PORT OF LONDON

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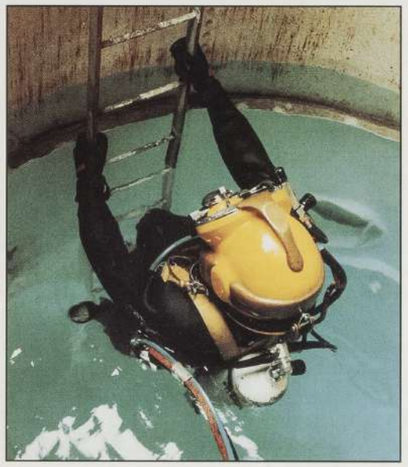

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South Dock from the Air – photograph by John Neligan.

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Feature

Passengers enjoy the luxury of pollution-free travel on the Thames. One of the recommendations by London Pride was for greater use of the Thames for passenger carrying.

TRANSPORT SOLUTION FOR LONDON

Malcolm Lukey

The Government's decision to publish in the spring an integrated transport for London policy is a welcome change of heart – a complete reversal of its original policy of allowing individual transport systems to operate independently. The CBI has said that free market solutions would not solve London's severe transport problems.

Last month, London Pride, part of London First, a consortium of business and local government leaders and independent advisers, unveiled its own £23 billion plan for London's transport network, to be completed within 15 years. Transport Secretary Sir George Young said that the government's strategy document would build on London First's recommendations, which he warmly welcomed.

The main proposals are to push ahead current plans for a 500 mile bus priority network and a 1,200 mile network of cycle routes. Major investment programmes such as the Docklands Light Railway Extension to Lewisham (reported in *Port Of London* last year), Thames Link 2000, the East London Line Extension, The Croydon Tramlink, the West London Line and the Channel Tunnel Rail Link should be progressed as a matter of urgency. It also urges for a firm commitment for the Chelsea-Hackney underground line and the CrossRail link between east and west London. However recent reports question whether CrossRail would attract sufficient private funding. The plan also advocates greater use of the Thames for the movement of freight and waste and the establishment of a passenger river service in Central London.

The PLA has long been campaigning for the Thames to play an increased role in an integrated transport policy.

Containerised waste from London passes Deep Sea container ship loading at Northfleet Hope.

Whilst the Government has lent a sympathetic ear, little action has been forthcoming. Earlier this year PLA Chief Executive, David Jeffery, advocating the use of river transport for the movement of waste through London, urged the Government to take the wider environmental benefits into account when considering the costings of individual waste management schemes. This view was supported by the Royal Commission on Environmental Pollution, which encouraged the development of the use of water for freight as it uses significantly less energy and causes less pollution than all other forms of transport. Currently around 10% of London's waste is moved along the Thames in sealed barges each year. If this waste of nearly 1 million tonnes was transported by road there would be an extra 3.7 million lorries on London's roads each year.

The PLA was delighted when the Corporation of London confirmed its faith in the future of the river transport for its waste but deplored Westminster Council's decision to transfer most of its domestic waste from river to road transport. A clear case of one authority recognising it's environmental responsibilities and the other placing expediency before long term environmental considerations.

THAMES STRATEGY

The PLA welcomed the Government's *Thames Strategy: A Study of the Thames* published in May this year. The report recognised the important role of the river as a freight highway. In 1994 the Thames handled 50 million tonnes of cargo. The PLA forecasts that this could be doubled over the next 25 years. However if the planning authorities do not safeguard existing freight handling wharves along the Thames then this potential would be lost to the roads with the resulting increased pollution and traffic congestion.

As well as freight the report stresses that more use should be made of the Thames for passenger services to be integrated with the public transport system. If the CrossRail link between east and west London does not go ahead the Thames would be an ideal alternative with a fraction of the cost to the infrastructure. Such a service will be essential for the millennium celebrations to link the various tourist attractions along the Thames.

The PLA is keen to emphasis that the Thames is a natural resource and more use should be made of it for logistical, economical and environmental reasons.

Modern waste transfer facility at Northumberland Wharf in Tower Hamlets.

The Thames looking east over Blackwall Point.

GATEWAY TO THE FUTURE?

Nigel Walker

Like the mythical Proteus, the 'Thames Gateway' (as it is now called), has been through a few metamorphoses since it first appeared on the London scene. First of all, it was Michael Heseltine's 'Linear City', then the 'Thames Industrial Corridor' and the 'East Thames Corridor'; finally Michael Howard as Environment Secretary dubbed it the 'Thames Gateway' in 1992 and made it a Development Area. Now it seems to be turning into something tangible which is clearly going to have far-reaching effects on the Thames and the area surrounding it. It's also something that a lot of organisations, including the Port of London Authority, are taking seriously and devoting a good deal of time to. So what is the Thames Gateway? What does it set out to achieve? And when and how is it going to achieve it?

It may be as well to start with an official definition, taken from the Thames Gateway planning framework produced by the Department of the Environment:

' "Thames Gateway" embodies the vision for the future of the area... extending from Docklands in London to Tilbury in Essex and the Isle of Sheppey in Kent. The name reflects this area of opportunity at the threshold of Europe's largest city and of the expanding continental marketplace.'

But why should this particular area need a 'vision'? For centuries, the Thames has been Britain's main commercial waterway. It has attracted industry and businesses of all kinds – especially manufacturing and service industries which relied on the easy access for their raw materials provided by the river. It is also a main centre for Britain's maritime and defence industries which have left their mark in the form of famous sites such as Greenwich and the Woolwich Arsenal. The Gateway also includes many important environmental areas and habitats for a great variety of wildlife. And of course, people live and work there. One might reasonably point out that this has been the case for decades if not centuries. So what has made people think the Thames Gateway is now a suitable case for treatment?

The answer lies in the past, and in the future. The effect of the recession on the Thames Gateway area during the 1980s was to destroy much of the traditional manufacturing and services industries along the Thames, leaving a legacy of dereliction, environmental degradation and in some cases contaminated land. In addition, high unemployment (as much as 25% in some parts of the area) generated a plethora of social problems and a feeling of hopelessness, making the area even less likely to get the new investment it needed.

Pulling in a more positive direction has been the European effect. Europe's economic importance to Britain – despite the continuing political debate – cannot seriously be disputed. The Thames forms a natural gateway for trade between the prosperous South East of the country and the markets in Europe, and it is clear that the eastern parts of London, South Essex and Kent have much to gain as trade with Europe increases. This key area therefore needs to be in the best possible position to make the most of its opportunities.

The Thames Gateway is seen by many as the long-term future for London. The battle is on to maintain London's position as Europe's main financial centre, a leading business capital and premier-league city in the face of serious challenges from other European cities – perhaps most especially the revitalised German capital, Berlin. That means growth, not just economic, but physical. Room to expand is needed: the old docklands have already spawned a new city, but where does London go from there? North, south and west of the city is either already clogged with development or hemmed in by politically sensitive areas of Green Belt land. So if the capital is to grow, it has to look east.

All this may set some environmental and ecological alarm bells ringing. Is this going to be another unbridled building boom, planning restrictions waived, rates holidays? Large office blocks nobody wants? Housing for Yuppies? Another Docklands? According to Mike Ash, who leads the Department of the Environment's Thames Gateway Task Force, the body that is steering the Thames Gateway Initiative, nothing could be farther from the truth:

"We are not attempting to 'do a Docklands' – to rejuvenate an entire area in the space of 10 or 15 years. Thames Gateway is much larger than the Docklands and the vision we have will not be realised overnight. It is a long-term programme, which we expect will take 20 or 30 years, and which has to take into account the interests of a whole host of different local authorities, planning bodies, communities, environmental groups and local businesses. Essentially, Thames Gateway is not about imposing solutions: it's about creating a framework for positive action, and developing partnerships between all those people who have an interest in the area and want to make things happen".

> *'Partnership is indeed the name of the game'*

Partnership is indeed the name of the game: but balancing all those interests, and getting people to see others' points of view is no easy task. A good example of this has been the treatment of the River Thames itself. Early on in the discussions about the region's infrastructure, the Port of London Authority had to point out that the river was, at best, being ignored, and at worst, treated as a barrier and impediment to the area's development.

"We were at one point very concerned that a planning framework was going to be developed for the area which took no account of its greatest asset – the River Thames" says Michael Hill, the PLA's Head of Planning and Environment. "There is no doubt that volumes of cargo handled on the Thames and in the Thames estuary have the potential to increase quite substantially over the next few decades. It would not be possible to produce a meaningful blueprint for the Thames Gateway area without taking into account the increasing demands there will be on the Thames as a commercial waterway".

The river in fact encapsulates the very various and in some cases disparate interests that the Thames Gateway vision has to embrace. For the PLA, the river needs to generate activity as a way of financing the maintenance and conservancy it requires; architects and property developers see it as a feature which adds value to waterfront properties; industries regard it as a vital artery for their businesses; for the boating and shipping community, it's a way of earning a living; environmentalists want it preserved as a natural habitat for indigenous flora and fauna; and local authorities view the river as a backdrop to glamourous new waterfront developments.

"It is right that the Thames Gateway and other organisations should have a vision;" says Michael Hill, "but they should not exclude those activities, crucially waste disposal and riverside industries, which might be thought to detract from that vision: to do so is to exclude reality. Rather, they should find innovative ways of accommodating these important activities within their objectives".

The main object of the Thames Gateway framework is to ensure that when development does take place, it is carried out in a way that takes account of the area as whole – in line with the aspirations of the Thames Gateway vision – and not in a haphazard and piecemeal manner. The consultation exercise, drawing together the various bodies involved in the Thames Gateway area, has been going on since 1992.

Shipping is an important activity for the Thames Gateway.

David Curry, Minister of State for the Department of the Environment and Sponsor Minister for Thames Gateway launches the Thames Gateway Development Guide *in the North Kent area.*

Besides the PLA and agencies such as English Nature, who act as the government's environmental advisers, various regional groupings of local authorities and private interests have emerged, each with their own contribution to make to the future vision for the area. These include Thames Gateway London Group, launched on December 1 1995 and representing local authorities and other interests on the north bank of the Thames; North Kent Success, bringing together local authorities, businesses and the voluntary sector in the North Kent Area; and Kent Thames-side, a partnership of Dartford and Gravesham Borough Councils, Kent County Council, the University of Greenwich and Blue Circle Industries, the largest land owner in the Dartford and Gravesend area.

All these bodies are developing their own vision of their particular area. Kent Thames-side, which focuses on the regeneration of Dartford and Gravesham, wants to get away from the old chimney-stack image of the area and replace it with a brave new 21st Century world. Tony Kemp, the Chairman of Kent Thames-side, calls for

"the creation of a quality environment through the removal of eyesores and their replacement not just with buildings but with green spaces and recreational areas; a modern public transport system that provides an attractive alternative to the use of the car; good, quality-built development in a cleaner environment; and more and better community and entertainment facilities – facilities that one would expect in a location set to become a major new focus for Britain."

North Kent Success is more of a facilitating body, seeking to attract £10 billion of inward investment to the area over the next 25 years, to restore derelict land to beneficial use, to improve the physical environment and to promote efficient and sustainable transport systems.

Peter Greenwell, Chief Executive of North Kent success, has a clear vision of what is needed: "Quite simply, we want to use the opportunity of the Thames Gateway to make North Kent a better place in which to live and work". North Kent success is already half way through its current business plan for the area, and is now setting objectives for the next stage. A key element is getting investors interested in the area, and seminars are being held to promote North Kent to property agents, banks, developers and other interested parties.

Similar objectives are being pursued by the newly-formed Thames Gateway London Group. It aims

"to provide a strong and effective partnership to bring about high quality, sustainable regeneration of the whole Thames Gateway in London; to promote economic and social investment and equality of opportunity, and to create employment, community and environmental benefits for local people, businesses and employees, reflecting their needs and aspirations."

Sceptics may detect a whiff of hot air in all this. Visions are fine, and we can all produce glossy brochures full of artists' impressions; but when will it happen – and who's going to pay for it?

It is true that the Thames Gateway Initiative is at a transitional stage: it still has to take that giddy leap from the drawing board to reality. But the framework is in place and enjoys the broad support of commercial, community and environmental interests throughout the area – an achievement in itself, one might think. Some projects which form part of the Thames Gateway jigsaw are already underway – for example, significant transport infrastructure projects such as the Jubilee Line extension, which is due for completion in March of 1998. Vital decisions have been taken on the all-important Channel Tunnel Rail Link: the route is now fixed, an intermediate international station is to be built at Ebbsfleet, and preliminary work has begun on the link's construction.

In terms of the built environment, many new projects are either at an advanced planning stage or about to begin construction in the Thames Gateway area: English Partnerships have been moving forward with the Chatham Maritime development on the Medway; work has commenced on the Bluewater shopping centre between Dartford and Gravesend; and construction of a new campus for Greenwich University is due to start shortly, as part of the new London Science Park at Dartford supported by the Wellcome Foundation. In addition, there are ambitious plans for the Greenwich Peninsula, adjoining the historic Greenwich waterfront, which is tipped to be the site of the official celebrations of the Millennium.

> *"Vital decisions have been taken on the all-important Channel Tunnel Rail Link*

Thames Gateway as a whole is not an Enterprise Zone or an Assisted Area, although there are various Assisted Areas within it. That means there are no Government hand-outs, rates holidays or other financial incentives for developers or businesses. While some of the transport infrastructure – such as new roads and the Jubilee Line – may be funded from the public purse, the present Government is looking to the private sector to find the finance to make the Thames Gateway vision become reality.

Thames Gateway is as much as anything a psychological initiative. It aims to concentrate the minds of the financial movers and shakers – businesses, developers and investors – on an area, once dismissed as a hopeless case, that is now offering enormous potential for change and the real will to see it through. A recent Thames Gateway Initiative Conference in Chatham found participants in a very bullish frame of mind, and North Kent Success reports that a recent survey found investors' perceptions of the area had waxed much more positive in recent months.

The Initiative has also had an important psychological impact on the way people now perceive the River Thames – but only after some strenuous tub-thumping by the PLA. "We have succeeded in getting to the stage where the river is included as an integral part of the Thames Gateway plan" says Michael Hill, "and not a barrier to be overcome. The PLA is recognised as the authoritative voice of the river – and we are now regularly called upon to give specialist advice to the Thames Gateway Initiative, as well as being closely involved with all aspects of developing the planning framework.

"Partnerships always involve compromises. I wouldn't claim we've got our own way in everything, but I do believe we can give our full support to the Thames Gateway Initiative and be confident that it will ultimately be good for London, the Port of London, the River Thames, and all those who make use of it for work, leisure and living."

LAUNCH OF THAMES GATEWAY – LONDON

At the European Bank of Reconstruction on 1 December Neil Kinnock EU Transport Commissioner made a case for better use of the Thames in his speech to this the last and potentially most crucial TGP area. He Stated that European Policy was to make far greater use of European Waterways and that the Short Sea Shipping Industry was under review. David Curry, Minister for Local Government, also speaking at the conference declared that he was now inviting proposals for single regeneration funds that would be an overall regional improvement. He would not accept schemes that merely served the local interests of the proposer. "It is a thirty year project and we are taking a long view", he said.

It is sad to relate that despite the numerous mentions of the Thames, the speakers failed to associate the Thames Gateway with the Port of London, Port after all means Gateway.

It is to be hoped that the newly appointed Director of the London Partnership, Kevin Kingston, will be able to not only foster goodwill and understanding between the eleven boroughs in the partnership but also as a past member of the now defunct London Port Promotion Association, see the Port of London recognised as the key player that it is.

PLA Chief Executive David Jeffery with Neil Kinnock.

Putting a 24 through its paces.

A JAGUAR ON EVERY ESTUARY

Malcolm Lukey

"From a drum of resin and a paint brush to a happy customer" is the simple philosophy of David Johnson, Sales Manager of Jaguar Yachts. David places great emphasis on happy customers who he says are his best sales asset. "Not only do we maintain contact with customers for many years after a boat has been sold but Jaguar owners are more than willing to take out potential buyers on trial runs. We have contacts in the Medway, East Coast, Lake District, North Wales – in fact you'll find a 21 (best selling yacht) on every estuary in the UK".

The Jaguar range comprises three yachts produced at the factory on Canvey Island – the 21, 24 and the 26.5 (the numbers referring to their overall length). There are three stages of production – moulding, assembling and fitting, with four separate GRP moulds for the hull, deck, furniture and headliner. The moulds are bonded together, the keel and rudder assembly fitted and the windows and hatches installed. At this stage the boat can be purchased. Anyone with basic DIY skills can bring the boat up to full luxury standard with a range of kit options supplied by Jaguar. The DIY enthusiast can save over £900 buying the 21 this way and around £3,000 on the 265. There is also the satisfaction of building the boat to ones own specification. But for the sailing enthusiast, who can't wait to get the boat onto the water, the finished 21, 24 and 265 retail for £12,411, £16,910 and £31,592 respectively. There is also a range of extras, the most popular being the echo sounder and spray hood. The average expenditure on extras is £1,200.

The 21 and 24, both classed as small family cruisers, are the most popular in the range, accounting for 90% of sales. Apart from price they are both easy to launch and recover from a trailer. "As for towing a 2.5 diesel car will do nicely", David says. The 21 appeals to a wide range of enthusiasts from novices to experts. It is ideal for estuary sailing as with its keel raised it draws only 10ins or as David succinctly puts it "You could sail it on wet grass in the park, as long as you got someone to open the gates!"

Jaguar, one of the leading suppliers of small cruising family yachts has been in production for 25 years. The company started producing American designed Jaguars under licence. Then in 1980, the 21, designed by a local man, John Mullins, appeared, followed five years later by the larger 24 (also designed by Mullins). The 265, computer aided design by Tony Castro, was launched at the beginning of this decade.

The early to mid '70s saw a massive boom. In those halcyon days Jaguar produced 25-30 yachts a month with 80 staff. Today 8 staff produce 25-30 a year!. However the company has survived and indeed prospered for 25 years with the same proprietor, Eric Birch. With so many small businesses going under during the past decade or so, this is perhaps unique. Yacht ownership was hit by the recession in the early 80's and the doubling of VAT from 7% to 15%. Business picked up in the middle of the decade but was then hit by the current recession, from which, we are told we are now emerging. However with increased prosperity and more leisure time due to earlier retirement a big increase in boat ownership is forecast over the next few years.

> *'a big increase in boat ownership is forecast over the next few years'*

In the workshop at Jaguar there is a skilled laminator, two cabinet makers and two other experts concerned with trimming and assembly. This tight knit company is made up with an administrator, the Sales Manager and the Managing Director. "The industry relies heavily on highly skilled individuals and traditional methods" says David Johnson. One of the major breakthroughs for the industry was the introduction of fibre glass in the mid 60's which more than halved the cost of boats. Today a sophisticated stitched fibre glass laminate is used which is engineered to combat the various forces encountered within a sailing hull. Tube resins and gelcoats used are highly resistant to water absorption and that curse of the boat owner, omosis. This is a far cry from the material used to patch up a hole in a rusting car!

"One of the nicest aspects of the business is that we are selling to people who want to be sold to", David says. "Buying a yacht is a purchase of the heart but on average it takes two years for a sale to come to fruition". Apart from trial runs, there is a demonstration 21 on the River Crouch. An important sales tool is inviting prospective customers to view production at the Canvey Island factory. "80% of the people who see how the boat is made will buy one", David Johnson says.

Apart from the main core business, Jaguar's expertise with GRP moulding is recognised with several outside contracts. One is the moulding management for a catamaran builder on Canvey Island. Another is computer housing for the National Grid (designed incidentally by David Johnson). Jaguar also supplies a supermarket catering equipment manufacturer with the housing for a cutlery sterilising cabinet. For the architectural trade the company produces GRP material that replicates stonework. Jaguar plays an important role in the safety of motor cyclists by producing crash helmets for a leading supplier, one of whose main customers is the police force.

Diversification has suited the company well, but no doubt it is looking forward to the forecast yachting boom. Today, according to The Royal Yachting Association, 2.5 - 3 million people participate in boating and water sports. "With 1,500 teaching establishments around the country and a five day residential course costing around £250, there has never been a better time to take up yachting", says Mark Howell of the RYA. David Johnson must be looking forward to the day when there will be several Jaguars on every estuary in the U.K. and many more happy customers.

For further information: Jaguar Yachts – 01268 696094. Royal Yacht Association Residential Courses – 01703 627400

David Johnson looking over a 265.

PLA Driftwood II *supports Thamesclean.*

THE ENVIRONMENT ACT: WHAT IMPLICATIONS FOR THE TIDY BRITAIN GROUP'S WATER PROJECTS?

Professor Graham Ashworth
Director General
Tidy Britain Group

Tidy Britain Group has been working with the National Rivers Authority on a number of litter abatement projects throughout Britain over the past five years. In Manchester, the NRA has been the chief source of funding and support for the 'Water Watch' project, which is working to clean up the Mersey Basin's many waterways. In Wales, the River Taff has been subject of a four year programme, funded by the NRA, to reduce fly-tipping and sewage-derived litter. In London, the Tidy Britain Group and the NRA initiated 'Thamesclean', a partnership project to clean up solid waste in the Thames and its tributaries.

This breadth of co-operation is the result of a long-standing desire within the Group to tackle the unique problems associated with waterborne litter. This has been complemented by a change in the perception of litter within the NRA at a national level. Previously seen as merely a navigational or flood defence issue, for example bulky items such as shopping trolleys blocking the flow in small watercourses, litter is now accepted as a significant pollutant.

Information has also begun to emerge about the hazard that litter poses to fish, birds and invertebrates, about chemical pollution resulting from some categories of solid waste and the dangers litter presents for water-based recreation. At the same time, the NRA has become conscious of the aesthetic impact of litter in water courses; however clean the water is in terms of its chemical water quality, the public continue to believe that a river is polluted if this more visual pollutant persists. This is particularly true in the case of sewage-derived litter: the increasing presence of sanitary products and clinical waste on beaches and riverbanks contradicts the message that waterways are becoming clearer.

The Port of London Authority, already removing up to 3000 tonnes of floating debris from the tideway each year, gave wholehearted support to ThamesClean, seeing it as a useful way to increase public awareness of the problem which they have been tackling for over half a century.

THAMESCLEAN

The Thames, to take a case in point, is now one of the cleanest Metropolitan rivers in Europe, with 110 species of fish recorded in the tideway, but yet the public consensus in London is that the river is polluted. London's greatest natural resource is therefore undervalued and many opportunities for recreation, nature conservation, education, river-oriented business and simple enjoyment are missed.

The Thames represents the very life-blood of London – it is the basis of the capital's international recognition, established by centuries of waterborne trade. it has long played a central role in the geography of the city, defining the boundaries of seventeen London Boroughs from Kingston to Havering. The Port of London is the largest trading port in the country with over 100 cargo wharves lining both banks of the river including the Port of Tilbury. Events such as the annual Oxford and Cambridge boat race demonstrate the diversity of potential the Thames represents for London.

Most potential activities are however affected by the cleanliness of the river: plastic bags and polystyrene balls clog the water-filters of boats; large floating objects can sink a rowing eight; anglers lose their tackle on submerged objects, foreshores and riverside paths are covered in litter. Thamesclean is addressing the particular problems posed by litter in the Thames and its tributaries through the following programmes, based on the Tidy Britain Group's People & Places methodology:

> *'3,000 tonnes of floating debris from the tideway each year'*

Research

Finding out what the litter comprises, where it comes from and where the worst affected areas are. A comprehensive survey of the Thames' foreshores has been carried out and two MSc theses on waterborne litter have been written with the assistance of ThamesClean.

Action

Carrying out effective practical 'clean ups' with local

Volunteers during the 1994 spring clean between Lambeth and Vauxhall Bridges.

voluntary groups and Councils. Over 50 clean-up events have been organised, to remove long-term build ups of waste and to raise public awareness of the problem.

Campaigning & Development
Producing campaign materials, information packs and codes of practice. Developing a network of interest groups. Leaflets and fact sheets have been produced and are currently being distributed to encourage respect for the river, so that individuals and organisations take the trouble to prevent their waste getting into the river. Contact has been made with over 100 organisations associated with the Thames, and we continue to work with others who have a vested interest in a litter-free river.

Education
Enabling people of all ages to understand about litter and its effect on the Thames and to take action to improve and maintain the state of the river. Classroom-based discussions follow all clean-ups involving young people. A CD-ROM all about the Thames is currently in preparation, encouraging respect for the river and its associated amenities.

Enforcement
Investigating the use of legislative powers to ensure litter is neither deposited not allowed to enter the Thames. The complex legal position concerning solid waste in the river has been established and an enforcement strategy is in preparation.

The project's steering group now comprises the Tidy Britain Group, The National Rivers Authority, The Port of London Authority, Thames Water, a representative of the London Boroughs Association, and most recently the London Waste Regulation Authority. The project has received funding, and significant benefits in kind from all of these organisations and many others, but the NRA remains the most significant source of funds, without which the project would not have enjoyed its considerable success.

THE ENVIRONMENT AGENCY

The new Environment Act, which received Royal assent in July, will bring together the functions of the NRA, HM Inspectorate of Pollution, and the Waste Regulation Authorities to create a new Environment Agency. The Act, first proposed by the Government back in 1991, will come into being on April 1st 1996.

Its central tenet represents a drastic change to the regulation and protection of the environment in Britain. Pollution of land, air and water will now be controlled by a single agency and will become subject to statutory holistic management for the first time. The three existing organisations have considerable overlaps in their remits and through co-operation on a wide range of issues it is hoped that the overall power of the new agency will be greater than the sum of its three constituent parts. The NRA and LWRA are already working together successfully on the ThamesClean project, where land and water-based waste management are intrinsically linked. By ending the isolation of their functions, their common objectives will become even more apparent.

> *'There are many opportunities presented by the new Agency'*

There are many opportunities presented by the new Agency for new projects to improve the condition of water courses all over the country. The prospect of sustainable management, greater communication between departments, and some new powers bodes well for the future. There are many uncertainties however, some of which may remain unanswered until the Agency opens for business next spring.

The complex issue of administrative boundaries – the NRA operates within river catchments, HMIP and the WRAs within local government constituencies – has yet to be finalised and will necessarily cause some confusion and upheaval. The location of the headquarters of the agency has not been announced and the signs are that a lack of funds for relocation may lead to a two-headed agency, split between London and Bristol. The NRA has been given a central role in the appointment of management which has led the other organisations to fear for the level of their representation. The emphasis of the Act on the use of cost-benefit analysis has led some to wonder how the agency will ever achieve anything other than an assessment of its priorities. None of these problems is intractable however, they are the inevitable teething problems in the infancy of a new statutory body.

> *'It is too early to predict the impact of the changes'*

With respect to the river projects being undertaken by Tidy Britain Group with financial and managerial support from the NRA, it is too early to predict the impact of the changes. There is a realistic concern that budgets will be subject to new constraints which may reduce the contributions received by projects such as ThamesClean. All three of the new agency's constituent organisations have seen a contraction in their funding over the past few years, and the economies of scale inherent in their consolidation may alert the Treasury to an opportunity for further budgetary reductions.

Given the level of public support which has been experienced for litter abatement projects, the change in attitude within a wide range of organisations and the growing environmental awareness of the public, we would hope that this concern is unfounded. It is clear that the agency presents a new opportunity to address the problem of marine and riverine litter on a national level through a co-operative, proactive and effective programme. A wider base of expertise and experience, coupled with a genuine desire to introduce holistic management of catchment areas bode well for multi-disciplinary projects such as ThamesClean.

It is very important that all the existing water-based projects continue their work. Their research methodologies, cleansing strategies, policy frameworks, awareness of legislative powers, along with information networks and co-operative links which have been established between a wide range of organisations provide an invaluable basis for the possible instigation of a national campaign to clean up Britain's rivers. If funding is not forthcoming under the Environment Agency, rivers and river users will directly suffer the consequences. If on the other hand the opportunities for new programmes based on the experience of the past few years are seized, then we can expect to see a very real improvement in the condition of waterways in the years to come.

School children from the Octagon school filmed by the BBC during their project about wild life on the water margin at Battersea.

Chrysanthemum *moored at Strood in July 1993, awaiting her fate.*

END OF THE CHRYSANTHEMUM

Tony Lane

A familiar sight to Londoners for fifty years, the 77-year-old RNVR drill ship *Chrysanthemum* has regrettably gone to the breakers. Many will recall her moored alongside the embankment with her flagship HMS President and the Wellington, Headquarters of the Honourable Company of Master Mariners.

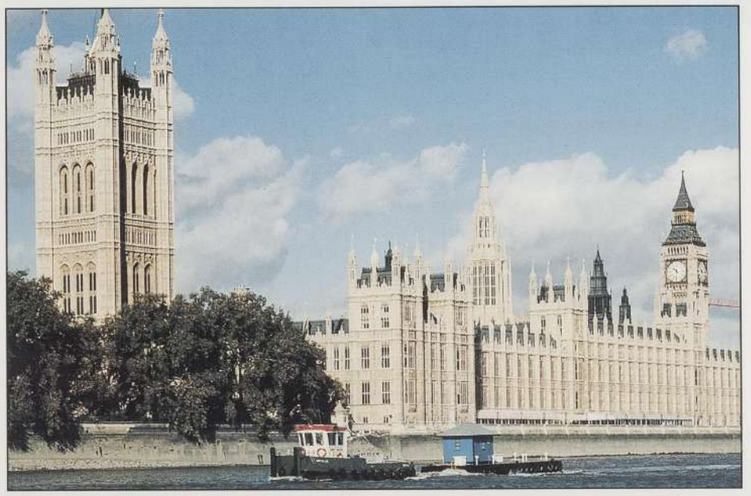
She began life as a 'Flower' class sloop, a very successful design which originated as minesweepers, evolved into convoy escorts and in the latter years of the First World War, culminated in decoy activities. *Chrysanthemum* was one of the last of the class and thus was built on mercantile lines while still equipped with two 4-inch and 12-pounder guns.

A product of Armstrong's of Newcastle, she was launched in November 1917 and delivered the following February. Her displacement was 1,290 tons and her reciprocating steam engine, driving a single screw, gave her a maximum speed of 17.5 knots. Her late completion meant that her war service was limited to convoy escort work in the Mediterranean but she did engage a German submarine, unfortunately without result.

The varied capability of the ship was further demonstrated after the war when she first became a fleet target tug and later photographic ship for the Mediterranean fleet, a role which she continued into the 'thirties.

The Royal Naval Voluntary Reserve had maintained a drill ship named *HMS Presiden*t on the Thames for many years and the *Saxifrage*, a sister to the *Chrysanthemum* was taken over and given that name in 1922. As training increased prior to the Second World War, more accommodation was needed, and thus the *Chrysanthemum* was brought to the Thames in 1938. Both were painted in the colours of the Victorian Navy; black hulls, white upperworks and yellow masts and funnels, a marked contrast to the later arrival, *HMS Belfast*.

In recent years maintenance was a problem, and becoming surplus to requirements, she left the Thames in 1993 to be laid up at Strood in the River Medway, pending disposal. Subsequently shipbreakers at Rochester purchased her and she has been broken up.



PLA Picks Cox for Harbour Patrol

The new marine storehouse for PLA Harbour patrol service makes stately progress past the Palace of Westminster, en route to its mooring upriver on a pontoon berth at Kew towed by the Driftwood tug Impulse.

The PLA Harbour Master has a fleet of six vessels which control navigation along the Thames from Teddington to the North Sea. The building is constructed according to a traditional Victorian design in accordance with PLA specifications

City Airport's New Owner

London City airport which opened in 1987 has been sold by John Mowlem & Co plc to Desmond Dermot. They had been looking for a buyer for some time and although it was increasing rapidly in popularity with flights to Paris, Rotterdam, Antwerp, Frankfurt, Brussels, Geneva, Zurich, Lugano, Berne and Dublin, it was becoming a financial burden to the company.

Almost 270,000 passengers used the airport in the first six months of 1995, compared to 210,000 in the same period last year.

New Lanterns For Thames Lighthouses

Stoneness Lighthouse, near Gravesend, the only wind-powered beacon on the River Thames has recently been fitted with an ML-300 lantern from Tideland Signal Ltd.

Tideland will also supply mains-powered ML-300 lanterns for two nearby lighthouses at Broadness and Crayfordness.

Navigational aids from the Thames estuary became the responsibility of the Port of London Authority (PLA), instead of the Trinity House Lighthouse Service, in 1993. The Broadness, Stoneness and Crayfordness lanterns are being uprated as part of an ongoing PLA review of such equipment.

Tideland's ML-300 lantern features a 300mm, one-piece acrylic Fresnel lens designed to deliver maximum beamed light for the lowest possible power consumption.

Lords Discuss London's Waste Crisis

A group of Peers attended a presentation and discussion on the crisis which looms for waste disposal options in and around London.

It was hosted by Lord Dubs of Battersea, who invited David Riddle, Managing Director of Cory Environmental Limited to address the gathering.

Cory Environmental is one of the UK's longest established and leading waste management companies, and is also the largest commercial user of the River Thames. Mr Riddle commented, "We are pleased that the House of Lords recognises the importance of this issue. Traditionally Britain has been highly dependent on landfilling as a means of waste disposal. Over the next decade, however, landfill sites in the South Eastern region will become full, with very few new sites becoming available. Unless the problem is recognised and we start to plan sensibly for the future very soon, then the Capital really does face a crisis. I am glad to have had the opportunity to address this particular forum and to raise the profile of the issue."

Cory's solution to the impending problem, would involve increased use of the River Thames as a means of transporting domestic refuse. Cory Environmental already transports over 600,000 tonnes of refuse down the river each year.

"For every barge which passes along the river," said David Riddle "an average of 114 lorry journeys are being avoided. Even at current levels this means Cory's river operation saves almost 100,000 lorry journeys each year. There are however some important planning issues which must be faced up to soon if river transportation of waste is to remain a viable option into the next century."

TITANIC FUNDS SURVIVAL EQUIPMENT FOR RNLI

The hugely popular exhibition *The Wreck of the Titanic* closed at the National Maritime Museum on 1 October.

Throughout its twelve month run, which has attracted well over half a million visitors, the Museum has been fundraising on behalf of the RNLI's City of London Appeal. The appeal aims to raise £1.3 million by 31 December 1995 to fund a new Severn Class all-weather lifeboat for Dover. The *Titanic* appeal has raised sufficient funds to provide the new lifeboat with a comprehensive package of survival equipment for the crew and those they rescue.

A combination of visitor donations, internal fundraising activities and the donation of all the Museum's till admissions (£8,600) for 15 April 1995 – the 83rd anniversary of the sinking, on which day a *Titanic* memorial garden was opened at the Museum – has raised over £15,000 in total. This will equip the new Dover lifeboat with its complete manifest of survivor's seats, stretcher baskets and first aid equipment. It will also provide six crew lifejackets, an inflatable lifecraft and the Entonox Resuscitation Equipment.

Says Lord Lewin, Admiral of the Fleet and Chairman of the Museum's Board of Trustees, who was born in Dover, "We are very pleased and proud that through our association with *Titanic* we have been able to make a contribution to future life saving and safety at sea. Our best wishes to the crew of the new Dover lifeboat, which we hope will rescue many in distress at sea in the years to come."

Comments John Davidson, the RNLI's Area organiser for the City of London, "The City Branch of RNLI decided to mark its 1994 Centenary last year by launching an appeal to equip Dover with a new design Severn Class lifeboat, to be named *City of London II*. Our appeal, which is due to complete on 31 December 1995, has had strong support from a wide variety of City institutions, professional bodies and private individuals and we have raised over £1 million to date.

City of London II is due on station in January 1997. We are exceedingly grateful to the National Maritime Museum for their generous donation and feel that it is particularly appropriate that the *Titanic* should be able to play a role in the RNLI's efforts to make the sea a safer place nearly 84 years after her tragic sinking."

Oikos wins Council Approval

Castle Point Borough Council's Planning Committee have approved an application submitted by Oikos Limited, one of the UK's leading oil storage and reclamation companies, for the installation of a water treatment plant at Hole Haven Wharf, Canvey Island, Essex.

Construction work on this plant, which will be one of the most advanced in Europe, will begin this autumn, with the new plant coming on stream in the middle of 1996.

The plant will treat oily water mixtures resulting from the settlement of oil products stored on site and could also be used to process the results of third party accidental spills and the product of tanker washes. It will also allow Oikos to improve further the treatment of storm water run-off from the Hole Haven site.

H.R.H. Prince Edward, patron of the Ocean Youth Club, visited St. Katharines Haven on October 5th to christen *Team Spirit of Wight* the first of the clubs planned National Fleet.

Costing £800,000 raised entirely by private donations the 80ft ketch is the first of ten identical vessels to be built over the next four years.

With the current fleet approaching the end of its working life an appeal was launched in April 1993 to raise £8,000,000 to replace it with a fleet of ten Oyster 80s.

Team Spirit of Wight has been specially designed to be sailed by young people and is the first vessel ever built to the Marine Safety Agency's new Code of Practice.

The Ocean Youth Club is an educational charity, each year it takes four thousand young people sailing and has given in excess of ninety thousand a taste of big boat sailing since it was established in 1960.

THE LONDON SAILING PROJECT

In 1961 Viscount Amory established the London Sailing Project to "provide, through the medium of seagoing training in offshore craft, opportunities for London boys to acquire those attributes of a seaman, namely a sense of responsibility, resourcefulness and team work, which will help them throughout their lives.

Since then several thousand young people have sailed on six day training voyages in one or other of the Project's four craft.

They are a Bowman 57' ketch *Helen Mary R*, *Rona* a classic 77' ketch built in 1895, the *Donald Searle* an Ocean 75' ketch and the newest yacht *Rona II* an Oyster 68' built in 1991 for the Columbus Transatlantic Tall Ships Race.

The trainees who are between 15 and 19 need have no previous experience and now are recruited from all over the country not just London.

In October the *Rona II* visited St Katharine's Yacht Haven in London and held open house to anyone interested in learning about the work of the Project.

For further information please contact The London Sailing Project, Crableck Lane, Sarisbury Breen, Southampton SO3 6AL, Tel: 01489 885098.

PLA at WTM

PLA and operators of pleasure boats on the tideway joined forces on the London Tourist Board stand at World Travel Market, the largest Travel Trade Event anywhere in the world.

This was the culmination of a busy promotional year by the PLA on behalf of Tourism on the Thames. Other exhibitions attended this year included BTTF in Birmingham, MITCAR in Paris and BTA in Brussels. At this last exhibition PLA were the sole representatives of London Tourism and received many enquiries not related to the river.

From left to right: Diane Mewett, Westminster Passenger Services, Rita Beckinth, City Cruises, Aleka Kroussaniotakis, PLA, Don Ray, Crown River Cruises.

Lord Mayor's Show

The new Lord Mayor of London, John Chalstrey, is a consultant at Barts Hospital in the city so it was appropriate that PLA chose "Healthy Port Healthy City" as its theme for the float entered in the procession.

Strong men marched beside the float performing prodigious feats of strength whilst cockney characters inhabited the trailer which was designed as an old fashioned fairground highlighting the success of the port.

Yachting Courses For Spring 1996

London Guildhall University's programme of courses for yachtsmen and women continues from January 1996, offering a selection of day and evening programmes held at their conveniently located sites in the City of London.

The DoT First Aid at Sea Certificate has been a popular feature of the University's programme in the past and it is now also possible to complete the advanced course, the DoT Ship Captain's Medical Training Certificate. This new course is specifically for people who sail further than sixty miles from a safe haven and emphasis is on the need to care for a patient, rather than merely deliver first aid. Both courses are held over several weekday evenings.

The RYA Diesel Engine Certificate is offered as a one-day course on Saturdays and aims to give an awareness of the main systems of a marine diesel engine so that small craft engine users can take simple measures to prevent mechanical breakdown at sea and rectify defects not requiring workshop support. The University is also a centre for Radio Telephone (VHF) Courses and Examinations, which are held on selected Fridays throughout the academic year.

For further details of any of these course, please contact the Short Course Unit, London Guildhall University, 84 Moorgate, London EC2M 6SQ or telephone 0171-320 1430.

'Seal' of Approval for the Thames

Alice (10) and Chloe (8) were sailing up the Thames with their father Paul Silverside and Grandfather Ken Eastlake on the way to the Greenwich Festival when a seal appeared beside them and posed for its photo to be taken with the girls just below the QEII bridge.

Ken now retired from being an Industrial Engineer at Ford Dagenham Works is a member of Thurrock Yacht club and a keen photographer. He sails his vivacity 20' *Kidiwinx* up the Thames regularly. On this occasion he was going to stop overnight at South Dock Marina.

Tilbury's Safety First

The Port of Tilbury recently received further evidence that its commitment to maintaining the highest possible safety standards continues to pay dividends when it picked up a British Safety Council 'Safety Award' for 1994.

The award was won by the Port of Tilbury Container Terminal for a very low 'accident incident rate' compared to the target national average for the port industry. This success makes it three years running that the Port has collected a prestigious safety accolade having won the Ports Safety Organisation's Ron Payne award in 1992 and 1993, coming second last year.

TILBURY GRAIN RECORD

Port of Tilbury's Grain Terminal recently handled its biggest single shipment of export grain when, on behalf of Mardorf Peach, it loaded 56,000 tonnes of English wheat destined for China onto the m.v. *Fu Zhou Hai*.

"What was particularly impressive about this loading operation was that it took only three and a half days to complete", said Tilbury's Grain Division Director Alan Harris. "This record breaking achievement demonstrates the flexibility and commitment of the terminal's workforce which worked round-the-clock shifts to complete the vessel in accordance with the customer's requirements. The overall performance was one that most if not every other U.K. grain handling facility would find hard to match."

Alan Griffith, Manager of the Mardorf Peach Thamesgrain Elevators' facility, was very satisfied with the performance of all concerned. As he pointed out "The great thing about the recent combined operation here at the Port was that the availability of silo space meant that large tonneages of export grain could be received and stored in dedicated bins in advance of the ship's arrival, thereby eliminating the frustration and cost of lengthy lorry delays."

Port of Tilbury Builds on Partnership with Grimaldi & Cobelfret

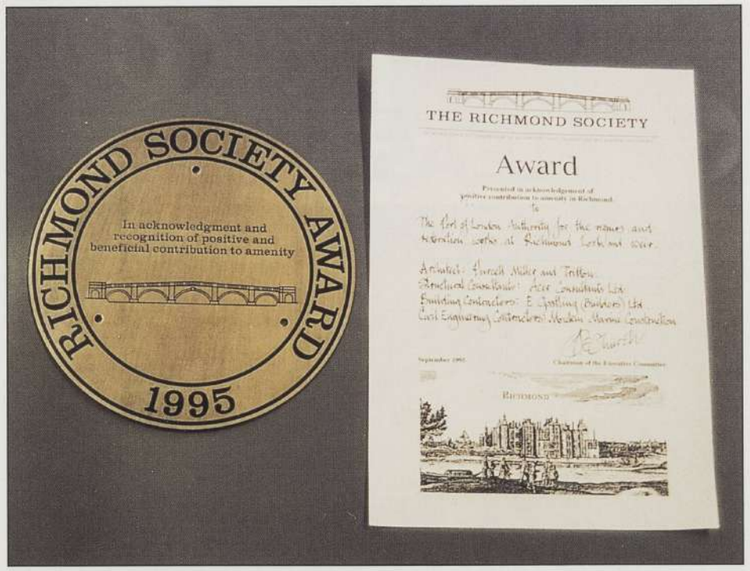
Port of Tilbury London Ltd is pleased to announce that it has concluded a new three year stevedoring agreement with Grimaldi & Cobelfret which takes immediate effect. Grimaldi & Cobelfret, one of the world's largest Ro-Ro operators, has been in partnership with the Port of Tilbury for the past six years with their services between UK, Brazil, West Africa and their new service in Argentina.

Port of Tilbury's Commercial Director, Eddie Goodwin said: "Our service flexibility has allowed us to conclude a new agreement which is structured specifically to meet the demanding requirements of Grimaldi & Cobelfret, one of our major customers. In addition, it will further consolidate the Port of Tilbury's role as the leading forest product handling port in the UK."

Commenting on the new arrangements, a spokesman for Grimaldi & Cobelfret said "Whilst we had interesting proposals from other ports we felt that the overall package offered by Tilbury, both on our West African and South American service, fully met our requirements in terms of productivity, service levels and competitive rates.

Tilbury's many years of experience in handling forest products is well known within the timber trade and therefore this was also a factor in our decision to extend our agreement."

PLA presented with Award to Richmond Lock & Weir



For the last nineteen years the Richmond Society has offered awards and commendations in an annual award scheme. The purpose is to draw attention to environmentally successful developments in the neighbourhood over the previous twelve months.

Richmond Lock and Weir which underwent thorough restoration and was re-opened by the Duke of York in 1994 was made the subject of an award and the PLA River Engineer Fraser Clift was invited to accept it on behalf of the Authority.

The restoration took 5 years to complete and cost over £4m.

Port Of Tilbury Cold Store Success

The future of the Tilbury based Van Bon cold store now looks assured following acceptance by the Official Receiver of a bid to buy the facility by Port of Tilbury London Ltd.

The 32,500 square metre Van Bon cold store became the property of its new owners with effect from 3rd November and will be known as the Tilbury Cold Store. The purchase removes any uncertainty about the continuation of quayside temperature-controlled facilities at the Port of Tilbury.

"We are delighted with the news that our bid has been successful" said Chief Executive John McNab who, together with Charles Hammond of Forth Ports (Tilbury's new owners), has been leading the negotiations with the Receivers, Price Waterhouse.

John McNab added, "We have established an ideal blend of skill and experience which will ensure that we can satisfy the very demanding requirements of the temperature-controlled storage business and provide the quality of service our customers expect."

Charles Hammond indicated that the Port of Tilbury planned to develop and grow the business. "We have written to customers advising them of the change of ownership and of our intention to hold a series of meeting to discuss a range of improvements we wish to introduce."

In addition to container handling facilities and trailer parking for more than 50 vehicles within the secure Port boundaries, the cold store has a temperature-controlled 'goods-in' receiving area of 4.200 square metres.

First New Build Passenger Boat for Tideway for 25 Years

City Cruises who have more passenger boats on the tideway than any other operator have ordered a new boat from Steel-Kit Ltd of Aberystwyth. She is one hundred foot overall, will carry up to 473 passengers and her twin 400 hp Gardner diesels will enable her to have a speed of 12 knots. Her hull is the Moxham Hydraflow triple hull style which gives a low wash characteristic and can operate in shallow waters.

Gary Beckwith managing director of City Cruises says "We wanted to give our lower deck passengers more than the simple view from the window. For this reason we have fitted angled windows above and lowered the sills so that the passengers will have an all-embracing view of London's famous river and buildings. De-misters on the windows will keep them clear and provide heating in the winter.

This dedicated sightseeing vessel meets all existing and projected safety requirements, it will have facilities for disabled passengers and its contained sewerage system will be environmentally friendly. She is due for delivery in time for the 1996 Tourism Season."

LDDC Selects Royal Vic Footbridge

The London Docklands Development Corporation (LDDC) has selected the Lifschutz Davidson and Techniker design for a landmark footbridge linking development schemes on the north and south side of the Royal Victoria Dock.

The winning design for the 200m bridge was chosen from a final shortlist of two – Lifschutz Davidson/Techniker and Ian Ritchie with Ove Arrup – an international competition inviting teams of architects and engineers to design a footbridge within a budget of £4 million. The competition attracted interest from over 100 designers in the first round.

When completed the graceful cable stay bridge will provide a vital link between the West Silvertown urban Village and the International Exhibition Centre on the north side of the dock.

The bridge will now be subject to final design modifications including reassessment of the options for a cable car. Tenders will be issued early next year.

NEW UPRIVER PLEASURE BOAT

Building a new boat is an expensive exercise, and with Department of Transport regulations as tight as they are, new passenger carrying vessels are particularly expensive, however David Abels Boatbuilders of Bristol has built a 100' pleasure boat for Maidenhead Steam Navigation which was launched in November.

It is the first new build that MSN has had and she is to be named Georgian to be sister ship to the Edwardian bought from Richard Branson a few years ago.

The Georgian will carry up to 150 passengers but will specialise in silver service dinner cruising for up to 90 passengers.

"The Galley" says Steven Harris of Maidenhead Steam Navigation, "will be large enough for two chefs to operate and everything will be cooked on board'.

She is powered by a single six cylinder Gardner 6LXB 130 bhp engine and she also has a 26kw generator to cope with all the electrics including the cookers.

Her cruising area is between Windsor and Marlow and her 16' beam is to alow for working the locks. The other limiting factors in up river cruising are bridges, so Georgian although having a full length upper deck it is only partially under cover.

Change of Attitude Required

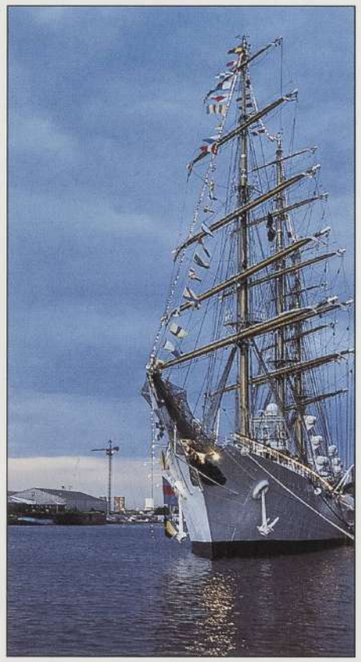
Speaking on the occasion of World Maritime Day Mr William O'Neil, Secretary General of the International Organisation (IMO), drew attention to the almost automatic acceptance of losses at sea.

"We have become so used to the risks involved in seafaring that we have come to see them as a cost that has to be paid, a price which must be exacted for challenging the wrath of the ocean. We must challenge this attitude, this passive acceptance of the inevitability of disaster. When a ship sinks we should feel a sense of loss and failure because accidents are not inevitable – they can and should be prevented."

Shipping as an industry is undergoing great structural changes that have resulted in the fleets from the traditional flags declining in size while newer shipping nations have emerged.

Until recently the IMO efforts to reduce accidents at sea and thus pollution had been paying off. Just recently, though, this situation had reversed itself and IMO now feared that all the ground made up would be lost again. They had therefore carried out several things to stop this happening. For example, a new mandatory International Safety Management Code had been adopted by IMO to improve standards of management and especially to make sure that safety and environmental issues are never overlooked or ignored.

ARGENTINE VISITOR



Bringing a message of goodwill to Britain the three masted frigate Libertad under the command of Captain Julio Vara was the first Argentine vessel to dock in Britain since the end of the Falklands War thirteen years ago.

The 340ft sail training ship with a company of 280 including 70 cadets, considered the brightest and best of the Argentinian Naval Academy are undergoing their final year of cadet training.

Launched in 1956 the Libertad distinguished herself by becoming the fastest ship to ever cross the Atlantic under sail.

During her visit Captain Vara was a guest of the Royal Naval College and in turn he entertained Ministry and Admiralty officials aboard the Libertad.

The ship was opened to the public daily and made an impressive sight illuminated after dark. The training cruise which left Argentina in June is expected to last four and a half months.

New Footbridge Over St Katharine's Lock

The old white Dutch bridge with its distinctive overhead counter balance has been replaced by a steel Hydraulic double leaf bridge with equal spans.

Built by DGT Fabrications of Norwich, the new bridge increases the width at the river end of the lock from 37' to 45'.

Pioneering Light Show for DLR

The Docklands Light Railway (DLR) viaduct, station and flanking office buildings at Canary Wharf will be illuminated in a technologically innovative and visually magnificent display this Christmas season. The show will herald in the new year and celebrate the completion of the railway's £600 million upgrading and a year of outstanding achievement at Canary Wharf and London Docklands.

Award winning artists Peter Fink and Anne Bean – responsible for the resounding success of Canary Wharf's *Countdown to the New Year* laser show in 1991/2 were commissioned by the DLR and Canary Wharf Limited to design A Light in Docklands. This major work of public art centred around Canary Wharf station and adjacent buildings, includes the 800-foot Tower, and extends south along the railway's viaduct over West India Dock, bathing all in a glorious interplay of light and colour triggered by passing DLR trains.

New Look for Bankside

John Gummer and Jeremy Fraser, leader of Southwark Council.

Ambitious plans to transform a prominent stretch of the riverfront from Blackfriars to Tower Bridge were announced by the Environment Secretary and Minister for London, John Gummer, when he arrived at London Bridge Pier on Monday 13th November aboard the Royal Nore for a walk along the Thames with members of his Thames Advisory Group and representatives of Southwark Council.

Mr Gummer stated that the partnership between local and central Government will transform this prominent stretch of the Thames and add to the enormous regeneration potential of the area which has already begun with the rebuilding of the Globe Theatre and the siting of the Tate's new Museum of Modern Art in Bankside Power Station.

Architects and designers are to be encouraged to submit illustrative and innovative schemes to enhance this important waterfront with the emphasis on quality of design and diversity of uses.

As co-ordinators of the project the Architecture Foundation will be working towards mounting a public exhibition for the design proposals in Southwark in Spring 1996. Just today with members of my Thames Advisory Group we have travelled along the Thames as guests of the PLA to discuss how best to realise the river's full potential.

Mr Gummer concluded, "I want to see other stretches of London's river banks seizing the opportunity to realise their full potential and embracing London's greatest asset, the Thames".

CRABS AT HAMMERSMITH

When PLA craft Driftwood III was called in to recover scaffolding which collapsed into the Thames in September they found another mark of how the Thames is maintaining its record of cleanliness. Over a dozen crabs were recovered off the bottom most of which threw themselves back into the river, this one stayed long enough to pose for a photo.

Unlucky Dip for Richmond Motorcycle owners

During the draw off PLA Driftwood I picked up eleven motorcycles from the river where they were revealed by low tide. Having contacted the Police, PLA Salvage took them back to their base at Denton Wharf.

Captain Jon Stafford, PLA Assistant Marine Services Manager said "we have heard from the Police that at least three bikes were stolen and one owner who was visited by a P.C. to give him the good news that his bike had been recovered retorted, well I threw it away but can't remember where".

PLA Diver – *the high speed diving service vessel on 24 hour call out for the Port of London.*

THE ADC DIVES IN TO TAKE OVER

The Association of Diving Contractors is a newly formed organisation for the inland and inshore Diving Industry. Report on its first eight months.

Health and Safety is one of the most important issues when considering diving. A hazardous occupation, diving is nevertheless an essential adjunct to any port and its activities. So when in January 1995 the Association of Diving Contractors was formed the Port of London Authority was among the founder members of the new association.

Since then the ADC, which drew members from the previous Inland/Inshore Section of the AODC (Association of Offshore Diving Contractors), has published ten Information Guidance Notes and presented papers at three 'HSE Road Shows'.

The technical, commercial and financial subjects covered by the ten Information/Guidance Notes are:

- The use of Luxfer Gas Cylinders
- Self-Employed Tax Status for Commercial Divers Working Inland/Inshore in the UK
- Internal Corrosion of Bail Out Bottles
- The Construction (Design and Management) Regulations – known as the CDM Regulations
- Minimum Criteria to be met by a Surface Supply Inland/Inshore Air Diving Panel for Diving Operations in the UK
- Employers Liability Insurance (two Notes)
- Metric Thread Standards, Gas Cylinders and Valves
- The ADC Diving Contractors Insurance, and
- The Appointment of Diving Supervisors.

Don Shires Chairman of ADC, who is also Managing Director of BCD Marine takes seriously the responsibility that the Association has for its members "We liaise continuously with HSE (Health and Safety Executive) and other organisations on behalf of members. Our newly issued Information/Guidance Notes are aimed at meeting our objectives to establish uniform safe standards and to encourage industry-wide observation of them".

Tom Hollobone, secretary of the Association said "the last note of the Appointment of Diving Supervisors shows how closely we work with HSE. The inland/inshore 'civils' AcoP (which is being drafted) will contain a section on the appointment of diving supervisors. However, that cannot be agreed for many months and as there has been criticism on aspects of the appointment of diving supervisors, it was appropriate that we published something now as an interim statement. Our note has been fully agreed by HSE."

ADC has 45 members – 38 full voting members and seven associate members. Full members have to have been in business in the UK as a diving contractor for at least 18 months and are primarily involved in commercial diving operations in docks, harbours, rivers, reservoirs and other areas in support of civil engineering projects. They may also be involved with ships' surveys and maintenance, work inshore in respect of salvage and other mainly civil engineering related operations, be involved inshore with aspects of fish farming, or be engineering consultants registered with the HSE as diving contractors.

"As an organisation we aim to attract more bona fide diving contractors to become members of the ADC", said Don Shires "as the industry needs an Association with a strong voice to speak out for it."

BONNIE PRINCE CHARLIE – LONDON AND THE 45

Diana Preston

Friday 6 December 1745 was an anxious day for citizens of London – or at least for those who still remained in the capital. Many of its wealthier inhabitants had already loaded their valuables onto barges and fled down the Thames. Shops and playhouses were shut. In the coffee houses that had stayed open, one topic of conversation prevailed. Would Bonnie Prince Charlie and his Highland army attack London? News had arrived that he was already at Derby and his intentions seemed unmistakable.

It had all begun just five months earlier on a white windswept strand in the Hebrides. In July 1745 Prince Charles Edward Stuart – the 'Bonnie Prince' of the songs and poems – had landed to begin his campaign to regain the British throne for the Stuarts and oust Hanoverian King George II. He had arrived almost alone, his companions nothing but an ill-assorted group of elderly cavaliers. However, he had meant to bring an army.

The year before, in 1744, he had persuaded King Louis XV of France to assemble a force to invade England. Seven thousand troops marched onto the French transport ships at the small port of Gravelines near Dunkirk and Charles embarked with them. However, a violent rainstorm and high winds put paid to his hopes. Those ships still in Dunkirk harbour were smashed to pieces or thrown up on the shore while most of those which had already sailed went down with all hands. It was only by great good fortune that Charles made it back to dry land. But that, as he was to discover, was that for the time being at least. The French and British fleets had meanwhile clashed at sea and the French had come off the losers leaving them with little appetite for a further grand maritime adventure to support Charles.

So the young prince took his fateful decision to go without King Louis's help. He found a sympathetic ear among a group of Franco-Irish shipowners loyal to the Jacobite cause. They could not provide Charles with a fleet but they could give him the means to reach Scotland to begin the campaign. One of these shipowners, Antoine Walsh, found 'a little frigate, a good sailor' the sixteen-gun *Du Teillay* which he diverted from her normal run to Sainte Domingue and Martinique.

Charles boarded her disguised as a young Abbé on a balmy evening in June 1745 at St Nazaire. Shortly afterwards, the *Du Teillay* rendez-vous'd with her escort, the *Elizabeth*, a worthy old vessel of sixty-four guns captured from the British in the reign of Queen Anne.

Charles felt 'a little seasick', but he soon had other things to worry about. Just four days after setting sail the *Du Teillay* and the *Elizabeth* had a chance encounter with a British Naval Ship, the *Lion*, on her way to her squadron in the Bay of Biscay. The *Elizabeth* was raked with shot and forced to limp back to port. The *Du Teillay* sailed on with her princely cargo alone.

> 'a chance encounter with a British Naval Ship'

A fortnight later she was within sight of the misty shores of Scotland's Long Island. The Prince from over the water had come home. A few days later he landed on the mainland at Loch nan Uamh and summoned the Highland chieftains. It was not long before Charles sent the *Du Teillay* away. Despite its strange beginning his campaign gathered momentum, and on 19 August 1747 his silken standard was unfurled at Glenfinnan to the huzzas of hundreds of clansmen.

By September he had captured Edinburgh 'without shedding a drop of blood'. But despite his early successes which included thrashing the Government forces at the Battle of Preston Pans, near Edinburgh, a few days later, Charles was restless. His heart was set on London. He urged his Highlanders to march with him across the border into England, promising reinforcements would come soon.

Charles still hoped for a large-scale invasion and his spirits were cheered by the arrival in October 1745 of four small ships which had managed to run the gauntlet of the British Navy keeping anxious watch in the Channel under Admiral Vernon. They brought men, supplies, money and even more importantly an envoy from the King of France. In London, the Hanoverian Government listened gloomily to rumours that Charles's brother Henry was in Paris and planning to embark shortly with a large French invasion force. Henry Fielding, the author of *Tom Jones*, launched a special magazine *The True Patriot* to alert his fellow countrymen to the threat posed by Charles. He began to terrify his readers with stories of what they could expect if the Highlanders took London.

Charles eventually persuaded his Highlanders to cross the border. In early November they plunged into the freezing waters of the Esk and on into England to begin their march south. Travelling quickly they outmanoeuvred the Government's forces. Just one month later, the Highlanders were marching into Derby and the alarm bells were ringing in London.

Henry Fielding and such other literary figures as Tobias Smollett noted sourly how London's richer citizens demonstrated their patriotism by packing up their money, plate and jewels. There were rumours that King George had ordered his valuables to be stowed on his yacht in case he needed to make a dash back to his less problematic kingdom of Hanover. News of the Jacobite advance caused a run on the Bank of England which resorted to paying its hysterical depositors in sixpences to staunch the flow of funds. When that device failed it reputedly resorted to heating up the coins until they were literally too hot to handle!

There were frantic attempts to organise London's defences including increasing the guard in the city and taking measures 'to suppress tumults and insurrections' by stationing guards in the squares and open spaces. The city guilds tried to do their bit. The guild of weavers offered one thousand apprentices capable of bearing arms. The lawyers offered to serve as a bodyguard to the family of King George II if he took the field in person against the Stuart adventurer.

> 'frantic attempts to organise London's defences'

Wild rumours sped through the streets about what would happen if the Highlanders succeeded in taking London. As a result of propaganda in the press during the preceding weeks some citizens believed that the Highlanders were savage barbarians who ate babies. People agonised about how to conceal their children from this rapacious hoard and searched for hiding places in cupboards and cellars.

Meanwhile attempts were made to marshal as many troops as possible to the north of London. Companies of guards were rushed to such places as Barnet, Highgate and Hampstead. The plan was that all units would eventually rendezvous at Finchley where thirty pieces of artillery from the Tower of London were being sent.

But the question on everyone's lips was which route the clansmen would take. Would they proceed through Cambridgeshire to a seaport in Suffolk to greet a landing from Dunkirk or would they try to link-up with the French nearer to London? The Deputy Lieutenants of Kent called out the entire county militia against the eventuality of the French landing on the south coast.

However, unknown to the citizens of London, on 6 December, the day of greatest panic in the capital, was the very day on which the threat faded away forever. In the elegant oak wainscotted drawing room in Exeter House in Derby, Charles was forced to confront certain facts. His Highland chiefs told him bluntly that they would go no further. The looked for further reinforcements from France had not materialised. There was no sign that the English had any intention of rising in support of Charles. It was time to turn their steps northwards again before disaster struck. Charles had no option but to accept their verdict and he rode out from Derby weeping astride his black horse. Friday 6 December became known ever afterwards as 'Black Friday' in the Jacobite calendar.

It took some days for the news to reach London that the Highlanders were retreating and there was widespread rejoicing. However, it was not until 16 April 1746 that London could regard that threat as finally over. On this bitter windswept day the Duke of Cumberland defeated Bonnie Prince Charlie's forces for good on Culloden Moor near Inverness, at the last battle to be fought on British soil.

From that day Charles himself was fugitive in the heather. The citizens of London were able to read about his adventures in their newspapers and now that the danger was over they began to see the young prince in a different light. As the Government troops hunted him through the Highlands and Islands they started to view him as a romantic hero rather that sinister villain.

It became a tense game of cat and mouse. Would the French manage to rescue Charles before the Government troops caught up with him? Even before the Battle of Culloden King Louis had sent ships to seek him out like the privateers Mars and Bellona.

Charles, meanwhile, knew nothing of these initiatives. By now he was in the isles, dependent on the seafaring skills of the Highlanders – men like the boatman Donald Macleod – as the Government soldiers hunted him like a fox from cover to cover and the British Navy combed the lochs and coastline for him. His most famous journey was 'over the sea to Skye' in the company of Flora Macdonald. It was a rough crossing and they were fired on at one point by Government militia. According to legends he sang old Jacobite and cavalier airs to keep up her spirits but it must have been a frightening night.

In the event he was not finally rescued until September 1746 after he had returned to the mainland. It was while in hiding here that he began to hear the terrible tales of the harrying of the Highlands and of the brutality of men like the vile Captain Ferguson of HMS Furnace. Flora had been unlucky enough to fall into Ferguson's hands shortly after parting from Charles, but unlike less important prisoners, she was reasonably well-treated. Other Jacobite prisoners found themselves incarcerated in prison hulks where many died of disease and starvation. Many more were executed and a number were transported. The hulks were moored at Tilbury and became a tourist attraction except that the stench from them was so great that some people complained that it prevented them from approaching close enough.

Charles, however, continued to evade capture. After months of playing cat and mouse with Government forces he heard that two privateers, the *L'Heureux* and *Le Prince de Conti* had arrived in Loch nan Uamh, his original landing place. Luckily for him the Government had switched its attention to the east coast of Scotland. He was able to make his way to the Lock and on 19 September thankfully boarded the *Prince de Conti* before transferring to *L'Heureux*. The ship weighed anchor and slipped out into the Atlantic in the hours before dawn and Charles had a last chance to gaze on the 'rude grandeur' of the scenery. He was never to return to Scotland. The ship that was bearing him away was taking him to a bitter and lonely future in exile.

NEW VISITORS TO THE THAMES

Geoff Lunn reports on ships in the Thames.

CABLE INNOVATOR

Timed to coincide with the launch of the new Cable & Wireless Marine Co following the acquisition of B.T. Marine, was the visit to London of the Cable Innovator.

Cable & Wireless are leading the way into a new era of optical fibre submarine communications with the development of the first purpose-built stern-working cable-laying ship, which, at 14,227 grt., is also the world's largest cable vessel. Completed in Finland in September this year, *Cable Innovator* made a promotional visit to London, her port of registry, arriving at Tilbury LICT on Thursday 28 September. A special 'family day' for Cable & Wireless staff and their families was held on board on the following Saturday. She sailed upstream to berth alongside *HMS Belfast* for a few days, before moving downstream to Greenwich, leaving for Southampton for cable trials on Friday 6 October.

Cable Innovator is capable of laying up to 10,000 km. of cable before having to re-load, the cable reels being stored in three main tanks, whilst a fourth is used mainly as a spares tank. Two lines of cable are laid through 4 metre diameter stern sheaves, straddled by a large 'A'-frame which controls the launching and recovery of the cable. The whole operation is overseen from a central control room which is linked directly to the navigation bridge.

The vessel has 81 single-berth cabins for officers, ratings and customer representatives. They can enjoy comfortable on-board facilities including a lounge/TV room, library, dining room, and even a gymnasium and jacuzzi. All but one of the officers are British, whilst the crew members are from the Philippines.

The most significant advantages of a fully stern working cable ship are that it can travel to the site faster as it is not slowed down by conventional bow sheaves. It can operate in weather conditions that traditional cable ships cannot withstand while providing optimum protection for all cable handling operations assisted by a powerful array of thrusters and position keeping equipment, while efficient management of power and fuel make it environmentally friendly.

Following her cable trials, *Cable Innovator* took on her first cargo of working cable at Calais and Southampton and sailed for the Far East, Australasia and the Pacific where she will be employed well into next year.

Cable & Wireless Co, is a member of the Cable & Wireless Federation and owns and operates the most flexible and technologically advanced fleet of 11 cable ships and 18 subsea vehicles.

Readers may recall last year's visit of *Asean Restorer* (see 'Port of London' 1994 Fourth Edition), owned by a Singapore associate of Cable & Wireless, which is similarly stern-working, but is employed in the maintenance of submarine cables rather than the full cable-laying work undertaken by *Cable Innovator*.

Cable Innovator *alongside* HMS Belfast.

Logos II *with her far eastern hosts.*

KAAPGRACHT

This Dutch-owned vessel brought new business to the Thames when she arrived with her cargo of Brazilian steel on 24 September. She discharged the steel at Northfleet's Tower Wharf before sailing on to Rotterdam.

Built in Japan in 1984, *Kaapgracht* is owned by the rather long-named Spliethoff's Bevrachtingskantoor N.V. With a length of 95.4 metres and a breadth of 16.1 metres, she is capable of conveying up to 365 twenty-foot containers, on deck and in her holds.

LOGOS II

This 4,804 grt. missionary ship arrived at West India Dock on 18 November for a ten-day stay. Although this was not her first visit to the Thames – she was berthed for a fortnight at Tilbury landing stage during 1990 – this interesting vessel must be well worth a mention in these pages

Logos II (Logos is Greek for 'the living word') is owned by Educational Book Exhibits Ltd., a British associate of a German evangelical organisation. She has voyaged almost world-wide, from the Baltic to the Far East and South America. She carries up to 139 international personnel, and a notable feature is a vast book exhibition hall where some 4,000 volumes covering a wide range of subjects are available for purchase. Additionally, she has facilities for training people in evangelism.

Built in Valencia in 1968, *Logos II* was, for twenty years, the ferry *Antonio Lazaro*, plying a route between Spain and Morocco. She was bought by her present owners to replace the first *Logos* which was wrecked off Argentina in January 1988.

PAKRI

Another new arrival at Tower Wharf saw the commencement of a new service of small shipments of timber from northern Finland. Under the operation of Baltic Forest Lines, the *Pakri* sailed in on 18 October.

Flying the flag of Estonia, the vessel W2S built 26 years ago and is owned by the Estonian Shipping Company. Measuring 77.9 metres in length and 11.5 metres wide, she transports her cargoes from Scandinavia at a service speed of 12.5 knots.

TILBURY RESIDENT MOVES ON

The Nigerian National Line dry cargo ship *River Mada* has become very much a part of the scenery at Tilbury Docks over the past two years, whether observed from the river, from within the docks or through the trees from the adjacent roadway. Since she was arrested by the Admiralty Marshal, the 10,984 grt. ship has been lying idle, but on 30 November she was put up for sale through public auction under 'as is, where is' terms. So a familiar sight is soon to disappear from the Thames-side.

River Mada *through the trees at Tilbury docks.*

NEW OPERA HOUSE FOR THE THAMES

The social reputation of the south side of the Thames has mellowed over the centuries. Before the land was drained and commerce moved in, led by the creation of wharves and docks, the reputation was one of a "red light" district, social deprivation and hard living. A mark of this was the loose living actors and prostitutes, bear baiters and cock fight organisers that populated what is now the location for three of London's most exciting artistic schemes, The Shakespeare's Globe, the Bankside Tate Gallery and now a 2,350 seater Opera House. Roger Mutton reports.

The Royal Opera and the Royal Ballet, looking for a home for two years while the Royal Opera House in Covent Garden is closed for redevelopment, have the promise of a stage and proscenium large enough to accommodate productions from The Metropolitan Opera New York and back stage facilities which would allow for five full scale productions to be run in repertoire.

The new theatre will face the river across Potters Fields affording perhaps the best view of London for theatre goers in the foyers and public areas.

The plans are for work to start construction in January '96 and be completed for occupation by July 1997.

The land which is owned in the main by St Martin's Property Investments Ltd and Southwark Council will be transferred into the ownership of a trust company "which will hold the land in perpetuity for public benefit" says the planning application.

The whole area is 1.243 hectares and is most conveniently situated to be served by the new Jubilee Line Extension as well as London Bridge main line station and Northern Line Underground.

The cost of the venture is to be £20m and the development consortium who will finance and build the theatre are led by GLE (Greater London Enterprise).

The designer for the building Ian Ritchie has taken into account the space and light qualities of the river, in particular the visual impact of an illuminated night time scene with the theatre next to Tower Bridge, already recognised as perhaps the most unique night time scene since its refurbishment and installation of flood lighting. It also retains an open vista of the river from Tooley Street and provides a fitting backing to the park area and riverside walk.

The last word which sums up the scheme comes from Sir Angus Stirling, Chairman of the Board of the Royal Opera House "The Tower Bridge Theatre is all that we have been looking for. This spectacular new theatre on the Thames will ensure that our companies can continue to offer the public the full range and standard of ballet and opera for which we are renowned. We look forward to working closely with Southwark Borough Council and to contributing to the life of the local community".

Deep draft vessel Passage Planning – *A dedicated programme serves Shellhaven.*

THE PORT OF LONDON AUTHORITY ON-LINE

Louise Hill Curth

Thanks to modern technology, up to the minute information is available on observed, predicted and surge tides 24 hours a day, 365 days a year at the press of a button.

A decade ago, tidal monitoring was a laborious, time consuming, mainly manual process. Today, modern computer technology has replaced these manual procedures with automated systems which provide continuously updated tidal data. As a result, although the amount of traffic and concerns about vessel safety on the Thames has greatly increased over the last ten years, the amount of time spent calculating and checking data has decreased significantly.

The computer programmes the PLA uses for tidal monitoring were first developed in the mid 1980's, according to Captain Keith Millen of the Authority's Hydrographic Service in Gravesend. Up until then, raw data was transmitted by radio from tide gauges in the outer estuary. Repeater gauges at Gravesend were scanned by a CCTV camera focusing on five different tidal recorders. In order to be of use, a great deal of human intervention was then needed to analyse and record it onto paper charts and graphs. The new computerised systems were seen as a revolutionary concept because of their capacity for fully automating the process. The PLA was one of the first institutions within the shipping industry to commission the development of a computerised tidal monitoring system, called POLATIDE, and they have never looked back.

Today, data processing systems are widely used throughout the shipping industry, and fulfil a huge range of functions. The main concern now is that of ensuring that hardware and software used are both, technologically advanced, and user friendly. For example, there are many factors which need to be considered when creating a schedule for a vessel approaching port. The highest safety standards must be maintained and highly complex and detailed information such as tidal movements, water depths and vessel routes must be supplied quickly and reliably. By employing a fully automated computerised system all of the available data is constantly updated, speedily computed and tabulated to produce real-time recommendations.

The PLA uses several different types of computer programmes to solve specific problems. POLATIDE is a major component of the overall system, whose purpose is to integrate the tide gauges along the Thames and its Estuary into a central system, making tidal data monitored also available to Port Control and for other computer programmes. Mr Andrew Talbot of Wimpey Environmental who has almost 20 years experience in the environmental, oceanographic, water and off-shore industry, has been heavily involved in the development of POLATIDE. He praised the system for its capability to present high quality data on-line to port controllers, pilots and hydrographic officers. Now in its third version, POLATIDE retrieves data from 14 gauges, which is automatically quality checked, recorded, and finally displayed as *observed, predicted and surge tidal levels*. The master workstation, based at the PLA's offices in Gravesend, is fully networked which allows multi-user access even from "remote" sites such as the Authority's headquarters in central London.

In addition to the main task of tidal monitoring, Wimpey Environmental has designed supplementary programmes for the PLA Mr Talbot described the most recent one, developed in 1994, as a Deep Draft Vessel Planning Programme. This generates information for vessels planning to enter the Authority's waters. The operator enters information on the vessel, such as its length, depth and what time it wants to enter the port. In return, the computer responds with information on when the optimum conditions occur for the vessel to proceed.

This programme for Passage Planning through the Port of London is one main application. Another dedicated programme assists vessels visiting the Shellhaven Refinery. This computes the maximum draught for vessels arriving at the refinery. This is an extremely important function, as the safe and acceptable clearance between the keel and the river bed is critical. Wimpey Environmental's system allow maximum draughts to be determined and electronically generated schedules to be issued monthly as to when various types of ships will be allowed to enter the port.

The increased use of Information Technology by the PLA over the past decade has a range of ramifications. In the past, large numbers of man-hours were taken up with the gathering, analysing, plotting and re-checking of calculations – the new systems have removed the associated problems. Greater efficiency and accuracy of passage planning contribute to higher safety and reduced waiting time for vessels. This is an especially important factor to what is the UK's largest seaport. The Chief Executive of the PLA, David Jeffery, has said that one of the Authority's key objectives is to provide first class operating services whilst keeping costs at the lowest level. By continuing to implement the latest technological advances, the computer systems used by the PLA will play a key role in the achievement of this goal.

A data buoy which has now replaced the gauge on Shivering Sands Tower, seen here at Denton Wharf in 1993 before her installation.

Book Review

VLCC Berthing.

THE ILLUSTRATED DIARY OF A THAMES PILOT

Roger Mutton

How does one become a pilot? John Foot tells us how in the most entertaining fashion. Having been one since 1967 he has served both Trinity House and PLA in that capacity and recounts his experiences before the binnacle that led to becoming a "candidate" and subsequently a pilot for London based at Dover. He received his instructions for training whilst loading Tea in Trincomalee. So hurried home to start, both literally and metaphorically,at the bottom of the ladder again.

Pilots were self employed under the Trinity House regime and it takes an independent spirit to throw up the security offered by such an employer as P&O. However, the world was changing and the modernisation of the shipping industry with the introduction of containerisation acted as a spur to make a change.

Anyone with a passing interest in the sea will be absorbed by this account of picnics on coral strands,foreign ports, the pace of life when ships were the main way of getting around the world. Even more interesting are the accounts closer to home of the incidents both humourous,and life threatening that pilots have experienced in and out of London's river.

The author John Foot uses his own and colleagues experiences taken from Department of Transport Reports and their own recollections to demonstrate the Pilot's courage and skill not only in the face of adversity but day to day.

How many people would willingly climb a swaying rope Pilot ladder up the side of a super tanker in gale force winds twenty miles out to sea?

"The Illustrated Diary of a Thames Pilot" is not merely a word picture but a gallery of charming sketches illustrating life at sea from the bridge. Published by Navigator Books tel: 01425 476708, at £9.99p. also available from:

Pilotage Manager's Office
PLA
London River House
Gravesend, Kent DA12 2BG

During December Birchington Library held an exhibition of John Foot's paintings and sketches.

Editor's Notes

This is the last edition, in it's current form, of the Port of London Magazine. As from the middle of January the new look monthly tabloid style "Port of London" will be distributed. May I thank all the readers, on behalf of the magazine's many reporters over the years, for your interest in their contributions.

In one respect it is turning the clock back to when it was the "PLA Monthly" but in others it is moving forward with the times. More frequent publications will enable you to have the news of activity in the Port sooner and the style is one which we believe will prove popular.

All subscribers will continue to receive the new publication for the first three months and I hope that this will be sufficient time for you all to decide to continue your subscriptions.

Meanwhile looking back in the archives I selected the following items which mark significant aspects of the Port. In 1977 the Magazine had this to say about the Thames Barrier.

"There clearly isn't much use building the Thames Flood Barrier to prevent the flooding of London unless there is a system to control the movement of shipping negotiating the Barrier. The chaos that would result from a ship colliding with the Barrier at the precise moment that a flood-alert became a reality can be easily imagined. On the other hand, the Barrier will be used 'in anger' only on a few occasions and PLA had to ensure that the everyday movement of shipping on the Thames was not impeded or made hazardous by the Barrier. These considerations led to the construction of the Port of London Authority's Barrier Navigational Control Tower at Charlton, sometimes referred to as Charlton's own 'little Eiffel Tower'.

In fact since it became operational in 1983 the Barrier has been used 25 times in anger".

A less successful venture was P&O's jetfoil service.

SMOOTH SAILING FOR THE JETFOIL!

More than 1,300 bookings a week were being taken for P&O's Jetfoil service from Tower Bridge to Zeebrugge – after just a month of successful operation. "Our passengers all seem to appreciate the convenience of an international service which departs from the centre of London" commented Mike Coster, General Manager of P&O Jet Ferries. "They also enjoy the high speed run down the Thames and are impressed by the smoothness of the journey across the North Sea – particularly if they dislike flying and think of themselves as bad sailors. We have already experienced wave height of 8 to 9 feet but our passengers did not notice anything. We have not had a single case of sea-sickness."

After many complaints about its excessive wash and 12 months service P&O Jet Ferries stopped running into London.

BARKING – A MAJOR FISHING PORT BEFORE 1860

James Howson

Mention Barking to the average Londoner and most will think of a railway station or a power station and a vaguely industrial area somewhere in London's East End. Some may remember the ancient abbey which flourished there for most of 800 years, or recall sly stories of Barking Creek and the stink raised, in all senses of the word, by its use, a century ago, as an open sewer for all London north of the Thames. Few will have heard of the town's history as an important fishing port.

The town of Barking, now combined with its eastern neighbour, Dagenham, into the London Borough of Barking, is 11 miles east of Charing Cross and on the north bank of the Thames, with the River Roding as its western boundary. Between Barking Town and the Thames the Roding is known as Barking Creek.

Domesday Book records a fishery at Barking in 1086, thought probably to have been in the Roding. First mention of salt-water fishing by Barking men was in 1320, when several of them were prosecuted by the City of London, the Thames Conservators, for using kiddle nets with too fine a mesh; and Barking men were in similar trouble in 1349 and 1406.

By 1456 Barking had a Fish Shambles and a Fish Row, and in 1645 a Barking wife, of Fishers Street, was charged at Quarter Sessions with, among other things, using language commonly associated with fish-wives. Fisher Street lost its identity when it was extended and renamed Abbey Road in 1911.

Richard Hakluyt recounts the voyages of David Ingram of Barking, who sailed with John Hawkins to West Africa and the Caribbean in 1567-69; and by the end of the 17th century it is clear the chief means of livelihood in Barking was fishing, for the London market as well as local needs. Barking Fishermen were in trouble with the authorities again in 1630, this time for trawl fishing, which had been forbidden in the Thames.

Such restrictions encouraged the more enterprising to venture further afield, and between 1642 and 1673 Barking

Barking, Essex 150 years ago. Drawn by W Bartlett and engraved by H. Wallis.

men were defying the declared monopoly of the Earl of Sussex to harvest oysters in the Rivers Crouch and Roach, and in 1656, 11 Barking ketchmen sought exemption from impressment on the grounds of supplying London with herring and mackerel, presumably from the North Sea. In 1649 two Barking fishing boats were captured by the Irish.

Daniel Defoe described in 1722 how he went from Stratford to Barking, a large market town, but chiefly inhabited by fishermen, whose smacks ride in the Thames, at the mouth of their river from whence their fish is sent up to London to the market at Billingsgate…".

By the end of the 18th century the Wellsmack had reached Barking. The centre portion, the well, being completely sealed from the bow and stern and drilled to allow a free flow of sea water, thus keeping the fish alive and fresh for market. Wellsmacks were used chiefly for North Sea cod, and each vessel had a master and four men. Fourteen smacks were listed about the time Defoe was writing, 23 in 1805, and 70 in 1814, each of 40 to 53 tons burden.

By 1833 there were 133 cutter-rigged vessels of 40 to 60 tons at Barking, said to sail faster to windward than anything else afloat. About 1850 some 220 Barking smacks were crewed by 1,370 men and boys.

Barking smack masters were prized as Thames pilots in days when buoys were few, and fishermen themselves, as we have seen, were often pressed into the navy. In 1793 and 1803 there was violent and large-scale resistance when press gangs visited Barking.

By 1815 fishing had practically ceased, owing, it was said, to the frequent assaults of French privateers. But with the return of peace, S. Hewett who had run away to sea, returned and introduced the fleeting system which enabled vessels to stay at sea fishing while fast cutters raced each day's catch to market.

He also extended the range of his Short Blue Fleet (the vessels flew a plain square blue flag) by using ice to preserve the fish, and wooden trunks and boxes in place of the old wicker 'peds' or hampers. Ice was first obtained by flooding the marshes, from when it was gathered into ice-houses until required for use. One still exists in Abbey Road. There was also a hulk moored at the mouth of Barking Creek and filled with ice. Hewett later installed at Barking the first artificial ice-making plant in the country, but eventually found it cheaper to buy artificial ice from a Shadwell firm.

In 1844, in protest against long periods at sea and in a bid for higher wages, about 160 Barking men went on strike. They wanted 16 shillings a week for men and 18 shillings for mates, an increase of two shillings a week in both cases, but the outcome is not clear.

With the fishing industry went ship-building including, during the reign of Henry VIII, the repair and fitting out of royal ships. Fishing boats were built and repaired at Barking until the end of last century.

The decline of Barking's fishing industry was caused chiefly by the railways providing rapid transport from East coast ports nearer the fishing grounds, and was accelerated by a disaster in December 1863 when some 60 local men were lost in a gale off the Dutch coast. In 1865 most of the Short Blue Fleet were transferred to Yarmouth and Gorleston, and the end of the century also saw the end of Barking as a fishing port.

Today Barking Creek enjoys a new lease of life with over six cargo terminals including Welbeck Wharf, Pinns Wharf, Kierbeck Wharf, Steel Wharf, Rippleway Wharf, Seabright Wharf and Victoria Wharf. Not a fishing boat in sight.

RO-RO – A TIME FOR ACTION

Robin Burton

The International Maritime Organisation set up a Panel of experts after the Estonia disaster fourteen months ago. Robin Burton reports.

Watching one of the huge slab-sided car ferries sailing into port with her full cargo of cars, trucks and tractor units, one has the feeling that such a vessel could not possibly sink.

Walking about such a ship, with your feet sinking into deep carpets, soft music dripping from the broadcast unit and white coated stewards pouring drinks, generates a complete feeling of security. However, caught up in a particular combination of wind and weather, the ship could take aboard a relatively small amount of water and dive beneath the waves. The most remarkable thing about the incident would be the speed at which she sank.

But how is it that a ship could pose such a threat, in view of all the design details and accumulated wisdom built into her. After all, the user of such a vessel will have poured over drawings and blueprints before taking her on. Or could it be the case that we know how to build but not how to use her.

Well to start with, there can be simple failure of a component such as the pin holding the bow doors shut. The 23,000 *Stena Felicida*, for example, was inspected and found to have one of her massive bow pins sheared. It was only a matter of time before the remaining bolts had also sheared and the ship sank. This was what had happened in the case of the *Estonia* who sank with the loss of more than 900 men. This was a shipwreck on an unprecedented scale so heads were put together in an attempt to determine what to do.

Ro-ro ships have a generally good accident record if one takes into account the numbers of passengers carried. Eighteen million of them between Dover and Calais alone. But it is when disaster strikes that the real enormity of the situation makes itself felt, and increasingly so as the size of ship increases.

The vulnerability of the ferry emerges, as for example in 1953 when the sea broke open the stern door of the *Princess Victoria* sailing between Stranraer and Larne with the subsequent loss of 134 people. In 1982 the *European Gateway* took water into her engine room and within two minutes was listing to 30 degrees. Six people died. It was, however, the disaster that overtook the *Herald of Free Enterprise* off Zeebrugge in March 1993 that really made people think and talk ro-ro.

The *Herald of Free Enterprise* sank because she was

The Herald of Free Enterprise.

moving through the water with her bow door open, and quickly scooped up water. Certainly it would not have taken a lot of water to put a few inches over her car deck and as the ship rolls this small quantity of water de-stabilises her by simply rolling from side to side. As the ship begins to keel over more and more, so the vehicles and deck cargo begin to work loose and make the situation worse. A chain breaks here and another there, an elephants foot pulls open, a wire parts somewhere else and suddenly you have an uncontrollable ship.

This type of accident could only happen on ships where the decks are unobstructed to allow sideways movement. For and aft pitching does not matter at all. In fact the very dangerous movement sideways could only happen when the deck is as large as a football field and similarly unobstructed. In new ships this could mean that instead of having an unbroken space there could be parallel vehicular decks which could be sealed off just before the ship got underway, using vertical walls.

Vertical walls or indeed any other sort of walls would bring a space penalty but another idea has been suggested although not so far widely accepted. This is an inflatable sponson which is really a big sleeve or cuff, call it what you will, which oddly enough has not been widely adopted since it was first suggested several years ago.

More recently a Dorset company has come up with an arrangement of air bags to seal the bow doors as a second line of defence against water entering.

THE FACTS

It is said that British Ferries are among the safest in the world. There are currently about 90 ferries in operation in and out of British ports and of these according to a survey undertaken by the UK government this year, one in three ferries had bow door defects, albeit mostly minor. In fact a

Commons transport select committee has now warned that 70% of ferries using UK ports fail to meet current international safety requirements. Their report is damning in its implications.

Three quarters of the roll-on roll-off ferries operating out of the UK would capsize rapidly if uncontrolled flooding of the car deck took place. The committee report calls for major changes in design as well as urgent review of evacuation procedures. The MPs were especially critical of the lack of buoyancy aids on vessels, and worried about the difficulties in lowering lifeboats from listing ferries. The government said that there was no question of compromise on ferry safety. The two main British operators, Stena Sealink and P&O European Ferries, insist their vessels meet current legal requirements.

The big question is, though, how much will all the changes cost. Ferry companies say that money is no problem when it comes to modifying ships to conform to new safety rules. Of course, in one sense it does not matter what it costs if all are subject to the same charges. In essence, the report wants to see tougher and stronger hulls, easier-to-launch lifeboats, bulkheads on deck to contain water, buoyancy tanks, more powerful pumps and fewer cars and passengers to speed evacuation.

At this time all ferries are supposed to meet the requirement of SOLAS (Convention of Safety of Life at Sea) but may not although they will have to, in the case of passenger vessels, meet SOLAS requirements by 1997 and freight ships by 2004.

To some extent ferry companies have been pushed along the road to safety by newspaper articles.

According to Ebben Petersen, managing Director of DFDS/Scandinavian Seaways "it is commonly known that only the very new ferries comply with the latest rules introduced two years ago. This government agreed that existing ferries should eventually comply, but would be phased in over a number of years until 2007".

A star system for rating ro-ro passenger ferries showing how well each could survive water ingress was demanded by Michael Meacher MP, Shadow Transport Secretary, as one of a series of new safety measures. This would mean that every ferry using a British port would soon be graded with a system for the public to check whether she is safe or not.

In December of last year the safety of existing ro-ro ships was thoroughly hashed over by IMO, the International Maritime Organisation in London, following the tragic loss of the ro-ro ferry *Estonia*. According to William A. O'Neill, IMO's Secretary General, "during the last few years a great deal has been done to improve the safety of ferries. Nevertheless the loss of *Estonia* has aroused great public concern about the safety of ships which are used by millions of people every year. We cannot simply refer to what has been done over the last few years and claim that there is no room for further action. The only way of reassuring people that ro-ro ferries are safe is by looking at every aspect of ro-ro ferry operation and ensuring that any problems are remedied".

During his speech Mr O'Neill drew particular attention to the following points:

- the strength and watertightness of openings to the vehicular spaces, in particular the bow and stern doors
- increasing the surviability standards by fitting bulkheads
- the evaluation of lifesaving appliances and on-board evacuation arrangements, if necessary.
- the need to prepare operational guidelines for use in adverse weather conditions, given the size and type of the ro-ro concerned and their area of operations.
- on-board communication issues, in particular when ships are manned by multinational crews carrying multinational passengers.
- revising the reporting of incidents concerning the safety matters of ro-ro ships to appropriate authorities and the action the authorities should take on receiving these reports.

SAFETY MUST COME FIRST

After the sinking of the *Estonia* many shipping companies welded their bow door shut. Others thought that the best thing to do was to fit watertight bulkheads to divide their transport decks, and to install an outer layer of buoyancy tanks. Yet, eight years after the Zeebrugge disaster none of these measures have been made compulsory for ferries on British routes and few have incorporated any of these measures.

In April this year Her Majesty's Government announced its support for the interim recommendation made earlier in the year by the panel of experts; these were new regulations on damage stability and additional measures to deal with water on the car deck, additional protection aft of the bow doors and forward of the stern doors. New restrictions on one compartment ships were recommended and the establishment of a working language for each ship with additional, specific crew training for emergencies and improvements in evacuation arrangements. Furthermore there was a requirement stipulated for liferafts which were easy to board and that would float free and remain upright; for search and rescue, passenger numbers should be recorded and ships on regular routes have a search and rescue plan.

On November 20 at the IMO headquarters, on the Albert Embankment in London, the Panel of Experts under the chairmanship of Torkild Funder, seconded from the Danish Maritime Authority, convened and heard from Lord Goschen the Shipping Minister. Lord Goschen emphasised that the UK wanted international agreement to the proposals made by the Panel. He stated "If the conference cannot deliver a worldwide agreement, or even a regional agreement within an IMO framework, the the UK Government will move ahead. The safety of passengers must come before all other considerations". He went further and declared "We will take action outside the IMO, either regionally with our European neighbours or even unilaterally, to apply these higher standards to passenger ferries serving UK ports".

A higher standard for stability currently applies to new ships in the SOLAS 90 agreement. But as agreement between the various nations could not be reached it was agreed that under certain circumstances dependent on local conditions 'Contracting Governments' may modify regulation required in Chapter II-1/8-1 in respect of regular scheduled passenger voyages between designated ports in their territory. This as Steve Norris, Minister of Transport, said in the house on 4th December "paves the way for regional agreements applying the high SOLAS 90 plus 50cm of water on the car deck standard recommended by IMO's panel after the Estonia disaster".

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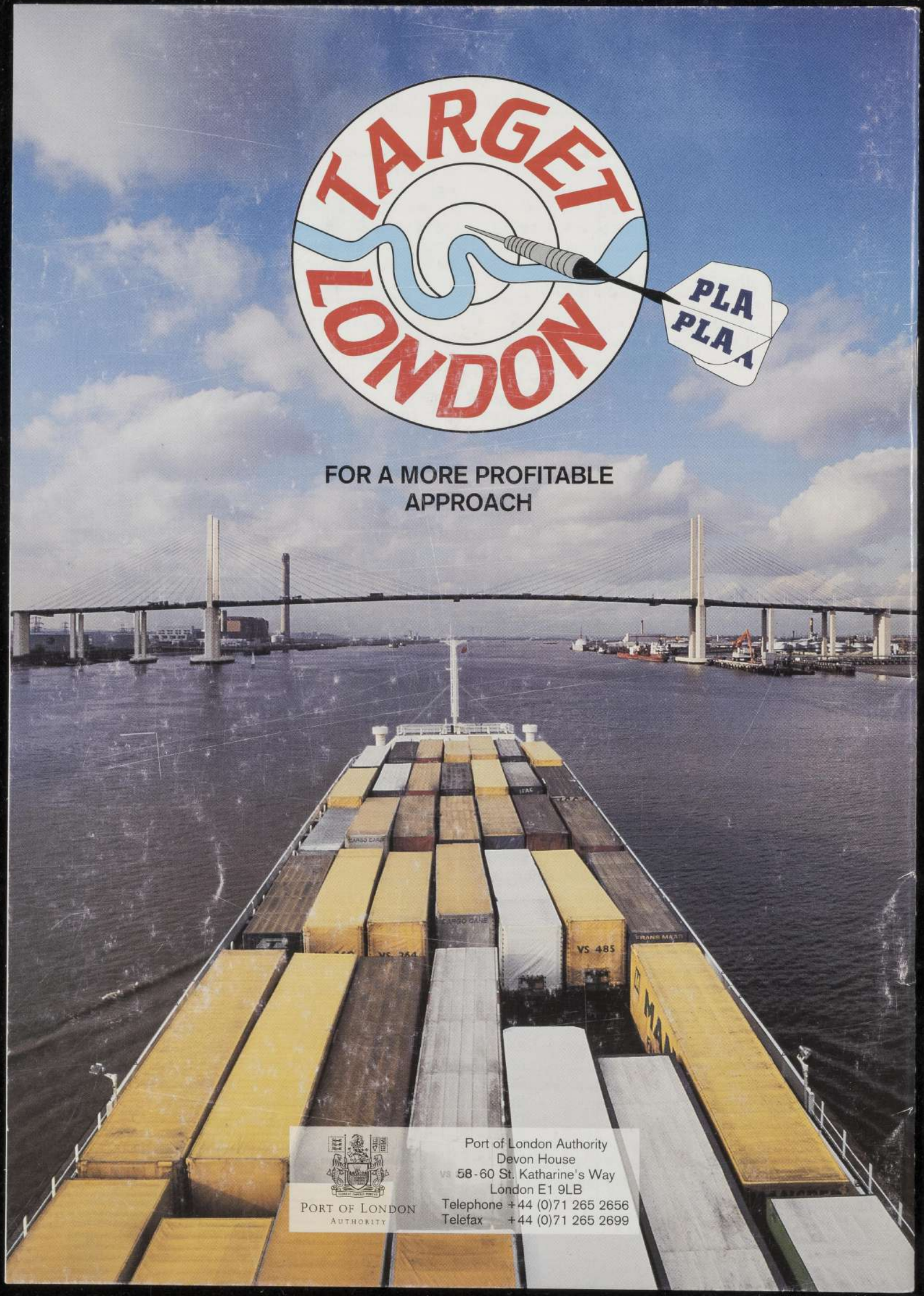

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