shed,
NORTH SIDE,
ROYAL ALBERT DOCK,
LONDON, E16.
Telephone: 01-476 1313
Telex: 897477*

Registered Office: London Dock House. 1 Thomas More St. London E1 9AZ



WILLIAM BOWEY TO BE DIRECTOR GENERAL

The Board of the PLA has appointed Mr William Bowey to be Director-General from 1st April 1976. Meanwhile he will

continue to act as Director-General until Mr John Lunch, who has been granted leave, retires formally from the position of Director-General on 31st March, 1976. Mr Bowey will continue to be known as Acting Director-General until then.

NEW COMPUTER TYPE-SET REGISTER BOOK CONTAINS 134 MILES OF LLOYDS DATA

With the publication in September of the second volume (M-Z) of the Register of Ships for 1975-76, Lloyd's Register of Shipping offered subscribers the most comprehensive and reliable book listing merchant ships of all types in service throughout the world. Computerised photo type-setting has been introduced to the printing processes and in speeding this up three months was cut off the production time.

The new Register Book contains more details than ever before and among the additional or revised information now included, the 'Ship Type' information has been expanded to include, where known,

the ship's specific function. Fuel consumption will in future be published for all ships. The data in the Register Book is now presented in metric units for the convenience of the majority of shipping interests throughout the world. The monthly list of New Entries and the Supplement have been changed considerably. The New Entries are now cumulative (instead of being produced in twelve monthly instalments as in previous years) and bound together with the cumulative monthly Supplement. Therefore subscribers do not need to keep the issue of the previous month. The Supplement does not now include up-to-date survey records of classed ships but, for subscribers who particularly require this information, it is still available as a separate monthly publication, free of charge.

TRANSFORMERS AND ALTERNATORS SHIPPED TO KUWAIT FROM LONDON

Two huge alternators and two power station transformers – part of a UK export contract valued at over £2m – were shipped from London to Kuwait with the assistance of Thomas Meadows & Company Limited, one of the world's largest independent freight forwarders.

The units, two 168-ton alternators and two 56-ton transformers, were destined for a new 250MW gas turbine-driven power station being built for the Kuwait Ministry of Electricity and Water at Shuwaikh by the main contractor for the project, the Curtiss-Wright Corporation of New Jersey, USA. The complete power plant will contain five Curtiss-Wright MOD POD 50 (Reg. US Patent Office "Modularized Power on Demand") heavy duty units. The £2m equipment supply contract awarded by Curtiss-Wright to Britain's Hawker Siddeley Group is for the associated alternators, power station and auxiliary transformers and switchgear.

Working closely with Meadows' New York and London offices, Curtiss-Wright Corporation nominated Meadows as the appointed UK forwarder to handle and co-ordinate each of the shipments involved in this important UK export success.

In this first of a series of heavy-load shipments, the London office of Thomas Meadows & Company Limited were responsible for pre-booking, all documentation and shipping arrangements, including liaison with suppliers over movement of the four huge loads from Loughborough to Tilbury docks by special road transport and heavy lifts by Port of London Authority floating crane.

The two 56-ton transformers were shipped on the Kuwait Shipping Company's vessel *Al Sabahiah*, and the 168-ton alternators abroad Nedlloyd's cargo liner *Schelde Lloyd* a few days later.



One of the two 56 ton transformers shipped to Kuwait from London with the assistance of Thomas Meadows & Company Limited.



The 369 tonne Platformer being moved into position at Shell Haven.

THIRD NEW REACTOR VESSEL ARRIVES AT SHELL HAVEN

Three new reactor vessels, each weighing more than 360 tonnes are being installed at the Thames-side Shell Haven refinery in Essex having been shipped to the site by sea.

There are two hydrocracker vessels made in Japan by Japan Steelworks, and a platformer reactor manufactured by Nuovo Pignone at Marina di Carrara, near Florence, Italy.

The platformer unit is due to be on stream at Shell Haven in the first quarter of next year, and the hydrocracker unit in mid-1978. They will then be used to convert middle and lower petroleum fractions into gasoline components.

The method of unloading the three reactors at Shell Haven was devised by Mowlem, who also provided recommendations for the selection of specialist heavy-lift contractors to transport them from a specially built causeway to their site in the refinery complex.

The first two hydrocracker reactors, weighing 373 and 383 tonnes and 29m long by 4m in diameter, were shipped from Japan by Dutch specialists, Big Lift, via Rotterdam. The 44m long, 369 tonne platformer, which is 5.5m in diameter at the base, arrived from Italy in the middle of June, shipped by the German company Translift, a subsidiary of Hansa.

Mowlem, who won the the contract for the work at Shell Haven by competitive tender, designed facilities to bring the reactors into the refinery, meeting the requirements of British Rail, because a section of track had to be crossed, the Port of London Authority

and the Essex River Authority.

The scheme devised by Mowlem used shallow draught pontoons giving roll-off capability on to the new causeway, on road bogies.

Mowlem constructed the causeway between April and August last year, in readiness for the arrival of the two hydrocracker reactors in October. A turning loop road was also constructed at the causeway, the access road widened at a number of points along the route and several culverts reinforced to take the massive loads. Mowlem also constructed a storage bay and support cradles for the reactors adjacent to their final position in the refinery.

The unloading of all three reactors was essentially similar. They were floated on shallow draught pontoons from the parent vessels which had brought them to the Thames, and towed up to the causeway at high tide. There the pontoons were ballasted with water and the road bogies wheeled underneath the cradles.

The job of moving the two hydrocracker reactors and the platformer reactor from the causeway into position at the site was sub-contracted to Robert Wynn and Sons, the international heavy haulage contractor based at Newport, Gwent.

Mowlem arranged for Soil Mechanics Limited, a member company of the group, to carry out a soils investigation using Mackintosh probes over the proposed route. The suitability of the new and existing roads was additionally confirmed by carrying out a proof test loading of 200 tonnes. Wynns supplied a seven-axle trailer and tractor unit to the site to test the roads en route and Mowlem loaded this to

simulate the actual axle weights required to handle the reactors. Several hundred level observations were made to record road deflections. As a result of the tests the reactors were moved on two 10 axle trailers (bogies) 12ft wide.

A method of carrying the reactors on the barge at the correct height in order that Wynns could run under them with their bogies was devised and holes were specially drilled in the bottom of the cradles to locate with the top plate of the Wynns bolsters.

The reactors complete with the cradles were lifted clear of the packing by the use of hydraulic rams. The trickiest aspect of the operation was crossing the railway line, which runs between the causeway and Shell Haven. A guarantee was given that the two reactors would be clear of the rail crossing during one Sunday possession. The first reactor was made ready for a 6.30 am movement on the Sunday and was delivered by lunchtime, the second by 4.30 pm.

The reactors were off-loaded on the temporary storage bay constructed by Mowlem. After the first two reactors arrived, Mowlem began constructing the bases for them under a separate competitive contract. The £21,000 contract was planned for completion at the same time as the third reactor vessel, the platformer, arrived from Italy.

The bases, of concrete on piled foundations, were built under "full permit" conditions, necessitating the use of spark arrestors on all plant and prohibiting the use of petrol engines or electricity on site.

The moving of the reactors into final position was completed when Wynns moved the third platformer reactor, from the causeway to the site.



Stephenson Clarke's new 11,000 dwt bulker at sea on her maiden voyage.

NEW BULK CARRIER IN HUGE GRAIN TRANSHIPMENT

Only two months after completing her maiden voyage, the 11,000 dwt Stephenson Clarke bulk carrier, *Donnington*, was involved in a massive transshipment of grain from PLA's riverside grain terminal at Tilbury. In one shipment she carried 10,500 tons of grain to Italy, underlining the role

that the Tilbury installation plays in feeding the countries of Europe.

Donnington, and her sister ship, *Dallington*, are Stephenson Clarke's biggest vessels and by bearing the names of Sussex villages continue a tradition which stretches far back into the company's

history. The two ships are 2,500 dwt larger than any of the other ships in the Stephenson Clarke fleet which is part of the Powell Duffryn Group, but their owners claim that despite this they have only sacrificed a bare minimum of manoeuvrability and port accessibility.



LAST VOYAGE FOR CAPTAIN NORRMAN

With his retirement, Captain Einar Norrman, Master of Swedish Lloyd's car and passenger ferry *'Saga'* ended a three generation family connection with the line which began with his grandfather and was continued by his father both also Captains. His last journey home revived memories of his very first voyage in 1928 when he left Gothenburg for London on another Swedish Lloyd ship named *'Saga'*, bound for navigational training aboard the 4-masted barque *'Beatrice'* in Blackwall dock. That began his naval career, a career which ended 47 years later, "full circle", as he sailed home on the present day *'Saga'* making his 2,000th crossing between

Captain Einar Norrman, master of Swedish Lloyd's ferry, *Saga*, who has retired after 47 years with the company.

Britain and Sweden. Captain Norrman, "Bob" to his friends, joined Swedish Lloyd in 1933 after completing his training under sail and steam and then enjoyed service on the "glamour" route from Gothenburg to the Mediterranean. He became Chief Officer of the Line's ship *'Britannia'* after the war and that began his association with Tilbury. In 1950 he became Master of the *'Suecia'* and then in 1966 took over the *'Saga'*. At home for his retirement he plans to buy a house on the Swedish island of Branno where he can fish and enjoy his small cabin cruiser, but top of his long list of world-wide travel plans for the next twelve months is London.

"I've been coming regularly for 30 years and yet in the last 10 have hardly seen the place," he said today. "Now I shall have time to come back and have a look around and see lots of my wonderful friends".

COMPREHENSIVE SHIPPING EXPAND FAR EAST ACTIVITIES

Comprehensive International Freight Forwarders, the overseas freight forwarding division of PLA subsidiary, Comprehensive Shipping, have opened a new office in Taiwan.

CIFF Far Eastern General Manager, Klaus Engelmann, said that the office had been opened to extend Comprehensive's service to customers in the UK by providing direct local control of consolidation services. The manager of the new office is Michael Lee. The Hong Kong Office of CIFF has been strengthened by the secondment from Comprehensive Shipping London of Timothy Ellis, added Mr. Englemann. The address of the CIFF Taiwan Office, is 7th Floor, Suang Lien Buildings, 111 Chung San N Rd., Sec. 2, Taipei, Taiwan, Republic of China. P.O. Box 22908 Taipei. Telex 21643 Petwood. Telephone 5620017 (10 lines).

PROMPT ACTION SAVES LIFE

Prompt action by R H Green & Silley Weir supervisor Len Youlden saved the life of a colleague who was catapulted from the dockside into 30 feet of water by a rope. And to mark his quick thinking Len was presented with a Certificate of the Royal Humane Society by PLA Chief Constable Eric Ellen.

Len and three of his workmates were moving a caisson into place in the docks using a rope and quayside capstan when the rope fouled an obstruction. It then sprang free and caught one of the men, hurling him into the dock.

Len leapt into the dock fully clothed and supported the man until they were both pulled to safety.

Len Youlden with his Royal Humane Society certificate.



The LNG tanker, *Paul Kayser*, undergoing cryogenic tank cooling at the British Gas reception terminal at Canvey Island.

WORLD'S BIGGEST LNG TANKER AT CANVEY

The world's biggest liquid natural gas tanker, the *Paul Kayser*, has undergone tank cooling down to -161 deg. C at the British Gas reception terminal at Canvey Island in the Thames Estuary.

The tanker with a capacity of 125,000 cubic metres of LNG and a gross tonnage of 65,000 is the first of three sister-ships to be completed for a subsidiary of El Paso Natural Gas.

Her sea trials completed, she went to Canvey Island for cryogenic commissioning - a process which involves not only the gradual cooling down of tanks

and associated pipework, but also purging and a check on instrumentation and insulation.

The cooling down operation consists of spraying the liquid gas (boiling point -161 deg. C) into the tanks, which are partly cooled as the liquid evaporates. The gas is pumped back ashore, where facilities include a re-liquefaction plant as well as comprehensive LNG storage. The next stage involves partly filling one of the tanks with LNG which is then pumped from tank to tank to cool them down to the required temperature and for the various checking procedures to be completed.

The Canvey terminal, the first LNG facility

of its kind in the world, was opened in 1964. Since then some 700 loads of Algerian LNG have been landed by the *Methane Princess* and *Methane Progress*, in addition to the experimental cargoes carried by the *Methane Pioneer* from 1959 onwards. The ability of British Gas to offer - via its International Consultancy Service - cryogenic commissioning facilities to new liquid gas carriers stems from this long and unique experience in the ocean transport of LNG.

The *Paul Kayser*, which will be carrying LNG from Algeria to the USA, was the seventh and largest tanker to make use of the Canvey facilities.

OCL SPONSORS BRITISH NATIONAL HURDLES SQUAD

Overseas Containers Limited, Britain's leading container operator, has donated £3,000 to the British Amateur Athletic Board to help finance the training of Britain's top men and women hurdlers. The leading hurdlers from six area squads will be brought together under the leadership of John Le Masurier, one of the BAAB's Principal National Coaches, to form the OCL sponsored National Hurdles Squad. John Le Masurier will have the assistance of his staff coaches, George Tymms and George Stratford from the South, Denis Whitby from the Midlands, Sandy Ewen from Scotland and John Sherwood from the North of England.

Commenting on the sponsorship, John Le Masurier said: "The BAAB is delighted that Overseas Containers Limited, a British company, has undertaken to help finance the training of our top hurdlers. This financial support is needed to meet the expenses involved in the athletes' attending

special training weekends and to assist with special overseas projects. It is only by being able to bring our top hurdlers together into National Squads that we can give these men and women the chance to compete on equal terms with hurdlers from other countries. The formation of the National Hurdles Squad generously sponsored by OCL gives us the opportunity to tackle training on this comprehensive basis".

The National Hurdles Squad has been functioning, albeit in a limited way, for a number of years. Immediate objectives are first and foremost to ensure that those athletes who have a chance of making the British team for the Montreal Olympic Games should be given every possible assistance. Secondly, the OCL sponsorship will help to improve the overall standard of hurdling in the areas, and grants are to be made to certain selected areas where Regional Squad days will be held. Internationally Britain's 400m. hurdlers have in the past produced some excellent results. Nevertheless, in the high hurdles

and the women's hurdles they have been less successful and we have been without an Olympic finalist in the women's event since 1960 and the men's since 1936. Britain is looking towards athletes like Alan Pascoe, Bill Hartley, Berwyn Price, Sharon Colyear, Lorna Booth and Blondelle Thompson to break through into the final at Montreal.

Overseas Containers Limited operate container services to Australia and the Far East. Mr A J Butterwick, an OCL Director, commented "We are pleased that we can give this assistance to some of Britain's greatest athletes. They deserve to have the chance to compete in next year's Olympic Games on an equal footing with athletes from other countries."

Members of the British National Hurdles Squad at the announcement of OCL's sponsorship of the squad. From left to right are: John Le Masurier, senior coach, Berwyn Price, Sharon Colyear, Bill Hartley, Blondelle Thompson who works at OCL's Birmingham depot, Mr. A. J. Butterwick, OCL Director, Alan Pascoe and south region coach George Tymms.



HMS BELFAST REPELS BOARDERS

Visitors to the famous cruiser *HMS Belfast* at her permanent berth near London Bridge will miss seeing one of the nastier aspects of life at sea - cockroaches.

At the beginning of the year, the Belfast Trust who now look after the ship as a floating naval museum called in Rentokil's pest control service to fight off the six legged invaders. The action has resulted in total defeat for the Oriental cockroaches and a regular pest control patrol now ensures that the ship remains free from these traditional nautical stowaways. George Roberts, a former docker, is the Rentokil man responsible for defending the 10,553 tons cruiser and is armed with specially formulated insecticidal sprays and baits which are used by the company's marine pest control service in many merchant and Royal Navy vessels.

Veteran of Russian convoy escort duties and the battle in which she helped sink the *Scharnhorst*, the *Belfast* led the bombardment in support of the D-Day

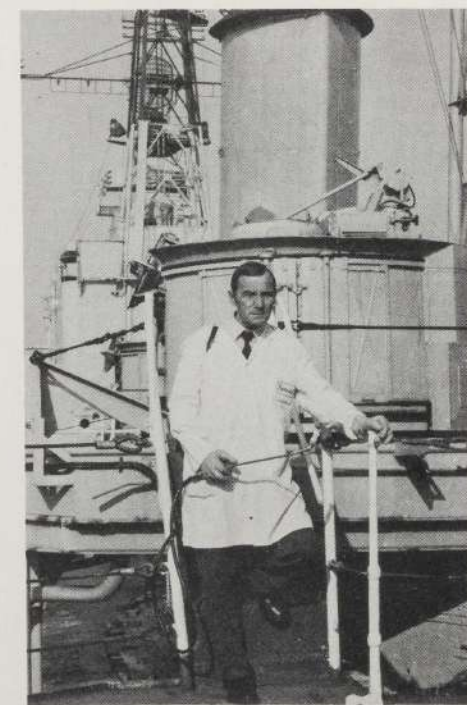
landings and subsequently served in the Korean War.

She is open to the public every day and special displays on board include a Cruiser Museum, a "Navy Today" exhibition, a mines display and a D-Day display and reconstructions of various aspects of wartime life at sea.

Her twelve six inch guns with a range of fourteen miles can be inspected at close quarters and children can operate some of her anti-aircraft armament in a simulated air attack. The sick bay, engine room, bakery, chapel, galley, bridge, boiler room and mess decks are all on view.

In the souvenir shop visitors can purchase books, models and other reminders of a memorable visit to the last of the steam-powered Royal Navy cruisers that helped win the Second World War.

Rentokil pest controller, George Roberts, on board *HMS Belfast* armed with the spray gun with which he keeps cockroaches out of the ship.



NAVIGATION EXPERT RETIRES

Lt. Cdr. R. B. 'Dickie' Richardson has retired from PLA after distinguished service as Haven Master (East) with responsibility for the intensively trafficked 60 miles of lower Thames. Internationally well known and consulted on methods of supervision and co-ordination of navigation in ports and harbours, Lt. Cdr. Richardson was very much the architect of PLA's Thames Navigation Service by which the Port of London led the world in the use of shorebased radar and in the establishment of a Traffic Co-ordination Centre that between them give London safe shipping movements for VLCCs, bulk carriers and container ships as well as conventional vessels. He plans to undertake consultancy work and will maintain his links with PLA through his association with PLACON Ltd., the PLA consultancy subsidiary.



TILBURY'S BIG VISITOR

The 78,000 ton deadweight m.v. *Leise Maersk* – the largest grain ship ever to visit the Tilbury Grain Terminal. The vessel, nearly 300 yards long, is on charter to Cobelfret NV of Belgium and the UK agents are Cory Brothers Shipping Limited, part of the Powell Duffryn Group. The *Leise Maersk*, owned by the Danish Company AP Moller, delivered a part cargo of more than 38,000 tons of soya bean and yellow grain from Ama, Louisiana, USA.



SCHENKERS SHIP MOBILE CLINIC TO OMAN

A £13,535 mobile health unit, recently despatched by Schenkers Ltd., London, the head office of the U.K. international freight forwarders, for shipment to Muscat aboard the Kuwaiti vessel *Al Gurainiah* at Tilbury Docks destined for delivery to the Ministry of Health, Sultanate of Oman. The mobile health unit was built by Gordon L Poole and Co. Ltd., of Southampton and is equipped with diesel powered air-cooled generating set, a floor-mounted air-conditioning unit, hot and cold water provided automatically from two 40 gallon tanks.

The vehicle also has two lighting systems, a two 40-volt a.c. mains supply as well as a 12 volt emergency direct current system. The unit has examination couches, desks, drug cabinets, storage cabinets, soap dispenser etc., including refrigerator and is therefore fully equipped for all medical emergencies and requirements, complete with diagnostic equipment instruments and automatic sterilisers. The vehicle is to be used within the Port Qaboos extension being provided under the sponsorship of Hochtief AS, Essen, West Germany.



P&O SHIPS GET NEW LIVERY

P&O General Cargo Division's most recent addition, the 14,850 dwt *Strathdevon*, receives her new "Strath Service" livery in Millwall Dock. Over sixty of the Division's general cargo and refrigerated ships are receiving the new colours, and nearly two-thirds will have names beginning with 'Strath', a Scottish term for a wide, flat bottomed valley.

The Port of London

The Capital Port; London is the commercial heart of the UK; London is the centre of some 17 million consumers in South East Britain; London is at the centre

of North West Europe's richest and most heavily industrialised region. The Port of London will handle your trade with Europe and the world, quickly, efficiently and safely.

The Commercial heart of Britain



Port of London Authority, World Trade Centre, London E1
Tel: 01-476 6900 Telex: 897477

USEFUL TELEPHONE NUMBERS

The following list of telephone numbers is given for the benefit of port users. All extension numbers listed may be reached by dialling the Port of London Authority's main exchange, telephone number 01-476 6900, except where otherwise indicated.

Marketing

W. Caunter, Co-ordinator of Marketing and Operations,
North Side, Royal Victoria Dock
ext 95 290

India & Millwall Docks, Stewart Stradling, Marketing Manager
ext 94 232 288

Royal Docks, Roy Wood, Marketing Manager
ext 95 374

Tilbury Docks, Colin Withey, Marketing Manager
03-752 3444 ext 323

River and Marine Services, Barry Martin, Marketing Manager
ext 96 240

Export information

India & Millwall Docks
01-476 9221

Royal Docks
01-476 9221

Tilbury Docks
037 52 3444 ext 201

Vehicle appointment schemes

INDIA & MILLWALL DOCKS

Same number for Imports and Exports except where shown separately.

General cargo
Shed

11/12
01-987 2614

14/15
01-987 2616

17/18 & 19/21 Exports
01-987 6089

19/21
Imports
01-987 1123

23/25
01-987 5222

27/33
01-987 4446
Heavy lift cargo
01-987 4233

Fred Olsen Centre
01-987 6371

ROYAL DOCKS
General cargo
01-476 4499 (10 lines)
Heavy lift cargo
Ext 95 369

TILBURY DOCKS—Exports Only
037 52 5577 (3 lines)

Specially designed leaflets are available giving the procedure for import and export booking at India & Millwall Docks and export pre-booking at the Royal Docks.

PLA Subsidiary Companies

PLACON Ltd.
General Manager, Peter Kenward
ext 93215

Comprehensive Shipping Ltd.
Managing Director, Derek Harrington
01-476 4422

Standard shipping note distribution centre

ext 95 378

External affairs department

World Trade Centre, London E1
ext 93 260 ext 93 252

Charges—enquiries

Charges Officer
ext 95 389

Port rates—enquiries

ext 93 237

Rail container terminal Tilbury Docks

037 52 3444 ext 294 ext 297

Tilbury grain terminal

037 52 3444 ext 344 ext 345

Traffic Coordination and Shipping movements

Shipping movements, tug hire, river moorings
Gravesend 60311

Ships' list—Shipping in Port or expected

Ships' Lists clerk
ext 96 265

Orsett depot—Groupage

Grays Thurrock 77137 Grays Thurrock 5191 ext 59

Maplin

Chief Engineer
ext 93 294
Administration
ext 93 305

River events

ext 93 319 ext 93 336

Computer

POLA Computer Services
03-752 3444 ext 404

Estate and Assets

Enquiries
ext 93 204 93 223

West Africa Terminal, Tilbury Docks

037 52 5538/9

Tilbury: 03752 2967

West India Dock: 01-987 3161/5733

Royal Docks: 01-476 2682/3689

T. WALLIS LIMITED

ESTABLISHED A CENTURY

MASTER STEVEDORES

63/65, CRUTCHED FRIARS, LONDON EC3N 2DD

Telephone: 01-481 8417 and 8418

Telex: 886418

Every Description of Cargo Discharged and/or Loaded at all Docks and River Thames with Modern Equipment and Appliances. Fork Lift Trucks and Worksavers for hire.

Associate Companies

T. WALLIS SMITH COGGINS LTD.

T. WALLIS (ROYAL DOCKS) LTD.

LANCE BELL (Stevedoring) CO., LTD. T. WALLIS (Cargo Superintendents) LTD. D. MCCARTHY & SONS, LTD.

LONDON TUGS LTD

A SUBSIDIARY OF THE ALEXANDRA TOWING COMPANY LIMITED



FOR THAMES, COASTAL
AND
CONTINENTAL TOWAGE

WHITEHALL PLACE, GRAVESEND, KENT, DA12 2DJ

CABLES: TOWAGE, GRAVESEND. TELEPHONE GRAVESEND 4227/9 TELEX: 965558

FAST-EFFICIENT-SERVICE

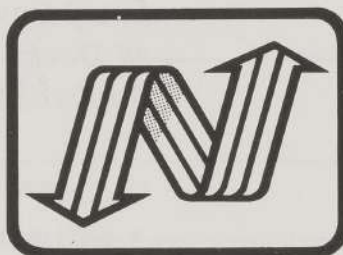


3 ton G.V.W. to 32 ton G.C.W.

Telephones

01-592 0921 day and night

01-592 8448 day only



R.J.B. NEALE (TRANSPORT) LIMITED
RAINHAM ROAD SOUTH, DAGENHAM, ESSEX, RM10 8XA

E.S. WATSON

(Cargo Superintendents) LTD.

LONDON REPRESENTATIVES OF THE EUROPEAN TALLYING ASSOCIATION (E.T.A.)

*Specialists in every description of
documentation and tallying/superintending
of cargoes inward and/or outward at
all docks and river berths*

61-62 Crutched Friars London EC3N 2DD

Telephone Nos. 01-480 6495/8 (4 lines)

Tilbury Docks: 037-52 3178

Royal Docks: 01-476 0606 & 4242

West India & Millwall: 01-987 6049 & 3666

INDIA STEAMSHIP COMPANY LIMITED (CALCUTTA)

Regular services between

**UNITED KINGDOM · CONTINENT
INDIA, and BANGLADESH**

General Agents and Freight Brokers for U.K. services:

R. G. SHAW SHIPPING LTD.

11/13 Southwark Street, London SE1 1SB

Telephone: 01-407 8866

Telex: 883387/8

Freight Brokers in U.K. for Continental service:

MULLER BATAVIER LTD.

2nd Floor, 78 Broadway, London E15 1NG

Telephone: 01-534 5555

FULL STEAM AHEAD! BLUNDELL & CROMPTON - SHIP REPAIRERS AND ENGINEERS SINCE 1825

We've been associated with the fast and efficient repair of ships and machinery since 1825. And, apart from 150 years of experience and know-how, we've gained a reputation for reliability and service. A reputation we live up to.

All our vehicles are radio-controlled so now we can offer a high-speed emergency service. This adds to a complete range of facilities in the London and Tilbury Dock Systems, Oil Refineries and other Thames locations for all types and sizes of ships.

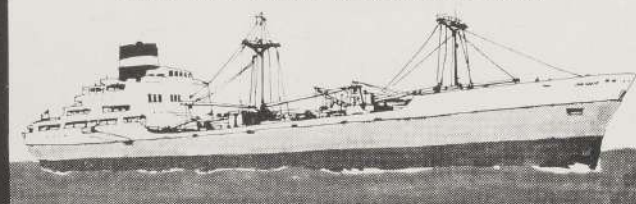
Manufacturers of the 'ATMOS' range of pressure and vacuum relief valves and flame arresters.

1825-1975

Blundell & Crompton Ltd., West India Dock Road, London E14 8HA.

Telephone: 01-987 6001 and 987 3838 (10 lines)

Telegrams: Blundell, London E14 8HA



LIGHTERMEN AND BARGE OWNERS

01-560 6231/3

**CLEMENTS - TOUGH
LIMITED**

**FERRY AND GOAT WHARVES
BRENTFORD, Middlesex**

LICENSED LIGHTERMEN, WHARFINGERS

WAREHOUSEMEN

CARTAGE CONTRACTORS

**TWELVE BERTHS ACCOMMODATE BARGES OF UP TO
375 TONS CARRYING CAPACITY FOR THE WAREHOUS-
ING AND DISTRIBUTION OF CARGOES BY LORRIES
CARRYING UP TO 21 TONS TO THE HOME COUNTIES
AND THE WEST OF ENGLAND**

— Four Cranes up to 7 tons Lift —

A Dickinson Robinson Group Company

Choose
your carpets
with confidence
from **DODSON BULL**

UP TO **30% DISCOUNT**

ALL LEADING BRANDS

Wilton • Axminster • Oriental

• All makes available with full Manufacture

• Free delivery in U.K. • Expert fitting service

£200,000 carpets on display

in our extensive London and provincial showrooms

Free brochure on request to Dept. PLM

DODSON-BULL CARPET CO. LTD.

LONDON:

Barbican Trade Centre (opp. Barbican Stn.)

100 Aldersgate St., EC2Y 8AE. Tel: 01-628 7020

BRIGHTON: 2-5, North Road, BN1 1YA. Tel: 66402

WESTCLIFF-ON-SEA: 495 London Rd., SS0 9LG. Tel: Southend 46569

Regional Showrooms throughout the U.K.

Open: 9.00-5.30 Mon-Fri., Sat. 9.00-12.00



PORT OF LONDON MAGAZINE circulates to a wide variety of businessmen both at home and overseas. Over 10,000 copies quarterly are sent to executives in the Port, Shipping and Transport industries as well as to commercial and industrial companies.

Advertising in the magazine is read by influential people—people you need to communicate with.

For full information about Port of London Magazine advertising contact

ARBROSE PRESS LTD.,
234 BILLET ROAD, LONDON E17 5DY
 Telephone: 01-527 2680

FORWARDING AGENTS

TILTON SONS & Co., LIMITED
 58 SOUTHWARK BRIDGE ROAD,
 LONDON SE1 0AZ
All Classes of Traffic Handled

CARGO AGENTS FOR ALL AIR LINES

Grams: Tiltonson, London, SE1. Phone: 01-928 0511/20

ADVERTISERS INDEX

Arbrose Press Ltd.....	viii
Bank Line.....	ii
Blundell & Crompton Ltd.....	vii
Clements Tough Ltd.....	vii
Cory Lighterage.....	OBC
Costain Civil Engineering.....	i
Dodson-Bull Ltd.....	vii
India Steamship Co Ltd.....	vii
Janes Yearbooks.....	iii
London Tugs Ltd.....	v
Mercantile Lighterage Co Ltd.....	IBC
Mowlem (Civil Engineering) Ltd.....	iv
R. J. B. Neale (Transport) Ltd.....	vi
Scindia Steamships (London) Ltd.....	iii
Tilton Sons & Co Ltd.....	viii
T. Wallis Ltd.....	v
E. S. Watson Ltd.....	vi
Westminster Dredging Co Ltd.....	IFC

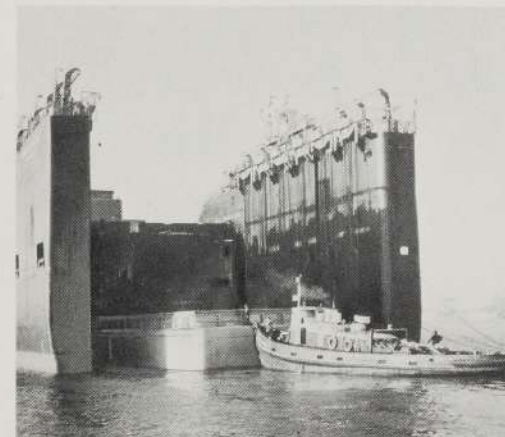
"There's nothing so successful as success."
 A fleet of powerful barge-towing tugs and well over 300 barges, including the 1,000 ton "Meridian"—largest barge on the Thames.

Backed by Wm. Cory, a member of the multi-million pound Ocean Group.

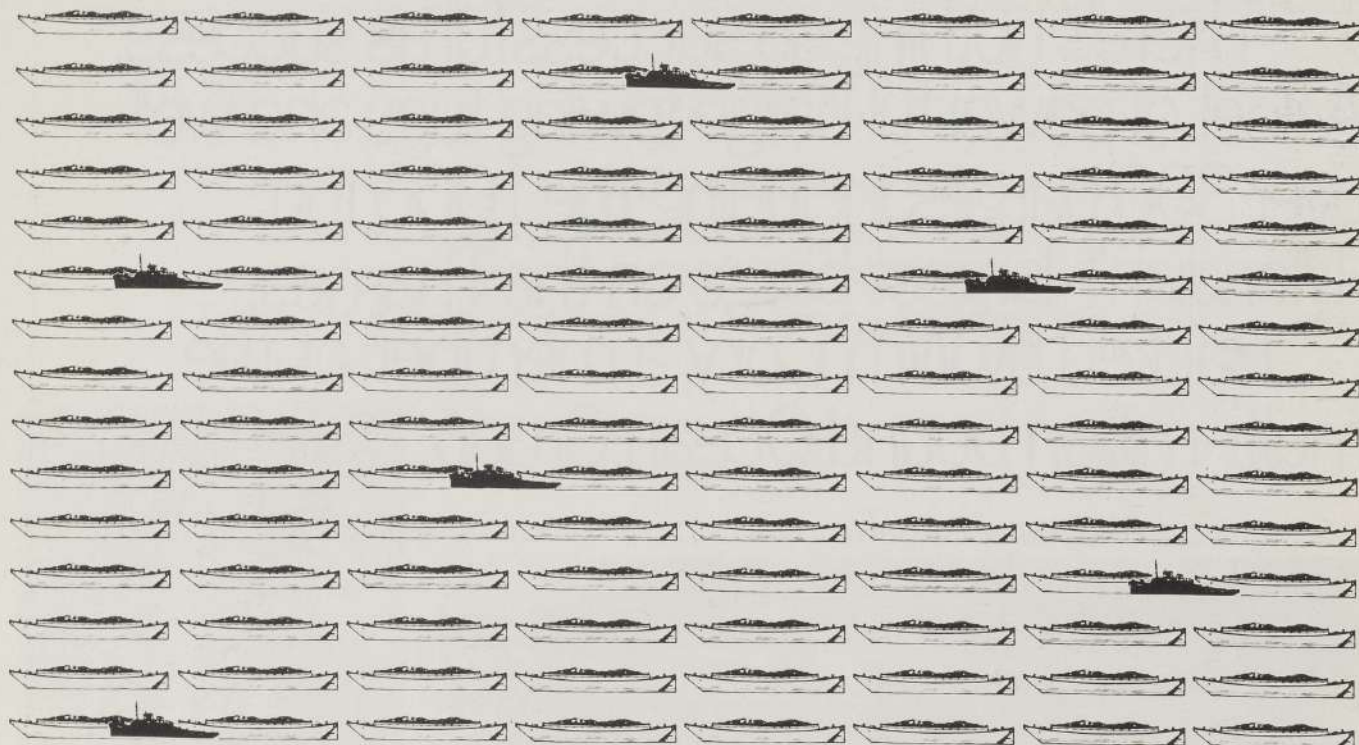


The Mercantile Lighterage Company Ltd. — most progressive lighterage company on London River.

Riverside, Charlton, London SE7 7SU. Telephone: 01-858 8181



Mercantile Lighterage
 serving London River with the backing of the **Ocean** group



**Fast efficient waste removal is essential
to safeguard the health of the city.**

**The Cory Lighterage fleet of 4 tugs
and 70 barges ensures the safe removal
of London's waste to be used in the
controlled land reclamation projects on
the Essex marshes. One barge carries as
much refuse as seven lorries, so every
barge moving downstream means seven
less vehicles on the streets of London.**

Cory Lighterage, Riverside, Charlton, London SE7 7SU. Tel: 01-858 8181

Cory Lighterage: Serving London with
the backing of the **ocean** Group