



Port of Milford Haven

Celebrating 60 Years 1958 – 2018

Spring 2018 | Issue 7

News from the Port of Milford Haven

ONBOARD

The UK's No.1 Energy Port 60 YEARS



How a decision made
in London six decades ago
changed Pembrokeshire's fortunes



New Faces

Meet the tourism team bringing a buzz to Milford Waterfront



Drying Up

The ship repairers with a reputation for getting the job done



Minds Matter

The charity breaking barriers around mental health



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FROM THE CHIEF EXECUTIVE

↓ Port of Milford Haven Chief Executive, Alec Don, joined Milford Museum Trust chairman Colin Sharp for the official opening.



Spring is a very busy time of the year and a time to take on new challenges and opportunities. Winter certainly had a sting in its tail, but walking around the marina in Milford Haven, there is evidence that Spring is here as boaters prepare for the season and shops and cafes get ready for the welcome arrival of tourists. It's a fresh start.

Circumstances certainly put activity in the Port very much in national focus this winter. Plunging temperatures across Europe led to a brief but salutary reminder of how critical our LNG terminals are, balancing the nation's gas supplies. A first shipment of LNG from the United States last month carried with it promise of an important new source of gas, critical to our economy as volatile global prices - and politics - continue to affect how much shipping comes into the Port.

Brexit negotiations are still fomenting uncertainty over our port borders with the Republic of Ireland. Our team in Pembroke Dock Ferry Terminal continue to show how smooth and efficient handling of freight is a luxury Britain and Ireland will both be reluctant to lose.

However, it is focus on the fishing industry that has drawn the most attention in recent weeks. The fishing, aquaculture (cultivation of and growing of seafood) and fish processing industries are key parts of the Welsh food economy. Milford Haven's pedigree as a fishing port is well known but the question I ask is whether Brexit will be an opportunity to re-energise a sector that, throughout our membership of the EU, has been starved of serious investment.

As a port, we are strong and vocal supporters of the principle that the Welsh Government, rather than the UK Government, should have control of the issue of fishing quotas for Wales' share of the UK's continental shelf. With control of its own waters, Wales will be fully able to create new policies that can play a vital part in unlocking the combined potential of these industries to deliver new Welsh jobs and economic growth. And through working in partnership with the Port of Milford Haven as a Trust Port there will be an opportunity to stimulate new and substantial investment.

Locally, we lost a lot of quota in the 80s and 90s. We need to secure those quotas once more for Wales and help rebuild our fleets and train a new generation to fish our waters. Home fleets that bring their catch back to Pembrokeshire stimulate processing jobs and other crucial value-adding activity in the region.

As Wales' biggest fishing port, we are helping to provide the infrastructure and services that will support a future fishing industry. We need our legislators to fight our corner, get the best deal for Wales' fishing and aquaculture businesses, and create a framework of regulations and investment partnerships that bring opportunities and support those wanting to invest in this sector.

Now there's a good challenge for everyone.

Alec Don Chief Executive

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Editor: Adrian Lort-Phillips, The Message
Photography: Owen Howells
Design: Rockpool Design
Print: Forrest Print



Port of Milford Haven
Gorsewood Drive, Milford Haven,
Pembrokeshire SA73 3EP
01646 696100
communications@mhp.co.uk
www.mhp.co.uk
@mh_port
PortofMilfordHaven

If you'd like to receive this publication by email please contact us.



Waterfront plans move forward

↑ An artist's impression of the new Costa Coffee, which is already taking shape at Milford Waterfront.

A revised master plan for the development of Milford Waterfront has been submitted to Pembrokeshire County Council this Spring.

The complex application which forms a central part of the Port of Milford Haven's plan to create a vibrant tourism destination on the Waterfront, has undergone some changes since the first master plan submission.

"Following negotiations with the Welsh Government we have managed to relocate the new entrance to the marina enabling us to retain the listed building that is currently a vet's practice," said the project's director, Neil Jenkins.

Development has already begun with the construction of a drive-thru Costa Coffee alongside the railway station.

Discussions continue with other potential operators ready for detailed planning applications later this year. "We are hopeful of some really positive steps forward in the coming months," said Neil.

↓ The master plan is taking shape to make Milford Waterfront a top visitor destination in Wales



Cruise Calls for 2018

Nine cruise ship visits to the Milford Haven Waterway are planned this season. Seven will be anchoring off Milford Shelf and two will be visiting Pembroke Port.

The ships, some carrying as many as 900 passengers, are always a welcome sight in the Waterway with many of the passengers keen to disembark and explore the shops, restaurants and other attractions around the Haven. More details on 2018 visits can be found online at www.mhpa.co.uk/cruise

Museum and Visitor Centre tie up

The Milford Haven Museum has re-opened for 2018 with a brand-new reception that will double up as a visitor information point.

The joint venture between the museum and the Port of Milford Haven will see opening hours extended at the Old Customs House.

Sue Kenny, who has overseen the refurbishment, says she is very excited about the museum's new dual purpose. "Not only will we be able to provide a brilliant resource for those in search of answers about Milford's past, but the team will be on hand to answer questions about its present and future as well!" said Sue. The museum has existed for more than 30 years and is mostly run by volunteers.

"The collaboration makes a lot of sense and, while we are keen to make sure that our original purpose as a museum is not lost," said Sue "the addition of a mini golf course next to the building and the events we have planned every month of the season will just mean there are more reasons than ever to drop in."

↓ This Way Up - Milford Museum's Sue Kenny oversees the refurbishment of the reception area at Milford Museum.



New Tourism Team line up at Milford Waterfront

The Port of Milford Haven has appointed a new tourism team tasked with creating an around-the-year diary of events and things to do at Milford Waterfront.

Headed up by Karen Lewis (formerly of the Torch Theatre), the new team will be working with local businesses to raise the profile of the marina and surrounding areas to visitors.

"Milford Waterfront is such a wonderful place," said Karen. "On nice, sunny days it feels like the Riviera of Pembrokeshire. There is a fantastic opportunity for local businesses and we want to help them embrace it. After all, we know people are prepared to travel to visit here," she added.

Natalie Hunt, whose main focus will be working on events throughout the year, said she is really looking forward to the challenge.

↓ Karen Lewis (centre) heads up the new team, which includes Natalie Hunt and Gareth Light, tasked with bringing an even greater buzz to Milford Waterfront.

"It's getting busy already. As well as family fun days in the holiday, we've just put on a very special Wedding Fayre, hosted by lots of different businesses along the Waterfront, so it had a unique, open feel to it!"

"Looking ahead, foodies should come and join us on the 18th-19th August when we will be hosting the Welsh Street Food Awards. You'll be able to eat, drink and vote as more than a dozen street food traders battle it out in the Welsh heats of the British Street Food Awards," she added.

"Not only are we staging events more regularly," said Karen "we are also pushing out to surrounding areas in town and beyond. We want this to be a perfect base to explore this area, and I'm positive people will be pleasantly surprised by what they find!"

The third member of the team, Gareth Light, will be skippering boat trips from Milford Waterfront in the large enclosed powerboat 'Discover Milford'.

"We will be touring all around the Waterway, heading out to the islands and upriver to the quieter end of the Cleddau," said Gareth. "The Waterway is steeped in history, fantastic landscapes and important marine reserves so there is plenty to see. Visitors will be able to pre-book or, if they feel lucky, turn up and take a ride. I'm really look forward to it!"

Karen anticipates that the team will expand during the season. "Bringing in more visitors creates more opportunities for locals," she said. "We will be looking for seasonal staff throughout the year; so people should keep an eye out for the opportunities if they're interested."



THE PORT

Small Act Big Consequences

With tensions rising in the post-colonial Middle East, a booming Britain realised it needed a reliable and regular source of oil. Bigger, ocean-going ships, or tankers, were the only answer. But where was there a port deep enough to take these fast-growing behemoths?

Far away in Westminster's halls of power it was decided that Milford Haven, one of the world's deepest natural harbours, should be made ready to become a strategic energy gateway for the UK.

But to enable this Waterway to function as an oil port (it already had a long history as a fishing and naval port), a governing body would be needed to ensure safe navigation for river users and to balance the needs of industry, leisure and the environment.

And so it was that, by an Act of Parliament sixty years ago this year, the Milford Haven Conservancy Board was created. The international investment that followed would change the fate of thousands of people in Pembrokeshire and beyond.

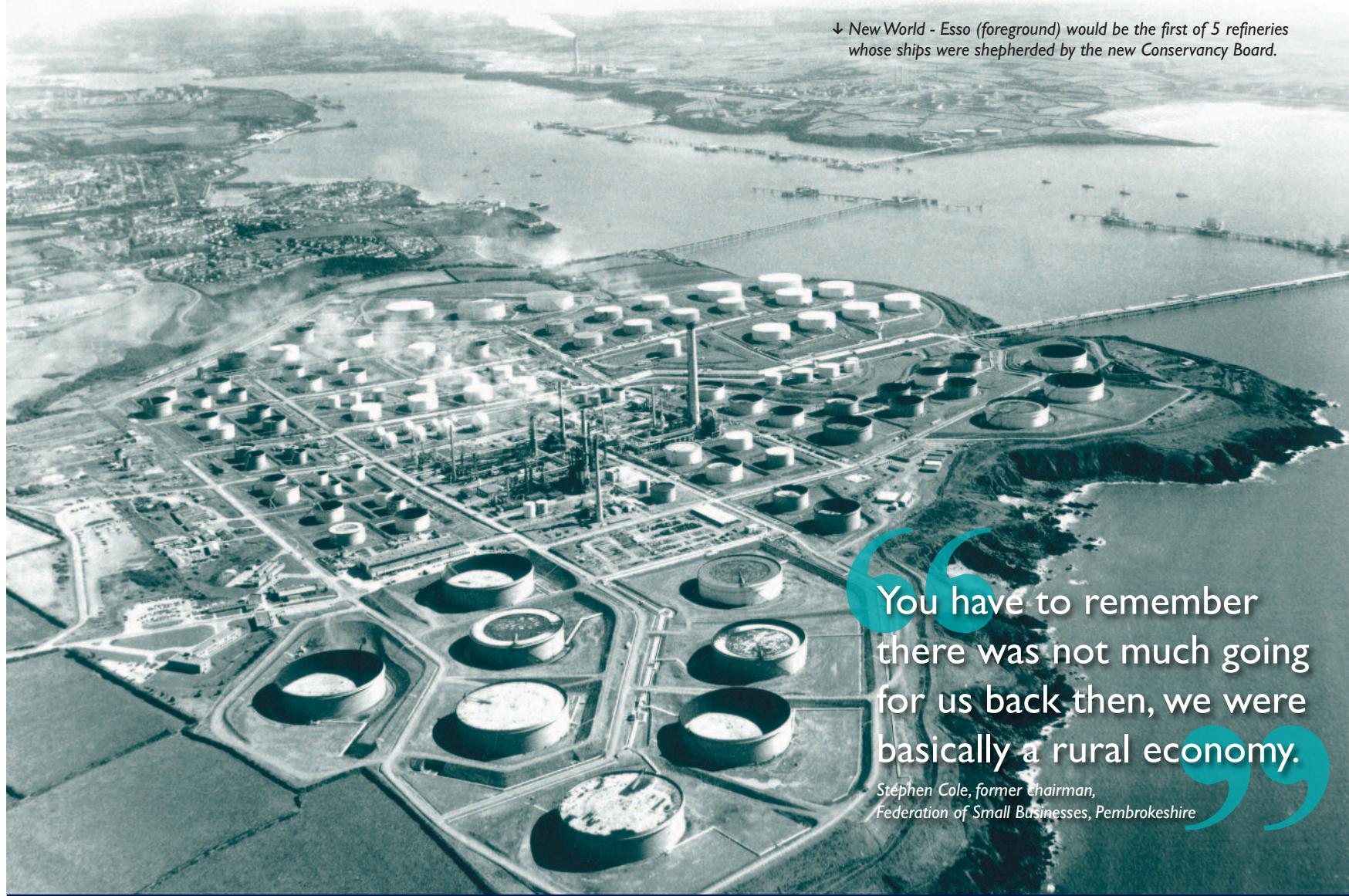
"What we have seen today is the beginning, not the end, of a new chapter in the story of the Haven"

So said the Minister of State for Welsh Affairs, Lord Brecon, at the official opening of the British Petroleum tanker terminal in Angle Bay in 1961. There was great optimism around the Waterway then, as this second deep-water facility (the first was Esso's giant refinery on the north bank, completed the year before) pointed the way ahead to more investment, more jobs yet to come.

But rewind back to 1958 and this was all a very distant and - to most - unimaginable future for Pembrokeshire's quiet Waterway.

In 1958, unemployment in the area reached as high as 11%, far higher than the national average for the UK which stood at 2%. When Harold Macmillan said, just one year earlier "most of our people have never had it so good", the 'most' he referred to were not in Pembrokeshire.

↓ New World - Esso (foreground) would be the first of 5 refineries whose ships were shepherded by the new Conservancy Board.



You have to remember
there was not much going
for us back then, we were
basically a rural economy.

Stephen Cole, former Chairman,
Federation of Small Businesses, Pembrokeshire

1958
Conservancy Board
created by Act of
Parliament

1960
Esso Refinery opens

1962
Tonnage entering
Milford Haven passes
10m tonnes

1964
Texaco (Pembroke)
Refinery comes
onstream

1968
Gulf Refinery comes
onstream; Pembroke
Power Station opens

1973
Amoco Refinery
comes onstream

1974
59m tonnes of
shipping passes
through the Port



From Conservancy to Modern Trust Port

↑ Royal Blessing - HRH Princess Marina, Duchess of Kent opened the Milford Haven Conservancy Board headquarters in 1964

The duties, purposes and powers vested in the Port developed over half a century. The original Conservancy Act of 1958 gave the Board the powers required to run a busy oil trading waterway safely and efficiently. Some thought was given by lawmakers to ensure the Board would take due responsibility for the natural beauty of the area and of the wellbeing of local people.

Its primary goal would be to preserve and improve the Port with which it was entrusted for future generations.

Additional and updated powers were conferred by Acts in 1975 and 1983, and in 1986 the Port's name was changed by an Act of Parliament to become the Milford Haven Port Authority.

By 2002, as revenues from the oil industry were waning, the Government sought to give more freedom to the Port Authority in its ability to invest and build alternative revenue streams. The powers of the Authority to invest could only be exercised if the Board felt it likely "to provide economic, social, cultural or environmental benefits to all or some of the population of Pembrokeshire or any part of Pembrokeshire." [Milford Haven Port Authority Act 2002]

"You have to remember there was not much going for us back then, we were basically a rural economy," explained long-time local champion of Pembrokeshire's small businesses, Stephen Cole.

Although fishing had enjoyed a brief boom after the war, it was in decline from its heyday. The closure of the naval shipyards upriver, withdrawal of armed forces and mechanisation of farms meant that there were limited prospects for local school leavers.

The 1958 Milford Haven Conservancy Act vested in a new authority, the powers that it would need to run a modern oil port. The subsequent investment made in the Waterway, to enable it to receive tankers and refine and store product, created a boom in the local economy.

"For a rural county, the jobs these refineries brought were very well paid, so much so that businesses across South Wales struggled to keep their talented employees," explained Stephen.

Within 15 years, Milford Haven would become Britain's largest port (handling nearly 60m tonnes of shipping during its busiest years). By the 90s, refining, and the shipping that served it, was in decline but there were new opportunities on the horizon.

With the redevelopment of Pembroke Port upriver, the Irish ferry and other freight started to move through the Port.

"We run an efficient and professional operation here," explained the Port of Milford Haven's Chief Executive, Alec Don. "As long as

we are able to be competitive and are served by good infrastructure - pipelines, power lines, railways, roads - there will always be more opportunities, more chapters opening for the Port and for Pembrokeshire," said Alec.

Sure enough, another chapter opened after 2002, when the Port attracted more than £2.25bn of fresh investment to become the home of two liquefied natural gas terminals and Europe's largest and most advanced gas-fired power station.



→ £2.25bn investment - LNG opened a new chapter for Pembrokeshire with the construction of two terminals and a gas-fired power station.

1979

Irish ferry services begin from Pembroke Port

1996

Oil tanker 'Sea Empress' runs aground at the entrance of the Haven

2009

The first LNG carrier 'Tembek' enters the Port

2012

RWE nPower gas-fired power station begins generating



The Americans Are Coming!

A personal viewpoint

↑ Milford boy, Jim Hughes, a familiar face on the Waterway (and voice on our radios) witnessed the birth of the UK's energy port. His life changed when oil came.

"I was fifteen at the time. We'd heard there'd been Americans in the Lord Nelson Hotel [in Milford Haven], so we knew something big was happening!"

Jim knows pretty much everything there is to know about the Waterway. Born and brought up in Milford Haven, his life (like so many others') was to take a new direction when his home port was given the job of supplying much of Britain's energy.

"I was working as a fitter in a local garage at the time," he recalled. "Outside of fishing, that's all there was, pretty much: the trades."

"But things started happening," he says. "There was surveying first and then the news that an oil complex was looking to start." This was energy giant, Esso who had negotiated a piece of land on the north shore of the Haven. "Then the dredging of the channels began."

"I was in the Lord Nelson one night," said Jim. "The crew of the dredger were in there. Their dredger was broken and they needed a fitter. 'Could I fix it?' they asked. I did, and I became their new superintending engineer."

A large workforce was needed to get the port ready for ships. "Our dredgers hammered away at rock under the water with great buckets. It was so noisy the council told us to stop work at 10pm," Jim laughed.

Big oil meant big business. Hundreds of men were drawn by generous pay to build the refineries. "Men left the mines to come here for work. Welders earned up to £10 an hour, what I earned in a week!"

Asked to reflect on how life changed for people on the Waterway, Jim is very clear about one thing. "It was the refineries or nothing as far we were concerned. It gave opportunities to me and so many of my friends I was at school with."

Get involved

So many people have special memories of the Port. A Facebook group has been set up called "Port of Milford Haven's 60th Anniversary" where you can share memories and find out more about the wonderful people who helped shape the Waterway we know today.

PORT PROFILE

Woman in control

As one of the Port's longest serving active employees, Karen Smith has lived through - and helped instigate - a rapid modernisation of a male-dominated industry.

Karen Smith has broken a few boundaries in her working life and seen a great many changes.

She joined the Port of Milford Haven on St David's Day, 1982. Britain was climbing out of recession. Pembrokeshire had just struggled through a snowy winter, the likes of which has never been seen since. Dexy's Midnight Runners and Bucks Fizz were on our radios and the nation was weeks away from going to war over a group of largely unknown islands thousands of miles away.

Karen was brought up in Hasguard Cross, near Broad Haven, where her family had a tourism business. At just 17, she took a job straight out of college as a receptionist at the Port of Milford Haven. She knew she was entering a man's world, but like a sleeper agent, she was content to lie low. For the time being...

"After a few years, I moved over to the marine department and saw a whole world that really interested me," explains Karen.

The marine department is the core operation at the Port, looking after the needs of shipping coming in and out of Milford Haven Waterway. "I became the Harbourmaster's

secretary and would often have to climb the stairs to Port Control to send and collect faxes".

Port Control is the marine operations nerve centre. With a commanding view over the Waterway and bristling with technology, it is home to the operators who have eyes, ears and a voice across miles of water. They are the air traffic controllers of the seas. Shipping moves only on their say so. Port assets, including the launches and the pilots they ferry, are moved like chess pieces, ensuring the Port runs smoothly and, above all, safely.

"When I went up there and saw what went on, I thought: 'I want to do that!', recalls Karen. Then her boss brought her a memo he wanted sent out to all staff. A vacancy had come up for a relief marine operator and she saw her chance.

But there was a problem. Traditionally, marine operators came from a career on the launches. That was the way it was done. What's more, there were no women serving on the launches, nor had there ever been.

Like Karen, her boss at the time wasn't put off by this. "As I stood there holding the memo, I asked if I could apply. He said: 'I don't see why not!'"

Karen got the job and, in doing so, broke the tradition. "When I started, the only loo available was for gents," she recalled. "I didn't demand changes, I just got on with my job. To this day, there is still a lot of banter, but I give as good as I get!"

Whilst the Port of Milford Haven may be a 21st century organisation, some corners of the maritime world are still playing catch up. "One or two of the customers can't get used to a woman answering the phone in port control," says Karen, laughing. "Can I speak to one of the port controllers?" they'd say. We had one customer who just burst out laughing whenever I answered the phone!"

"I love the job," adds Karen, with genuine affection in her voice. "Every day is different and, while there is occasional boredom, you can find yourself in a situation when you're juggling four pilots, one launch, a fleet of tugs and several ships wanting to leave or come in."

It's 60 years since the Port of Milford Haven (Conservancy Board, as was) was created to oversee what would become the UK's biggest energy port. As "mother" of the Port, Karen has served nearly two-thirds of that time and has become a fierce protector of the marine department.

Karen gestures over her shoulder at the Waterway behind. "We were created to move ships.

Everything that's come since is off the back of that." She says with conviction. However, never serious for long, she turns back to look over the Waterway and laughs.

"When I retire, I'll probably still be here watching the ships."

← Never far from the Waterway, Karen loves working for the Port. "Every day is different," she says.



↑ Karen started out by lying low in reception but ended up smashing the barriers into a male dominated world.

Once, we had a customer who just burst out laughing whenever I answered the phone!

CUSTOMER NEWS



New fashion outlet makes its marque

↑ Great Trade - Boobaloo Boutique owner, Jacquelyn Morrel (left) and manager Rachel Stanmore, say the first few months have been good for the fashion outlet.

Boobaloo Boutique, a new outlet selling affordable fashion at Milford Waterfront, says it's recorded a strong first five months of trading. Owner Jacquelyn Morrell who already owns a boutique in Risca and an online store, says the Bank Holiday was particularly busy, with a good mix of locals and tourists crossing the threshold.

"We love it here," said Jacquelyn. "We love the attractive waterfront; it's a great place to be with good eateries, bars and cafés and we're looking forward to the cruise ships coming in over the next few months."

"We brand ourselves on being 'YOUR Home of Affordable Fashion,'" explained Jacquelyn. "We also offer a free personal shopper service out of hours if you would like the VIP Treatment."

For more information visit their Facebook page, BooBaloo.Boutique

Pinpointing pain



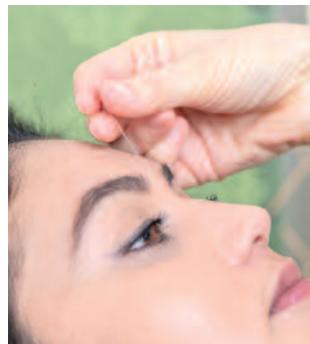
↑ "It's not simply putting the needles where it hurts" - Therapist Louise Wiseman from Haven Acupuncture draws on her knowledge of Chinese Medicine to make an informed diagnosis.

A new acupuncture clinic has opened its doors at Milford Waterfront this Spring. Haven Acupuncture, owned by Louise Wiseman, offers remedial treatment for a range of health concerns from chronic pain and depression to gut problems and rheumatoid arthritis.

"I was really happy to find the perfectly sized venue for my business. It's all on the ground floor with full disabled access and plenty of free parking. A lot of my clients enjoy using the cafes and shops on the marina before and after acupuncture sessions, and the waterside setting is tranquil and uplifting," said Louise.

With 20 years' experience, Louise offers acupuncture for all health concerns. "I've treated sceptics and believers alike," she said. "It's always a privilege to meet with someone, listen to their story, and decide on a course of action and I really do aim to create a haven of time and space for them."

For further information, please go to: www.havenacupuncture.net or call 07891 931 910



↑ Louise offers a five-minute drop in session for people to "try out a needle", to see if they feel it could be helpful.



Aussie energy makes waves in Wales

↑ The Bombora mWave device is the latest marine renewable energy technology being developed in Pembrokeshire.

Australian renewable energy business Bombora Wave Power has opened offices in Pembroke Dock, where it is starting development of its new mWave device.

The rapidly growing team has eleven full time staff already and has signed contracts with local companies who will form key elements of Bombora's supply chain as they move to the fabrication phase of their development.

"It is a very exciting time for marine energy in Wales," said Sam Leighton, Bombora's Australian CEO. "We are looking forward to exciting times ahead. Word has got out that Wales, and particularly Pembrokeshire, is an ideal location to explore the possibilities of wave energy. The region offers good access to experienced marine energy staff, outstanding capabilities in the supply chain and plenty of waves," he said.

The Bombora project is one of several that have been attracted to Pembrokeshire by the high-profile Swansea Bay City Deal plan. It's hoped the deal, for which partners, including the Port of Milford Haven and Marine Energy Wales, have made a bid for government money, will transform the Waterway into a marine energy testing and development centre.

"The great groundwork established by Marine Energy Wales and the Port of Milford Haven has made a massive difference," said Sam. "We have been able to turn up and get going in short order!" he added.

'WaveSub' towed to Cornwall for testing

Wave technology company Marine Power Systems (MPS) will this month hit a developmental milestone as it tows its 1:4 scale WaveSub wave energy converter from the Milford Haven Waterway, where it was built, to Falmouth's marine test centre, FaBTest.

Constructed by Ledwood in Pembroke Dock and developed with support from organisations including the Welsh Government and European Regional Development Fund, the WaveSub is designed to generate electricity by harnessing energy from the continual orbital motion of waves under the surface of the sea.

MPS Chief Executive Officer, Dr Gareth Stockman spoke about the importance of the next stage. "Critically, this new phase at FaBTest will enable us to confirm the WaveSub's energy generational capacity across a broad range of sea states. We are convinced of the economic potential that ocean energy offers Wales. This is the next vital step towards creating grid connected WaveSub devices that can produce clean, renewable and cost effective electricity as part of a diverse, low-carbon energy mix."



↑ The eye catching 'WaveSub' device has been undergoing inspections in Milford Marina but is now headed for Cornwall.

High and Dry

“Marine renewable energy is an important part of our future. Our knowledge and capability are in demand”

Adrian Owens - Safety Manager, Haven Marine Services



↑ A Dry Do - Haven Marine Services have back to back bookings for the dry dock this year. Here, suction dredger Arco Beck is in for repairs

→ Up on blocks - Ships' hulls live in a hostile environment. Dry docking allows for easy regular checks and maintenance.

“In the dry dock at the moment, we have the Arco Dee,” says Adrian Owens sitting at his office desk with complicated looking plans of a ship in front of him. “She’s a suction dredger,” he adds, running his finger along the plans showing huge pipes used to suck sand and gravel from the sea floor. “Sand and gravel are very abrasive, so basically she self-destructs.” He pauses a beat. “Obviously, that’s good for us!”

The Arco Dee illustrates well the demands that make Haven Marine Services the ship owner’s dry dock facility of choice. More than 25 years old, this veteran dredger works hard, spending its life extracting aggregate from the sea bed and transporting it to port for use in construction. It is a workhorse and its owner Hanson - Europe’s largest producer of marine-dredged sand and gravel - needs it to be busy, safe and reliable.

“There are closer dry docks to where this ship operates,” explains Adrian. “But despite the extra steaming time, Hanson are happy to come here because they know they get a quick turnaround from a skilled and highly experienced team.”

As we head out of the office towards the dry dock it’s clear that the team is flat out getting the ship ready to redeploy. Worn suction pipes are being craned off the ship and laid down next to the soon to be installed replacements. Meanwhile, on board, hard hats bob in and out of view as, somewhere deep in the guts of the ship, a hammer-beat and grinders provide the soundtrack of industry.

This is all easy enough to do at any normal dockside of course. But this is only the surface activity. It’s not until we reach the edge of the dry dock that it becomes apparent that the sea has gone and there’s a 30ft drop to a dry concrete floor. Below us, more hi-vis jacketed men move under the ship’s newly painted hull. She may be more than a quarter of a century old, but the Arco Dee is looking pretty fresh.

Haven Marine Services is busy. Arco Dee is nearing completion, but she barely fills half the space in the dry dock. Other smaller projects sit in the void behind her. Soon there will be an even bigger vessel coming in to replace the dredger.



"We have back to back bookings this year," Adrian says. "We have some great long-term clients including Svitzer [tugs], Hansen [more dredgers] and Qinetiq [missile targets that, surprisingly, aren't actually supposed to be hit but sometimes are, so they need patching up] coming as regular customers. We also have travelling squads working around the country. We have a team in Swansea at the moment."

Looking ahead, how does Adrian see the industry changing?

"Marine renewable energy is an important part of our future," he says. With Pembroke Port emerging as a new centre for marine energy,

Waterway is already being used by wave energy developers as a testing zone for new devices. "Last week we had Marine Power Systems' 'Wave Sub' device in here, and there are plans to bring in another device in the next month or so. Again, our experience will play a key role," he explains. "In this job, we see up close the damage the sea can do to steel. People underestimate that so, again, it's not just the facility that is in demand, but our knowledge and capability as well."



← Safety Manager Adrian Owens has worked in and around the docks for nearly 30 years. "Reputation and experience are key," he says.

↑ Hands on experience - Some members of Haven Marine Services' team have worked in ship repairs for nearly four decades.

Solid dock

↑ Leaking under. Pressure - Water pushing from behind the sluice gate is a reminder that, at high tide, the workers on the floor of the dry dock are well below sea level.

The dry dock can handle vessels up to 120m in length, more than 20m wide and with a draft as deep as 7m. That makes it a very large hole indeed.

Haven Marine Services carries with it a maritime engineering pedigree that goes back centuries in the Milford Haven Waterway. There are people working here whose families have been involved in shipbuilding for generations.

The Royal Navy may have chosen the other side of the river to be the home of their 19th Century royal dockyards but the admiralty invested in shipbuilding here first and much of that work was done on the very spot where the dry dock (built as part of the wider docks development in the 1870s) sits today.

The dry dock can be emptied of more than 30 million litres (30,000 tonnes) of water in around four hours. However, in reality, the inch accuracy required to settle a large ship on bespoke block layouts requires careful positioning and that takes time. Surprisingly, the equipment used to get it exactly right is the "Eyeball Mk I".

PORT CHARITABLE UPDATE

Tackling mental health head on

Mental health still carries a stigma, despite the fact almost every single one of us will feel its (often devastating) effect on our lives at some point. The Port's charitable cause of the year, Mind Pembrokeshire, has done so much to sweep away (mental) barriers that stand between sufferers and those who can help.

When an ambulance rushes past you with its lights flashing as you walk down a street, what do you think?

Perhaps a twinge of sympathy? Perhaps for a moment you'll imagine the worst of possibilities. Whatever the emotion, you will probably feel sorry. After all, it's not likely to be good news, is it?

An ambulance transmits a very obvious sign that someone needs urgent medical help. Signs of physical trauma and pain trigger in all of us the urge to act, to do and to feel something. Our bodies are actually designed to respond in this way.

But on that same street, you may have passed several medical emergencies already, and never even noticed. You might have walked past Lisa, for example.

"If I hadn't got help, I'd be lost. I'd be dead," says Lisa. Hers is a (not unusual) story of how a childhood punctuated by the failure of others, lead to her own sense of failure in herself. But for Lisa, there was no obvious way out, no ambulance delivering her to someone who'd make her better. The only escape she found was through drugs and alcohol.

There will be countless examples of people just like Lisa who never receive treatment for serious mental health problems. Mental health issues affect around one in four people in any given year. They range from common problems, such as depression and anxiety, to rarer problems such as schizophrenia and bipolar disorder.

In Lisa's case, there was a fulfilling and positive escape, when one day in 2012, she walked into Mind Pembrokeshire in Haverfordwest.

"It was amazing," remembers Lisa. "I wasn't well at all. I weighed six stone. But there was no judgement at all when I came in. Everyone was so friendly, so

supportive. I had never had friends, and suddenly, coming here, I found a purpose in life," she says. "I made friends. I have a family."

Lisa now helps others who come to Mind Pembrokeshire. Manager of the centre, Joe Salerno has known her from the time she first came in. "Anyone can walk through that door," says Joe. "We are open 365 days a year. We offer stability, someone to talk to," he explains. "Therapy is sometimes nothing more than giving someone time, a face to talk to and getting them to do something they enjoy."

This remarkable community of people, which includes highly trained therapists and practitioners, has helped quietly to engineer a revolution in thinking about mental health here in Pembrokeshire. Its message has filtered through, even to the parts of society most resistant to the idea that any mental health issue is not a problem to be shared.

"Isolation, depression, feeling down happens all the time. It's normal!" says Joe. "We now get guys from male-dominated businesses coming here for a chat. They won't discuss it in the workplace, but they know there'll be someone they can talk to in person."

Listening to Joe speak passionately about the universal impact of mental health issues ("Everyone is affected at some point in their life, that's how normal it is", he repeats), it's clear we need to confront our own perceptions on mental health.

So, back to that walk along the street... You pass an angry looking, pale and scruffy young woman who smells of alcohol, what do you think?

↓ Lisa (pink top) and the group sing 'I think we're alone now' by Tiffany. But, here at Mind Pembrokeshire, quite the opposite is true.



↑ "We are often fixing middle-of-the-road, middle class people in a crisis. Even people who look smart and seem well connected might need someone to talk to."
Joe Salerno, Mind Pembrokeshire

Creating a space that accommodates such a wide variety of people with a broad range of issues is not easy. Much of that capability comes from the building which is home to the charity.

Set by the river on Quay Street, opposite County Hall in Haverfordwest, the large former warehouse has space for everything, from large play areas to quiet therapy rooms.

But the building, which the charity rents, is to be sold. The charity urgently needs to raise money to buy it. "This place is in an incredible location, and the building itself is integral to the approach we take," says Joe.

"We have until October to find the money," he explains. "Losing our home would have a massive impact on what we do, so we are looking at all sorts of funding options."

Lisa and her friends are going out busking in towns around the county to raise money for the charity. If you see the Mind Pembrokeshire banner, think 'ambulance' and help get someone on the way to recovery.

For more information, go to www.mindpembrokeshire.org.uk or visit [mindpembrokeshire](https://www.facebook.com/mindpembrokeshire) on Facebook.



COMMUNITY FUND NEWS

Every year, organisations around Pembrokeshire apply for thousands of pounds from the Port of Milford Haven's Community Fund. During 2017 the community fund awarded almost £30,000 to 102 community groups and projects. Here's a round-up of some of the projects that have benefitted.

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



Lawrenny Juniors AFC

Lawrenny Juniors were given £500 for kits, balls and other equipment for the under 7s, 8s and 9s. Coach Stefan Jenkins said the funding enabled the club to have all the right kit, which in turn has meant the attendance has been really high.

"The funding was vital as it meant we can have the necessary equipment for our teams. There's a real buzz at the club now, and it gives the Colts a real sense of pride to look the part when they walk on the pitch! Our small village produces 3 teams week in, week out now!"

← Lawrenny Under 8s, and their fellow Colts in under 7s and 9s, received new kit thanks to funding from the Port's Community Fund.



↑ Celebration - a visit to the world's oldest Guiding Centre which is in Austria

Milford Haven Girl Guides

Milford Haven Girl Guides received support from the Community Fund to help with their trip to Adelboden in Switzerland. The girls visited the oldest World Guiding Centre and took part in the 85th anniversary celebrations. The £250 of funding enabled them to buy new uniforms for the trip.

Milford Haven Girl Guides provides experiences and opportunities for girls aged between 10 and 14 years, by giving them space to grow, empowering them to find their voice and inspiring them to discover the best in themselves and to make a positive difference in their community.

Seafarers' Welfare Fund

The Port has provided support for the Apostleship of the Sea through the Seafarers' Welfare Fund.

The Apostleship of the Sea, which has bases in most major ports in the UK, supports seafarers from across the world with a team of chaplains and volunteers, meeting their needs through the provision of help, support and advice. Seafarers sometimes spend up to a year at a time away from home, separated from their families and loved ones and often work in tough conditions.

The Port's funding went towards the provision of welfare officers in the community and also towards the running cost of the minibus (see picture) used to provide transport for seafarers while their ships are in port.

This unique service really is a lifeline for sailors often very far from home.

Here's an extract of a letter of thanks sent to the Apostleship from one seafarer who came to Milford recently.

↓ Deputy Harbourmaster Steve Hardcastle meets with Martin Foley, National Director of the Apostleship of the Sea, and other representatives from the charity.

Our vessel, The M.T 'Eternal Diligence', was docked at the Semilogistics berth, No.2 at Milford Haven. We wish to express our gratitude to the Apostleship of the Sea at Milford Haven.

Visiting the town would have been a very expensive proposition. And then came along the Apostleship of the Sea with a smile and ferried us over to the town for provisions, crew shopping and welfare a number of times during the port stay, and not a penny charged.

The service came with a smile at all times and the people were very helpful with their local knowledge of the town and went out of their way to accommodate transport at odd times and even very frequently at that. Our request was never turned down and though we kept them very busy (to allow for our work schedules on-board), the smile never went off and that is the most amazing feeling experienced by the whole crew on-board. To sum it up - a big 'thumbs up' to the people dedicated to the cause of seafarers and who make us feel welcome through their untiring charitable endeavours. We, the crew of the Eternal Diligence, thank the organisation and wish you the very best.

Capt. Lester Braganza



↑ Sara Andrew from the Port presents Chris Osborne with a large cheque at Tenby Harbour.

Tenby Sea Swimming Association

The Port has sponsored the fifth Caldey Swim, organised by Tenby Sea Swimming Association.

The event is due to take place on Sunday 12th August, with 100 swimmers leaving Caldey Island for Tenby at 12.45pm. The course should take between 45 minutes and 2 hours to complete. Last year the swim raised over £3,000 for Tenby Lifeboat and Tenby Surflink.



SAFETY BRIEFING

New fund to make fishing safer

Fishing is the most dangerous peacetime profession in the UK. It is hoped a new fund, launched by the Port of Milford Haven, will help protect fishermen operating out of Wales' biggest fishing port.

Fishermen are well aware of the risks in their line of work. They have to be confident in the face of the danger. Nevertheless, everyone knows someone who has paid too high a price for the catch in this tough business.

Around a quarter of all people working in the industry claim they've been involved in a life-threatening incident at sea. Some were less fortunate. In the past 10 years, 94 lives have been lost. Now the Port of Milford Haven is offering a new fund to help local fishing fleets invest in making their work safer.

The statistics are every bit as brutal as the livelihood. Outside of our armed forces, how many of us go to work and face the very real possibility of death? Fishermen do, and sea fishing has the dubious honour of being the most dangerous job in the UK.

Melanie Durney from the Port of Milford Haven has been working with fishermen operating out of Wales' biggest fishing port to improve safety. The Port launched the new Fisherman's Safety Fund which she hopes will help the industry drive down the number of injuries and deaths.

"The simple truth is that, while most other industries can develop a pretty safe workspace around their employees, when fishermen are out at sea, their workspace will always be hostile and unpredictable," said Melanie. "Their environment is completely outside of their control and, if something does happen, they are far away from emergency services."

The Port's Fisherman's Safety Fund offers fishermen, or owners of vessels operating out of Milford Docks, valuable support to spend on



↑ Making safe - After a freak wave tore the life boat from its mounts, Mark Albery is keen to do more to make his place of work safe.

equipment that improves health and safety on board their boats.

"Obviously the improvement must be on top of all legally required equipment a fishing vessel must carry," explained Melanie. "But just as importantly we are there to help fishermen access funding through the European Maritime and Fisheries Fund, a scheme operated by the Welsh Government, and we can top up the money they receive for a project."

Our message is simple: if you have an idea for a project that will improve safety on board a fishing vessel, come and see us first."

For more information about the fund, visit www.mhpa.co.uk/fishermans-safety-fund

On the front line



After a tragedy you always become more safety conscious

Mark Albery, fisherman.

↑ Miles of line, weights and a forbidding sea conspire to make fishing a very risky business.

Mark Albery started fishing when he was just 7 years old. 26 years on and he is happy to admit he still doesn't wear a life jacket when he is working at sea on board the fishing catamaran, Stephanie R.

"You're dealing with a lot of lines and kit on board," explains Mark. "It is easy to get caught on something. But that's my choice. If I have younger guys on board with me, I make them wear one."

Standing aboard the Stephanie R it is easy to see how exposed you could be in heavy seas. Low sides and an open ramp at the stern, where up to $\frac{3}{4}$ mile of lines can pass quickly when dropping weighted lobster and crab pots, leave little in the way of protection when waves come crashing over the vessel.

"I used to get a thrill out of it," says Mark. "I used to feel... well, you're fearless aren't you when you're young?" he adds.

Two years ago, a father and son, who had been based in Milford Haven, died while they were fishing together off the coast. An investigation found that the father, whose body was recovered, was not wearing a life jacket. His son's body was never found.

Mark knew the pair and, like many others, was rocked by the tragedy. "We ripped the boat apart after that," he said. "We checked everything, equipment, safety gear in date... everything."

A recent close encounter with a massive wave, that broke over the boat and tore the life raft from its mountings, made Mark and his boss look once again at safety.

"We are applying to the Safety Fund to pay for higher gunwale rails (sides) and places to store gear so the deck is clear," explains Mark. "I really welcome the fund, as fishing is a tough business and we don't always have the money to do as much as we would like."

SPECIAL OFFERS



Milford Waterfront

Where the land meets the sea

With some great places to shop, eat and drink, Milford Waterfront is an ideal destination for a day out. Here are some fantastic offers to whet your appetite.

Milford Haven Museum

The Old Customs House, The Docks,
Milford Haven SA73 3AF

Half Price entry to museum per family.

Terms and Conditions: Please present this voucher. Offer ends 1st November 2018 and excludes special events and exhibitions.

Healthaspire

14 Temeraire House, Nelson Quay,
Milford Haven SA73 3BN

Buy one meal, get one FREE for your first time purchase on our ready meals.

Open 4.30pm-6.30pm Mondays.

Terms and Conditions: Please present this voucher. Only one meal per voucher. Expires 1st September 2018.

Crow's Nest Café

7-8 Vanguard House, Nelson Quay,
Milford Waterfront, SA73 3AH

Free cake with every main meal.

Terms and Conditions: Please present this voucher. Offer expires 31st August 2018.

Martha's Vineyard

Cleddau House, Milford Marina, Milford Haven, Pembrokeshire, SA73 3AA

10% OFF evening meals Monday - Wednesday.

Terms and Conditions: Please present voucher. Offer does not include drinks and expires on 31st August 2018.

Forrest Print

4 Agamemnon House, Milford Docks, Milford Haven SA73 3AY

10% off.

Terms and Conditions: Please present voucher, offer expires on 31st August 2018.

Trwfll

5 Vanguard House, Milford Waterfront, Milford Haven SA73 3AH

10% off.

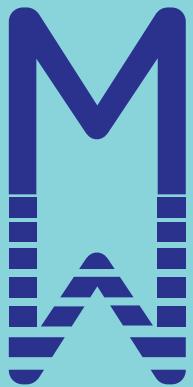
Terms and Conditions: Please present this voucher. Offer excludes chocolate bags and cannot be combined with other offers. Offer available until 31st August 2018.

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@mhp.co.uk
www.mhp.co.uk
 @mh_port
 PortofMilfordHaven



Milford Waterfront

Where the land meets the sea

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.

Eat | Shop | Enjoy

Find out more at

www.milfordwaterfront.co.uk



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Milford Waterfront is part of the Port of Milford Haven

DISCOVER
Coast & Cleddau
BOAT TRIPS



New for
2018!