

# onboard



## MYSTERY OF ARCO TYNE BELL

**It seems Vernon Gouldsmith, Master of the Arco Avon, can't escape from work wherever he goes – not even on holiday.**

Vernon and his wife Lynne recently took a bank holiday break on the Isles of Scilly for the World Pilot Gig championships. After a pleasant walk around St Agnes and the island, the couple went to the Turk's Head pub for some refreshment.

Vernon takes up the story: "It was none of this tea-total stuff but a good pint of pear cider, one of your five a day I am assured. To my surprise above the bar was the bell and a picture of the Arco Tyne. I asked the barmaid how the bell and photograph came to be at the Turk's Head but she was unable to find out any information as the pub had recently changed management."

Marine historian Paul Whittle confirms that the Arco Tyne departed for Alang, India on July 27 2004 where she was broken up, so it was likely the bell was removed before she left the UK by a crew member or someone else.

So if anyone knows the answer to why the bell found it's way to the Turk's Head let us know.



## Success for group approach

Following large market declines last year, 2010 has remained challenging. But new business opportunities remain and Hanson Marine is taking advantage of a number of these.

Update by  
Marine Director Gareth Day

A good example is the Stene Twins project in Ostende to which we successfully supplied 40,000 tonnes of sand and gravel in the first half of 2010. Well done to all those involved, both office and crew (see page 4).

This was a great example of cooperation between the marine aggregates business, which delivered the material, and our Hanson Belgium colleagues, who marketed the material and had the direct relationship with the client. This is just one example of how being part of the larger group can be mutually beneficial.

In other areas, we have had some great successes in the first half of 2010. For example, we achieved ISO14001 compliance due to the hard work of our operations department. This demonstrates the effectiveness of our environmental management systems and will help enormously with future commercial ventures.

## SPOTLIGHT ON FALLS DANGERS

The rise in injuries caused by falling from height at work has prompted parent company Heidelberg Cement to launch initiatives to help tackle this dangerous problem.

Following some serious accidents within the group, Heidelberg has created a poster campaign, highlighting the strategy for reducing height related accidents.

Key issues that employees have to consider are;

- **Assess the potential for a fall**
- **Safeguard your work area**
- **Maintain your equipment and PPE**
- **Ensure appropriate fall protection is used**
- **Ensure you are appropriately trained before undertaking working at height**
- **Inform a responsible person before starting work - use a permit to work system**

Health and safety advisor Darren Guy stressed: "The posters have now been issued to all ships and should be displayed in a prominent position. All crew are encouraged to review their working at height risk assessments and safe working practices."

The problem was highlighted when a crew member fractured his pelvis on the Arco Adur. The third engineer fell about two metres whilst attempting to clean the



internal engine room windows. No risk assessment was carried out and no fall arrest measures were used on this occasion.

"As a result we re-launched the 'Take One' dynamic risk assessment to get seafarers to assess seemingly everyday tasks that have serious risks associated with them. Communication was also poor, with the other crew having designed a long reach brush which could clean the windows without the need to climb. The man was very lucky and spent a good deal of time in hospital and longer getting well," added Darren.

## Experienced Nigel takes over resources team

**Nigel Griffiths has joined the company as principal resources manager. He takes over from Robert Langman, who has moved to consultancy MarineSpace.**

Nigel had previously been with the aggregates division based at Allington as principal geologist covering Hanson operations in south east England.

Before joining Hanson, Nigel worked for brick and tile manufacturer Wienerberger as a geologist, planning and estates manager. Nigel has specialised in bulk minerals,

working with Placoplatre, producers of cement and plasterboard, and BPB Industries - now St Gobain. He has worked in both the UK and France, where he was awarded a doctorate in geology when based in Brittany.

Married with two children, Nigel has just returned from "one of his best ever holidays" in Greece, sailing from the Athens area around the Cyclades to Kalamata in the Peloponnese, onboard a Sun Odyssey 49DS. He enjoys cycling, mountain biking, tennis and most sports.

## Deep permit will benefit South Wales

Hanson Marine has started dredging in a new area in the Bristol Channel, following the Welsh Assembly Government's decision to grant a licence for Area 470 located in the Bristol Deep.

Hanson and joint-venture partners Tarmac Marine will be allowed to extract a total of 1.25 million tonnes over the next five years from the licence, which is located offshore five miles south of Newport and three miles north west of Clevedon in the channel. The new dredging area sits alongside the shipping lane into Avonmouth in depths of 12 metres, rising to more than 26 metres at high tide.

### Continuing supply

Principal resources manager Nigel Griffiths said: "There has been some concern about the long term supply of sand into the region with the cessation of dredging on Nash Bank. This permission is good news, because it will ensure a continuing supply of essential materials for building and construction, and at the same time reduce lorry miles and conserve land-based mineral resources."

The permission has taken more than 10 years to secure and during that time Hanson and Tarmac have commissioned extensive studies to convince many stakeholders including the Countryside Council for Wales and the Environment Agency Wales that dredging in the area would not impact on nearby sandbanks or the shoreline.

## Key returns

**Hanson Marine's former personnel and training manager, Gordon Key has returned to Marine Parade.**

Gordon, who has a wealth of experience working in personnel in the shipping industry, is employed by HS Limited, a subsidiary of Hancois Management Ltd, the Guernsey-based company which provides marine with its seagoing staff. He is providing personnel, training and recruitment services to the company. His career in the industry started in 1981 with Cunard Line Ltd and during that time he had to liaise with the Ministry of Defence, co-ordinating flight movements for crew on board ships during and after the Falklands conflict in 1982.

## Marine aim for £3,000 target

**Marine and Ship Management teamed up to take part in a 100-mile challenge in the New Forest in aid of the British Heart Foundation and the Hampshire Autistic Society.**

Some 14 members of staff took part and with the help of the Hanson Charity Match they expect to raise in the region of £3,000 to share between the two organisations.

The target of the event was to walk, run and cycle a combined 100 miles between all the participants.

# HISTORY MAN WHITTLE 100 YEARS OF AGGR

On June 15, 1912, the 49 ton grandly named, steam driven suction dredger s.s.City of York sailed from the port of Bristol and dredged a cargo of sand in the Bristol Channel thus marking the start of the modern British aggregate dredging industry.

Whilst working for Hanson Aggregates Marine and again after I retired in 2006 I mentioned to the British Marine Aggregate Producers Association (BMAPA) that there should be a history of the UK's aggregate dredging industry. Not a history which concentrated on the already well documented search for suitable material with its attendant science and exhaustive licence application process but rather a story which recorded the ships, people and companies involved in the trade over the past decades. When BMAPA and The Crown Estate gave me the go-ahead two years ago, little did I know what I was letting myself in for. I naively envisaged my research beginning around the end of the Second World War with an expectation of unearthing many dozens of ships operated by several companies in well established areas around the UK's coast. Not a bit of it.

### Extension

Having discovered that the first modern suction dredger was the City of York - more of that in a moment - I have since found over 300 names of British aggregate dredgers owned by some 70 companies in areas which included the Dee, Tweed, Thames, Solent, Severn, Mersey, Clyde and Lough Neagh where a fleet of aggregate dredgers thrives still.

I very much hope that I've largely discovered the ships and their owners so have started writing the history using the time line established by the arrival of each ship / company into the industry. When that is

**Paul Whittle - writing the first history of the marine aggregate dredging industry**



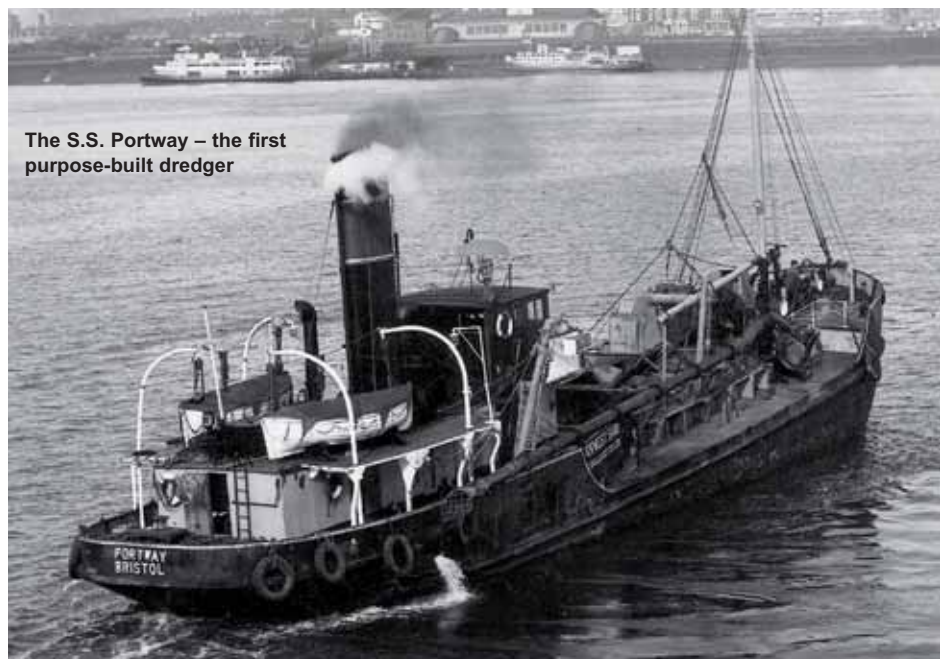
done I plan to include such details as I have of the life and times of ships, companies and people with the whole task being completed in time for publication in 2012, just 100 years after the 'first' aggregate dredger sailed.

### Corroborating

Or so I thought until I most recently found proof of a suction aggregate dredger which dredged "...650,000 tons of shingle.." from off Hallsands on the Devon coast between 1896 to 1901. The material dredged was taken by barge to make concrete for the extension to the Keyham Dockyard at Devonport. Exact details of how the dredging work was carried out are unclear but an account at the time mentioned a problem when "... the stones are drawn down into the holes made by the dredger and blocked the suction pipe ....." Blocked drag head, nothing new there then.

To date, much of my research material has come from the internet together with several individuals who have kindly recalled their experiences of the trade but I could always do with more information be it new to me or, equally important, corroborating that information which I have already received.

I want to include such facts and events as when BP's m.v.British Defender was converted to the 5845grt aggregate dredger El Flamingo with her discharge conveyor running right through the officer's saloon which was still being used. Also



**The S.S. Portway – the first purpose-built dredger**

# TLE EXPLORES A REGATE DREDGING

The former Hoveringham I, built in 1966, which was re-named City of Swansea in 1989, Bowmore in 1994 and finally Aeolos when sold to Greek owners in 1996. Here is Aeolos alongside in the Greek island of Syros in 2007.



when, on March 10, 1962, the m.v.Sand Dart (later to trade as the m.v.Pen Dart after being purchased by P.E.Penfold Ltd and refurbished in Appledore) went aground off St Alban's Head in thick fog. The crew climbed overboard and made their way to the nearby village of Worth Matravers where "...the ship's mate found the Square & Compass pub so congenial that he settled there."

I will also record the significant progress made by successive generations of conversions and new-build aggregate dredgers such as the industry's first purpose built dredger, s.s. Portway, which was built in 1926 and had wing tanks used for bunkering ships, and the m.v.

Marinex VI which was the first to use the scraper discharge system. Incidentally, there was never a Marinex I or Marinex II as Marinex II' was the file name given to the company's London head office and the 'Marinex I' was to be the name of the MD's yacht when the company became suitably profitable. He never got his yacht.

If anybody has any information they think should be included, particularly the - did you know? kind of facts and events which are unlikely to have been recorded to date and /or any sources which you believe I may not have tapped - **please feel free to contact me at: paul.whittle@homecall.co.uk meanwhile, stay safe out there.**

## ALMOST THERE WITH THE NEW SHIP MAINTENANCE SYSTEM

**Hanson Marine aims to have a new bespoke planned maintenance system in place by the middle autumn.**

Every ship in the fleet has its own individual plan, and work on upgrading the old maintenance plans onto Lotus Notes software has already been completed on five ships. Work is currently underway on the Arco Dee and Arco Dart and the exercise will be completed with the Arco Humber and Arco Beck.

Written in house, the Planned Maintenance System (PMS) is a software-based system which helps ships' staff carry out maintenance at intervals according to company, flag state and class requirements. The maintenance, primarily supervised by the on board personnel,

is then credited towards inspections required by periodic surveys.

The planning and scheduling of the work is mandatory to comply with the International Safety Management Code.

The PMS is available to the shore management for monitoring and should allow for more efficient repair stops reducing breakdowns. A special survey every five years as part of flag state ISM aboard ship, and annually in Hanson Marine's office verifies the PMS programme is functioning. Ship manager Nick Goddard who has been undertaking the work, said: "There is no doubt it's a worthwhile exercise but very time consuming. Work started in November 2009 and we expect to complete work by the end of September."



## Caring Eliane saves lives in her spare time

**During her working day Eliane Millard looks after the welfare of Hanson Marine crews but during her spare time she is helping to save lives.**

French-born Eliane has been a member of Fareham Ambulance First responders for some 18 months and was motivated to join the voluntary organisation after completing a four-day first aid course at work.

She logs on for duty on Friday evenings after work and attends local calls, using her own car fitted with NHS equipment. The car has a magnetic sign 'Hampshire Ambulance Responders' and volunteers are issued with a mobile phone linked to the emergency control centre, sat nav, defibrillator, oxygen and bandages, as well as an NHS uniform.

Eliane said: "We only get called out to category A calls which are life-threatening, usually for patients who experience chest pains, difficulty in breathing and similar events. Our priority is to monitor the casualty and ensure their condition doesn't worsen before the arrival of the ambulance team.

She moved from Grenoble in 1979 to seek better job opportunities and joined Hanson in 2005. She is married with two children. Her daughter Christine works for Virgin Air and son David is with the charity ship Tenacious.

### Intensive training

"We have an initial intensive training weekend with Hampshire ambulance staff before being let loose on the community, on-going training twice a month and have to re-qualify every six months. We also get a chance to get further theory training at the ambulance centre a couple of weekends a year," she added.

They try to go out twice a month at the weekend with a dynamic response vehicle-mini ambulance. One memorable evening last year, she and a colleague attended seven different incidents varying from choking to falls; at one point, there was a two hour wait for the ambulance to attend an elderly gentleman who had fallen over.

Her job is varied with ship repair stops administration, purchasing of technical equipment, planning of surveyors' attendance on board Hanson's nine vessels and dealing with part of the office maintenance.

# MARINE OFFERS VITAL SUPPORT IN BELGIUM

Hanson Marine has been supporting Heidelberg Cement's businesses in Belgium with the supply of fill material to the development of a new port entrance at Ostende - known as the Stene Twins project.

Marine's A class ships have just completed a two-month contract supplying 40,000 tonnes of aggregate from their licences in the Eastern English Channel. Material was delivered in two ways directly onto barges from the dredger, and also onto Heidelberg's wharf at Ostende.

Rob Flower, Marine's commercial and logistics manager, said: "This enabled our dredgers a very quick turn-round time and ensured an efficient completion of the work."

### Heavily involved

Heidelberg's business in the Benelux countries – Sagrex (aggregates), CBR (cement) and Interbeton (concrete) were heavily involved.

Toumai quarry in Belgium supplied 240,000 tonnes of limestone rock amour for construction of the new sea walls and a further 50,000 cubic metres of concrete from the company's wharf at Ostende was used to fabricate concrete protection blocks.

Geert De Maeyer, Sagrex's manager in Belgium, added, "This prestigious contract showed Heidelberg companies at their best, with our three divisions in Belgium – cement, aggregates and concrete – all closely involved, well supported by Hanson Marine."

The construction of the entrance will increase the accessibility for larger ferries of more than 200 metres and will be a major factor in the port's modernisation. Previously an unreliable tidal system prevented access by larger ships.

Work started in 2006 and is expected to be completed in 2013. During 2009 World War Two bombs and grenades were discovered.



Robert and Gem on the summit.

## Robert tackles new challenge

Robert Langman has left the company to join former Hanson man Stuart Lowe as a director of consultancy Marinespace.

It's been a hectic year for Robert having just recovered from major surgery, he and his wife Gem decided to embark on an adventure holiday climbing the 19,000-foot Mount Kilimanjaro in Tanzania.

And like a couple of Robert's other holidays – things didn't go well – ten years ago he got caught up in the Asian Tsunami.

### Fantastic

Not so dramatic this time. Their flight from Heathrow was delayed and they only had minutes to catch their connecting flight to Nairobi – but without their luggage which they were assured would follow on.

It never arrived and they were forced to hire equipment to tackle the four-days of climbing and the two-day descent.

"While it was a fantastic experience we had to live in the same clothes during the climb and really missed the home comforts. Our first shower was fantastic," he said.

The couple were aided on their climb by a party of nine helpers. There efforts raised more than £2,000 for Wessex Neurological centre.



'A class' dredger off-loading to a barge at Ostende

## Green credentials will boost business



Hanson Marine has emphasised its green credentials by achieving the environmental management system standard ISO 14001 – it will help the

business measure its fuel consumption, reduce energy use on ships and in the office, as well as improve recycling.

After several months of work in partnership with Hanson environmental advisor Tom Hill, the company offices in Southampton were audited by the British Standards Institute for compliance with the requirements of ISO 14001.

Two vessels were also audited as part of the process – Arco Arun at Dagenham followed by

Arco Dart at Bridgwater. The audits highlighted the work and effort that has been made over the years, and particularly recently, to continuously improve environmental compliance which resulted in the company and vessels passing with flying colours. Operations manager, Captain Jae Jones said "ISO 14001 is becoming a more commonplace requirement as part of contracts to supply materials for construction projects, and with Hanson Marine being a key part of the supply chain it was important that we attain this to boost the business. Our thanks go to all those who participated in order to make this a great success."



## Three achieve master's certificate

Marcin Lyczak, 31, who has served on the Arco Humber for the past two years, has just gained his master's certificate.

Marcin (pictured left) was born and lives in one of Poland's most beautiful cities, Torun, which is situated on the Vistula river and has been at sea since 1999, having worked on tanker, container and reefer vessels. He joined Hanson, via our Polish agency, five years ago, starting on Arco Dijk as second mate.

Three years later he was promoted to extra chief mate on the Arco Adur and finally joined the Arco Humber after another three years.

He passed his exam for the Master Mariner ticket earlier this year and is now waiting for a vacancy to occur. He is married and has a two-year-old son.

Colin Hill of the Arco Dijk has recently secured his master's certificate and so has Brian Smith on the Arco Avon, who has been helping out on the Adur, following the leg injury to master Nigel Davies. His crew wishes Nigel a speedy recovery.

Marcin's countryman Bogdan Siezieniewski, 37, who is on the Arco Dijk, has passed his exams to become a chief engineer.