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Challenge of taking *Illustrious* through the Barrier

HMS *Illustrious* makes her way through the Barrier.

NEW LAFARGE TERMINAL IS PART OF £50M INVESTMENT

LAFARGE Cement UK is now well under way with the construction of a cement import terminal on part of their site at Northfleet which is part of an overall £50 million investment in its Thames facilities.

The company wants to establish the operation as part of its plans to keep its customers in the south east supplied with cement after the end of clinker making at Northfleet Works in 2008.

The Northfleet site has a large deep-water berth on the River Thames, which has been used over many decades for the export and

Report by MICHAEL GUY

import of cement and other materials used in the manufacturing process. The development will provide continued employment opportunities on the site, contributing to the mixed used development vision for it as part of Kent Thameside.

Project manager for Lafarge, Rajeev Ramankutty explained: "The south east is the largest market for cement in the UK. At the moment, Northfleet is a source of more than half the cement used in building projects in London and the surrounding

counties.

"In the run-up to 2008, we are gearing our other factories up to supply some of this demand. The balance will be imported through the new facility we are building at Northfleet and a terminal we have acquired at West Thurrock.

"We will use these facilities in combination to give our customers an uninterrupted supply of cement and maintain the high levels of service that they are used to."

The import terminal at Northfleet will receive up to one million tonnes of cement supplied directly from factories in Lafarge's European plant network. It is due to be commissioned late next year.

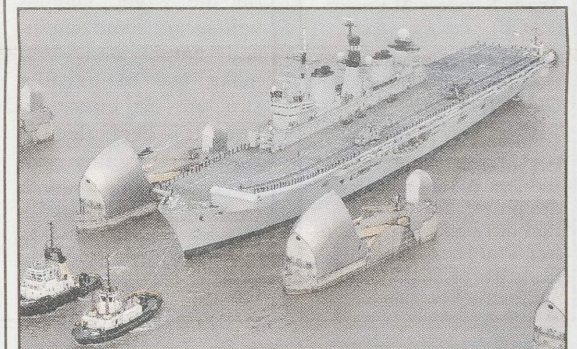
The terminal at Northfleet will be a modern, fully

enclosed cement storage and lorry loading operation on a narrow corridor of land on the east side of the site. It will feature state of the art dust control and filtering systems to help protect the local environment.

David Simms, land and planning director for Lafarge, outlined the principal features of the new terminal to councillors at a meeting of Gravesham Borough Council.

He said: "The Northfleet Wharf is a unique and important facility in the Port of London. Our plans will act to protect it for the future, which is fully in line with planning guidance from the Government and the PLA.

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HMS *Illustrious* was in London last month as the centrepiece for the Royal Navy's Remembrance weekend commemorations.

However, as PLA pilot David Hocking found, the task of bringing the 22,500 tonne warship into the heart of London, was not without its challenges.

The bridge of the *Illustrious* is off set to one side of the deck.

While a number of the cruise vessels which visit the Pool of London are of a similar size in terms of tonnage, the *Illustrious*, and sister through deck carriers like her need very careful pilotage through the Thames Barrier.

Indeed as David explained, it was a two-man job both on the way upriver and for its return journey six days later.

"The fact that the bridge is offset to the side to allow a clear flight deck on the vessel, does provide a problem in terms of the ability to judge the clearances for the port side of the warship," said David. "It meant I needed a second colleague, who was on the gangway which runs under the port side of the flight deck, as we made our way through the Barrier."

"We were in contact throughout so that he could judge the clearance and ensure that we were taking the correct line through what is the smallest clearance en route."

David joined the PLA's

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pilotage team more than a decade ago and says that while the *Illustrious* was challenge it was "just part of the pilot's role".

"We work well as a team and, as with any large vessel that needs to navigate the River, we are aware of the issues that we might face and prepare accordingly," he said.

While in London the ship's crew played a full part in the Remembrance weekend's events.

On the Saturday the ship's crew provided the new Lord Mayor with an honour guard during the Lord Mayor's show, and on Sunday were part of the Royal Navy's presence at the Remembrance Day service at the Cenotaph.

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WITH SEASON'S GREETINGS

The Port of London Authority extends season's greetings to our customers, suppliers, river users and all others connected with the Port of London at home and abroad. At this special time we will be making donations to Seafarer's charities.



**NEW £2M SUPPORT
FACILITY AT DENTON**
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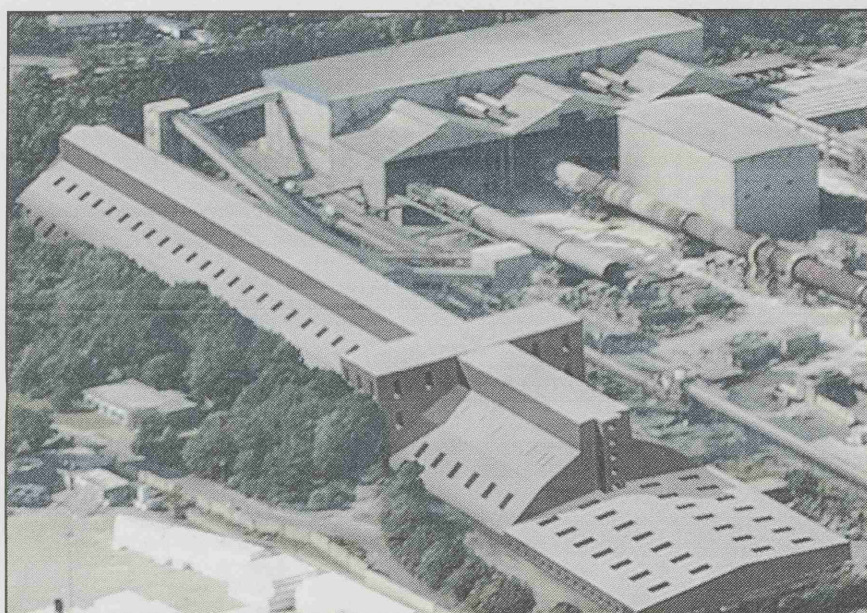


Construction is well underway; this photo shows the renovation of a Works' coal store into part of the terminal

New terminal on schedule

Continued from page 1

The Lafarge terminals on the River Thames will secure some continued employment and make use of existing structures and infrastructure. It is likely that the Northfleet facility will receive one ship a month from Lafarge plants in Greece and France in custom-built, state-of-the-art vessels.



An artist's impression of how the new terminal will look

Thames Clippers drive for recruits

THAMES Clippers has announced it will order six new Mark II Clippers from a shipyard in Brisbane as it prepares to launch a new 15-minute service which will link the West End of London with the Millennium Dome from June.

Chief executive Sean Collins has started the recruitment process for new crews for the service and said he had ordered the new vessels with a further option on two more from the specialist shipbuilder in Australia.

The Dome is set to be renamed the O2 as new owners transform the site into an entertainment centre.

Thames Clippers is to launch the new service in June next year and it will run every 15 minutes with more vessels being put on the route when major events are staged and demand peaks.

"The service will carry passengers from the West End to the O2 via stops in the City, and Canary Wharf," said Sean. "We have ordered six new

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Mark II Clippers from the shipyard in Brisbane with four due for delivery in June and another two in October. We have, however, also got an option on a further two vessels.

"The Mark II is all intents very similar to the current clippers and each will have a capacity of 220 passengers."

Growth

It is another step in the Thames Clippers' growth strategy and, with the Olympics on the horizon, the movement of passengers on the River will increase in importance.

"It is a significant event for the company," said Sean. "The vessels are on order and we are now looking to recruit the staff to operate the vessels."

Taking Illustrious through Barrier

Continued from page 1

Warrant officer Jan Pellow, a crew member on the ship and a veteran of the Falklands war, said the events this year were poignant because it marked a quarter of a century since the conflict. "Every year I am reminded of those who gave so much," he said. It reminded me, too, of how lucky I am, and I was so proud to be involved in this particular anniversary."

The commanding officer, Captain Tim Fraser, said: "It was a great honour to bring HMS Illustrious to support the City of London in its Act of Remembrance as well as being able to reinforce the ship's affiliations with the City."

Flying Angel's new home

CREWS from around the world whose ships berth at Tilbury will find a new look Mission to Seafarers inside the Port from next month following the closure of the Flying Angel Club.

The club, which has been a familiar stop for thousands of mariners over the years, will close to be replaced by a new ecumenical centre which will be housed in Tenants Row.

It will be called the Centre for Seafarers and will open on December 18.

The new centre will be operated by a new trustee board which will include the Mission for Seafarers, the Apostleship of the Sea, and the British International Sailors' Society (BISS).

Jenny Saunders, manager of the Mission at Tilbury, will take on the role of centre supervisor. She said that although it is a new site the welcome for seafarers will still be as warm.

"We have been looking to move to a new site for some time," she said. "The aim was to move to a more permanent building and the site in Tenants Row, close to the Port Health office came up, and we are pleased to have been given the opportunity to turn it into the new facility."

"It is now a joint operation between the three bodies, and we will be open between 8am and 11pm seven days a week."

Jenny adds that although the centre will open its doors on December 18 the date for the official opening had yet to be decided.

Immigration move pays off

THE arrival of immigration officers into the Port of Tilbury has already met with success.

The unit, which is now based in Tilbury as part of the countrywide reorganisation of the Customs and Excise operations, worked in conjunction with the Port of Tilbury police to arrest seven men who were seeking to illegally enter the UK via a lorry trailer.

The trailer had arrived at Tilbury on a vessel from Ostend and the seven left the trailer after it had been unloaded and sought to make their way out of the Port.

The group were spotted and immigration officers and police were alerted. Officers arrested the seven, all from the Punjab area on the Indian/Pakistan border, and they were taken to Grays police station.

After questioning they were handed back to the immigration officers and taken back to the vessels for the return journey to Belgium.



Roger Maycock, managing director, Brett Construction (left) with Simon Sherrard.

PLA volunteers assist with Camber whale

TWO PLA employees, Jason Carter and Glenda Frost, who are volunteer members of the British Divers Marine Life Rescue (BDMRL), were called out to Camber Sands to help when a whale was washed up on the beach at Camber Sands on the south coast.

They were the BDMRL marine mammal medics called out, but even before they arrived they were told that the whale was already dead.

After an initial examination Jason told the many media on the spot: "The whale is a Fin Whale more commonly found in the southern hemisphere, although small groups are sometimes found in the north. "The Fin Whale is the second largest animal after the Blue Whale; with a diet of small fish and krill. It is certainly unusual to see one on a British shore."

Jason later reported that he believed the whale had been dead for approximately two weeks, and had probably been floating around the shipping channels, which was why the carcass was badly damaged, with its tail severed.

The whale measured 15m without its tail, leading him to conclude that it must have 18-19m long, weighing about 25 tonnes, and with an age of between 20 and 30 years.

Jason and Glenda volunteer for BDMRL in their spare time. Jason has been with them for six years; Glenda a more recent recruit and completed her training with PLA sponsorship.

She was on her first call out, commenting: "I thought it was a shame that my first call wasn't a live stranding, but it was a good learning experience."

It took seven hours for the pair to gather evidence for the post-mortem. Jason took samples to Dr Paul Jepson at the Institute of Zoology.

Jason later praised Glenda for her assistance: "Glenda was invaluable, especially in dealing with the public and in particular with the younger members."

"Since the Thames Whale, back in January, it has been a very busy year for BDMRL. Maybe this is down to more public awareness as a whole. I have been involved in six whales this year alone, two which involved me being scrambled by helicopter to Skegness." So it looks like Glenda will have a busy time ahead.

As yet, it isn't clear how the whale had died, but the BDMRL are eager to discover the answer to help with other stranded whales.



Jason Carter and Glenda Frost with the whale.

Firstaiders in Grand Prior

THE Tilbury First Aid team have returned from the national Grand Prior championship with some impressive results from what is one of the most prestigious competitions in the country.

The team's success in the National Port championships in May enabled the two-man team to take on 22 other teams while the opportunity to take a reserve paid dividends for the dock operatives.

Steve Fogarty and Paul Dunn made up the Tilbury team with Brian Bass as the reserve.

All 22 teams in the event, which was held in Scarborough, had won their national competitions and went on to compete in a range of first aid and emergency scenarios.

The teams were divided into two lanes of 11.

The Tilbury team finished seventh in their lane, but Steve's performance was enough to give him runners-up spot in the highest individual score category.

Brian who was competing in the reserves competition won his lane.

Steve said: "The champions from the likes of the fire and rescue services, police and St John's Ambulance were there along with the winners from the railways companies and the power companies."

"The Grand Prior is certainly one of the top first aid competitions in the country and the standard was incredibly high."



New £2m support facility at Denton

PLA has officially opened a new £2 million operational support facility, Marine House, at Denton, Gravesend.

It is the latest in PLA's ongoing development of its Denton operation. It has been purpose-built by Kent-based construction firm, Brett Construction and was officially opened by PLA chairman, Simon Sherrard, who hosted the PLA board on a visit to the site.

The new building incorporates offices for PLA and towage operator, Adsteam and is home to the Authority's marine store and shot blasting and painting facility. It complements the PLA's existing engineering and boat lift operations at Denton Wharf.

The complex at Denton Wharf is the operations, repair and maintenance base for the PLA's fleet of more than 20 vessels, including patrol launches, hydrographic survey craft and pilot cutters.

The completion of Marine House brings to more than £6 million the total invested by the Authority in its Denton operations over the last four years. Sixty-five PLA employees are based at the site.

"The PLA is the navigation authority for the busiest port in the south of the UK," commented Simon Sherrard. "Marine House has been completed as part of our work to ensure that we provide a comprehensive and competitive service for the 30,000 commercial vessel movements in the Port every year."

Towage services company, Adsteam has taken an office suite in the new facility from which it will manage its operations in the Port. The company already uses Denton Wharf as the base for its fleet of six Thames tugs.

"The involvement of Adsteam testifies to Denton's role at the heart of a cluster of marine services and expertise that we will be continuing to develop," said Simon.

Health

"It shows that by developing the right support infrastructure in the right place we can help to secure the long-term health of the Port, supporting and sustaining the jobs it generates."

PLA's earlier work at Denton included the development of a new jetty allowing more craft to berth and the installation of the only 70-tonne capacity boat lift on the River. The boat lift is an important support facility on the Thames. In the last year alone, PLA has used it to lift more than 100 vessels out of the River for other companies or individuals.

Marine House features environmental innovations to minimise use of natural resources including a rain-water harvesting system for flushing the building's toilets and automatic sensors that turn off the lights in unoccupied areas.

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Commitment to London Gateway scheme

A senior delegation from global port and logistic park operator DP World has visited the site of the proposed London Gateway project with its chairman pledging full commitment to the scheme.

Permission for the £1.5 billion investment plan to develop London Gateway which is expected to generate 14,000 new jobs, has yet to be given by the Government. The final round of Government consultation closed on December 14 following the latest round of submissions by DP World and registered interested parties.

The company's chairman Sultan Ahmed Bin Sulayem visited the former Shell Haven site at Stanford-le-Hope in Essex with a delegation of senior management last month and told the media that the company was fully committed to delivering the London Gateway project.

He said that London Gateway would enhance the value DP World offers customers due to its proximity to the UK's largest consumer market.

"After visiting the London Gateway site, we have realised the vital significance of this project for the



Left to right: Jamal Majid Bin Thaniyah, Mohammed Sharaf, Sultan Ahmed Bin Sulayem, Simon Moore and Andrew Bowen

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British economy as well as for DP World," he said. The delegation included DP World vice-chairman Jamal Majid bin Thaniyah and

chief executive Mohammed Sharaf. The Dubai team met the London Gateway management team who briefed them on the progress of the

scheme. Mohammed Sharaf described London Gateway as "an exciting project that is of global significance to maritime and logistics business and one that we are committed to seeing through to successful completion".

Simon Moore, chief executive, London Gateway, said the visit had enabled the company's senior management to see first hand the

opportunity the project presented. However there was still no firm news on when the full permission for the scheme would be given the green light.

A spokesman said: "We have provided further information on the proposals and we are now awaiting the result of final consultation by the Government. We are hopeful that the decision will come in the New Year."

"The Secretaries of State at the DCLG (Department of Communities and Local Government) and DfT (Department for Transport) have said they want to see a speedy conclusion to the planning process."

The proposal, which was submitted by P&O Ports in partnership with Shell, prior to its acquisition by DP World, is to develop an intermodal port operation which would handle 3.5m TEU a year.

The company would like to see the first container berths being operational by 2010 and the first business units occupied by the end of 2007. The container quays could be over 2km long and designed to handle the world's largest container ships.

BRUCE'S LEGACY AFTER 12 YEARS AS CHIEF HARBOUR MASTER

WHEN Bruce Richardson retired as PLA chief harbourmaster at the end of the year he did so knowing that due to the changes in navigational safety introduced in the 12 years he has been with PLA the Thames now enjoys a greatly enhanced reputation for navigational safety and environmental management.

"I have seen enormous changes in the ports industry over the past 12 years, which I have faced enthusiastically," he acknowledged.

"The introduction of the Port Marine Safety Code was one, and although this did not require any additional legislation it gave ports a better opportunity of managing safety.

"The increasing impact of new technology, of course, has affected us all, but even more so with navigational safety systems.

"We are now on the third generation of our VTS - Vessel Traffic Services system - while we have a fully integrated Automatic Identification System - AIS - which allows us to monitor the movement of all vessels over 300-tonnes.

"In addition, our introduction of the AIS transponder into small commercial and passenger ships on the River in central London is hugely important and will make an enormous impact on river safety. This is a key action to come out of the Thames Safety inquiry.

"Another development I take great satisfaction from, although it is in its early days, is the introduction of the new Rowing Code of Practice, which allows rowers to do what they do in safety without causing mayhem by contravening regulations."

Bruce came to PLA after 32 years with the Royal Navy during which time he commanded a variety of vessels ranging from a single frigate to a flotilla of 47 ships.

This was when he first became acquainted with the River Thames, commanding a frigate from the Chatham base.

He served in three posts as a Rear Admiral before leaving the service in 1992.

He was Flag Officer Sea Training, Flag Officer 2nd Flotilla and Flag Officer 1st Flotilla and chief of staff to Flag Officer Surface Flotilla.

He was also Naval Attache in Moscow during the difficult times before the Iron Curtain was finally lifted.

One move which he believes gave him credibility in the commercial world was when he left the Navy and spent two years as managing director of an oil-related vessel management company based in Aberdeen before he took up his position as chief harbourmaster at PLA.

"I was centred on Aberdeen, but the business covered the whole world," he explained.

He says he is, in fact, a "half Scot", although his early days were spent in Broadstairs.

During his time with PLA Bruce has become a formidable maritime figure worldwide - as vice chairman for 12 years of the VTS committee of the International Association of Lighthouse Authorities (IALA) with 50 members worldwide.

He has also been president of



Bruce Richardson.

Report by PORT REPORTER

the International Harbour Masters' Association for the past six years, responsible for the arrangements and taking the chair at their annual congresses in Reykjavik, Amsterdam, Dubai, Cape Town, Bremen and Malta.

"Another challenge I have enjoyed," he explained, "has been working closely with the Metropolitan Police, the Kent and Essex forces on developing a counter terrorist strategy, which PLA made a major contribution to."

Role

Environmental issues are another important area where Bruce and the PLA have played a prominent role.

"In recent times we have brought together elements of our survey team and our environmental scientists into a marine conservancy team which gives us a more coherent ability to meet the environment agenda," he said.

Outside of the PLA, Bruce succeeded Chris Chattaway as

patron of the Cambria Trust, set up to restore the famous Thames sailing barge, *Cambria*.

This is a wooden barge, built at Greenhithe, Kent in 1906 and which was found in a decrepit condition in a creek. The Trust aims to raise £1m to do the job, and is applying for a Lottery grant.

It is the last British registered vessel to carry commercial cargo under sail alone.

Once fully restored, *Cambria* will be used for sail training and educational purposes, for which Bruce has been able to get the PLA involved.

"PLA is very keen to be associated with the project because it gives us a platform for education and sail training," he said.

Bruce will stay associated with this project because: "I would like to see the project through to the end."

His one great hope as he enters his last month with PLA is that final approval is given for the London Gateway project.

"I am very enthusiastic about the prospects for the future of the

Port of London," he continued. "My successor is going to have an exciting time. I envy him."

But it will be even more exciting once we get approval for London Gateway.

"One of the strengths of the Port of London is its diversity of cargoes and services.

"The Olympics will give the Port an enormous opportunity for transporting materials to the main site and taking spoil and construction waste away.

"With the event set to bolster London's position as a prime global tourist destination it will also have huge relevance to the cruise market.

"The Port will also have the benefit of the deepening of the Princes Channel.

"We are currently dredging this channel to provide stable eight-metre access from the south which avoids the navigational complexities of the Fisherman's Gat.

"We would anticipate that this will be completed by the end of next year."

Bruce is also patron of the North Russia Club - Second World War veterans of the Russian convoys - and arranges visits for them to Mumsansk and Archangel.

Guide

They couldn't have a better guide because apart from speaking fluent French he says he speaks "diminishing Russian".

Bruce admitted that he will be sad to step down because: "The great pleasure it has given me is to meet such a cross section of river users, who have such great stories to tell. At one end of the River we have the single sculls in shallow water and at the other end the VLCC tankers and the large container ships."

He has no intention of stopping work, with plans to give the maritime industry continued access to his knowledge of navigational safety through an expert consultancy.

Immediately, though, he will welcome the opportunity of more leisure time for his salmon fishing, soothing music and renovating his "crumbling cottage in France."



Passengers are taken to safety

Success of Exercise Palm Tree

THE Maritime and Coastguard Agency (MCA), which is responsible for coordinating search and rescue missions on the tidal Thames, organised a major exercise on November 1, involving all the relevant agencies and emergency services.

The exercise was designed to test the response to a major river incident by maritime rescue units and shore-based agencies.

The scenario was that a pleasure boat, the *Golden Salamander*, was sinking in the middle of the River at Battersea. On board were 100 volunteers.

The master of the *Salamander* contacted HM Coastguard with a Mayday call and the services responded appropriately. Twenty five floating dummies were released into the River which police, RNLI lifeboats and fireboats attended to.

The 100 survivors were taken aboard lifeboats, police boats, fireboats, the PLA river patrol launch *Chelsea* and *Driftwood II*.

These were disembarked at Chelsea Harbour pier where ambulance, local authority staff and other services were waiting to attend to them.

An RAF Sea King rescue helicopter flew in to winch a supposed casualty from the *Salamander*. This part of the exercise was to test the coordination, communications and practicalities of using such a large aircraft in central London.

While participants would have been aware of the exercise through the appropriate Notice to Mariners, they had not been apprised of the scenario and a great deal of "free play" allowed them to deal with the problems as they arose.

An MCA spokesman said: "The exercise has been designed to test LESLP (London Emergency Services Liaison Panel) procedures as applied to a major search and rescue incident on the River Thames. The panel ensures a partnership approach between all the relevant agencies in the planning for, and the response to, a major incident of whatever kind."

PLA chief is ports chairman

PLA chief executive Richard Everitt has been elected chairman of the UK Major Ports Group in succession to Terence Mordaunt, whose term of office has expired.

Richard was a main board director at British Airports Authority from 1990 to 2001 when he was asked to take the role of chief executive at National Air Traffic Services Limited (NATS) on its part privatisation. He left NATS in 2004 and joined PLA as chief executive in December of that year.

The UK Major Ports Group also elected Des Crampton, managing director of Medway Ports as deputy chairman in succession to Richard Pearson, chief executive of Hutchison Ports (UK) Limited.

The UK Major Ports Group is the association which represents most of the major port operators in the UK. Its nine members operate 41 ports, which account for three-quarters of the annual tonnage passing through UK ports.



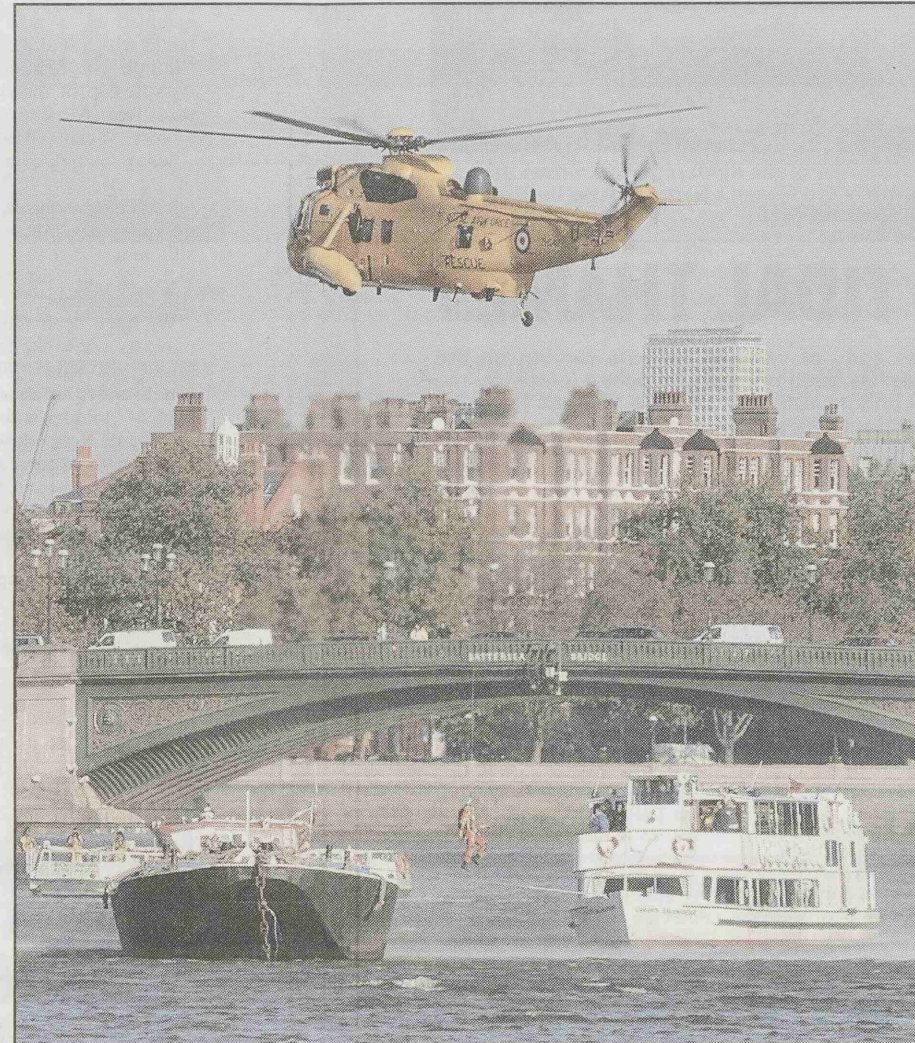
PLA's Phil Harris, third left, meets HRH Princess Royal on board HQS Wellington

PLA flies flag at World Maritime Day

HRH The Princess Royal was amongst the many guests and visitors to World Maritime Day, held on board HQS Wellington on the Thames in central London.

Jointly hosted by the Honourable Company of Master Mariners and the International Maritime Pilots Association, in partnership with the International Maritime Organisation (IMO), this was part of celebrations to mark IMO World Maritime Day.

This highlights the vital contribution that the shipping industry makes to world trade and development. The aim of the event on HQS Wellington was to showcase the contribution made by UK based institu-



A winchman rescues survivor from the water.

Vital Olympic role for Thames

THE Olympic Delivery Authority (ODA) has said it fully recognises the important role the River Thames has to play in the 2012 Olympics - and that it was determined that any Olympic legacy needs to be sustainable well beyond 2012.

Speaking at the 'London a Port City: Putting Thames in Thames Gateway' conference in London in October, Ralph Luck, director of property at the ODA, said: "No previous Olympic organising committee had got the legacy right."

He was referring to the criticism levelled at the Atlanta and Sydney Olympic Games in 1996 and 2000 respectively. Both cities were accused of not having an adequate after-Games plan in place. Consequently, numerous costly sports facilities were left dormant once the Olympic flame was extinguished.

The ODA is responsible for creating the infrastructure for the Olympic and Paralympic Games in London in 2012, as well as undertaking some operational work while the Games are underway, such as the provision of transport.

Ralph Luck said: "After looking at previous models of delivering the Games, it was felt that

PLA CHIEF AT MAJOR POLICY CONFERENCE Thames will always be part of UK's economic future

PLA chief executive, Richard Everitt told a major conference that ports will continue to play a critical role in the future regeneration and development of the UK.

Speaking at 'London a Port City - Putting the Thames in Thames Gateway', held at the Museum of Docklands, Richard said the Thames would remain at the heart of the regional and national economic future.

"The Thames Gateway will experience massive restructuring over the next ten years and the PLA will be a key player in this development," he explained.

"Ports are intrinsically about developing sustainable communities. They offer huge opportunities to develop around the activities that ports can bring.

"They demand very careful attention by planners to ensure that the key port infrastructure is maintained. Ports are dynamic and they require land to grow.

"The impact of Thames Gateway regeneration on London's water space will pose several challenges and policy-makers, planners, industry representatives and urban designers should not underestimate the importance of the Port," he continued.

Accommodating the estimated 200,000 homes planned for the region will radically alter the land use and landscape identity of the Thames waterfront, extending from Tower Bridge to the Estuary.

Add the impact of the redevelopment work in the Lower Lea Valley site in time for the 2012 London Olympics, and the River Thames will experience one of the most radical regeneration programmes in living memory.

Richard singled out the proposed London Gateway development as an excellent example of the Port contributing to this regeneration programme.

"It will be an integrated container port with a link to a major business park with approximately one million square metres of business and logistic space and up to seven container berths which can take the largest container ships in operation," he said.

On the 2012 London

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Olympic Games, Richard said: "This is a big opportunity. If the Olympic objective is carbon neutral, and its fully recognised that water transport minimises the carbon footprint, then we, with many others, will work very hard to do several things as far as the Olympics is concerned.

Recognition

"This will include, firstly, getting proper recognition of the logistic potential of the Port of London and, secondly, to boost the opportunity for intra-port trade going to and from that site."

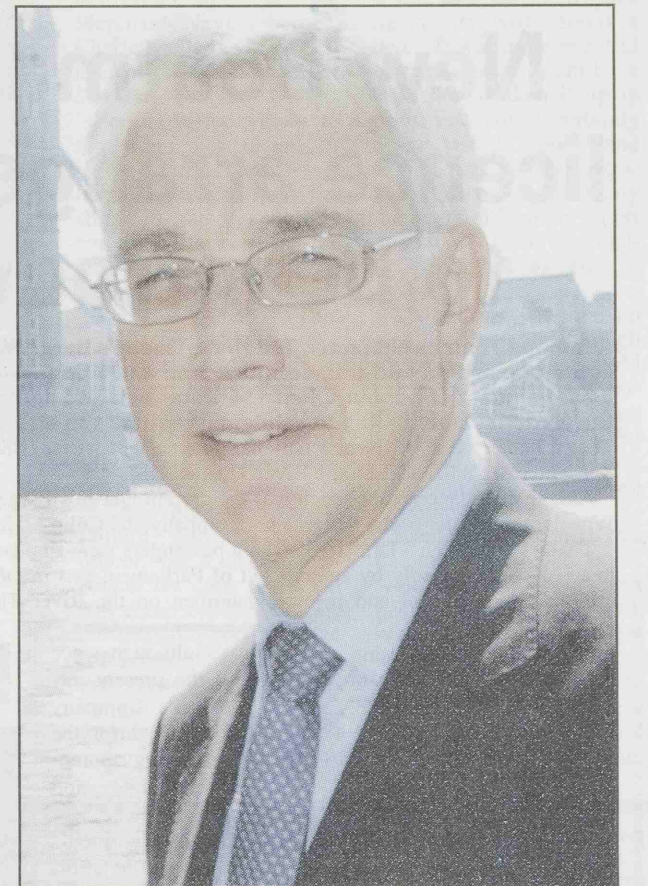
He returned to the subject of planning and how development agencies must consider what role any port can

play.

"Investment is the key to future port development and investment will be attracted by certainty through supportive spatial planning policy," he pointed out.

"This is critical. If we want the Port to play a role, the Thames Gateway has got to have policies in place to allow the Port to grow and develop."

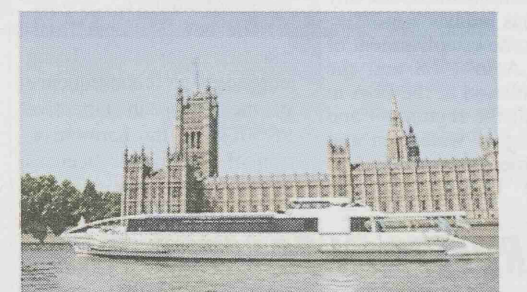
Jon Cruddas, MP for Dagenham, chaired the conference and other speakers included Stephen Steele, head of freight unit at Transport for London and Adrian Judge, group strategic director, Cory Environmental.



PLA chief executive, Richard Everitt.

thames clippers
go with the flow

Licensed Waterman, Apprentices, Engineers & Fitters



Thames Clippers is the leading provider of commuter passenger services on the River Thames, operating fast modern craft over the key central stretch of the river between Central London at Savoy Pier, through to Canary Wharf and on to Greenwich and now Woolwich Arsenal.

Thames Clippers are delighted to introduce an additional six new catamaran vessels on the river in 2007, each vessel carrying up to 220 passengers, to operate a new service to coincide with the opening of The O2 (formerly the Dome) in July 2007.

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HR & Operational Support Manager
Thames Clippers
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END OF AN ERA

New Boatmaster's licence arrangements to be introduced

A famous Thames character, Ted Hunt, Queen's Barge Master Emeritus, who ran a lighterage school and trained more than 4,000 apprentices from 1948 until 1988, was the guest of honour when 134 watermen and lightermen attended a lunch at the National Liberal Club in Whitehall to mark the end of an historic era.

From January 1, 2007 the new national Boatmaster Licence (BML) will replace the Watermen & Lightermen's licences on the River Thames.

Also in attendance at the lunch was the current Queen's Barge Master, Paul Ludwig; Brian Wheeler the Master of the Watermen's Company and Colin Middlemiss clerk to the Company.

Thames watermen's fares for carrying passengers were first controlled by Act of Parliament in 1514. Subsequently by another Act of Parliament in 1555 the Watermen's Company was established to control and licence watermen on the River Thames between Windsor and Gravesend.

Since 1887 the licensing area has been from Teddington to Lower Hope Point.

In 1700 the lightermen who carried cargo, who were members of the Woodmongers Company, petitioned Parliament to become members of the Watermen's Company and an Act of Parliament to bring them into the Watermen's Company was passed in that year.

There have been Acts of Parliament controlling the Watermen's Company over the centuries the last being in 1859 which is the Act under which the Company functions today.

With the establishment of the PLA in 1908 and the consolidation of the PLA in 1920 all the regulation and licensing of watermen and lightermen was transferred to the Port of London

Authority - although since 1908 until the present day the Watermen's Company has acted as agent for the PLA in examining apprentices and candidates and issuing licences.

The Watermen's Company will still be offering an apprenticeship route to the Boatmaster Licence and facilitating a training syllabus. The term 'lighterman' will no longer be used on licences.

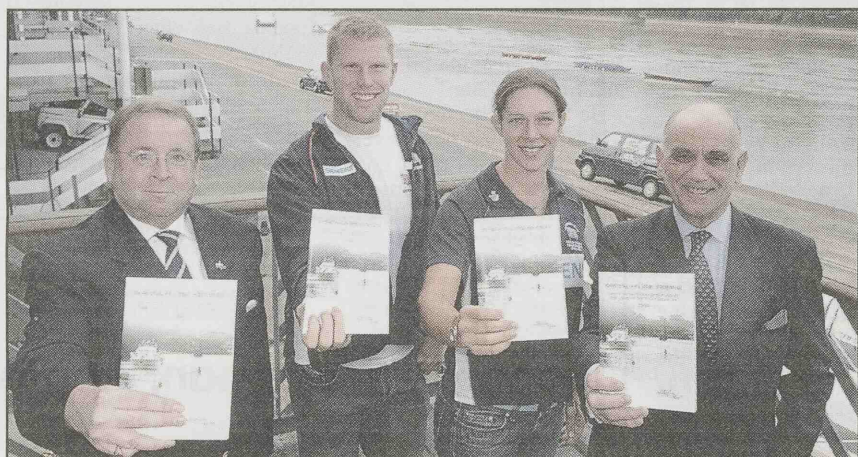
The term 'waterman' will continue in the BML local knowledge endorsement for the River Thames.

The new National Boatmaster Licence is being introduced as a consequence of the European Directive 96/50/EC on the harmonisation of Boatmaster licences in the European Union.



Eddie Smith, 70, former lighterman since 1952 and now chairman of the lighterage committee at Watermen's Hall, opens the lunch, flanked by Ted Hunt, formerly the Queen's Barge Master (left) and Brian Wheeler, current Waterman's Master (right)

NEW SAFE ROWING CODE FOR TIDAL THAMES



Left to right: Martin Humphrys, Thames Regional Rowing Council; Matt Wells, University of London Boat Club; Annie Vernon, Thames Rowing Club; and Bruce Richardson, PLA.

The new code of conduct for safe rowing on the tidal river has been officially launched jointly by the Port of London Authority and the Thames Regional Rowing Council (TRRC).

With more and more oarsmen taking to the water, either for competition or for leisure, PLA and TRRC have worked together to make sure that everything is done to optimise safety. A key challenge addressed in this collaboration to encourage safe rowing has been making sure other river users are also accommodated when using the tidal Thames. Development of the Code involved extensive consultation and discussion with rowers, coaches and safety officers from the many clubs along the tideway. The resulting guidance - *Rowing on the Tideway* - provides details of the areas designated for rowing, together with associated local rules. It also underlines the importance of three key principles:

- knowing and following these rules
- keeping a good look out
- showing consideration for other river users

Bruce Richardson, PLA chief harbour master explained: "Rowing safely on the tidal Thames requires more than the usual rowing skill. It also demands a sound knowledge of the tide, current and depth. That's why it was so important to combine the collective knowledge and experience of PLA and TRRC to produce this unique code."

"We have increasing numbers of river users on the Thames, often pursuing different activities in the same confined area. The Code provides all with a single set of clear rules and guidance."

We will continue to work with the TRRC to ensure that it is universally adopted, thus further enhancing safety on the River."

PLA is actively encouraging compliance with the Code by offering prizes for the three best implementation records by rowing clubs. Annual performance will be judged each autumn by the TRRC. First prize of £1000 will go to the rowing club with the best overall safety and compliance record. Prizes will also be awarded to the runner up and the club with the most improved record.

Martin Humphrys, chairman of the Thames Regional Rowing Council, said: "The work undertaken between the PLA and TRRC to produce this code has enabled all of us to ensure that the future of our sport on the tidal Thames is safeguarded. It is now important that every member of the rowing community plays their part in ensuring that not only all aspects of the code are adhered to, but that everyone who uses the Thames can enjoy the river in safety."

relocate the Flying Angel at the Port of Tilbury.

Secretary Pam Melvin explained: "This means that our next meeting, which will be the annual general meeting, will be at the Cruise Terminal on Saturday, April 14 at 12.30pm for a 1pm start."

Roger Elliott, head of security at the Port of Tilbury, gave members who attended the last quarterly meeting a resume of current security issues.

Great work He explained: "We have done some great work recently stopping thefts from containers."

"Generally speaking, there are now less accidents in the docks, and this must be down to the tighter health and safety regulations."

"There was an accident

recently on board a ship when a seaman had his foot almost severed and it was saved by two of our staff, who were subsequently praised for their efforts."

The story had a happy ending, said Roger, when the seaman had his foot sewn back and he was then sent back to his home.

Pam Melvin reported that since the previous meeting they had lost a well-known member, Albert Baker, and that Ron Ambrose had represented the association at the funeral where there had been an excellent turnout - in fact, it had been standing room only.

Representatives from the Royal Navy Association, Royal British Legion, and the Royal Air Force Association had all attended.

3 ARRESTS IN TRACTOR THEFT

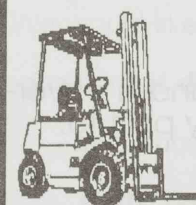
THREE men have been arrested and bailed by Port of Tilbury police after the attempted theft of two mini tractors.

The vehicles, bound for Germany, were stolen en route and police at Tilbury were contacted before the container was loaded onto the vessel at the docks.

Officers investigating the case then arrested a lorry driver and two other men and recovered the two tractors which were valued at £8,000.

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MERIDIAN BOWS OUT

HELLO again. It's nice to be back in time to wish you all the compliments of the season, and to thank those readers whose kind enquiries about my health compensated greatly for the absence of this column from these pages for the first time in four decades.

I am only too happy to say I am in good health and accept that missing feature as something beyond my control. The price perhaps of my growing conceit that it might have run without a break for a full half century.

It gives me the greatest pleasure to say that such an unlikely ambition on my part is certainly not the reason it has kept going for so long. That has been entirely due to the encouraging participation of a readership most journalists could only ever hope for.

My debt to them, young and old, many of whom have become close friends is unbounded. Right from the beginning they certainly became the driving force. That is why for the first time I am finding this column so difficult to write. Sadly, for personal reasons, I feel the time has come to take a break. It will be my last.

I hope I can be forgiven for indulging for once in some nostalgia over how it all started from an idea conceived by two former colleagues, distinguished journalists who wisely believed that a proper newspaper, published specially for that oldest and still most important London community, all those men and women who by tradition or its process of development, are involved in its port industry.

The Port newspaper was launched early in 1967 and as a result quickly won the full support of both sides of the industry. Indeed through its skilled editorship, reporting integrity, its popularity has never waned.

Its remarkable influence

The identity of Meridian has not been revealed before - but we can unmask him in this issue as this is his last contribution after a unique unbroken run of contributing to every issue of the newspaper, in its various forms, since it was launched as *The Port* in April, 1967.

He is George Glenton, a former distinguished Fleet Street journalist, whose 'beat' was, for many years, the Old Bailey covering some of the most famous trials of the twentieth century for the *Daily Mirror*.

These included the infamous Kray and Richardson gangs.

Prior to that he was with the old *News Chronicle*, and when this folded he and Bill Pattinson, then news editor, wrote a book together entitled *The Last Chronicle of Fleet Street*.

Bill Pattinson was the first editor of *The Port* and he persuaded George Glenton to contribute a regular article because of his experience and keen interest in maritime affairs. It was said that George had "a compelling mixture of salt water and printers' ink in his veins."

In fact, in 1995, George had a book published 'No Safe Haven' which told the epic story for the first time of the endurance of the Allied Merchant Fleet in the Mediterranean from 1942-44.



When its editor Michael Guy was awarded the accolade of the Guild of Industrial Newspaper Editors for producing what they described as "By Far The Best" newspaper of its kind it came as no surprise to those involved.

When I was invited to contribute a feature for its first issue I was otherwise so fully employed I might

well have turned it down. In fact it was a bonus - I just could not refuse - a rare opportunity to put into proper focus the clash of two careers.

Journalism was not my first choice. My real ambition was to go to sea, a determination blighted when that time came by a world depression which caused fleets of ships to be

laid-up in every available British anchorage.

Instead I served my apprenticeship in that other family tradition. My chance came three years later in the early days of the war when I was sent to interview one of the Merchant Navy's heroes, Charles Pollard, chief engineer of the London tanker *San Demetrio*.

For those too young to remember her name, or haven't seen the film it inspired, she was one of the ships in the *Jervis Bay* convoy attacked because of his experience and keen interest in maritime affairs. It was said that George had "a compelling mixture of salt water and printers' ink in his veins."

In fact, in 1995, George had a book published 'No Safe Haven' which told the epic story for the first time of the endurance of the Allied Merchant Fleet in the Mediterranean from 1942-44.

The tanker was hit repeatedly by the raider's shells, set on fire and abandoned as a blazing wreck. Pollard, and the second officer, and a dozen members of her crew found her still afloat and still burning the next day, boarded her from their life boat, put out the flames after a perilous, hungry and horrendous journey, delivered her cargo of vital petroleum intact.

His modest account so impressed me all my seagoing aspirations returned and a few weeks later I signed aboard my first ship to catch up on that lost sea time.

The story of that career would take too much space for me to write about it here. It was more eventful perhaps than it might have been had I taken it up in peacetime but it certainly never lost its appeal and also had the merit of introducing me to so many members of London's port community I was eventually welcomed as one of them.

My return to journalism was inevitable and though meeting deadlines could often be quite as compelling as catching tides, writing a regular piece for *The Port* has been the perfect catalyst for those clashing careers.

I am going to miss this column very much but I won't say goodbye. It's been a long voyage and, who knows, we might meet again on some other trip.

My sincerest thanks to you all. May you have a very happy Christmas and many happy years to come. THE END

PLA paintings in new port book

PLA, over the years, has compiled a remarkable collection of paintings, engravings and watercolours which provide a unique pictorial history of the development of the Port of London.

These either descended to the Authority from the old dock companies, or have been presented to or acquired subsequently. Equally important is the high artistic merit of the collection that would rank as works of art in any national or international public exhibition.

Indeed some of the paintings proudly hang in galleries of the Museum in Docklands.

Many were hung in the PLA's old headquarters in Trinity Square. But when the PLA moved from there they were put in storage and subsequently passed to the Museum in Docklands for safe keeping.

Now, though, many have been reproduced in a new book by Professor of Civil Engineering, A K Al Naib, former head of department at the University of East London, which is entitled 'London and Dockland Historical Reader and Picture Collection' which is bound to be in great demand as a Christmas present by the thousands of people who have been associated with the Port of London.

Professor Naib explains that the book has been published on



The Royal Albert Dock, Looking West, 1950 by Arthur John William Burgess.

a 'not for profit basis' by the university - but to increase the interest in the Port of London and the City.

In fact, readers who order the book by post will not have to pay post costs.

"Our intention was to keep the price below £10." Professor Naib explained. "There was enough material for a book twice the size of the 160 pages," he said. But that would have put up the cost."

This brilliant book, though, is more than a collection of the PLA's artworks. It traces the history of the Port of London and City from early centuries, through to the 21st century. There is something of interest

for everybody who has ever been associated with the Port.

It contains the social history and the Great Dockers' Strike of 1889; the famous ships that have visited the Port; the City and Docklands at war including the London Blitz; post war rebuilding; containerisation and closures; extracts from PLA's engineering archives; PLA's specialist library and books; wharfingers and lightermen in the Port; shipbuilding on the Thames and the setting up of the country's first police force to patrol the docks.

In fact, the book has more pictures than any other publication on the subject of the Port of London.

Professor Naib comments: "As a lavish visual tribute to a major London history, it features the work of the masters of each period, from the 16th century right up to the 21st century and brings the romance and drama of London and its Dockland vividly to life."

* Copies of the book can be obtained from Research Books, PO Box 82, Romford, Essex RM6 5BY. Please make out cheques for £9.99 to Research Books.



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Tilbury Docks Branch

Invites all Tilbury dockworkers to attend our meetings held regularly on the 3rd Sunday of each month at 10.00 in Athlone House, Dock Road, Tilbury.

NEXT MEETINGS:
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Royal Procession in the Thames at Tower Bridge, 1954 by Edward Seago.

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BRIEFLY HEAD OF RIVER RACES UNDERWAY

THE fours and vets fours Head of the River races took centre stage last month with the scullers race due to be held as this issue went to press.

More than 500 entries, with 2500 participants, in November followed the course, which is the reverse of the four-and-a-half-mile University Boat Race from Mortlake to Putney - and took on the clock, and some typically seasonal wet and windy conditions.

While the spring races attract plenty of attention as a warm-up event for the Thames ahead of the Oxford and Cambridge annual contest, these late autumn races are just as popular with spectators. The Embankment and tow path along south west London were packed on both days. The Fuller's brewery once again sponsored the four event.

It is one of those rare opportunities for juniors and veterans to rub shoulders with Olympians.

The races represent a huge logistical challenge and involve extensive co-operation from a cross section of authorities including the PLA, the Metropolitan Police Thames Division to the British Red Cross. The race days are always a good source of entertainment and despite the weather, the events were enjoyed by all.

CALENDARS ON SALE

THE committee of the River Thames Watermen's Lightermen's Almshouse and Benevolent Fund would like to thank the people who have supported them over the years and hope it will continue.

2006 Christmas Draw books and 2007 calendars are now on sale.

They are available from Woolwich Ferry, Dockers Club at Boulcott Street and various sellers.

They can also be obtained from Bob Cook, 4, Lynn View Close, South Benfleet, SS7 5RJ. Telephone 01268 759469 or by email

diane.bob@tiscali.co.uk
Draw books £1.00 a book of 10 tickets and calendars £4.00 each.

The cost for one calendar, plus post and package is £6.00.

UK port statistics for 2005

THE Department for Transport's national statistics on port traffic for 2005 show London still in third place in the national ports league.

And it is still far and away the busiest port for the widest variety of cargoes handled.

It increased its tonnage during the year, and is now 2m tonnes behind second placed Tees & Hartlepool, and 6m tonnes behind leaders Grimsby & Immingham.

The statistics show:

* Freight traffic at UK ports rose by 2 per cent in 2005 to 586 million tonnes (Mt) compared with the previous year.

* Inwards traffic rose by 12 Mt (an increase of 3 per cent) to 354 Mt and outwards traffic by 1 Mt to 231 Mt (less than one half per cent).

* Bulk traffic, in terms of tonnage, rose by 7 Mt, up 2 per cent, while container and roll on roll off (ro-ro) traffic increased by 5 Mt, up 3 per cent.

* Containers increased by 150 thousand units, up 3 per cent and road goods vehicles and unaccompanied trailers increased by 155 thousand units, up 2

per cent.

* Leading ports by tonnage in 2005 (2004 positions in brackets) were:

Grimsby & Immingham	1	60.7 Mt	(1)
Tees & Hartlepool	2	55.8 Mt	(2)
London	3	53.8 Mt	(3)
Southampton	4	39.9 Mt	(5)
Milford Haven	5	37.5 Mt	(4)

* Dover recorded 2 million road goods vehicles and unaccompanied trailer unit movements, 3 per cent more than the previous year. Felixstowe, the leading container port, handled 1.7 million containers, one per cent more than last year.

Other port statistics in 2005:

* International sea passenger journeys fell by 7 per cent to 24.7 million compared with the previous year.

* Accompanied passenger car traffic fell by 8 per cent to 6.3 million.

* The number of ship arrivals were down by 3 per

cent to 146 thousand.

Merchant fleet statistics at end 2005

* The UK registered trading fleet increased by 11 ships during 2005 to 608, while tonnage increased from 10.5 million deadweight tonnes to 11.6 million deadweight tonnes, 10 per cent up on the previous year.

* The UK registered trading fleet included 129 tankers, 137 ro-ro vessels, 144 container vessels and 38 passenger vessels. Container vessels accounted for half of all deadweight tonnage.

* The trading fleet of ships owned by UK companies increased to 17.1 million deadweight tonnes by the end of 2005, up 5 per cent on the previous year.

* Of the 688 trading vessels owned by UK companies, 169 were tankers, accounting for 36 per cent of the deadweight tonnage of UK owned trading vessels. Of the other 519 vessels 137 were ro-ro vessels, 75 container ships and 49 passenger vessels.

* World tonnage of trading vessels increased by 3 per cent in 2005 to 956 million deadweight tonnes.

Brewery takes to water in London move



The giant stainless steel fermenting vessels being moved on the River

Report by GRAEME EWENS

ALMOST two years after the last Concorde was carried down river by barge, a drawdock on the Thames at Isleworth was brought back into commercial use for the shipment of a number of giant stainless steel fermenting vessels which had been removed from the redundant Guinness brewery at Park Royal for transfer to Tilbury

dock for onward shipment.

Over three series of river movements, eight of these stainless tanks which measure 16m long, 5.7m wide and weigh 18 tons, were towed downriver in a faultless operation which showed that the upper tidal reaches still have a commercial role to play.

David Foster, PLA's deputy harbourmaster for that part of the Thames said: "The move-

ment of these abnormal loads by tug and barge by river from west London, through the capital and out to Tilbury has gone extremely well. It obviously required some careful planning but we very much welcome such special project cargoes on the Thames.

"It is all part of our continuing work to further increase use of the River and to keep unnecessary large movements off London's crowded roads."

Speedrite, the plant and machinery moving specialists, won the contract for the decommissioning of the Diageo Guinness brewery after production of the famous stout was transferred back to Dublin.

Speedrite subcontracted Markham Moor Transport for the road haulage and Thames Wharfingers for the river transport. AC Bennett and Sons provided the craft, with the 1927-built, shallow draft tug Unico chartered from J.T. Palmer & Sons of Gravesend to tow the barges from Isleworth down through the bridges to the Pool of London, where Bennett's own tug picked up the tow to Tilbury for onward shipping.

Originally the tanks had been delivered by barge to the same wharf by the same contractors in

1985/6 and 1990 and a photo of them on the wall at Isleworth adorned a recent waterman's calendar.

Three of the decommissioned tanks were bound for Nigeria and one for Ghana - countries where bottled Guinness is popular. The remaining tanks were to be shipped to Hartlepool via Middlesbrough by coaster.

The main logistical problems came in the road transport section of the journey when local councils had to agree to remove street furniture, lighting and railings so the low loader trucks could reach the riverside.

David Foster added: "In the run up to the construction of key projects like the Olympics, we look forward to helping facilitate an increase in such project cargo movements."

'2006 - year of waiting and planning for PLA'

NOVEMBER's Thames Estuary Partnership (TEP) Annual Forum in London gave James Trimmer, head of planning and partnerships at the PLA, an opportunity to review the PLA's progress over the last two years and also the key role UK ports play in general.

"Commercially, based on Department for Transport statistics, the Port of London remains the third largest port in the UK," he told delegates. "We are still there and we are thriving. Volumes through the Port of London are estimated to have increased in 2005 to a total of 53.8 million tonnes, which is a market share of 9.2%. In terms of intra-port traffic - traffic moved between terminals in London - 2005 was an exceptionally good year as traffic increased by 35%."

James went on to say that 2006 has been "a year of planning and waiting".

He was referring to several projects and applications which are at various stages of scrutiny at local authority and national government level, including the London Gateway - the proposal to regenerate the 1,500 acre former Shell Haven oil refinery - for which the PLA, and the rest of the port of London, have been waiting for final approval since 2003. "The London Gateway has the potential to double tonnages through the Port of London within a few years."

James's department is responsible for the initiation, co-ordination and implementation of the PLA's land-use planning and transport policies, and the fostering of strategic and local partnerships involving the PLA throughout the Thames.

He said that 2007 is a year which will fully stretch his department.

"We are awaiting the outcome of the inquiry into a development plan, including housing, offices and a small covered wharf proposed for Peruvian Wharf."

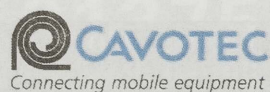
"This scheme would reduce the site's potential to accommodate a meaningful port operation with the associated transport and sustainability benefits it could bring."

"As Peruvian is a safeguarded wharf the PLA, together with the Mayor of London, have opposed the scheme."

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The MoorMaster at work at Patrick's in Australia.



Tilbury schools competition

PORT of Tilbury managing director Perry Glading welcomed youngsters from local schools after winning a competition based around a visit to the Port.

Children from several schools in Thurrock attended a prizegiving ceremony after being judged winners in an special art competition.

Children who had been invited to visit the Port

during the year were asked to produce a piece of artwork inspired by their trip and each winning child's work will now be framed and hung in various places around the Port.

There were 15 winners from seven different schools and prizes included tickets for the London Eye, London River Cruises and book vouchers while the overall winners received experience vouchers, an art set and a day with an artist to enhance their creative skills.