

ONBOARD



Port of Milford Haven

Spring 2019 | Issue 9
News from the Port of Milford Haven

The Nightshift

While most of us sleep,
the Port works on



Strong lineage

Meet the sixth generation Barrett to work at the docks



LOOK OUT!

Why it is wise to look behind you on the Waterway



Sheer capability

Where there's Williams Shipping, there's a way



Tackling Dementia

Meet the charity team helping take on the UK's biggest killer

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FROM THE CHIEF EXECUTIVE



Having big ideas is great, however hard work and small steps are often what it takes to get where we want to go. It's all too easy to become disappointed when the big visions don't quickly materialise, but visions are the carrot, the incentive which encourage us to do the hard graft. After all, (and I'm not going to break into song over this) you gotta have a dream!

It's no secret that we have a dream for Milford Waterfront, and have been talking about those plans more and more. Our vision is to build on Milford Haven's unique sense of place. We want to weave that into the development on the Waterfront to make it one of West Wales' most popular destinations with great hotels, restaurants, cafés, shops and plenty of events and leisure attractions to make it a year 'round place to go. Yet, when I chat to people about this vision, I often get that familiar look in response. You know the one: the raised eyebrows, the little nod of the head, a murmured "oh yes...?"

It's important to understand that reaction in order to understand how we can overcome the natural scepticism we often feel in Pembrokeshire when an ambitious vision is set out.

In this edition we hear from one of the Port's most well-known faces, David "Berty" Barrett. He is the sixth generation of Barretts to work on the Waterfront. In the 125 years the Barretts have worked here, the evolution of the docks has been astonishing. David's grandfather and his father saw the docks left half empty after the huge fishing fleets were replaced by a modern commercial operation. If they had been asked what they thought of the vision that their Davey would one day be looking after more than 200 different yachts and cruisers for their proud owners, that tourists and shoppers would be streaming into the docks for a great meal, a food festival, a movie night, a coffee and a bit of shopping, either of them may well have raised their eyebrows, given a little nod of the head and said "oh yes...?"

But with small steps, the changes have come. With hard work, dedication of staff like Davey Barrett, support of local business and a lot of planning, enormous progress has been made.

Pembrokeshire lacks confidence in many ways. This is understandable. Our economy is weak compared with Wales as a whole. We are intermittently blessed with major inward investment, but it is tempting for many to think of Pembrokeshire as a victim of forces beyond our control.

The tough message here is that nothing is going to be easy for us. We are unlikely to see another project of the scale of RWE's power station or the LNG terminals in this generation. The good news is there is an incredible depth of talent in this beautiful county, and a passion and pride to go with it.

The Port's vision for Milford Waterfront is clear. Some might find it hard to hope we can deliver on it but look how many steps forward have already been made. As you'll see within the pages of this magazine, there is always a new great place to eat, a story of a successful and growing tenant business, a new shop opening, more and more events planned, fantastic boat trips to go on. It is already a great place to be.

Scepticism is as 'Pembrokeshire' a thing as mizzle, but my challenge to you all is this: if you have not yet visited Milford Waterfront, or not been for a while, look up what's on, make a plan and get down here.

Besides, spending some time by the water is a great way to get that positive vibe going, somewhere you can talk about things you'd like to do.

You gotta have a dream, if you don't have a dream How you gonna have a dream come true?

(I said I wouldn't break in to song. Apologies - and thanks - to Rodgers and Hammerstein)

Andy Jones

Andy Jones Interim Chief Executive

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Good news re cycling

→ Question: How many staff does it take to ride the Port's new eBike? None! You can hire them for yourself.

Battery powered eBikes will be available for hire at Milford Waterfront from this month.

In a partnership with hire company rentanebike.co.uk, the Port has supplied bikes that visitors can collect and return at the Waterfront.

The eBikes will be added to a fleet already operating around the Broad Haven area.

"With so many up- and downhill routes along our coastline, this is the perfect way to explore Pembrokeshire from the Marina, without feeling like you need to be a triathlon athlete!" said Natalie Hunt, of the Milford Waterfront team. "And what better way to end a day of cycling than with a great meal back here," she added.

"The eBikes are great and so easy to use that if you set them on full power they make you feel superhuman as you pedal up slopes without getting out of breath."

Go to www.rentanebike.co.uk for more information.



RDF shipments planned

The Port of Milford Haven is tabling plans to ship Refuse Derived Fuel (RDF) from Pembroke Port, in a collaborative project that it's hoped will start later in the year.

Under the plans, wrapped and sealed bales of refuse, principally packaging and non-recyclable plastic waste, will be delivered to the port by road from local authority depots around the country, before being loaded onto ships.

Project manager Chris Oliver from the Port of Milford Haven said the deal could see around 30,000 bales shipped each year from the Port to destinations around Europe, where it would be burned to generate electricity and heat.

"We are consulting with Natural Resources Wales and local representatives, businesses and residents to answer any questions they might have about the project," said Chris.

"We understand there were concerns expressed about an operation run by a waste company handling RDF in Pembroke Port back in 2017. However, our project takes delivery of wrapped and sealed bales, assembles them on the yard and then ships them out. We have done extensive research into this process, including site visits, and will be adopting best practice as recommended by the experienced handlers we've met with."

"As a Port we can play a crucial role in handling and shipping materials vital to the day-to-day functioning of the nation. That's what we are here for."

Building A Sense Of Place

Milford Haven is a town with history and heritage around every corner.

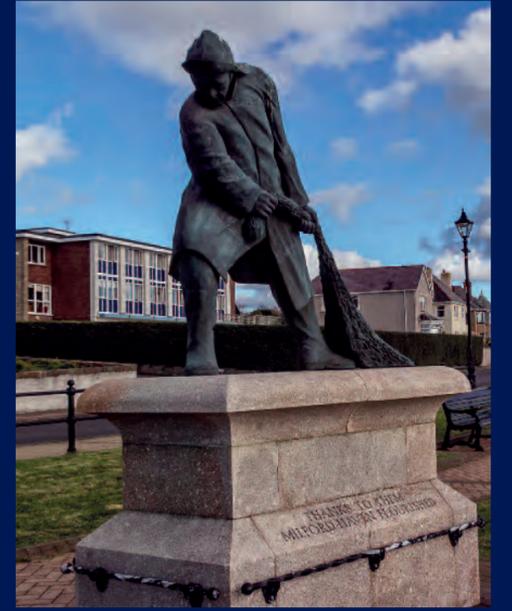
Events such as the Fish Festival are successful because they're steeped in a particularly rich chapter of this town's long story. Milford Waterfront is already a wonderful destination partly because of the "feel" or sense of place created by local businesses who've grown up here, from the delicious fish served at restaurant tables and the thoughtfully themed interiors of shops and cafés, to the powerful tales told by exhibits at Milford Museum and the busy local fishermen who operate out of the docks.

We are working hard to weave more of the town's story - past and present - into what we are doing at Milford Waterfront. The four new Floatels in the Marina will be named after some of the turning points in our history. Everything from 'Nantucket' after the New England town that sent the Quaker whaling founders here in the 18th Century, to 'Morlo' the Welsh word for seal, celebrating our coastline's natural treasures. To find out more about the Floatels, visit Quality Unearthed's website.

The Port of Milford Haven wants to work with businesses and local residents to strengthen the sense of place not just on the Waterfront but across the whole town and to that end held workshops at the Lord Nelson Hotel (where better?), talking to locals about how to strengthen Milford's links with its past. Lucy James, from the Milford Waterfront team, organised the sessions.

"The meetings were a huge success," said Lucy, "We had around a hundred different people from a range of backgrounds feeding ideas and enthusiasm into the mix."

→ Quite a haul - Milford Haven has so much heritage waiting to delight visitors when they are here; it just needs to be better highlighted. Credit: Jason Davies.



It's Back!

Scaled up, and batter than ever, the Festival that launched a thousand chips [pun intended] returns to its spiritual home at Milford Waterfront.

The Milford Fish Festival is back in town! The opening event of the now nationally renowned celebration of local food and culture, Pembrokeshire Fish Week, is being held on June 22nd.

Clare Stowell, Director of Tourism at the Port said the team had worked hard to mark the return of the festival with a fresh feel and new energy.

"Not many people realise this, but staff at the Port of Milford Haven absolutely love the Fish Festival, so we are raring to go. Everyone's been focused on how we deliver a fitting return event this year," said Clare.

This year's festivities will be held at a new spot on the Waterfront and with a new layout. With a great selection of street food traders, in addition to local traders, chef demonstrations, family activities and educational stalls, the organisers hope the new home at Mackerel Quay, overlooking the waterway, will give the Festival a more spacious feel.

→ We'll have fish here, here and here" - Clare Stowell (R) and Natalie Hunt plan the layout of the Fish Festival, back to its spiritual home on the Waterfront for 2019.



Plans for Wales' own "Riviera" gets international audience



↑ The vision for Milford Waterfront was laid out for an international audience at MIPIIM in Cannes.

Plans for the Port of Milford Haven's landmark project at Milford Waterfront went on tour in the French Riviera in March, when it was one of six Welsh projects to be showcased at the international property event MIPIIM in Cannes, on the Mediterranean.

The UK Government's Department for International Trade was promoting the Waterfront development as a leading investment opportunity in Wales, with a focus on the development of a 10,000m² indoor immersive digital experiential leisure attraction.

Development Director Neil Jenkins said the team was very proud to be part of the UK's delegation.

"Being acknowledged as one of the leading developments not only in Wales but in the UK is an incredible recognition for Milford Waterfront," he said.



Milford Waterfront is a great place for a day out!

Boutique shopping, leisurely coffees with a great view, delicious eats at one of the many cafés and restaurants, boat trips, Milford Haven Museum, ten pin bowling, art galleries, and regular events mean there's something for everyone to enjoy.

And now you can book to stay overnight at Milford Waterfront in one of our brand new Floatel Cabins!

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The Nightshift

On any one night, while you are sleeping, nearly half a million tonnes of shipping might be on the move on the Waterway. The men and women of the Port of Milford Haven who work through the night are not only looking out for the big stuff, however. Throughout the darkest hours, in calm and storms alike, the marine staff have their eyes and ears open, making sure people and their property are safe and sound.

On a night out with a difference, we went out with just some of the team working The Nightshift.

Port Control

Manoeuvres in the dark - no time for stage fright



↑ Night Vision - Port Control is the nerve centre of operations and is also called upon by emergency services when there's an emergency at night.

"We are moving around 400,000 tonnes tonight. That's a lot of tonnage for one night," says Jules Walker, who's in charge in Port Control this evening. It's not even 10pm, but a busy schedule is already calling for some deft juggling for Jules. "We have two LNGs [tankers] moving, one out and one in, and that makes it more complex," he explains. "Each LNG tanker needs a one-mile exclusion zone in front and behind while its underway, and in the middle of all that we have a couple of smaller tankers moving and the ferry coming in... and the ferry must never be impeded."

Also for tonight's juggling routine, the team needs to make sure the Port's pilot launch is crewed and available in the right place, with the right number of pilots on board, that those pilots carry the appropriate authorisation to drive the ships that need moving, and that all ships that need to manoeuvre can do so safely and as punctually as possible.

The view from their desk in Port Control at this time of night is stunning, with the river like a stage, or an elaborate film set. Everything is lit up in a way that would make Ridley Scott proud. And whatever ship ballet he is directing, Jules knows he has to clear it all out of the way at just after midnight for the Irish Ferry to come riverdancing across from stage right.

The team at Port Control are not only paying attention to shipping movements. Requests from the police, coastguard and other emergency services can come in at any time of night in the event of an emergency on or by the water.



Pilot Launches

Working on the edge of darkness

↑ Absolute focus - Coxswain Rob Nichols needs to use every sense and is always fully alert at night.

Have you ever closed your eyes and walked through a familiar room? It triggers an odd sensation: a tingling sense that you're about to walk into something.

This is as close as most of us will get to the sensations the launch crews feel every night as they head out to sea.

Wayne Busby is on the night shift aboard the pilot launch 'Skomer', with coxswain Rob Nichols. They are ferrying pilots to and from ships that are entering and leaving the Port and also patrolling the waters of the channel. The UK's energy port never sleeps, and tonight it's busy.

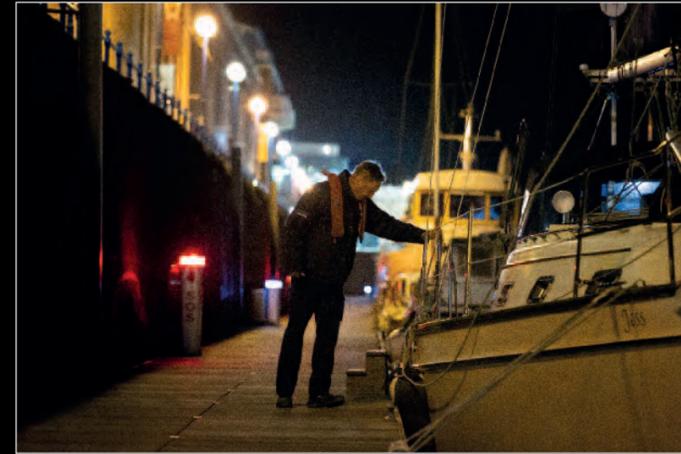
"It's definitely tougher at night," says Wayne. "When anyone is out at sea at night, no matter what technology they have, they'll never have a complete picture of what is going on. You don't see the waves coming at you, you can't see unlit small crafts and you are constantly looking at the radar. If you have a busy night in rough weather, then you go home still on edge. Four years ago the buoys were offline after a storm and we were out in heavy seas. That was the most stressful shift I've ever had."

Whilst coxswain Rob is talking, he is constantly looking into the darkness around him, (there are no 'headlights') and down to the instruments, giving no eye contact at all. He is in a very much heightened state of awareness. "Working nights gets harder as you get older," he says smiling. "Wayne doesn't feel it yet," he says, nodding his head to the younger man.

Going out in rough weather can be more challenging, but calm nights can be enjoyable too. "It's like a different world on a calm night. There's no noise and, with moonlight and beautiful phosphorescence in your wake, it can be amazing."

Do they trust their instruments? "The only thing I trust is him over there," says Wayne pointing back to his coxswain Rob, as he heads onto deck to help a pilot to board a tanker.

Once clear of the jetties and lights of Milford Haven, the launch plunges into the black night, with blinking bouys marking the channels.



At the Marina

Safeguarding - Eyes on the prizes

↑ David Clark checks lines on a yacht in the marina.

David Clark is a long standing member of the port team. Working at the Marina for over 20 years he has seen pretty much everything in his time working the Nightshift. "I could write a book with all the stories I have got from working here," he says.

The Marina is manned 24/7 with two marina operatives working the 12 hour Nightshift. Along with the Marina night duties, David and his colleague also operate the lock gates, as boats and vessels arrive at all times of the night.

Part of the shift may also involve providing services to the Fish Docks opposite the Marina, unloading a lorry, or helping fishermen on the dockside.

As the Waterfront has become an increasingly busy and popular destination, night duty roles have altered. Regular security patrols and checks over berth holders' prized possessions have become a key part of the job. Those regular patrols also take in the pontoons, boatyard, docks and neighbouring retail park.

"Yacht owners who live far away like the fact we are always watching over the Marina," manager Melanie Durney explains. "Although we are sheltered, storms can cause boats to shift and lines to break. Our team is there to fix things day or night and keep the boats safe."

It's not only the bars, shops and restaurants that have brought a night time buzz to the Waterfront over the last few years. It has also become a venue for regular functions, from regattas and outdoor cinema to big events such as the popular Fish Festival, which often run on into the evenings. However, while many visitors are here to play and enjoy the night, others are here to work.

"Late at night, it's still really busy here, as we have visitors arriving at the Marina throughout the night, boats requiring diesel and petrol and fishing boats landing their catch on the quay," says David. "One of my favourite parts of the Nightshift is welcoming visiting sailors into the marina and onto their berth. They usually arrive tired after a long sail and seem relieved to see a smiling face on the pontoon, and someone to help them with mooring lines and to answer their questions."

The team has every reason to want to keep things peaceful around the Waterfront at night.

"People think the marina is deserted after hours, but we have more and more liveaboards here these days," says David, who is still on shift as the Marina wakes up. "It's a little community here. I love seeing the same faces every morning, because they feel like part of the family."

Should you trust this man with your boat?

(The answer is a definite yes, btw)

David "Berty" Barrett, or Davey as most know him, is known by practically everyone who lives and works at Milford Marina and Docks. That's not surprising. His family were among the pioneers of the commercial fishing docks, and every generation since has worked here.

Through and through a Milford boy, Davey is the sixth generation of his family to go to work on this narrow, busy shelf of land at the foot of the town. The Barretts were here at the birth of the commercial fishing industry and their lives and livelihoods tracked its evolution from commercial fishing through shipbuilding and engineering, to leisure and pleasure boating and now as an upmarket waterside destination full of shops, bars and restaurants. As times have changed, so the Barretts have adapted.

"My great, great, great grandfather skippered a fishing boat out of the docks," recounts Davey, in his quiet, understated way. This ancestor was one of the pioneer skippers of the port in the latter half of the 19th Century. "My dad's dad was born here, behind the dry dock in Point Street," he says pointing over his shoulder towards Haven Marine Services. "His dad [called Bertie] died here when he drowned in the docks. (The trawler Thomas Hankins, of which he'd been bosun, was sunk 7 years later by a U Boat off the north coast of Ireland.) Davey is wrapped in a local history, and he wears it with modesty. By the eighties, with commercial fishing employing larger vessels and less manpower, Davey's father worked repairing trawlers and workboats before ending up at the dry dock. By the time Davey came of age, the marina was built and tourism was taking off.

My dad's dad was born behind the dry dock

And with all this rich family history behind him, it was hard to imagine he would lead a life anywhere else. "I wouldn't have minded going to sea too, as a merchant seaman" he says, looking off towards the water. "But fate meant I ended up working here. I love the job and I get out on the water all the time anyway. I love anything to do with the water."

Where once trawler owners entrusted their vessels to his forebears, today yacht and speedboat owners commit their prized possessions into his safekeeping. At this time of year, Davey will often be seen guiding Milford Marina's huge boat lift, yachts safely cradled, through narrow gaps and onto the slip, in order to launch them for the start of a new season. He also looks after berth holders and visiting leisure boaters, operates the huge lock gates and helps trawlers load and unload.

"I get to meet so many different people," says Davey. "You get both commercial and leisure visitors from all different cultures and all areas of the world. It's great."

So how does he feel about the increase of tourism and leisure in what his family once knew only as fish docks?

"My ancestors wouldn't like the fact you can't walk across fishing boats from one side of the dock to the other! But it's good what's happening. Everyone wants to come and spend time by the water. I love that, seeing people here enjoying themselves."

So, is there a seventh generation of Barretts, to carry on the family tradition?

"Well, my brother's not into boating, my sister's not into it either," he says ruefully. So, is it all down to him to bring on a seventh generation?

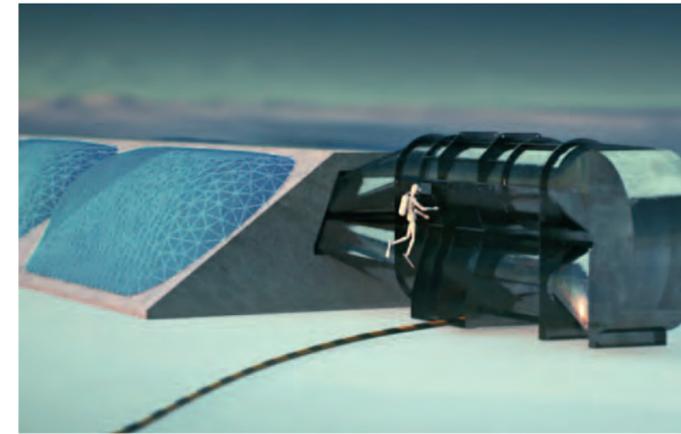
"I haven't even got a girlfriend yet," he laughs.

If ever there were an opportunity to make history...



↑ From cradle to wave - Davey oversees the launching and recovery of owners' much-loved boats each year.

← In Milford Haven, people have been trusting the Barretts with their boats for more than 130 years. Davey is the sixth generation of his family to work here.



Wave hello to a world first

↑ Thriving under pressure - Mainstay won the contract to build Bombora's first full-scale wave energy device.

Pembroke Dock based renewables firm Bombora Wave Power has awarded local workboat builders and marine engineers Mainstay Marine Solutions Ltd the contract to build their first full scale mWave.

Mainstay will deliver the fully-assembled device in the spring of next year. Measuring 75m long, 17.5m wide and 5m high, the 1.5MW mWave harnesses the potential of marine energy using the pressure on the sea floor created below waves.

The 1.5MW demonstration device will be one of the most powerful wave energy demonstration devices to be built around the world to date.

Aquaculture project takes shape

An oyster rearing operation that it's hoped could re-seed the native beds that once provided a shellfish staple for the region is taking off in Milford Haven.

Tethys Oysters Ltd have established a small farm at Rhoscrowther in Angle Bay. By growing native oysters in baskets and bags hanging on trestles off the bottom the oysters are protected from predators and able to filter food from the water column. As they grow, the oysters reproduce and release larvae into the estuary where they can settle and repopulate the old oyster beds. Every market sized oyster can produce over 1 million larvae.

Dr Andy Woolmer is behind the project. "This estuary is one of the last remaining native oyster sites in the UK and is blessed with highly productive waters, full of plankton from the Atlantic and rich nutrients from the River Cleddau, ideal for the oysters," he said.

"The Port has been very encouraging during the development of the farm," continued Andy. "I would like to see more oysters on menus throughout Pembrokeshire and other people growing oysters and other seafood produced locally."



↑ Oyster hatchers - Native oysters reared off the seafloor are protected from predators and can spawn new beds in the estuary. Credit: Dr Andrew Woolmer.



Sewing up the market

↑ Bursting at the seams - Lizzie May says they've been 'frantic' with orders and need more space to operate.

Clothing supplier St Brides Bay Print and Embroidery is expanding operations at Milford Waterfront, moving into larger premises to cater for a fast-growing order sheet.

The well-known local firm, which began life creating and making designer surfwear in Broad Haven, is moving to the opposite side, close to the locks.

Owner Lizzie May is very positive about the future for the business. "We desperately needed more space," she said. "It's been frantic here with so much going on. We didn't want to leave the Waterfront as it's such a great place to be by the water, and there's a real feeling of community here," she added.

"Things are obviously growing on the Waterfront. It's amazing how people still come here saying they've never been here before... even people from Hakin! I think it's an exciting time to be here."

The new shop will be open on the 17th of June and the company will be throwing a launch party on the 29th of June from 4pm.

"Everyone's welcome! We will be having lovely food from Impasto, and showing off our swanky new machinery," said Lizzie. "We might even have a fashion show!"

Bonbon idée

A traditional sweet shop has opened at Milford Waterfront, offering all the classics from Tutti Fruttis and Sherbert Lemons to Turkish Delights and White Mice.

Owner Scott Davies, from Johnston, said the inspiration for opening the store came to him when he was wandering around the Waterfront last summer and saw there was nowhere to buy a bag of sweets.

"We've had a really positive response so far: Half term and Easter have been great! People can come in and order a mixed bag of all their favourites," he added. "We even do sugar free sweets!"

"We've had great local support," said Scott's mother who is head of the Quality Control division. She is only allowed in the shop two times per week.



↑ A treat instore - It's a great new sweet shop and it's owned by Scott.

Willing and Able

Williams Shipping is the company you turn to when you're looking to move something large and wondering how you're going to do it. They own a fleet of tugs, ships and barges that move any (especially oversize) objects anywhere in the country and beyond. When the object in question reaches land, they will move it by road too.

"We recently moved a Boeing 767 on a barge up to Sligo in West Ireland," says Phil Smith, manager of Williams Shipping in Pembroke Dock, showing me a photo on his phone. It's a big plane on what looks like an enormous barge.

"Some guy wanted it in his field as an unusual place to offer for glamping," he says, almost deadpan, with eyebrows just slightly raised. "We move all sorts of stuff."

Williams Shipping is still owned and run by the descendants of George Williams, a sailor who, 125 years ago this year, bought a small barge, and started delivering consignments of up to 20 tonnes around the Solent. The company is now a highly capable water and road-based logistics firm whose motto is "Where there's a will there's a way".

In a port such as Milford Haven, a company with the capabilities that Williams Shipping has is essential. Pulling, pushing, moving, delivering, carrying and lifting big objects are all jobs that require specialists on land. The expertise required to do all that and more on water is greater still.

Fifteen years ago, two major national infrastructure projects were given the go ahead that would eventually see LNG shipments, vital to the UK's energy supplies, being brought into the Haven. Not only were huge storage tanks and regasification facilities needed to be built on land, the projects would also require extensive work done on the water in order to build jetties and other infrastructure.

Williams Shipping had moved to Milford Haven initially operating trucks, cabins and containers and an oil pollution business. The company went on to operate a joint venture with the Port of Milford Haven, called Williams Marine and Port Services.

"Then it was announced that two LNG terminals would be built here," says Phil. "This obviously created a huge amount of work for our modern fleet of vessels and highly skilled workforce. By branching out and getting involved supporting civil engineering projects, we had a very busy time here," he explains.

Williams Shipping eventually bought out the Port's share of the business. Their versatility has kept them busy in South Wales ever since. "We are in a very good location on the west coast of the UK. We are a crucial link in the chain for the Hinkley Point nuclear power station build, for example. Local companies, such as Ledwoods and Mainstay use us to deliver large orders to their customers."

The company has a permanent team of nine based in Pembroke Port, and they are always busy.

When a giant ship that's a third of a kilometre long steams into port, it's sometimes easy to forget that there are men and women aboard who spend most of their lives at sea. As well as delivering essentials such as spare parts and lubricants, Williams Shipping is a bit like the courier that delivers a package of happiness right to their globe-trotting doorstep. Shipping agents, local representatives who handle all of a ship's needs whilst they are in port, turn to Williams to run deliveries out to client vessels.

"We basically get a shopping list from the ship," explains Mark Jack of Greypen Shipping Agents, based in Milford Haven.

"We get the stuff ordered and sent to Williams who store it then deliver it when the ship is in port. We've had them deliver treadmills, fridges, windows... we had a guy on one ship who really wanted a lemon squeezer," he laughs. "We got it from Argos and dropped it down Williams for them to deliver. We can call them anytime. They're very reliable and very friendly," he adds. What does Phil think about prospects in the Port?

"Wave and tidal energy as a business has started growing in the Haven," says Phil. "That's right in our ballpark with lots of infrastructure waiting to happen. With what's going on in the country, it seems like everything is stalling at the moment, but I feel positive about the future here."



“We had a guy on one ship who really wanted a lemon squeezer”
Mark Jack, Greypen shipping agents



Where there's a will there's a way

Whoever decides on the names of the Williams vessels has a sense of humour. Most are derived from the company's own name, and many have the feel of some of those all-time favourite dad jokes.

What do you call a Williams ship that pulls heavy loads?

WILLPOWER

What do you call a Williams barge you put lots of stuff on?

WILCARRY

What do you call a Williams boat that collects pilots off ships?

WILLFETCH

← Phil Smith (R) heads up a local team of nine from headquarters based in Pembroke Port.



← Yes, it's a plane. On a boat - well a barge, anyway. This plane, carried on Williams Shipping's barge 'Wilcarry' is destined for an unusual glamping site.



← Armed and ready - Williams rebuilt a massive crane on top of one of their barges in order to lift the giant loading arms off Valero's jetty for servicing.

Who cares for the carer?

Dementia is the UK's biggest killer, and every three minutes someone will be diagnosed with it. Dementia can devastate lives, not just of those with the condition, but also their family and friends.

"Alzheimer's Society's mission is to transform the landscape of dementia forever," says Paula Langston, regional fundraising manager for Alzheimer's Society.

Based on bare statistics alone, it may well be that you or someone you know will need to turn to Alzheimer's Society for help and support, some day. The disease is currently incurable.

"Until we find a cure," Paula says, "we will strive to create a society where those affected by dementia are supported and able to live in their community without fear or prejudice."

We are gathered at the National Botanic Gardens for the Society's fundraising event. Jess Bowring, the Community Fundraiser who oversees events in Pembrokeshire, has helped organise the day.

"We work with GPs and Memory Clinics across Wales so that once someone has been given a diagnosis, we can be there to signpost and offer support where needed," says Jess.

It is the complications that arise from dementia (Alzheimer's disease being the most common type) that cause early death. As brain functions decline, symptoms progress and eventually the brain can no longer perform the everyday functions that keep us alive, such as swallowing and breathing.

"Fundraising is absolutely essential," she says. "We need more people to fundraise for us, including companies. They often support us as they have employees who are affected by dementia."

Today, event organiser Jennifer Kirkham, Legacy Giving Officer for Alzheimer's Society in Wales, highlighted how important donations from gifts in wills are to the Society.

"Gifts in wills provide 25% of our income meaning one in four of our projects are made possible

through this support," says Jennifer.

"We understand that friends, family and loved ones come first but after you're happy they have been provided for, a gift to Alzheimer's Society in your will makes a real difference."

It is clear that, as things stand, voluntary contributions are essential to not only finding a cure, but helping people affected by the UK's most deadly medical condition. That may be an uncomfortable truth, yet it explains why Society staff like Jennifer and Jess work so hard to raise the charity's profile.

↓ Jennifer Kirkham (L) and Jess Bowring are at the National Botanic Gardens for an event raising awareness of the importance of donations and fundraising to the work of Alzheimer's Society.



↓ "Alzheimer's Society is all we've got" - Adam spends nearly every hour of every day caring for his wife, who has Alzheimer's.



Adam's story

"At times she feels unmoored from time and space," says Adam.

He is caring full time for his wife, who has dementia, and it's tough for them both.

"There were memory issues at first. More recently she became unable to do things she enjoyed: cooking, reading. The person that was her was having lots of bits knocked off her," he says.

Adam is now full-time carer for his wife. "There are 168 hours in a week. As full-time carer you have to be there for 150."

"The NHS was great right up to the point where we had a diagnosis," remembers Adam. "However as soon as we had the diagnosis, we were on our own."

Were it not for the support of Alzheimer's Society, there would be no reprieve for Adam. As it is, his wife now spends time each week attending groups for people with dementia.

"The groups have benefits for her," explains Adam. "To start with, they helped her accept she had dementia. But for me, I can breathe more easily when she's at the group." There are practical things too. "I can go shopping and she won't be there taking stuff we don't need off the shelf," he adds, smiling.

Thanks to Alzheimer's Society, Adam also gets to meet other carers. "Caring for someone with dementia is really tough, and it's lonely. Talking to other carers, you realise it's not just you who feels inadequate. It's not just you who sometimes loses your temper."

"Dementia is a medical condition, not a social problem," he says simply. "And Alzheimer's Society is all we've got."

Every year, organisations around Pembrokeshire apply for thousands of pounds from the Port of Milford Haven's Community Fund. During 2018, the Community Fund awarded over £23,000 to 70 community groups and projects. Here's a round-up of some of the projects that have benefitted so far in 2019.

To apply for funding, complete an online application form at www.mhpa.co.uk/community-fund



← Port staff present Milford Youth Matters with £3,000 towards their Friday night youth outreach programme.

Proof That Milford Youth Matters

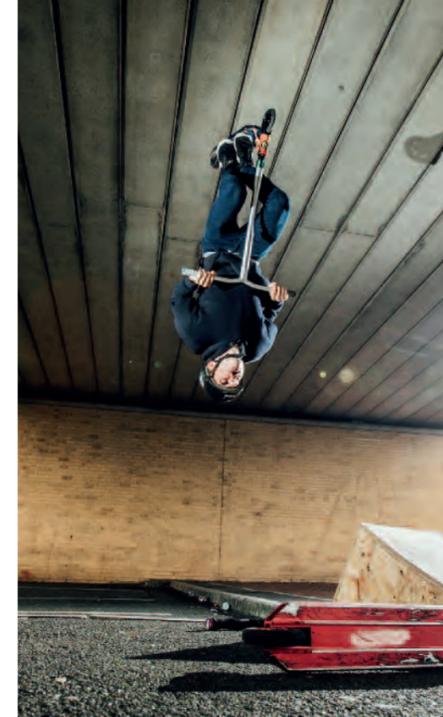
The Port of Milford Haven and Milford Youth Matters have worked in collaboration for a number of years to deliver award-winning events such as Wave and Under the Bridge. In 2019, we are extending this partnership. By sponsoring Milford Youth Matters, the Port has enabled them to provide Friday night youth provision in Milford Haven throughout the year, including school holidays.

In addition to our financial contribution, we have also provided them with a room at Cedar Court which allows them to offer a targeted outreach youth provision for young people aged 11-18 years. This also allows them to access young people who may not otherwise attend a formal session.

Dayle and the team at Milford Youth Matters have played a vital role as a delivery partner for our youth engagement activities, and together we are looking forward to working with young people to help change perceptions, reduce anti-social behaviour, increase community safety and support young people in having a voice in order to shape their futures.

← Ramping up - events such as Under the Bridge have helped develop strong links between young people in Milford and organisations there to support them.

↓ Local schoolchildren learnt how to enjoy the water safely.



↑ Kailea Turner, PR Officer with members of Neyland Rowing Club.

Neyland Rowing Club

The Port's Community Fund has supported Neyland Rowing Club in its purchase of a road worthy double trailer.

The coaches at Neyland Rowing Club have been working with novices and juniors and increased memberships and participation. The trailer will be used to transport boats to competitions for juniors, novices and adults. The purchase of the trailer was supported by several local businesses, as well as the Port's Community Fund.



↑ Anna Malloy, Stakeholder Engagement and Communications Manager with Father Paul Osunikanmi, Apostleship of the Sea Chaplain for the Port of Milford Haven and Pembroke Port.

Apostleship of the Sea

The Port of Milford Haven is continuing its support for the Apostleship of the Sea this year with financial backing to help the organisation provide support to seafarers visiting Pembrokeshire.

Seafarers can sometimes be overlooked and undervalued, and so their welfare is very important. The Apostleship of the Sea provides practical and pastoral care, welcoming seafarers and offering welfare services and advice, as well as practical help, care and friendship.

← Anna Malloy, Stakeholder Engagement and Communications Manager with Hester Walker, West Wales Club Development Officer, and a CYRC participant.

RYA Cymru Wales

RYA Cymru Wales, the National governing body of boating in Wales has been granted funding to assist in the running of safety boats for the Club Youth Race Circuit (CYRC) in West Wales throughout the summer. This is a great first-time event for aspiring racers, and encourages new young sailors to take part.



For more information on how you can get involved with fundraising, please contact Jess Bowring on 07545 094 689 or jess.bowring@alzheimers.org.uk.

For information about raising money on the Society's National Cupcake Day on June 13th, go to the website at www.alzheimers.org.uk/

Leaving a lasting legacy to future generations with a gift in your Will to Alzheimer's Society

Alzheimer's Society operates in England, Wales and Northern Ireland. Registered charity no. 296645

Contact Jennifer for information:
Jennifer.Kirkham@alzheimers.org.uk
07545 094875
alzheimers.org.uk/legacy



Look behind you!

It's boating time and everyone will be looking ahead to a really good season. But they'll need to look back if they want to have a really safe one, according to Water Ranger Brian Macfarlane.

The Marine Accident Investigation Branch has just published its findings over an incident that saw a ferry run into a motor cruiser on the Solent last year, a scenario that could have played out on the Milford Haven Waterway.

Fortunately, no one was hurt in the collision between the Red Funnel ferry and the cruiser, but the established causes of the incident are an important reminder about keeping a proper look out, especially when manoeuvring.

The cruiser was heading to the Isle of Wight and entered the busy channel quite slowly and at a shallow angle. Had the skipper looked behind, he would have seen the ferry approaching fast on his port stern. The ferry's master failed to spot the smaller vessel primarily because of glare on the windows and because attention had been focused on another boat that was on a heading likely to cause an issue after the ferry altered course.

The ferry struck the cruiser. For what must have been a terrifying 18 seconds, the boat was pushed along, tipped over sharply, against the bow of the ferry before it slid to the side and righted itself. Although passengers on the ferry saw the collision and reported it to crew, the master did not believe there had been an incident and continued on to Cowes.

"We are very proud of the way that commercial shipping and leisure boats coexist on the Waterway. However, there are some important points to take away



↑ The terrifying moment a Red Funnel ferry collided with a Doral motor cruiser. The four people on the cruiser were badly shaken but fortunately unhurt. (Source: MAIB Report)

from this incident," explained Brian Macfarlane, Water Ranger for the Port of Milford Haven.

"The MAIB found that guidance provided by the Port to recreational boaters in the Solent was clear. However, investigators concluded that the actions of the cruiser's owner in the run up to the collision prove there are still recreational boaters that the guidance has yet to reach. The bottom line is we need to say it again and again and again: keep a proper look out at all times to make sure you have good situational awareness," said Brian. "The rules are very clearly laid out in our Tide Tables and Leisure User Guide, so it's well worth getting hold of a copy to remind yourself."

"Look behind you! And that's particularly important if you're in, or close to, a busy channel such as the one running up the Waterway."



↑ Leisure boats and shipping live in harmony on the Waterway, but knowing what's around you at all times is crucial. Credit: Alex Brown.

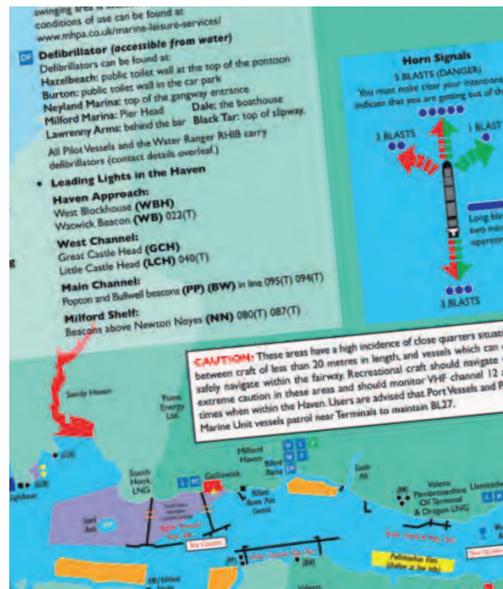
Wash out

Situational awareness does not only improve safety for you and people aboard your boat, of course. Keeping an eye on what's in your wake, literally, is important too.

"One thing we keep talking to people about, especially guys in larger cruisers and speedboats, is the effect their wash - the waves their boats make - has on other people and property," says Brian.

"Last year, we dealt with a female passenger who was badly injured when the boat she was in hit the wake of another. She ended up with a compressed spine," he said.

"Yes, there are places where you can go fast and that's great. All we are saying is pay attention to how that affects others."



Defibrillators on the map

↑ Zap map - Good access to defibrillators saves lives

For the first time this year, the Port of Milford Haven's Tide Table and Leisure Users Guide includes on its map the location of all defibrillator kits easily accessible from the Waterway.

"With around 30,000 people suffering out-of-hospital cardiac arrests every year and fewer than one in ten of them surviving, access to defibs in remote locations can make a huge difference," said Brian. "What we are doing is part of a wider national campaign to raise awareness of the whereabouts of these vital life-saving devices."

You can collect your free copy of the Tide Tables and Leisure Users Guide from chandleries, cafés, restaurants and shops close to the Waterway, or from the Port headquarters at Gorsewood Drive, Milford Haven.

We need to zone in on the problems facing our coastal communities

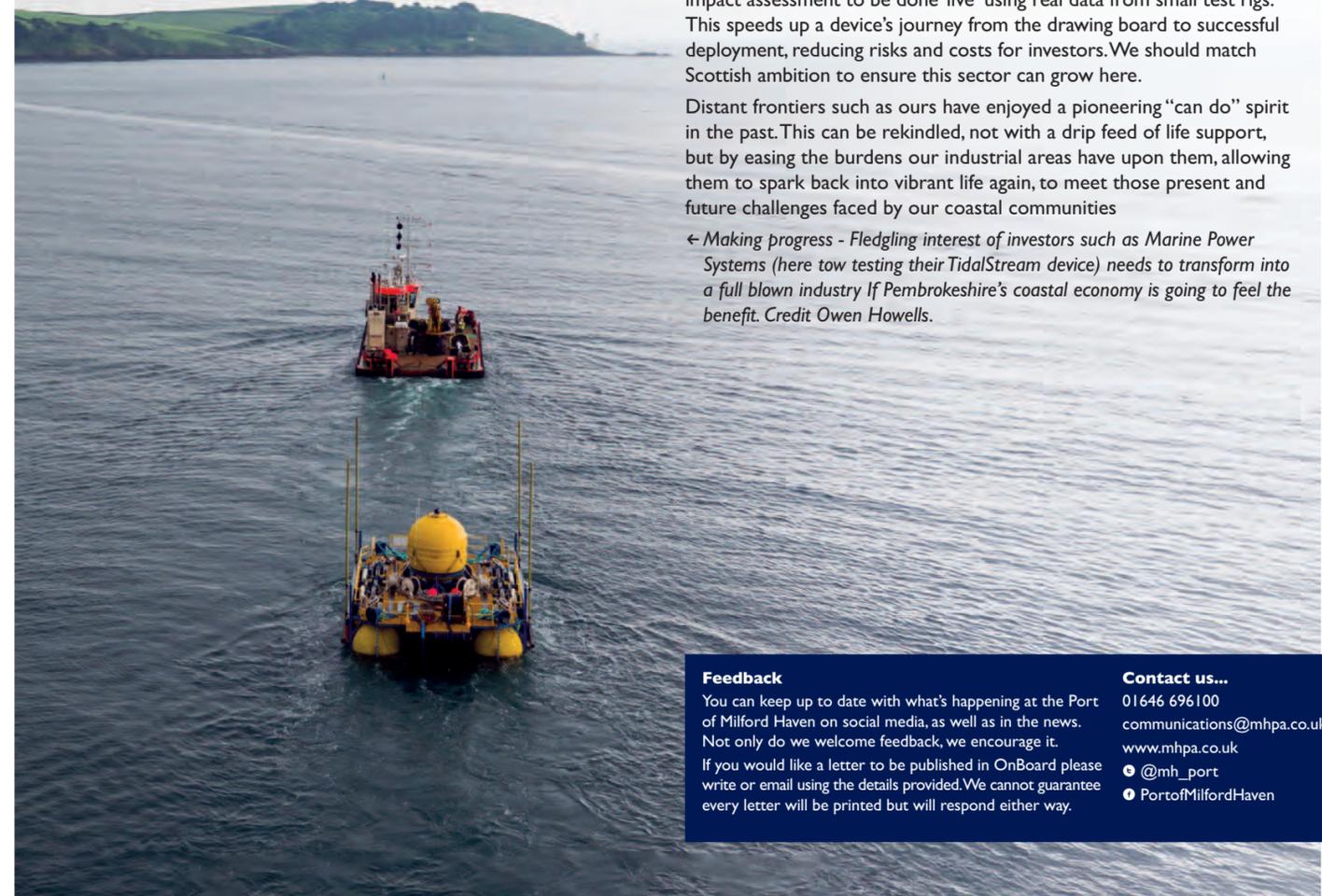
The House of Lords recently published a report on the future of English coastal communities. The stark findings of that report apply as much - perhaps more - to our towns here in West Wales:

'What makes these areas distinct', it writes, 'is the combination of industrial decline and geography. Their location on the periphery of the country places them on the periphery of the economy, bringing consequential social problems. This combination of challenges warrants dedicated attention and support.'

The report goes on to look at how an attentive government can help these communities regain their pioneering spirit and evolve to meet present and future challenges.

In a time of great turmoil, whilst the media focuses on the troubles in Westminster, few commentators think of distant coastal communities such as ours, who may have more on the line. Pembrokeshire is a frontier state, a coastal community whose struggling economy is underpinned by sectors and dynamics facing some of the greatest uncertainties thrown up by the possibility of the UK's departure from the EU: Agriculture, international trade, fishing, EU migrant supported services, tourism.

The Port and its partners are calling on our governments to help revitalise our coastal communities and help us regain a pioneering spirit. Public investment in infrastructure and services is constrained but still much needed. However, governments can also be catalysts for private investment by making it more attractive to locate here. Our own



Milford Haven Waterway Enterprise Zone is a welcome designation, but could it be more powerful still?

As our governments are searching for ways to extricate us from political crisis and potential economic harm, there is an opportunity to make some changes that could give our enterprise zone much greater power to stimulate more inward investment, not least in the marine renewable energy sector.

The House of Lords report points out in its recommendations that commercial ports can play an important role in supporting the coastal economy. This is very much the case in Pembrokeshire, as the Port of Milford Haven is a Trust Port, reinvesting its profits in a way that can foster growth and prosperity around the Waterway.

The Port has ample potential - with abundant local skills and natural capital - to be a world-class centre for the development of marine renewable energy. Our own project, Pembroke Dock Marine, hopes to kickstart this fledgling industry.

While EU and government funding may become more scarce, help can also be given to industry by supercharging our enterprise zone. This not only means offering 100% capital allowances and business rate relief, but also streamlining the lengthy and often risk-inducing barriers to inward investment, such as planning.

One recommendation from the House of Lords report argues that 'current planning restrictions which limit the potential for changes of use on port sites are amended to remove the barriers which prevent the productive development of land.' There are other areas to be examined such as marine licensing. In Scotland, marine renewable businesses are able to quickly 'deploy and monitor' prototypes, allowing vital environmental impact assessment to be done 'live' using real data from small test rigs. This speeds up a device's journey from the drawing board to successful deployment, reducing risks and costs for investors. We should match Scottish ambition to ensure this sector can grow here.

Distant frontiers such as ours have enjoyed a pioneering "can do" spirit in the past. This can be rekindled, not with a drip feed of life support, but by easing the burdens our industrial areas have upon them, allowing them to spark back into vibrant life again, to meet those present and future challenges faced by our coastal communities

← Making progress - Fledgling interest of investors such as Marine Power Systems (here tow testing their TidalStream device) needs to transform into a full blown industry if Pembrokeshire's coastal economy is going to feel the benefit. Credit Owen Howells.

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...

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www.mpha.co.uk
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Cleddau**
TEITHIAU CWCH

DISCOVER
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Cleddau**
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Trips**
2 hour trips
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Pysgota**
Teithiau 2
awr ar gael

Teithiau Cwch Bywyd Gwylt

Dewch i flasur heli a chael hwyl ar daith anturus y Cefnfor a'r Cleddau yn y Discovery, ein cwch rib dan do!

Dewch i ddarganfod arfordir godidog Sir Benfro neu afon hyfryd a hamddenol y Cleddau

Dewch ar fordaith gyda chyfle i weld pob math o adar a bywyd môr, o **balod, dolffiniaid**, adar **drycin Manaw** a **llamhidyddion** ar daith o amgylch **Ynys Sgomer**, i **forloi, hwyaid gwylt** a **hwyaid yr eithin** ar daith bleser i **fyny'r afon i Lawrenni**

Teithiau'n cychwyn o Gei Mecryll, Glannau Aberdaugleddau rhwng mis Ebrill a mis Medi

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