

ONBOARD



Port of Milford Haven

Autumn 2016 | Issue 4
News from the Port of Milford Haven

Parking Ships

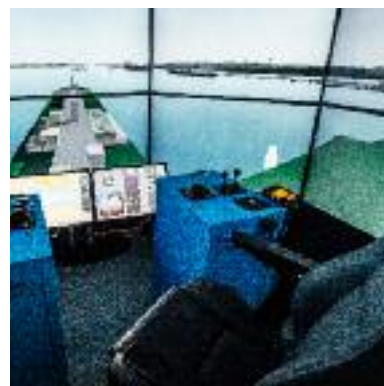
Port's newest pilot doing the job that ticks all the boxes



Crunchy feet
Reflexology sessions helping cancer sufferers through difficult times



Magnificent brutes
Svitzer's fleet of monster tugs truly are world beaters



Really Real!
World's most advanced ship simulator opens at Milford Marina



Power Prize
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All promotions are subject to boat length, draft, beam length, availability and notification of arrival in advance

^{†††}By entering this competition, you indicate your consent to receiving marketing information from Milford Haven Port Authority

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No cash alternative is available, and no correspondence will be entered into.

It's been six months since the last issue of OnBoard. In that time much has happened in the Port. We have handled 29 million gross tonnes of shipping in and out of Milford Haven. We have agreement for our first new development at Milford Dock and have completed a significant programme of repairs and improvements to dock walls at Pembroke and Milford. And amidst all this 'business as usual', the UK has voted to leave Europe.

My strong feeling is that, post Brexit, it will remain business as usual for the UK's largest energy port. The UK is an island and its key ports will remain vital. In fact, an Atlantic-facing port with shipping routes tapping into economies across the globe will be more critical than ever after Brexit.

Since our last issue of OnBoard the Port has also undertaken a survey to gauge the views held by our wide range of stakeholders about the Port and what we do. This is nothing new. We have done these on a regular basis over the last few years. An increasing number of organisations - large and small, commercial and public sector - are now overtly seeking and responding to customer or stakeholder feedback. As I exit the Curry's store I get the opportunity to press a smiling button or a frowning button; after every car service the garage now phones me up to ask for feedback on the service I received.

I am of course delighted with some of the feedback and have taken note of where stakeholders believe we could improve.

However, we are a unique organisation. Unlike retailers such as Curry's, our business is not about customers alone. Ours is intimately bound up with the mission of developing wealth, wellbeing and economic activity within this region.

To help us in that mission, we have had one-to-one in depth discussions about what we do, how we do it, and how we engage with the regional agenda for achieving economic growth and diversification. We've had these conversations with major international companies such as Valero, South Hook LNG (owned by Exxon and Qatargas) and Dragon (owned by Petronas and Shell), with the UK Government, with the Welsh Government, with the major colleges and universities and with representatives of leisure boat owners amongst others.

Fundamentally this exercise has helped us to further improve our perspective on the various needs of the local, regional and national economies. Whilst there may be uncertainty ahead we want our stakeholders - you - to know we are committed to Pembrokeshire and we have the assets, resources and talent in our organisation to help build the Haven's prosperity.

Alec Don Chief Executive



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Powerboat champions win Port sponsorship deal

A pair of sibling offshore powerboat champions from Saundersfoot have secured sponsorship from the Port of Milford Haven's £70 million regeneration scheme 'Milford Waterfront'.

Brother and sister Daisy and Sam Coleman claimed the PI Superstock National Championship title in Bourmemouth last month and were the first team in the series' history to podium at every event.

Their meteoric rise to the top is all the more impressive as neither came from a boating background. Daisy, the co-pilot, had no boating experience at all until four years ago. She has since gone on to win the PI Sports Personality of the Year to add to the impressive medal haul that Coleman Racing have achieved.

The pair welcomed the sponsorship that includes financial support for the upcoming season. "Coleman Racing are proud to partner with Milford Waterfront to showcase the wonderful facilities they have here on a national and global scale," said Sam. "Having raced all over the UK there are not many places that come close to what we have on our door step here in Milford. We'll be using Milford Waterfront as our base for training and testing throughout the winter," he added

Top of the world! - Daisy and Sam conquered the PI Superstock Championship in 2016



Port backed as champion of Pembrokeshire business



The Port of Milford Haven's role as a standard bearer attracting new trade and investment to Pembrokeshire is widely supported by businesses and the public, according to a new survey released this autumn.

Whilst the Port's key roles of ensuring safety of shipping and preventing pollution were expected to be widely understood and endorsed, an encouraging 85% of respondents also recognised its role reinvesting profits into the business to promote economic prosperity and create jobs in the county.

Andy Edwards, board director and chairman of the Port's Stakeholder Accountability Committee welcomed the results. "This represents strong acknowledgement among people in Pembrokeshire of the work the Port does," Andy said. "Our

role ensuring safe navigation and looking after the interests of waterway users has always been widely known and understood. However we are proud of our role as a catalyst for economic growth in the region" he continued. "We are very pleased that role is so widely endorsed by the people who matter: our stakeholders who live and work around the waterway."

↑ Brand champion - Port projects such as the £70m development of Milford Waterfront are seen as critical for creating jobs and economic growth.



Man jumps off perfectly good bridge, bounces

The Port of Milford Haven's Systems Administrator has taken a slightly illogical step in a bid to raise money for the Port's charitable cause of the year.

Rob Nichol walked the plank and dived from the Cleddau Bridge, 40 metres above the swirling river last month. He was attached to a bungee.

"I was a bit distracted at first," he said. "But I felt a hand in the small of my back and the guy said 'I've got your balance.' I think he was actually saying 'you're not coming back.'"

Rob has admitted the experience was great, however there was a moment of uncertainty. "As I fell I thought: am I actually attached?? Which was a bit worrying."

Rob has raised £462 for Pembrokeshire Cancer Support. 55 people leaped off the bridge in total as part of the event.

← Did he fall or was he pushed? You decide. Credit: Pembrokeshire Photography

Scholarship Scheme launches for 2017

→ Members of the 2015/16 scholarship team share a joke with the Port's Director of Engineering, Tim Bownes (grey hair)

The Port of Milford Haven has launched its annual scholarship scheme, which provides four students with awards of £1,500. The initiative is now in its fourteenth year and during that time has supported over sixty people with their studies. A wide range of placements are available in areas such as the marina, fish docks, engineering and marketing.

One of the winners of the 2015-16 Scholarship Scheme, Guto Harries, has just completed his placement. "The experience was absolutely invaluable, both in terms of providing an insight into a professional working environment, working on real projects in real situations, and self-development with the opportunity to apply previous learned knowledge," he said.

The deadline for applications for 2017 has now passed and the winners will be announced in the New Year.



Port contemplates battery powered fishing industry

Wales' largest fishing port, Milford Fish Docks, has joined forces with Irish partners to look at ways to slash energy costs of aquaculture and fish processing. The aim of the project, called piSCES, is to use smart energy technology, including battery storage, to cut costs and increase competitiveness in a notoriously power hungry sector.

Working with Waterford Institute of Technology, the Irish Fisheries Board and Cardiff University, the Port of Milford Haven will examine ways that fish processors can access cheap electricity, either buying off peak or drawing from local renewables by using complex software that continuously monitors the best energy options.

Energy manager Tim James is heading up the Port's involvement in the project. "We generate around 4GW hours of electricity each year from our solar



panels. We can see huge benefits from directing that free energy into making the local fishing industry both more competitive and more sustainable," he said.

← Ice production is just one energy-hungry part of the fish and shellfish supply chain

State of the art simulator makes the virtual reality

World class navigation simulation suite opens at Milford Marina.

A new, state of the art simulator that allows mariners to take the helm of any ship and navigate the Milford Haven Waterway has been opened this Autumn.

Based in the Old Sail Loft at Milford Marina, the Port of Milford Haven Navigation Simulator Suite is the most capable and advanced simulator of its kind in the UK. Mariners can step onto a virtual reality bridge and work with other ships within a computer generated realm. With the right software it can also replicate any other port in the world.

Run by high powered computers, its graphics are incredible. But what might be an amazing looking simulator to the untrained eye has also hugely impressed mariners who've had a chance to try it out.

"It is sometimes hard to explain to people how many factors affect a ship in the Haven," explained Steve Hardcastle, Deputy Harbour Master and the man charged with managing the Navigation Suite. "Wind, tides, visibility, depth are all obvious forces at work. However, this simulator can throw much more at its users. Interaction, how a ship behaves when it's passing other vessels or moves close to land or objects in the water, is a mysterious but important consideration for anyone with the conduct of a vessel or on the helm. This system can accurately reproduce the effects of interaction. For example, when a large ship passes another smaller vessel it can actually pull

that vessel towards it," he explained. This is particularly important where large oil or LNG carriers work with tugboats or pilot boats in a busy port.

Tugboats play a vital role moving the ships in the waterway and helping them onto berths. This simulator allows tugboat masters to practice their craft on a separate simulator bridge whilst tethered to a ship being simulated on the main bridge.

"We can create a very realistic situation here," continued Steve. "In the same building we have a fully operational control room, just like the one we have at Port Control (VTS) so we can put staff in there and run any kind of scenario we like, including emergency scenarios, and see how personnel respond. The 'virtual' ships will even appear on the VTS radar screens."

The new suite, built by Dutch research company Marin, represents another major investment in technology to improve safety of shipping on the waterway. The Port has already helped develop a highly accurate mapping tool now used around the world (Safe Pilot) to enable pilots to more safely move and berth ships in any visibility.

A video of the new suite can be viewed at goo.gl/YMf5ch



↑ Take it to the bridge! - It's hoped mariners will come from far and wide to learn how to conduct ships safely in a simulated world.



↑ Really real - The simulator perfectly renders landmarks and structures along the Milford Haven Waterway.

The call of the running tide

They shepherd millions of tonnes of cargo in and out of the port each year but for the men and women pilots of the Port of Milford Haven, it's always been about keeping your head. And once upon a time that meant literally.

All eyes are on the pilot so skill and local knowledge are critical.

Have you ever driven a stranger's car for them?

It can be odd settling behind the controls of another person's pride and joy. There's always the odd quirk, the unresponsive steering, maybe that flappy paddle thing to change gears... perhaps it's a bit bigger than the car you're used to. And what is that smell?

Now put the proud owner in the passenger seat. He's watching you, isn't he? As you glance in the rear view mirror you also see the blank faces of his colleagues staring back... the weather outside is turning nasty. How are you feeling?

It's not a perfect analogy but there are some parallels with the working life of a Port of Milford Haven pilot. When visiting ships above a certain size need to move in the Haven they nearly always need to take on a pilot. He or she will have a deep knowledge of the local waterway. When the ship calls, the pilot is taken out from Port HQ on a fast launch, boards the ship via an often challenging clamber up the side on a rope ladder and heads to the bridge.

"If there ever is a bit of tension when you come on the bridge you maybe chat about the weather or how Liverpool got on last night!" says John Haughey a veteran pilot at the Port of Milford Haven. "The captain is always in charge of the ship," he explains. "He actually has full authority to take over if he thinks things are going wrong! This only ever happens on the very rarest of occasions. But we have the conduct of the vessel and direct the helmsman and the tugs within the port limits," he adds.

John routinely takes control of ships such as the Q Max LNG Carrier which stretches three lengths of a football field before the helm, weighs in at 200,000 tonnes (displacement fully loaded) and is filled with a quarter of a million cubic litres of liquefied natural gas. Coming into port from the Irish Sea is not simply a case of steaming past St Ann's Head and heading up river. Were it that easy, who'd need a pilot?

always coming and going in a busy port," explains John, sounding less than worried about the burden of factors outside his control. "You don't overthink; if you imagined everything that could go wrong, you'd never get aboard."

With up to 16m of a ship's hull below the waterline, the need to stay in the deep channels is obvious. Add to that the fact that a supertanker's response borders on the glacial and it is easy to understand why planning, experience and tugboats are so important.

"We will have a tug or three on us when we are in the channel and with their help moving around gets a lot easier," John continues. "There's always a pilot boat keeping an eye on small boats nearby too."

Once incoming ships approach the terminal jetty then an intricate dance begins, a sort of "Strictly Ship Parking". The tanker is unresponsive and difficult to manoeuvre and relies heavily on the skill of the pilot and power of its partner tugboats to make the moves work.

Clipped commands from the pilot remind you exactly who is the chief choreographer. The pilot uses the centimetre accurate GPS system called Safe Pilot that runs on an iPad (Safe Pilot was developed with the help of the pilots here at the Port and is used around the world). It shows a real time image of the ship moving towards the jetty. Using this the pilot is able to manage the tugs' pushes and

"It's second nature really but I suppose we are always thinking about tides, wind, channels, other vessels that are

↑ No pressure - Pilots face a challenging climb before guiding ships safely into port.

← Fast, light-handed and capable - Pilot boats such as the Bristol cutter *Cariad* once enabled local pilots to win the job of bringing ships in safely.



“You don’t overthink; if you imagined everything that could go wrong, you’d never get aboard.”

John Haughey, Port of Milford Haven pilot.



pulls and deliver the ship onto the jetty quickly and without fuss, day or night. Tiny figures far away on the jetties and decks of the ship exchange lines and the tanker is pulled in to the giant concrete dolphins and made fast ready to load or unload the energy products critical to keep Britain running.

↓ You could get a bus through there... the waterway presents some challenges and that's why harbours use local pilots. Image credit: Ed Neale



A brief history of pilots

The pilot’s course through history hasn’t been easy. A mistake could even lead to a grisly death.

This use of pilots is recorded far back in ancient times. Mediterranean fisherman would help ships through challenging waters in return for payment.

For centuries pilots would compete to reach a visiting ship first and get the job. As a result, the boats they use have often been known for their speed and capability in heavy seas.

The Rolls of Oléron (13th Century) were the first formal maritime “laws” in northern Europe to legislate over pilots. The real stinger came in Article XXIII which stated if a pilot’s error led to loss or damage he had to make good or, if he couldn’t, he would have his head chopped off. Some unfortunate pilots were hanged or left to rot in gibbets if they messed up.

Unlicensed pilots continued to ply their trade into the 20th Century, although if prosecuted they could be fined. In the 18th Century, a fine could be as much as £3.33 - £500 in today’s money.

Pilots could be roughly treated by their host vessels. In the 17th Century a pilot boarding Royal Navy ships would expect no food or accommodation.

American author Mark Twain was a river pilot - it’s thought he took his name from the call made by the leadsman whose job was to check the water depth with a lead line. “By the mark twain!” indicated a two fathom depth.

Pilot vs the rest of the world

There are lots of variables a pilot needs to consider. Here are some of them:



Everyone else

A watchful eye on smaller boats such as leisure craft is critical

Interaction

Forces acted on a ship by other objects, especially other moving ships

Wind

The part of the ship above water acts like a sail

Tide

Tidal flows can be strong and not easy to predict

Waves

Big seas make it impossible for a pilot to board a ship at sea

Depth

With draughts up to 16m, staying in the channel is critical

Handling

Every ship responds differently

Parking Ships

“I just want to park ships and go home”

Gillian Robinson, pilot at the Port of Milford Haven.

The world of shipping is not exactly over run by women. Meet the pilot who takes some skippers by surprise.

“When you make your way onto the bridge and walk in the door there can be a bit of a moment,” explained Gillian Robinson. “You get some guys looking over your shoulder,” she added, raising one eyebrow. Who or what a crew might be looking for when pilot Gillian boards their ship, you have to decide for yourself because Gillian doesn’t say anymore.

This little anecdote sums her up well. Gillian is heavily outnumbered in the maritime world. When it comes to woman pilots, she believes there are only five operating in the UK of a total of just 14 in the world. But Gillian just walks on past this observation because, quite simply, it warrants no more thought.

Gillian was born and raised in St David’s. Surrounded on three sides by the sea, she was reared with more than a little salt in her blood. Her great grandfather was a coxswain on the lifeboats and her father followed in his footsteps. She, too, joined the RNLI at 17. Her dad was also a chief engineer on the tugs operating in Milford Haven. That was how his adventurous daughter fell in love with big ships.

“We used to come and see Dad at work,” recalled Gillian. “It was brilliant - I loved it! I remember all the ladders on the boats, running up and down and exploring this exciting world.”

She didn’t know it at the time but a seed was sown. Gillian finished school and went travelling. “I didn’t really know what I wanted to do. But then Dad said ‘Have you ever thought about going to sea?’”

By this time, Gillian’s brother had joined the merchant navy and was sending back postcards from all sorts of exotic places. That was enough for Gillian and she headed to Warsash College.

“Coming to the idea so late, I remember sitting there on the first day at college and looking around at all these other students who looked so focused”, remembered Gillian. But any sign of Imposter Syndrome soon evaporated.

Having qualified, she began a career in merchant shipping, working on ships across the world. One day she spotted an advert calling for trainee pilots at the Port of Milford Haven. “It was a job on big ships and it was based in Pembrokeshire. It ticked all the boxes.”

Gillian got the job in 2015 and is already a Class 5 pilot, scaling ladders and taking control of ships up to 30,000 dwt (deadweight tonnage is the weight a ship can carry) She is quite obviously in her element. “Ship handling is the buzz, it’s the best part,” she explained. “I just want to park ships all day and go home!”

Gillian’s professional training will continue for at least five and a half years. “The training is a lot harder than I expected. There are so many jobs you have to do, different ships to learn about. And you have to learn to cope with delays. Plans are always changing.”

Still living close to St David’s, married with a four-year old son, Gillian is happy to be rooted firmly in Pembrokeshire. “When you have kids you don’t want to miss seeing them grow up,” she said. “We have a little Drascombe Lugger that we like to go out on as a family. We took our son out when he was only months old so the next generation is getting started early.”

So, is the Milford Haven pilot, trusted by skippers from around the world, given the helm of the lugger?

“Oh no! That’s my husband’s pride and joy. He won’t let me drive his boat,” she laughed.

↑ Taking wing - Class 5 pilot Gillian Robinson on the bridge wing of the tanker Mississippi Star as she leaves port.



↑ Mission accomplished - The ship safely out of port, Gillian climbs down to the waiting pilot launch.



↑ We’re going to need a bigger boat - As part of her training Gillian underwent ‘manned’ model exercises in scaled down models that handle just like real ships.

New space for energy race

A Marine Energy Hub, where marine energy companies can come together and share space, facilities and knowledge, is being developed in Pembroke Dock. The project's creators, industry champion Marine Energy Pembrookshire, says the Hub will be a dynamic worksite on the doorstep of one of the world's best marine energy resources where companies and organisations can work collaboratively to unlock the sector's full potential.

David Jones is MEP's Project Director: "The creation of a Marine Energy Hub formalises the sharing of knowledge and experience that's already taking place," said David. "The Hub will allow any business to come and directly benefit from Pembrookshire's outstanding marine energy resources."

The Marine Energy Hub's office space overlooks the Milford Haven Waterway and is owned by the Port of Milford Haven, a key supporter of the marine energy sector.

↓ *Wind, Wave, Tide - Pembrookshire is naturally a good choice when it comes to renewable energy. Image credit: Alex Brown*



Wave hello to pioneering energy project

↑ *Wave-tricity announced last month that Pembroke Dock fabricator Mainstay Marine will build a test wave energy device*

A £5.8m project to create the world's first commercially viable, large scale wave energy converter is getting underway in Pembroke Dock.

Wave-tricity has already announced that Mainstay Marine, based in Pembroke Port, has won a major contract to build the first device, for which sea trials are due to start in 2017.

Part funded by an investment from ERDF via the Welsh Government, the device will provide a cost-effective contribution to energy generation globally. It will provide island communities, where the cost of generation and energy security are critical, with a reliable source of electricity. It will also be used to assist disaster relief, providing a rapidly deployable and robust device from which to generate clean water and energy to regions across the world.

Matt Fairclough-Kay, managing director of Wave-tricity, says the project should deliver great benefits to the local economy. "This is a really exciting time for Wave-tricity. The project has already created skilled jobs here, with more planned. The local supply chain is well geared towards this kind of project so we're hopeful there will be more opportunities for the region's businesses to benefit."



24 hours to move from past to present

Popular vintage furniture and gift shop 'Past to Present' has moved premises and reopened its doors after taking on a new unit from Quayside Properties in Milford Marina.

Past to Present owner, Denise Greenslade, is delighted with the new unit. "I would like to thank Quayside Properties for the help and support I received with my relocation," she said. "It's been quite a challenge even though we've not moved that far!"

Melanie Jenkins, Assistant Property Manager at the Port, welcomed Past to Present. "It's been a great example of collaboration and teamwork," she said. "We will always do what we can to accommodate businesses who are looking for space. We appreciate relocating is challenging so we'll do whatever we can to take the hassle out of it."

Past to Present is now at 5, Sovereign House.

← *Making light work of moving - Melanie Jenkins from Quayside Properties with Past to Present owner Denise Greenslade.*

PULLING POWER

The fleet of leviathan harbour tugs run by Svitzer out of Pembroke Dock is critical to keeping Britain's energy moving.

“Not long ago you'd need five tugs to do what just one of these can do”

Steve Kerrison, Svitzer tug master

The very first time men managed to fit a power plant on a boat they lashed a rope to its back end and set it to work. It was 1803 and Scottish engineer William Symington had perfected the world's first successful steamboat, the Charlotte Dundas. Having shown her mettle, she was instantly drafted in to pull two heavy barges full of coal down the Forth and Clyde Canal. She managed only two miles per hour but she mightily impressed onlookers; no other barge would make the trip into strong headwinds that day.

Tug boats have developed to be an essential team player in the world of shipping. They range in size from the Charlotte's descendants, that pull barges up and down rivers and canals, to the vast sea going salvage tugs that harness oil rigs and stricken ships.

In the Milford Haven Waterway, a very special fleet of so-called harbour tugs is used. These are tremendous beasts with three vital roles: Firstly, they are ship handlers. They pull and push clumsy tankers in busy, confined waters and nudge them safely onto jetties. Secondly they act as escorts, on hand and able to intervene if any ship loses power or steerage. Thirdly, they are firefighters. Vast pumps on-board can lay down an overwhelming amount of water via nozzles fitted high on the tugs' superstructure.

“When the plans to create LNG terminals were tabled, we were tasked with a very specific set of roles,” explains Svitzer's port manager at Milford Haven, Keith Furlong. “The terminal operators put safety at the heart of their plans, so we had the world's most powerful fleet of harbour tugs constructed to be able to deliver the service they demanded.”

← *High and mighty - One of the giant Svitzer Kilroom's propellers dwarves the contractor in Milford Dry Dock as she undergoes a routine inspection.*



↑ Master Steve Kerrison shoulders the tanker Thornbury towards the jetty.

A busy day for Svitzer can see half a dozen ships needing assistance. OnBoard joined Svitzer Caldey as she brought in oil products tanker the Thornbury.

At only quarter of a kilometre long and 56,000 gross tonnes the Thornbury is not the biggest ship to come in. At the helm is Steve Kerrison. Steve joined the tugs in this port when he was 16 (his father was a fisherman out of Milford). His tug Caldey is on escort duty and has been tethered via a thick towing line onto the tanker whilst out at sea. The tug follows the tanker like an obedient dog at heel of its master. The day is calm and, but for a rumble beneath the spotless deck, there is nothing to hint at the raw power available at Steve's helm, should he require it.

"We follow her in in escort mode for now," explains Steve. The mismatched pair head in through the west channel. "The rules say if she's not attached, she's not coming in."

As they head into the more confined space of the port they gather up Svitzer Ramsey, Caldey's twin sister. A thump reverberates through the tug as the huge winch drum on deck kicks into life. The oil tanker is being reeled in and slowed and so the relationship between ship and tug changes. Obedient companion becomes caretaker. As they close in to the jetty, Ramsey is also tethered to the *Thornbury* and the two tugs begin the coordinated berthing procedure.

"Easy way to stern, two," comes the request to Caldey from the pilot onboard the *Thornbury*. Steve swivels the twin controls and the giant propellers beneath the tug begin hauling back and slowing the tanker to a halt. Again not a hint of the effort, bar the turbulent, eddying white waters that churn from under Caldey's hull.

Then Ramsey and Caldey shoulder gently up against the ship, like herdsmen leaning against the flank of a stubborn cow. Steve responds to precise instructions from the bridge of the tanker and the behemoth *Thornbury* inches as slowly as 2cm per second onto the jetty.

"All stop," instructs the pilot and the *Thornbury* is made fast. Job done.



MONSTER TUG

The biggest of its kind in the world, the RStar class Svitzer Kilroom is a truly giant harbour tug

↑ One of the two massive 16 cylinder diesels that powers the Svitzer Kilroom

Dimensions:	Length	39.1m
	Beam	14.7m
	Weight	819 Gross Tonnes
	Engine	2 x 4100Hp General Electric 16cyl diesels
	Bollard Pull	117 tonnes
	Top Speed	15.7kts

Built in Spain to a Canadian design, the Kilroom and its stable of 5 other 'smaller' tugs (still giants compared to other classes) are also highly capable firefighters. Their pumps can shift more than ¾ tonnes of water per second through high mounted nozzles.

An alternative way to tackle cancer

The wait to find cures for some cancers goes on but a Pembrokeshire charity helps deal with those who need help now.

“If it wasn't for this place, Lin would have lost it.”

Steve Elliot

Cancer has refused to give up its status as one of the most pernicious diseases of modern life. In many of the most advanced economies of the world, it lies second behind heart disease as the biggest killer. 1 in 30 people in the UK either has cancer or is in remission. And despite the billions spent, the great advances made worldwide on research and treatment, many types of cancer remain incurable.

Any sensible epidemiologist will tell you, then, that we are still very much on the learning curve when it comes to understanding the disease and its many faces. We don't know it all, not by a long shot.

While on the one hand there is science looking for cures, there are other fronts being fought with cancer and its effects that fall outside pure scientific research. Pembrokeshire charity Pembrokeshire Cancer Support approaches cancer in a way that perhaps has more impact on the day to day life of cancer sufferers who go there than any distant research project. The group is deeply pragmatic for starters. If there were a mantra it might be: "OK you have cancer. Let's help you deal with that."

This direct, head on approach to the disease has helped hundreds of people and their families and friends come to terms with cancer and all its many physical and emotional impacts: from diagnosis and remission to treatment and terminal prognosis.

"I wish more people understood more about what happens here," says Steve Elliot. His wife Linda has been living with leukaemia for many years. According to support worker Derryn Bevan, who knows these things, Linda has been coming to PCS for 6 years and 10 days. Steve remembers the shock of his wife's diagnosis even now.

"Lin was getting a lot of back pain. It was getting so severe they sent her for blood tests. When the results came in we were told to come to Ward 10. Well, we came out the lift and thought we were in the wrong place. It said Oncology," Steve recalls.

Dealing with the reality of a diagnosis continues long after the initial shockwaves have subsided. "If it wasn't for this place she'd have lost it," says Steve. "They've been wonderful here."

The centre offers advice, friendship, entertainment and brings in therapists too. Today Linda is in for a reflexology session.

Reflexology falls into the category of complementary therapies. It's believed it was being practised long before cancers were even identified as a disease. Chinese, Ancient Egyptians and native American people were thought to have some understanding of the benefits of massaging hands and feet. But what does it bring to cancer sufferers?

"I still suffer back pain," explains Linda. "Before I came here this morning my hands were shaking." She holds out a steady hand. "Now I feel chilled and the pain has eased," she smiles, settling back in her armchair.

It is still unclear what the link is between reflexology and pain management. There are studies that suggest that it triggers innate pain relief systems in the body. There is also the psychological effect, as reflexologist Hetta Galdo points out.

"I think you just have to take an empathic approach. With



↑ "It's all about relaxing." Reflexologist Hetta works her magic at Pembrokeshire Cancer Support.

cancer and its treatment, nerve endings can get destroyed and that sometimes leads to burning pains in the feet," she explains. "However, some people like to talk or even vent; some people like to sleep, but ultimately it's all about relaxation." And as a regular visitor who has got to know many who come here, therapist Hetta witnesses first-hand the work of Pembrokeshire Cancer Support "It is a wonderful place, they are doing a lot of good for a lot of people."

While for those people the distant battle to find cures will be welcome, the friendship, support, care and treatment they get right here, in this small centre in Pembrokeshire, is making a difference right now.

For more information about Pembrokeshire Cancer Support call 01646 683078, visit their Facebook page or go to www.pembrokeshirecancersupport.org.uk.

← Finding the crunchy bits - Reflexology helps relieve pain and relaxes patients living in the shadow of cancer.

COMMUNITY FUND NEWS

Every year organisations around Pembrokeshire apply for thousands of pounds from the Port of Milford Haven's Community Fund. Here's a round-up of some of those who benefitted so far this year.

To apply for funding please visit www.mhpa.co.uk/financial-support. There's an application form to download and guidelines for applicants.



↑ *Having a ball - members of the new girls' football club with Sara Andrew from the Port of Milford Haven.*

A new club has been established in St Florence to encourage more girls aged between 7-16 to play football within the local community. The Port provided funding to help with set up costs which included training for coaches and equipment.



↑ *Power dive - Sara with members of the Sunderland Trust Dive group and their new outboard engine*

The Dive Group applied to the Port for help with purchasing a new outboard engine for their RHIB. The sponsorship, along with donations from other organisations, means the group are able to continue their work with underwater surveys, monitoring and safety boat duties.



↑ *Essential mats; socks optional - Sara with members of the Pembroke Judo Club*

Pembroke Judo Club successfully applied to the Port of Milford Haven's Community Fund for funding to buy new judo mats. The classes help members learn about self-respect and respect for others.



↑ *A safety boat keeps watch over dinghy racers off Llanion*

The Port provided funding for safety boats for the Club Youth Race Circuit series (CYRC) which saw events take place at Tenby Sailing Club, Dale Yacht Club, Fishguard Bay Yacht Club, Llanion Cove and Pembrokeshire Yacht Club in Gelliswick throughout 2016. The events aim to encourage inter-club relations and promote sailing to young people within their community.



WITH POWER COMES RESPONSIBILITY

Powerboating is great fun, but mistakes can be costly.

In the summer of 2013, whilst on a family boating day out in Cornwall, a husband and his wife decided to swap turns at the helm on their speedboat. It was a fine day with slight seas and light winds. For reasons unknown, as she took over, the wife decided not to attach the killcord (designed to cut the engine in the event the driver moves away from the controls) to herself when she took the helm.

In what was probably one of the last high speed runs of the day, the boat was put into a fast starboard turn. But it suddenly rocked back to port and the husband and wife and their four children were thrown out.

The speedboat continued in a tight turn at full speed. The family were floating in the sea, supported by their buoyancy aids when the boat reached them again.

The father and his 8-year-old daughter died. The mother and 4-year-old son were seriously injured.

Brian Macfarlane, the Port of Milford Haven Water Ranger who is tasked with keeping the river safe, read the official report into the incident as soon as it came out. The findings, he said, came to a dispiriting conclusion. "This was a deeply tragic accident, but what it tells us is that, despite repeated campaigns and despite the fact both adults had been through good training courses designed to teach best practice, the message isn't getting through about killcords."



↑ Looks fun, but would you drive a car like this at 40mph?

And it isn't just killcord use that's sporadic. "The risks people appear happy to take when they're out on speedboats are sometimes pretty alarming," said Brian. "Lack of safety equipment, no life jackets, drinking alcohol or not keeping a proper look out... some people fail to make the connection that these decisions really can be a matter of life and death."

The Port of Milford Haven will be redoubling efforts to drive home the safety message in 2017. "We will be out there talking to people, educating not lecturing, but prosecuting risky behaviour where necessary. 'Risky behaviour' is doing

Leisure powerboating seems to be about 30 years behind road driving in terms of safety culture

Brian Macfarlane, Water Ranger

something even when you know there could be serious consequences. Lives are lost when risks are taken. That's as serious as it gets," said Brian.

"Some people seem to be about 30 years behind car driving in terms of safety culture," he added. "After all, few would argue with wearing a seatbelt in a car and getting their kids to buckle up."



↑ The volunteer-run Welsh Sailing Venture's boat Sea Legs caters for all abilities.

SAFE BOATING SPECIAL

Test your boating general knowledge and win a fantastic day out for six on board a sailing boat.

To promote the safety message for boaters on the waterway, the RYA Cymru Wales team has donated a fantastic prize of a day onboard the Catamaran 'Sea Legs' for six people on the Milford Haven waterway.

'Sea Legs' is owned and operated by volunteers of Welsh Sailing Venture, a Pembrokeshire charity. She is a 31ft catamaran designed to give people of all abilities the chance to experience the exhilaration of sailing.

Ability not disability

"Most disabled people would never dream of going sailing," Welsh Sailing Venture's Julie Berrow explained. "But Sea Legs gives them the opportunity to do just that. Everyone who has been on Sea Legs has felt empowered and grown in confidence while aboard – and for many it has proved a life-changing experience."

The yacht is perfect for children too and could be a great introduction to a life of boating.

"Everyone who comes aboard, regardless of their disability, gets to steer the vessel and learn the skills of sailing. Some have gone on to gain their competent crew qualification," said Julie.

Welsh Sailing Venture is a totally volunteer run organisation. "We rely on the hard work of volunteers and the kindness and support of the sailing fraternity on the Milford Haven waterway," added Julie. "We are always looking for more volunteers, so if you'd like to help just get in touch!"

You can contact Welsh Sailing Venture at sealegs@welshsailingventure.org.uk or 07974 412628

RYA Cymru Wales is the National Governing Body for the sports of sailing, windsurfing and powerboating in Wales.

You can win an RYA Powerboat Level 2 handling course worth £300 for you or someone you know.

Competition

All you have to do is answer the following question by going online to

www.milfordmarina.com/powerboat

Closing date for entries is 31st January 2017.

Question: What is the name of the Port of Milford Haven's free annual publication for boaters, which includes tide tables and other important information?

- a. Fun Times
- b. High Noon
- c. Leisure User Guide
- d. Shipwrecked

Feedback

You can keep up to date with what's happening at the Port of Milford Haven on social media, as well as in the news. Not only do we welcome feedback, we encourage it.

If you would like a letter to be published in OnBoard please write or email using the details provided. We cannot guarantee every letter will be printed but will respond either way.

Contact us...

01646 696100
communications@mhpa.co.uk
www.mhpa.co.uk
 @mh_port
 PortofMilfordHaven

To win all you have to do is to go to www.mhpa.co.uk/sealegs and answer the fiendishly hard questions below.

1. What should you always wear on an open deck of a boat?

- a. a jumper
- b. a swimming costume
- c. a nice hat
- d. a lifejacket

2. Among other roles, which of these is the job of the person in charge on a boat (skipper)?

- a. to make sure there is enough sunshine
- b. to ensure everyone is having a great time
- c. to make sure everyone is safe
- d. to bring chocolate

3. What is the front of a boat called?

- a. the pointy bit
- b. the bow
- c. the sail
- d. the keel

4. What is the name of the Port of Milford Haven's safety patrol RIB?

- a. Water Ranger
- b. Lone Ranger
- c. Free Ranger
- d. Fun Police

The deadline for the competition is 31st January 2017

Please note: The winner will be required to nominate six people in advance of the trip date to go on the charter day. The operator of the boat reserves the right to make a final decision on who is eligible to go aboard.

Competition

Congratulations to Oynwen Davies from Llangwm who won the photo competition in the last issue. Oynwen wins £100 voucher to spend in a shop or restaurant at Milford Marina.

Win
a
Magical
Christmas
with
Milford Marina

Sign up to our e-newsletter by 19th December 2016
and you'll automatically be entered into our
FREE PRIZE DRAW for the chance to win:

Dinner for 4 at the Harbourmaster

A Christmas hamper from Foam

A £50 voucher to spend at Latitude

One hour's bowling for up to 6 people at Phoenix Bowl

A £50 voucher to spend at Two Red Dogs

Afternoon Tea for 4 at Martha's Vineyard

Breakfast for 4 at the Crow's Nest

Visit www.milfordmarina.com/christmas to enter *

* Terms and conditions apply, please visit
www.milfordmarina.com/christmas for full details.

Good luck!