

# PORTFOLIO

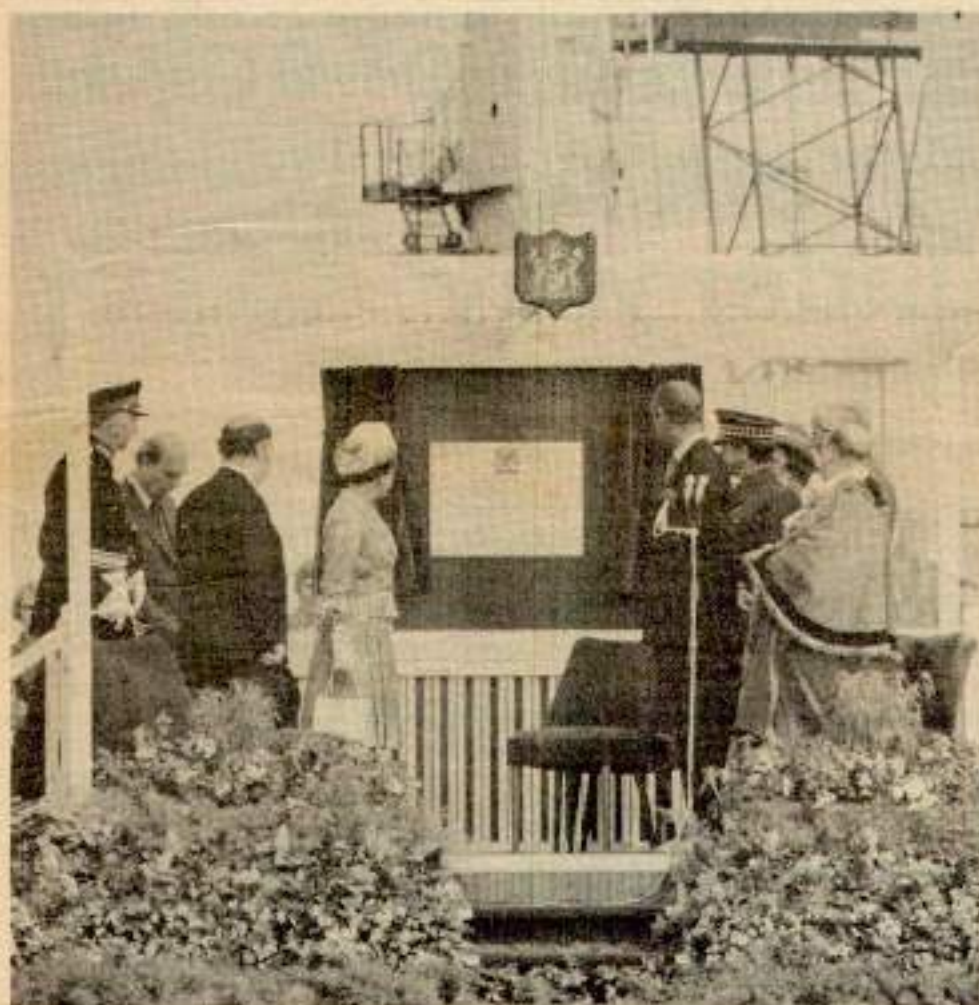
A Newspaper for the Port of Bristol



No 107

August 11, 1977

## Sunshine, Sunshine, All the Way



Her Majesty The Queen unveils the ceremonial plaque to commemorate the official opening of the Royal Portbury Dock on 8th August, 1977.

It was sunshine, sunshine, all the way at the Royal Portbury Dock as Her Majesty The Queen arrived aboard the Royal Yacht *Britannia* to perform the official opening ceremony this week.

### Historic step

As she made the historic step ashore the Queen was received by the Lord Lieutenant of Avon, Sir John Wills, who presented local dignitaries, before the Royal Party moved swiftly to the ceremonial area.

Here the Queen was enthusiastically greeted by a large good-humoured crowd which had started gathering as early as 7.00 a.m. for the 10.00 a.m. opening ceremony of Bristol's new dock.

The ceremony over, the Royal Party with its packed schedules for the day, was all too quickly on its way, although the Royal car made several un-scheduled stops to receive 'cargoes' of flowers from excited young well-wishers dashing from the crowd.

The evening 'Beating Retreat' ceremony was equally popular with spectators. Further stories — centre pages



The Lord Lieutenant of Avon, Sir John Wills, receiving The Queen at the entrance lock to the Royal Portbury Dock, where she made the historic step ashore.

Reports by:- John Corin, Rodney Stone, Brian Tuffon, Terry Darby and Richard Jones

Photos by:- Ken Fraser, Colin and Teresa Momber, and by courtesy Bristol Evening Post.

## Crowds cheer radiant Queen



Cheering crowds lined the barriers at both the morning and evening ceremonies at the Dock. Here The Queen waves to the enthusiastic crowd as the Royal car moves slowly away after stopping for The Queen to receive the first of the day's many unofficial posies.





## PORTFOLIO

A NEWSPAPER FOR THE PORT OF BRISTOL  
PORT OFFICE, ST. ANDREW'S ROAD, AVONMOUTH  
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### Poetic justice

Recently, Sir John Betjeman, the Poet Laureate, was asked in an interview to expand his poetic comment that great events were made greater by the presence of the Queen. His reply was entirely characteristic — "No question they are. She does. I think she gets a little extra, kindly supplied by the management, through the constant prayers for her".

For those who attended the official opening of the Royal Portbury Dock by Her Majesty The Queen, on Monday, there could be no doubt that she made a great maritime event for Bristol, the greater by her presence.

The "Management" referred to by Sir John, ensured that we had fine hazy sunshine and a warm atmosphere for the great event. Perhaps the sky was not cloudless and no doubt some symbolism will be seen in that. What we must no longer call the West Dock has had a long history of successive problems but, as the *Daily Chronicle* said of the Royal Edward Dock in 1908, "through much tribulation Bristol has come to its triumph once more". May we also quote the words of Wally Jenkins, Docks Committee Chairman, in his foreword to the P.B.A.'s commemorative booklet:

"Now we, with an enormous investment in the new dock, are only at the end of a beginning. By our united efforts we have to ensure that the Royal Portbury Dock brings a new era of prosperity to our thousand-year-old City and Port of Bristol".

### Docksology

## 'Losing some and winning others'

Despite all the interest in West Dock (or should I say Royal Portbury Dock now) with its Royal Opening this week, I would rather start this month's subject by mentioning the other dock on the Somerset side of which we have heard very little lately.

Feelings still run high in certain quarters about the closure of the pulp terminal at Portishead.

It was expected that the ships would be discharged at Avonmouth and this long standing trade would continue. Well, has it? After the first few ships at Avonmouth earlier in the year, which were not exactly noted for their fast turnarounds, I cannot recall seeing any more ships for several months now. It's no secret that the ships are now going to Sharpness and Newport and so yet again without really trying we have given trade away to our nearest rivals.

At this point someone usually comes out with the old stand-by of 'losing some and winning others'. Not only is that excuse getting jaded and out of date, it also suggests a 'couldn't care less' attitude.

In my opinion the basic reasons for this unsatisfactory state of affairs is that we spread our indifferent service around, especially in times of congestion and dockworker shortage.

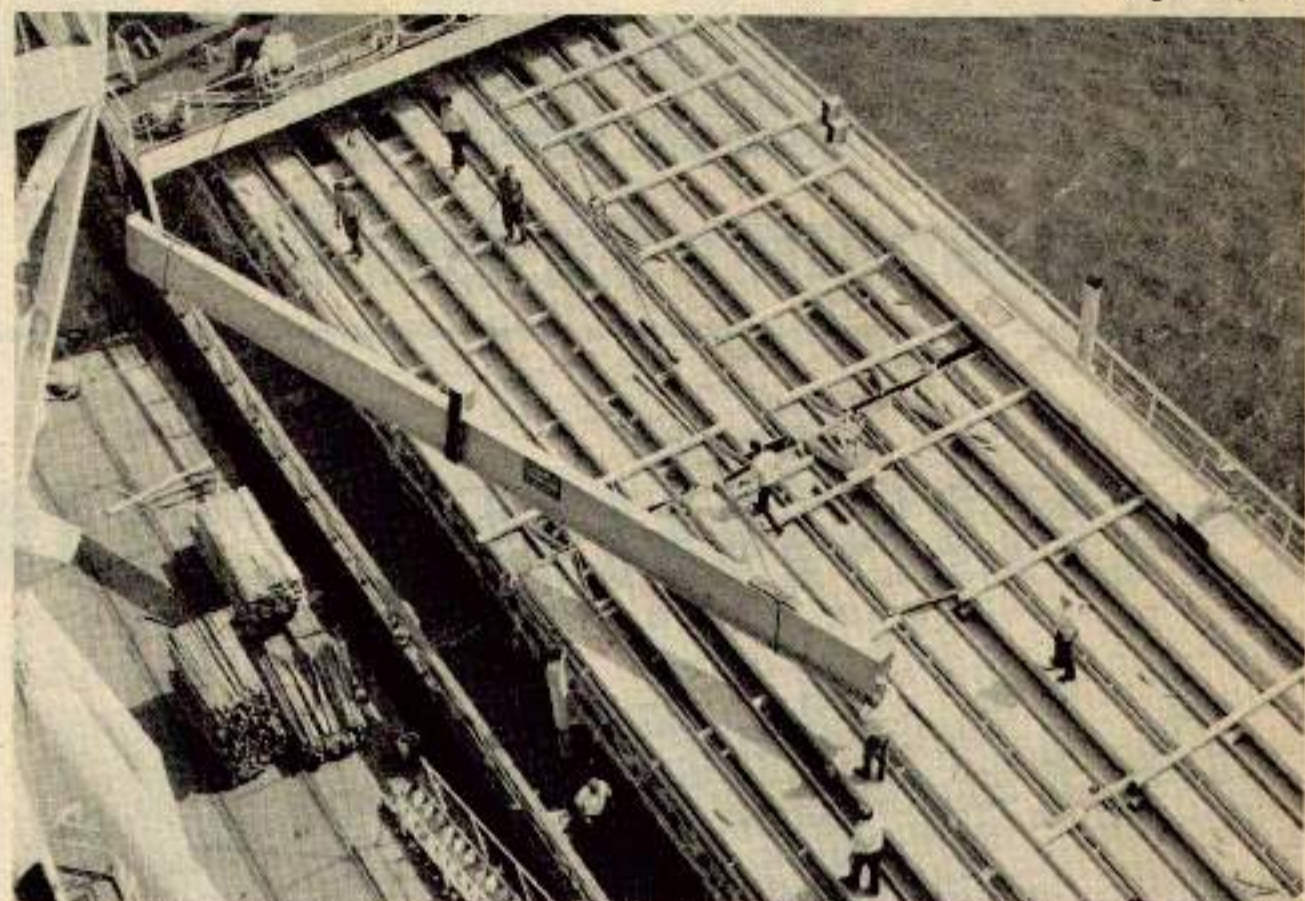
I would suggest that it is time that we stopped trying to be fair to everybody and specialised on certain com-

by  
**Steve Dore**

panies and trades. We could then designate people as "Mr. P.S.N." or "Mr. Tea" who could travel the world if necessary to ensure that Avonmouth's trade was improved upon in quality and output.

You may think all this is irrelevant, particularly as the arguments continue about rates of pay after Phase 2 and for West Dock, but I reckon that the long term prospects should not be swept aside and completely disregarded in the rush for short term gain.

(This column is written by an independent contributor. The views expressed are not necessarily the editorial opinions of Portfolio. — Editor.)



A good advertisement for our 'Ship-Shape and Bristol Fashion' motto is this photograph of the loading of structural steelwork on the m.v. "Northridge" berthed at West Wharf last month.

The steelwork was part of the first consignment of an export cargo to the Middle East from the Avonmouth Engineering Group, the locally based engineering company, first reported in our last edition.

Photo: Colin Momber

## Dock Work Act gets under way

The provisions of the Dock Work Regulation Act 1976 dealing with the reconstitution of the National Dock Labour Board and the preparation of a new Dock Labour Scheme came into force on August 1, 1977.

This is the effect of an Order made on July 6th by Mr. Albert Booth, Secretary of State for Employment.

The main sections of the Act, including those dealing with the procedures for the classification of work as dock work for the purpose of the new Scheme, are not brought into force by this Order. They will be brought into operation after the new Board has had the opportunity to decide what administrative arrangements will be necessary to carry out the duties placed on them by these sections.

### Draft

The act requires the Secretary of State to prepare and publish a draft of a new Dock Labour Scheme. Work is proceeding on this draft and it will be published later this year. A period of at least 60

days must then be allowed for representations before the draft is submitted for Parliamentary approval.

Nothing in the provisions of

the Act which came into force on August 1st will affect the working of the 1967 Dock Workers Employment Scheme.

### Exam success

Mr. Russell Pocock and Mr. Geoffrey Colwill of Tideway Shipping Agencies Ltd., Mr. James Chappell and Mr. Paul Summers of Hodder Whitwill Ltd. and Mr. Phillip Dallimore of C. Shaw Lovell & Sons Ltd. have all recently been successful in obtaining the Brunel Technical College Certificate in Maritime Commerce.

This entitles them to full exemption from Part I of the Institute of Chartered Shipbroker's Associateship Examination.

### Call-box to be installed

Following the letter published in the July 'Portfolio' regarding the provision of a coin-box telephone in the Port Office the following comment has been obtained:

When the Authority was informed by the Post Office that the public call-box in King Road Avenue was to be removed because of vandalism the provision of a coin-box telephone in the Port Office for the use of lorry drivers was considered at the time but because of the costs involved it was agreed not to provide this facility immediately but to see what reaction there was from potential users and review the situation at a later date.

As a result of this review Management Committee at a recent meeting agreed that a coin-box telephone be provided in the Port Office for the use of staff and lorry drivers. The Road Haulage Association will be asked to inform their members that this facility will be available to lorry drivers.

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# Other Ports NPC chairman signs off with ideas for the future

## News in brief

B.T.D.B.

The chairman of the National Ports Council, Mr. Philip Chappell, recently moved from the post on the sixth anniversary to the day of his appointment.

The N.P.C. was established under the Harbours Act 1964 with the principal duties of formulating and keeping under review a national plan for the development of harbours in Great Britain, and encouraging the efficiency of port authorities as well as giving advice to the Minister of Transport on port matters.

On his last day as chairman Mr. Chappell presented a personal statement to the press along with the Council's annual report.

Points Mr. Chappell left to be considered were:

(a) That the Dock Labour

Scheme should be modernised to include everybody who works within a port area and not just those concerned with cargo handling.

(b) That the public trust port concept should be retained and developed.

(c) That there must always be some element of central control of the docks industry.

(d) That eventually there should be a merger of the National Ports Council and the National Dock Labour Board under one Government department instead of the two at present.

On this last point Mr. Chappell said that "No outsider can look at British ports without being amazed that two Departments of State (Transport and Employment) and two



Mr. Philip Chappell

statutory bodies (N.P.C. and the N.D.L.B.) have separate responsibilities without any apparent attempt to combine their formal functions.

"It is in the field of new facilities that one often wonders whether dockers really do want modern ports, if I merely mention the sagas of Tilbury's berth 39, the Scaforth Grain Terminal or Bristol's West Dock with all the difficulties and delays of actually bringing into first operation these expensive new facilities, perhaps the public does have a right to question the present system.

"Above all, there seems to be no complete realisation that the livelihood of all those who work in a port ought to depend on the successful operation of that port."

Continuing their policy of, where possible, becoming a major employer of dock workers at its ports, the British Transport Docks Board have taken over responsibility for 120 registered dock workers formerly employed by Stevedores (Goole) Ltd.

In purchasing this company the Board will for the first time become an employer of dock labour at the port of Goole. This is in line with other Docks Board ports where the various authorities are already involved in all aspects of port operations.

### Sheerness

The Medway Ports Authority are currently engaged in a £2 million scheme to provide facilities at Sheerness Docks to cope with additional car imports.

Two five-acre short term car storage areas have been set aside for the car ferry terminal and land has been leased by car importers, including Toyota, on the nearby Isle of Sheppey for longer term vehicle storage.

The whole scheme is expected to become operational towards the end of August.

### Ipswich

The Port of Ipswich is improving its rail freight facilities with an investment of £238,175 of which the government is contributing £119,000 as part of its policy of actively encouraging the wider use of rail transport.

At present only one per cent of the port's traffic travels by rail as compared with an anticipated ten per cent when the new facilities are available.

## Tyne ro-ro berth



Tyne's new ro-ro berth indicated on left of picture. Photo: Courtesy Port of Tyne Auth

A new £1.5 million scheme has been given the go ahead for a new roll-on/roll-off berth to be built by the Port of Tyne Authority at White Hill Point next to an existing passenger and cargo terminal.

The scheme provides for a dredged berth, a link span bridge designed to accommodate ro-ro vessels of up to 183 metres in length and concrete paved areas behind the berth.

Work is planned to start shortly with an estimated completion date of next May.

Constructed primarily to encourage growth between the Tyne and Denmark, the new terminal was planned after

talks between the Port Authority and Danish shipping interests.

## Southampton's trade problems

The British Transport Docks Board port of Southampton is currently experiencing problems in that dockers there are involved in action over a 60% pay claim in addition to seasonal labour shortages disrupting normal port operations.

The fear is that unless the port can employ the extra 200 men needed to restore services to normal, permanent loss of some trades may result.

Opposition to the extra 200 jobs that would be created has been met from the dockers who maintain that as Southampton's South African trade is being containerised in September it would be unfair to recruit labour only to sack them six months later when

the present 750 men needed to handle the South African conventional trade will decrease to a requirement of about 150 men when the service is streamlined.

The port, however, is looking for additional business to replace this shortfall in the labour requirement and talks have been taking place with the Indian, Pakistan and Bangladesh Conference at present operating out of Liverpool and London.

## Personality Girl



Lincolnshire born Annette Capon adopted Bristol as her second home when her school teacher husband, also from Lincolnshire, moved in to the area when he went to teach at Lawrence Weston School.

Annette works as a generally indispensable typist/receptionist at Esso's Holesmouth Office, and has done so since March this year.

Photo: Colin Momber

## NDLB News

### A.G.M.'s

The Bristol Retired Dockworkers Association are holding their A.G.M. on Thursday 8th September at 2 p.m., meeting at the National Dock Labour Club.

The A.G.M. of the Sharpness Dockers Sports and Welfare Association is being held on the 16th September at the Severn Bridge and Railway Hotel, Sharpness.

### Old Dockers Outing

The old dockers outing run by the N.D.L.B. with the support of the whole industry was held on the 20th July.

The outing to Weston-super-Mare started late because of difficulties with one of the coaches but the 248 people who went enjoyed their day out returning to the N.D.L.B. club by 7 p.m. in time for a buffet supper, continuing the evening until after 11 p.m.

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## Book Reviews

# Tenacious Escaper

Until he retired a few years ago, Jack Bishop worked in the P.B.A. Granaries, but he began his career as a boy in the Royal Navy back in 1927. In 1935, he entered the Submarine Service and was on patrol in H.M.S. *Oswald* off the Italian coast shortly after Italy entered the war. After an initial success his submarine was rammed and sunk at night and Jack was lucky, with most of the crew to be picked up.

## In Pursuit of Freedom

Jack Bishop

Leo Cooper Ltd. £3.95

Thus began his career as a prisoner of war. Jack admits to not being an ambitious man in the Navy but as a POW he came to show remarkable qualities of initiative, determination and leadership, when challenged with the idea of escape.

## Escape attempts

After being involved in various ingenious escape attempts, Jack made his bid to get out of Italy and back into the war after the Italian surrender. All was confusion but owing to lack of information he missed a chance to make for the Swiss frontier before the Germans took over. Nevertheless, with various companions, he remained at liberty for a long period,



Jack Bishop (left) shows on the chart of the Italian coast the area in which his submarine was sunk, to a fellow submariner, the PBA's Liaison Officer, Commander Michael Ainslie, DSO, DSC, RN.  
Photo: Colin Momber

marching through the mountains. In so doing he endured great hardships, for men who had been on a prisoner of war diet with little exercise were not really fit for forced marches, and likely to be very ill shod, a vital consideration.

From most Italians, however poor and needy, the escapers received food and help, particularly at a convent hospital, but eventually Jack and his companions were betrayed, seized and beaten by German soldiers. As they were in no sort of uniform

they were fortunate not to be shot, but thrown into a civil prison.

Eventually Jack was transported under appalling conditions to Germany and was lucky not to be killed when the column he was in was strafed by Allied fighters. Release did not come until the British Army reached Lubeck and Jack did not return to Britain until V.E. Day plus one.

Jack Bishop's prose is of admirable clarity and his descriptions of his many

adventures are plain and direct. If on occasions they leave something to the imagination that is a reflection of the author's natural modesty. Other descriptions must be considerable understatement of what he endured in pursuit of freedom.

Jack is not the only P.B.A. man to turn to authorship after his retirement, but his example may perhaps encourage one or two others to set down their World War Two experiences and find a London publisher.  
J.C.

## A hardy band of front-line men

Originally published in 1941, it tells the story of Britain's East Coast fishermen, not only in their primary capacity as harvesters of the nation's food supply, but in minesweeping, lifeboats, and at Dunkirk.

## A must for the boatman

A pocket sized reference book of facts concerning all one ought to know about 'little' ships, even those which are long gone and almost forgotten, like Tubs and Severn Trows for example.

## Discovering Craft of the Inland Waterways

D. J. Smith

Shire Publications 60p

With the revival and renovation of narrow canals, interest in their traditional craft is increasing, consequently space is allotted to Joshers, Shroppe Flies, Butties and Narrow Boats generally. There are several very interesting photographs and beautiful sketches describing in detail such things as Turks Heads, Swan Necks, Cratches and Running Blocks.

Reference is made to museums and other places of interest for those claiming an interest in Ditch Crawlin' and there is a concise glossary of terms.

A pleasant little book spanning a range from rafts and coracles to cabin cruisers and converted narrow boats — a must for the boatman's library.  
D.B.

It is inevitable with the passage of time the memories of the hardships they all endured and the unsung acts of bravery performed should have been largely forgotten, but Leo Walmsley's book is a reminder of the debt the nation owes to this hardy band of men.

## Fishermen at War

Leo Walmsley

White Lion Publ. £5.25

The story of the bitter winter of 1940 and the ensuing glorious summer, when the clear blue skies were marred only by vapour trails as the Battle of Britain was fought out overhead, is well told, and the book also shows what the early war years were like for the nation in general.

Although 37 years old, it stands up well today and can be recommended.  
J.B.

Books also received by Portfolio include: *Sixty Minutes for St. George* by Alexander Fullerton £4.20, and *The Hornblower Companion* by C. S. Forester £5.50, both published by Michael Joseph Ltd., 52, Bedford Square, London WC1. 3EF.

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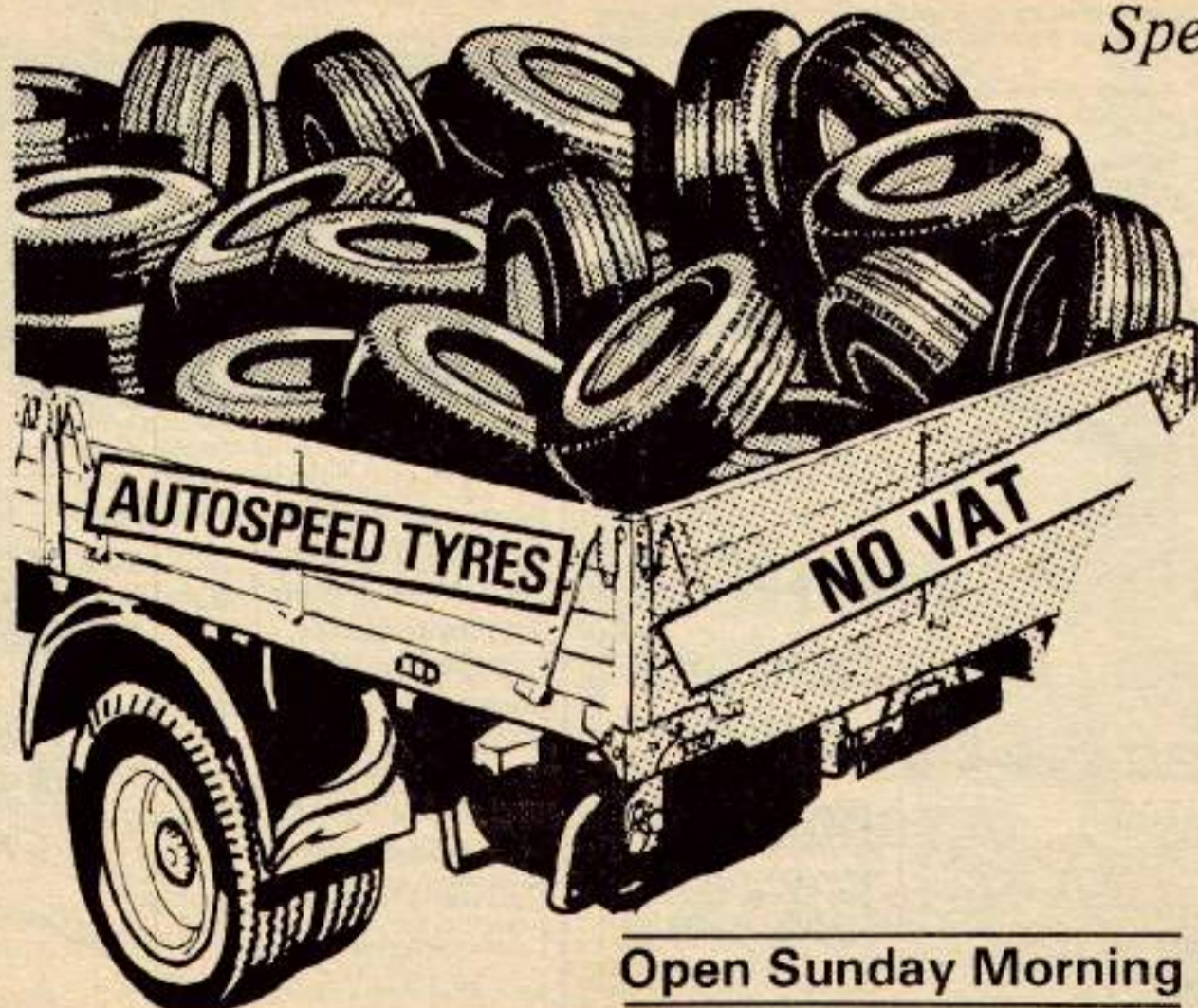
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# Port People

This month there is only one retirement to report in Portfollo, although several photographs of recent presentations.

Mr. E. Manion, a grain foreman in the Avonmouth Traffic Dept., retired on ill health grounds on the 31st July, aged 49, after 12 years' service. We wish him a long and happy retirement.



Reg Neeve (left), with retirement certificate, and Stan Potts (right), with certificate, pictured at Portishead at their recent retirement celebration. Photo: Ken Fraser



Joe Selman receives his retirement certificate from Docks Manager, Dave Taylor, at his recent presentation.



Eric Manion is congratulated by Ray Sharp, Operations Manager (Grain & AFS) and his colleagues from the granary, at his retirement presentation last month.

Harold West, pictured with colleagues and friends at Underfall Yard, on his retirement from the Authority after 19½ years' service. Photos: Colin Momber

# Retirements



# John Churches

In the month when Her Majesty the Queen officially opens West Dock, or the Royal Portbury Dock as it will now be known, it seems appropriate that this month's Leading Light should be a person who will be instrumental in determining its initial success.

John Churches, Operations Manager, Gordano Quay, will, as the man responsible for co-ordinating activities on that berth, have a major role to play in the early days of the Port's great new venture.

A Bristolian born and bred, John was educated at All Saints School, Clifton, and joined the Port Authority on leaving school at the age of sixteen.

After two years National Service in the 5th Royal Inniskilling Dragoon Guards as Senior Small Arms Instructor on the permanent staff at Catterick he returned to the PBA in 1955 progressing through several sections before joining the Traffic Department in 1968.

### Sharp Shooter

Prior to his National Service John was a member of the Army Cadet Force and he quickly proved himself to be one of its most successful marksmen.

In 1952 he was in fact, British Army Cadet Champion, winning the championship at the famous Bisley range. His subsequent appointment at Catterick was not surprising, therefore, and whilst in the Army he represented them in competitions in later years representing the Territorials also.

During his Army career John developed an interest in miming, and compering and on being demobbed he continued this interest on a semi-professional basis, being particularly keen on charity work.

Much of John's early Port career was spent in the Finance Department and John recalls those days with pleasure saying that he feels himself fortunate in having enjoyed every post he has filled to date. "However I always looked forward to that one Saturday morning off each month," he added.

Doubtless many of those Saturday mornings were spent

in pursuit of his other hobbies, notably gardening and motor-ing of which John is very keen. He has also maintained his interest in rifle shooting, forming the PBA Rifle Club in 1968. John is a qualified National Small-bore Rifle Association Club Instructor and a member of the Bristol and District Council which administers competitive shooting in this City.

He is also a keen skittle club member filling several committee posts during his many years association with the sport.

John's wife, Ann, is actively engaged in local community work whilst his two sons, Robert aged 15 and David 12, are both keen sportsmen.

He is certain that experience gained in a previous post of Chief Labour and Administration Officer will prove invaluable. "I consider that an understanding of employee attitudes is a pre-requisite of successful management", commented John, "and I see it as part of my job to develop potential by involvement thereby motivating the Terminal labour to the mutual benefit of themselves and the Authority."

### Flexibility

West Dock is a great opportunity for the Port, but flexibility will be the keyword to its success, and I mean flexibility on all sides, management as well as men. We need a fresh approach and must look to the future and not live in the past.

Shipping in the Dock Industry has undergone tremendous change in the past ten years and further radical changes are likely during the next decade. We must be aware of change and react to it."

John Churches is certainly aware of his responsibilities at West Dock and ready to react accordingly.

We wish him and the Royal Portbury Dock every success.

# Obituary

It is with regret that we record the death of the following member and former members of the Authority's staff and extend our sympathy to their relatives and friends in their sad loss.

Mr. E. A. May, who was a chargehand platelayer in the Portishead Engineer's Dept. until his retirement in October 1957, died on July 1st aged 84.

Mr. J. E. Mounter, a hose repairer in the Water Lights and Gear Section until his

retirement on August 31st, 1971, died on 3rd July, 1977, aged 70. He leaves a widow.

Mr. C. Osborne, who retired in September 1967, after 36½ years' service as a grain foreman in the Avonmouth Traffic Dept., died on 6th July, aged 74.

Mr. R. G. James, who was a mason in the Avonmouth Engineer's Dept. until his retirement in March 1970, died on the 9th July, aged 72. He leaves a widow.

Mr. W. R. Stokes, a chargehand in the Avonmouth Engineers Dept. died in service on the 10th July, aged 54, after 36½ years' service. He leaves a widow.

# Souvenir Booklet

The P.B.A. has published a souvenir booklet, with colour and black and white illustrations, entitled "Royal Portbury Dock 1977 - Avonmouth Dock Centenary 1877-1977".

It covers 100 years of Avonmouth history including Royal Visits, the opening of the Avonmouth (Old) Dock and the R.E. Dock.

Copies are available direct from the P.B.A. Publicity Department, price 50p, postage 10p.

# Help wanted

Tutors are wanted to help in the Adult Literacy Scheme.

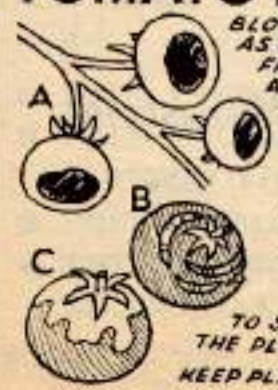
If you want to help someone to learn to read and write please contact, Mrs. Mitchell, Twyford House, Shirehampton. Tel. Avon. 2400 between 9.00 a.m. - 12 noon.

## IN YOUR GARDEN

## AUGUST

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Richard

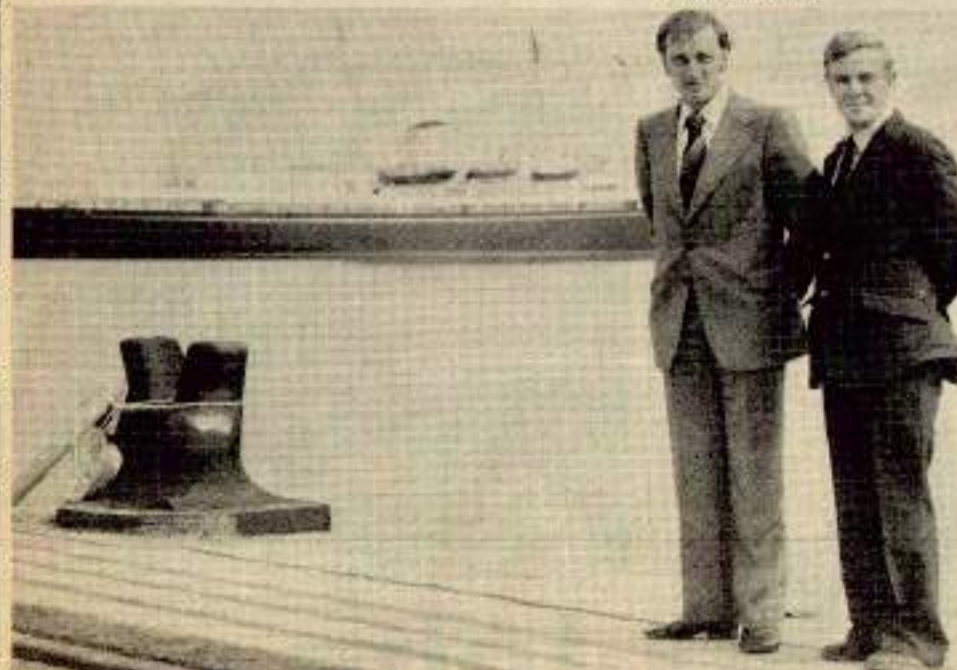




# The Royal Portbury Dock



By simply pulling a cord and unveiling a commemorative plaque The Queen formally opened West Dock and at the same time changed its name to Royal Portbury Dock. Accompanied by Prince Philip she performed the brief ceremony at the start of her Jubilee tour of Avon.



Communications Officer Robin Beck, left and Channel Pilot, Bert Richards, stand proudly on the quay of the Royal Portbury Dock after bringing the *Britannia* safely in.

## The right course for Bristol

The "Right Course for Bristol" was the title given to a fact sheet as far back as 1971 explaining the importance the Port of Bristol attached to building a new dock. On the 8th August this message was all important to the two Port of Bristol Channel Pilots, Bert Richards and Robin Beck as theirs was the responsibility of bringing the Royal Yacht *Britannia* safely into the new Royal Portbury Dock.



A proud moment for Project Engineer, Mr. William Sivewright, as he is introduced to the Queen at the Royal Portbury opening ceremony.

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The Royal couple were piped ashore from *'Britannia'* at the entrance lock to a welcoming escort of sailors from *HMS Bristol*. After being received by Sir John Wills, Lord Lieutenant of Avon, and being introduced to local civic dignitaries they drove to the ceremonial area.

### Guard of Honour

The Queen was received by the Lord Mayor of Bristol Cllr. Ted Wright and after taking the salute and inspecting the Guard of Honour of the First Battalion Gloucestershire Regiment moved to the ceremonial dais meeting more civic dignitaries en route. The Lord Mayor, in his short speech inviting The Queen to unveil the ceremonial plaque mentioned, to loud cheers, the fact that the new Dock was being paid for by Bristolians without the help of a government grant.



The Lord Mayor of Bristol, Councillor Ted Wright, greets The Queen in a speech of welcome before inviting Her Majesty to officially declare the Royal Portbury Dock open.

## Royal Yacht glides gracefully in



Crowds gather along the Gordano Quayside as the Royal Yacht *Britannia* glides gracefully in to the Royal Portbury Dock, whilst a mobile crane stands by to move the gangway swiftly into position. The Royal Yacht was under the control of Rear Admiral Hugh Janion, Flag Officer Royal Yachts, since September 1975. Previously he had been in command of H.M.S. Bristol.

The vast quay space of No. 2 Berth at the Royal Portbury Dock gives problems to the devices of ceremonials because everything you put on it looks minute. The grandstand shrinks 50ft., flag poles look half the height, and contrariwise what you thought was 40 feet turns out to be 140 feet.

In the event, no one need have worried, for Her Majesty The Queen on her arrival in the ceremonial area immediately dominated the scene.

### Impressive sight

If indeed there were any in the grandstands who do not set much store by ceremonial they could not have failed to be impressed by the Sovereign.

For those in the grandstands who had been associated in any way with the history of the new Royal Dock up to that point, it could not fail to be a moving and heartening occasion. In the last week many have said that such an opening of a new dock only happens once in a lifetime. For them it was, in the event, a scene which will last for a lifetime in their memories.



The Queen accompanied by the Lord Mayor, pauses to talk to Docks Committee Chairman, Councillor Wally Jenkins.

## "I can't believe it!" - Nichola's big day

The first words spoken by Nichola Stone — who presented Her Majesty The Queen with a bouquet on behalf of the Docks Committee on Monday — were, "Mummy, I can't believe that later on I will be face to face with the Queen".

Up until the morning of her big day she had taken it all very calmly but then the excitement began to show. An especially early morning start, plus a quick practice on bouquet presenting all heightened Nichola's awareness that this was an especially important day.

When the moment came she stepped forward, handed over the bouquet and after the Royal Party had passed on could not immediately remember having done it. Later the detail began to be remembered and not only the detail of the presentation itself.

All now over she returns to being what she usually is, an ordinary little girl albeit with some very, very special memories.



Nichola Stone presents a bouquet to Her Majesty The Queen on behalf of the Bristol Docks Committee.

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# Sabrina — we've got her taped!

In 1974 the author of this article was idling away time on the Gloucester bank of the River Avon at Avonmouth.

During this relaxing pursuit I found the remains of a wooden vessel on the mud at a place known as Broad Pill, an area formerly used to berth tankers for discharge into nearby tank farms. To the untrained eye this vessel at Broad Pill appeared to be a barge and as such was of no particular interest.

In 1975 after a fire in this area which also spread to the hulk this vessel was given a closer inspection and an oak deckhead beam was found exposed. This beam carried the inscription 'Certified Sail Room'. This was enough to excite my interest and an enquiry at the Dock Police Station established that the wooden vessel at Broad Pill was the 'Sabrina' and had been put ashore there in the late 1940's or early 50's.

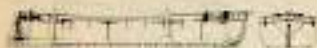
Completed the display has aroused considerable interest and it has been possible to salvage several interesting articles from the remains of the 'Sabrina', and to learn of other items salvaged some years ago by other people.

drawing and searching of documents for information.

Initial research quickly revealed that the 'Sabrina' had, in fact, been a boxed trow.



by  
**W. F. Knight  
and  
S. J. Kirby**



It was discovered, after considerable research, that the 'Sabrina' had been a Severn trow, ketch rigged and boxed and built in Gloucester in 1893 by Samuel Hipwood, a well known builder of such vessels.

In 1919 the trow was sold to Benjamin Perry, the Bristol based transport firm, and sailed under their ownership until being removed from the Custom register in 1947.

At this stage the idea was formed to provide a permanent reminder of these vessels peculiar to the Severn and my co-author of this article was asked to create an illustration of an early 20th century trow to be part of a display in the foyer of the Port of Bristol Police Headquarters at Avonmouth. Although not yet com-

The National Maritime Museum, for example, have two of the large iron spikes used in the construction of the 'Sabrina' as examples of a type of fastening, now a thing of the past, in the construction of wooden vessels.



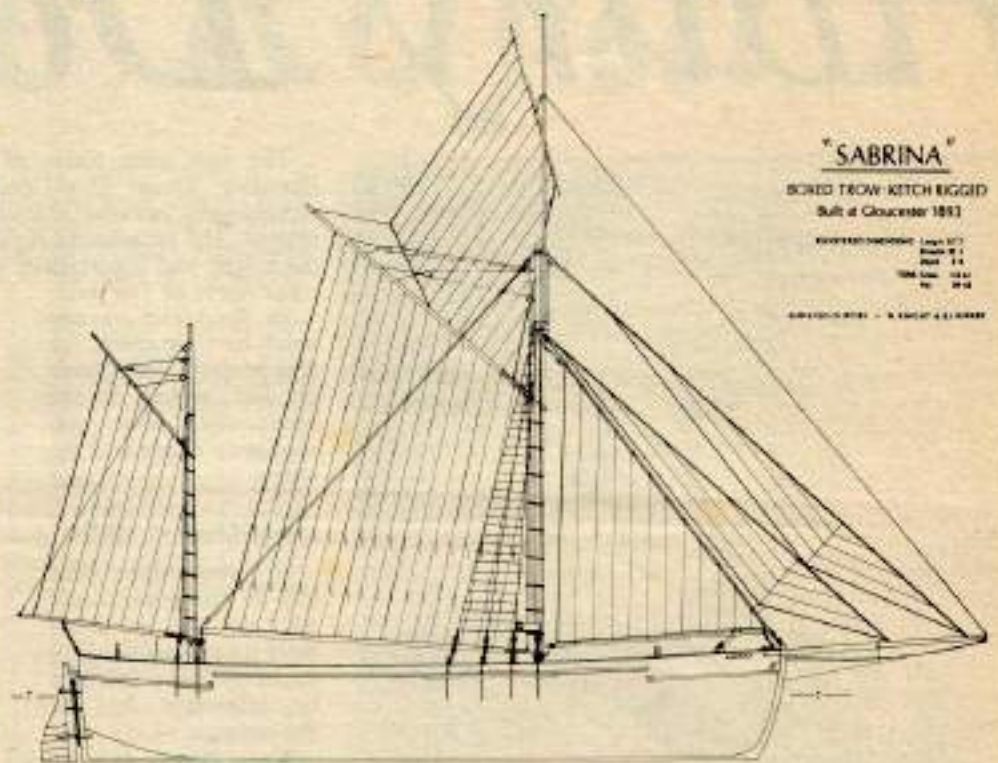
Early in 1975 the plan to record all of the remains of the 'Sabrina' was put into operation. This occupied the spare time of the authors for a full year in the actual measuring,

The name 'Boxed trow' was used to describe the type of Severn trow which were built for work in the Bristol Channel and beyond. The river trow was open hold, or had the hold protected with side cloths. The boxed trow had high coamings from the fore to after end of the hold with a walkway around the hold, these coamings were in fact almost a bulwark and changed the appearance of the trow to that of a coasting ketch.

In due course sufficient information was accumulated about the 'Sabrina' to start producing a set of drawings of the hull form. A scale was decided and all the measurements and drawings collected so painstakingly over the past months were pieced together as in a jig-saw puzzle.

When the plan was as complete as possible at an early stage of the drawing, photographs of other trows of similar size and build were used to compare for the details of fittings etc.

It was with no small relief



that when compared with photographs corrected to the same scale as the drawing the details of fittings on the deck plans of the 'Sabrina' were found to be correct.

The other mystery was that of the sail plan of the vessel when a trow. From measurements taken of the hull it was possible to determine the position of the masts and, to a large extent, the anchor points of the rigging, but nothing more.



However, by a stroke of good fortune when searching through some old documents

two sail plans were found. One of these plans fitted the masts and rigging points of the hull plan perfectly, and after close inspection of the document, the word 'Sabrina' was found marked in pencil in one corner. As the sail plan is marked 'Sabrina' and it fitted the hull plan to the exact dimensions, it is presumed that it is the original sail plan of the 'Sabrina' at Broad Pill.



The research into the 'Sabrina' has shown the need for the recording of the few remains of the Severn and Wye trows still in existence

and the authors of this article are now attempting this formidable task in the hope that when completed it will assist in the record of the maritime history of this area of the United Kingdom.

If any reader of 'Portfolio' has any information about the 'Sabrina' or any other of the Severn or Wye trows the authors would be delighted to hear from them.

Please pass any information through the Editor of 'Portfolio' on Avonmouth 3681 ex 490 or write to The Editor, Portfolio, Port of Bristol Authority, St. Andrews Road, Avonmouth, Bristol.

## Patrol — Atten-shun



Presenting an impressive line-up are these four fast patrol boats of the Federal German Navy as they pause in Cumberland Basin en route to their City Docks berths.

The patrol boats proved a great attraction at the Bristol Harbour regatta, which is reckoned to have attracted more than 50,000 people.

Photo: Colin Momber

### First Aid Course for 'Locals'

A First Aid course is to be held at Avonmouth Community Centre on Monday, Tuesday, Wednesday, the 24th, 25th and 26th October, 1977 from 9.00 a.m. to 5.00 p.m. each day.

This course is being organised to cater for persons working in Industry and Commerce in the Avonmouth and Shirehampton area.

The course will be under the direction of Mr. R. F. Turner and will terminate in an examination for the British Red Cross Society's certificate.

The total fee for the course, inclusive of all books, instructions and examination is £15 per student. Applications should be made to Mrs. M. Cieddes, 18 Clifford Gardens, Shirehampton, Bristol, BS11 0EE.

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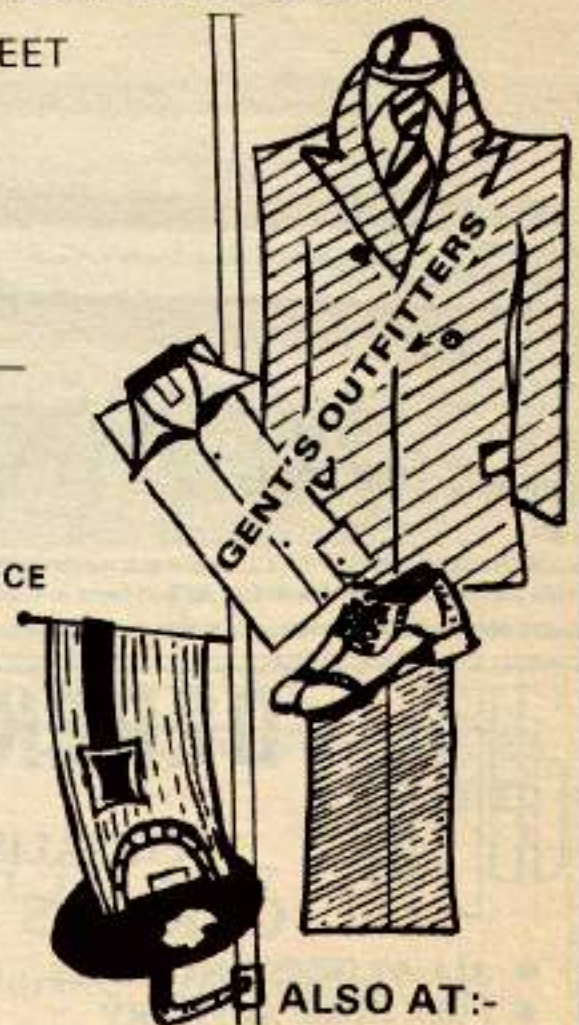
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# A Way of Life

The first glorious week of English Summer time this year just happened to be the one chosen for the walk along the Cotswold Way — a footpath which begins at Chipping Campden, and weaves its one hundred miles with the Escarpment, to Bath.

Day one broke magnificently, and by seven, we were off, heavy boots and thirty-five pounds of kit upon our backs and the challenge ahead a fascinating one. Campden was left asleep in its hollow, as we crossed Dover's Hill, its vista still lost in mist, then passed the Kiftgate Stone where Saxon proclamations were made, and on up to Broadway Beacon, its majestic tower affording tremendous views

### Tourist onslaught

We almost tip-toed through Broadway village itself still trim and quiet awaiting the day's onslaught of tourists. We then clambered through the garlic and bluebells of Burhill Wood, along the ridge to Shenberrow and down to the 'Moant' at Stanton for a ploughmans lunch. On then to Stanway, noted for its fine house and gateway, towards the stiff climb to Stumps Cross and Beckbury Camp where a refreshing breeze provided a stimulant for the descent through Hailes Wood to the Abbey, finally destroyed by Thomas Cromwell. We joined the 'Pilgrims Way' into Winchcombe appropriately tired and almost shattered after our first eighteen miles.

Come daybreak, carvas away, we set off with renewed energy, ascended the White hills, inspected the Roman Villa at Humblebee and climbed higher still to the

prehistoric burial chamber of Belas Knap before tackling the protracted slopes of Cleeve Hill, their summit being 1083 feet above sea level. Refreshment was taken at the 'Rising Sun' before the descent adjacent to Castle Rock

**Contributed by PBA Asst Estates Surveyor Don Butterfield who completed the walk in six days accompanied by his companion — insurance broker Brian Beacham**

and Heddlstone's Table where King Kenulf of Mercia bade farewell to the royal guests of his abbey at Winchcombe.

### One-in-one slope

On then up the Happy Valley for a steady downhill trek through woodlands to Dowdeswell where, after twenty nine miles, we crossed our first busy road. The fumes and noise were unbelievable so we were glad to climb up and away to the peace and quiet of Lineover Wood and then Ravensgate Hill where the path cut diagonally across a one-in-one slope. I only glanced downwards once and was more than pleased to flake out at the top! Having steadied the pulse rate we then did some roadwork to Seven Springs and Crickley for a 'top up' at the 'Air Balloon.' In evening sunshine we crossed

Birdlip and descended into Witcombe Hill Wood for the night. Having covered twenty three miles that day we were ahead of schedule and rest came with the quiet confidence one feels when he's winning.

### Cheese rolling

Day three began at 07.30, with forty one miles behind us, we rearranged the itinerary and the paces began to scrunch away. Upon leaving Coopers Wood we were confronted by the Everest-like Coopers Hill where, at Easter, the annual cheese rolling ceremony takes place and we wondered how much "battering" the little cottages must take, from huge cheeses having leapt down this precipitous slope! At the summit stood a Maypole, but without ribbon and suitable footwear we didn't feel much like dancing. On to Prinknaash and the long crawl up to Painswick Beacon for our first glimpse of the Severn before taking toast and tea in the town's little "teashoppe."

### Aches and Pains

We replenished our provisions and marched on to a lunchtime revival at the "Edgemoor Inn." The afternoon sunshine hammered down as we approached Haresfield Beacon, passed Cromwell's Siege Stone, commemorating the Siege of Gloucester in 1643, and so to the topograph from which we could see the Severn meandering in the distance beneath a hazy sultry summer sky. The plunge into Standish Wood was refreshing, preceding a further climb up Maidenhill only to descend again into the Stroud Valley to Kings Stanley. The heat and tough going had taken its toll though, aches and pains and blisters were telling their own story now.

However, the overnight stay at the Kings Arms renewed our energy and will power and we greeted day four with a brisk step through the morning freshness of Stanley Wood, much to the annoyance of many blackbirds and pheasants, and Buckholt Wood which was a mass of fluttering leaved birch trees standing upon a carpet of wild garlic — what an evocative smell that is!

### Oasis

We soon reached the Panorama Dial on Frocester Hill, Hetty Pegler's Tump and the ancient fort Uleybury before approaching Cam Long Down, but by the time we had climbed it and Cam Peak also, the 'Crown' at Dursely was likened to an oasis in the desert.

Within the hour we were upon Stinchcombe Hill, Bristol was visible, as was the Severn Bridge and the haze hanging over Avonmouth. Around Hollow Combe we plodded, alongside a babbling brook and down a leafy lane where a friendly cat joined us apace.

We tackled the easier of the two approaches to Tyndale's monument from whence the Severn shimmered in the evening sunshine whilst Tog Hill and Lansdown gradually disappeared in a haze. We trod Nibley Knoll, through the ditches of Blackenbury Hill



A far ranging view from Cleeve Hill across the Severn Valley to the distant Malvern Hills. Photo: Gloucester County Planning Dept.

Fort and down into Wotton-under-Edge, our boots clunking along the already empty streets of this sleepy town.

An overnight stay at the Falcon saw us into the fifth day, the initial objective being the Clump on Tor Hill and the descent to Wortly where we picked our way along a lane

Joining the road to Kilcott and then a brideway through Frith and Clay Pit Woods brought us to the long haul to the Somerset Monument, and so the lunchtime stop at Hawkesbury Upton's "Duke of Beaufort" was welcome relief indeed. A tall grass-lined path discharged us in Horton

and virtually upon home ground we skirted Hinton Hill and Dyrham Park with ease, and have to confess that Dyrham Wood afforded the prettiest setting of the walk.

We reached the 'White Hart' at Cold Ashton at an opportune time, and then crossed the medieval allotments (Strip Lynchets) prior to descending to the valley below Hamswell, upwards then to Lansdown, across Hanging Hill, the Hill Fort and the Golf Links to Prospect Steile, and there before us lay the City of Bath shimmering in the heat of a glorious summer's afternoon.

### Refreshed

We rounded Kelston Round Tump, crossed Dean and Penn Hills where we were kindly refreshed with a glass of water for our "run in", through Weston, Primrose and Sion Hill, the Royal Victoria Park, Royal Avenue and Queen Square and finally the Abbey Yard. One day ahead of schedule and one hundred "not out". Seemingly, all the aches and pains had disappeared, it was a wonderful feeling and sense of achievement — a magnificent experience to be reflected upon time and time again — the Cotswold Way!

The Cotswold Way was established by Gloucester County Council in 1970 and follows a 100 mile route along the picturesque Cotswold escarpment. With outstanding views along its length the Way meanders from the grandeur of the western heights to the sheltered undisturbed retreats of the limestone valleys.

Don't be put off by the length of the Way. It is marked throughout and short sections at a time can be tackled quite easily. The Way is maintained by the Voluntary Warden Service of the Cotswold Area of Outstanding Natural Beauty, who also provided a guided walk service over the other parts of the Cotswolds.

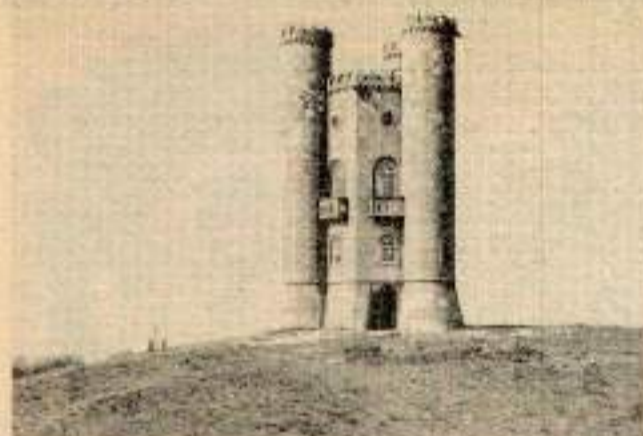
Details can be obtained from the Head Warden, Cotswolds A.O.N.B., c/o County Planning Department, Shire Hall, Gloucester HL12TN, along with other information regarding farm visits and the Denfurong Farm Trail.

awash with a stream set on taking short cuts to the river below. At Alderley we met an elderly gent weeding the drive to the "Big House", "Mornin" said he, "What be a carryin' al' tha' stuff fer?"

We smiled in return for there was no answer to that.

and, edging a lake, we progressed through Little Sodury to Dodington, the Park, and eventually we reached the 'Crown' at Toddington.

Our sixth and final day broke brighter and hotter, with only fifteen miles to go



The magnificent tower atop Broadway Hill. Photo: Glos. County Planning Dept.



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# PBA drivers sweep the Board

The first Saturday morning in July was hot and sunny and the N.D.L.B. Training School at Cumberland Basin was a hive of activity as fork trucks negotiated devious routes in confined spaces watched by hawk-eyed spectators.

The occasion was the regional competition to find the best fork lift truck driver in the South West area covered by the N.D.L.B. who together with the runner-up would represent the area in the National Fork Lift truck competition to be held at the London N.D.L.B. Training Centre on Saturday, 17th September, 1977.

Truck drivers from the P.B.A. swept the board filling the first three places with John Sheppard of Section B being

the overall winner with only 224 penalty points, while T. Henson of Section G was second with 412 pts and C. Thomas of Section A came third with 474 points.

The response to the competition was somewhat disappointing with only 12 applications being received and three of those dropped out. Of the remaining nine competitors, six were P.B.A. men, one came from Reed Stock, one from the British Waterways Board at



Mr. Roger Stevenson, vice-chairman of the Bristol & Severn Dock Labour Board is pictured above with competitors and officials at the recent N.D.L.B. area fork lift truck driving competition. Photo: Colin Momber

Sharpness and one from the English China Clays port of Par in Cornwall.

The objects of this annual competition are to encourage and promote the development of safe and skilful driving of fork lift trucks in the Port Transport Industry, and the competition is open to registered dockworkers.

The competitors had to complete a questionnaire and take four practical tests which consisted of driving a fork lift truck along a series of courses designed to test their handling skills to the utmost. Penalty points were incurred for faults whilst driving for the following: touching, continuity, stopping on a line, brake on hold, incorrect stacking, knocking down, traffic hazards and dropping or dislodging a load. There were also penalty points awarded if the time limits were exceeded.

Amongst the spectators and

watching with great interest was Geoff Wells the Chief Training and Welfare Officer for the N.D.L.B. He complimented the Bristol officials on the layout of the courses in such a restricted area. The 'masterminds' behind the course layout being Trevor Walker, deputy manager for the Bristol & Severn Dock Labour Board, and Larry Drysdale, Chief Instructor at the Training School.

### Instructors

Keeping a careful eye on the drivers as they went round and noting the penalties incurred were instructors Cyril Sharp and Andy Kiddie, aided and abetted by Frank Foggins and Bram Harvey instructor for the South Wales Dock Labour Board. In return the Bristol instructors went to South Wales on July 30th to return the compliment.

Mr. Roger Stevenson, deputy chairman of the Bristol & Severn Dock Labour Board presented tankards to the first three and in addition John Sheppard received the Board's Half Colours.



Photo: Colin Momber

Eventual winner John Sheppard delicately threads his truck with a full load through a narrow chicanee of pallets.

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## Gifts for Frenchay



Relatives and colleagues of former Traffic Dept. foreman Jim Stacey, who died in Frenchay Hospital in February, are pictured here with Sister O'Neill of Ward 6, Frenchay.

In appreciation of the care and attention given to

Jim during his illness his family made a bequest,

which together with a collection from his PBA colleagues enabled Jim's brother, Den Stacey, to present a portable TV set to the ward.

Frenchay Hospital also benefited from the continued generosity of the Section A dockworkers last month and as a result a small group of handicapped teenagers are spending a holiday at Brighton.

### Section A

The Section A men, who have already donated hundreds of pounds to charity gave a cheque for £100 to the Spina Bifida Unit at Frenchay towards the cost of sending about a dozen 11- to 16-year-olds, most of whom have spina bifida, to Brighton.

In addition the Section A men have also given a further £100 to the unit which will go towards the cost of special harnesses for the children which will enable them to get special therapy from horse riding.

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# At Home on the Range

For several years now the PBA Rifle Club has used an indoor range at Failand and enjoyed a fair measure of success with two teams entered in several leagues. Over the last couple of years however, the number of club members has declined, which has meant one team has been disbanded and the other team's performance has declined.

It was felt that a change of range would go some way towards improving the situation — Failand was a bit remote for some members and facilities were limited. Inquiries were made about the use of other ranges which paid off and during the summer months the Club moved into new quarters at Shirehampton. They now share the Invicta Rifle Club Range at Penpole Lane and Thursday nights are still club nights.

The new range is much more convenient for most members and also has more firing points than Failand as well as a cosy, well appointed club room. The move has

already borne fruit with a number of potential new members going along to the Invicta range and more are invited to attend.

## 25 yard range

Sportsfolio reporter Terry Darby attended a typical club evening at the new premises with photographer Colin Momber and found a small group of enthusiasts enjoying their sport.

The new premises consist of a 25 yard range with seven firing positions, a gun room, armoury and the club room which has a well stocked bar. The bar, incidentally isn't opened until all members have

completed their firing and rifles are not allowed in the club room.

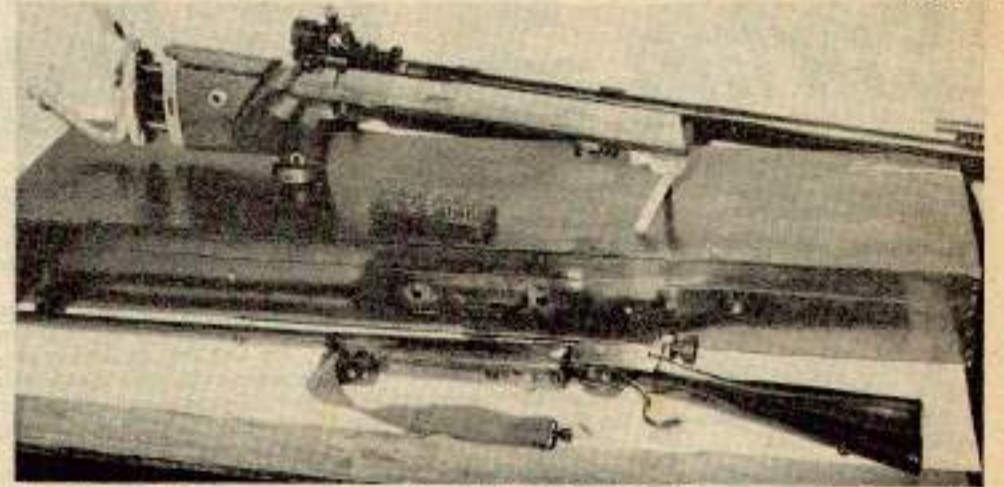
The .22 competition rifle today is a highly sophisticated weapon totally different from those found at fairground ranges. It can be adjusted to suit its owners build and can set him back £400 or more. With ammunition running at about £1 a box it sounds a very expensive past-time — as indeed it can be as one becomes more proficient and ambitious.

The newcomer need not be put off however, for the Club has a number of quite adequate and less sophisticated rifles for him to get the taste of small bore firing. Once he has decided to take up the sport seriously however, he should equip himself with his own rifle which can be bought surprisingly cheaply second hand.

## Danger

In all sports there is an element of danger — with rifle shooting the results can be deadly, so naturally there are rules governing the handling of the rifles and ammunition which every member must be acquainted with. The more experienced club members are always readily available to pass on advice and instruction to newcomers.

In previous winter months the Club has entered a team in three leagues — the Bristol & District, Gloucester and Somerset leagues. The Bristol



The old and the new — a conventional BSA 12/15 .22 rifle compared with an ultra modern Anschütz Super Match rifle with an adjustable butt. Photo: Colin Momber

& District is on a 'shoulder-to-shoulder' basis with Clubs visiting each others ranges. The other leagues are on a postal basis with each team firing on its own range and the completed targets then sent to an official scrutineer who announces the scores accordingly.

This winter however, the Club is considering withdrawing from the Bristol & District league and concentrating on the postal leagues so that more time can be spent in coaching new members.

New members are always welcomed by the Club. If any of our readers are interested further details can be obtained from Club Secretary, Cliff Simmons in the P.B.A. Motor Shop or Mike Healy Tel. Ext. 207 or 213.



Photo: Colin Momber  
Discussing the evenings firing over a quiet pint in the relaxed atmosphere of the Club's bar at the Invicta range.



Photo: Colin Momber  
Club Secretary, Cliff Simmons passes on a few hints to father and son members Keith and Ken Vetch.

# PRIZE CROSSWORD NO. 104

by Geoff Dimmer

Geoff Dimmer of Fareham in Hampshire has compiled almost every crossword in "Portfolio" since No. 1 in February 1968. Readers will be very sorry to hear that Geoff has now lost his sight for reading and writing and will not be able to continue compiling the crossword.

We extend our heart felt sympathy to Geoff in his affliction after such a long and happy association. Geoff tells us that at least he will be able to find some solace in developing his interest in music.

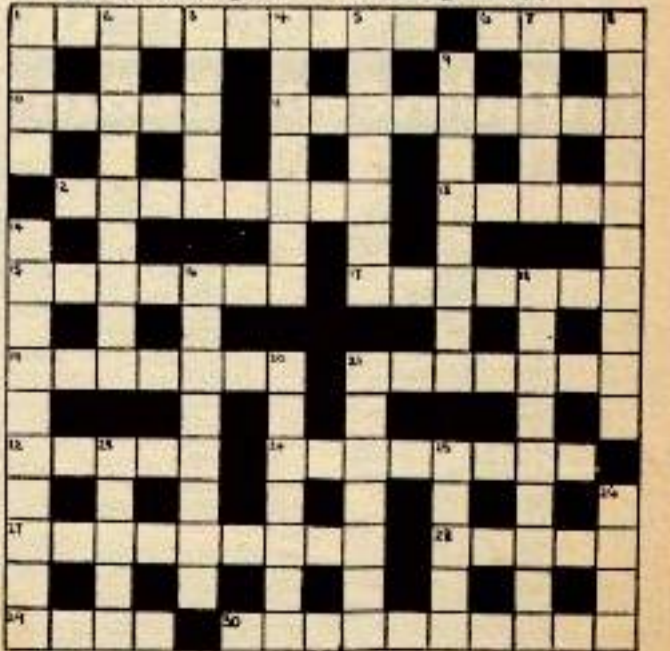
Our congratulations go this month to Mr. P. Truan of the P.B.A. D.P. Dept., winner of competition Number 103.

This month we are again offering £2.00 to the first correct solution to be opened. Entries should be sent to the Editor, "Portfolio", Port of Bristol Authority, St. Andrews Road, Avonmouth to arrive not later than mid-day on Friday, August 26th 1977.

Entries should be marked 'Crossword Competition' and are restricted to those to whom Portfolio is officially circulated.

The Editor's decision is final in all matters.

- ACROSS**
- 1 Take charge of, mostly by order (10)
  - 6 Land surrounded by water (4)
  - 10 Same principle both ways (5)
  - 11 Fully aware of the facts (9)
  - 12 British currency (8)
  - 13 Come to the point (5)
  - 15 In favour of a proper name? (7)
  - 17 More gloomy and dilapidated (6)
  - 19 Throwing the players about? (7)
  - 21 Caused by bad folding perhaps (7)
  - 22 O.K. round rights to women, that's an excuse (5)
  - 24 So be it can make it (8)
  - 27 Purpose behind the action (9)
  - 28 Insect in charge? That's funny (5)
  - 29 Learning loses a fish (4)
  - 30 In which everyone gets a vote (10)
  - 4 If good gives clarity of speech (7)
  - 5 Occupied and wearing a ring maybe (7)
  - 7 Little rascal (5)
  - 8 Come in to lever off the lid of adventure (10)
  - 9 A very small allowance (8)
  - 14 Study one particular subject (10)
  - 16 Vegetables round a green letter. Any ideas? (8)
  - 18 Shock prevention. You've got it taped (9)
  - 20 Hard substance started by an older relative (6)
  - 21 In religion, inclines for purification (7)
  - 23 Put under ground (5)
  - 25 The sailor had a meal. To calm down? (5)
  - 26 Floating waste (4)



**Solution No. 103**

**ACROSS:** 1. Operation 9. Frieze 10. Disgusted 11. Raffle 13. Scare 14. Vera 16. Spirits 18. Cherubs 20. Sleaz 21. Out-turn 23. Each 24. Aspic 26. Appear 30. Residents 31. Excise 32. Interfere.

**DOWN:** 2. Principal 3. Roger 4. Tass 5. Opener 6. Irma 7. Beef 8. Repels 11. Baxful 12. Ferret 15. Sinker 17. Recode 19. Barrister 20. Spearer 22. Screen 25. Shelf 27. Peck 28. Ape 29. Pike.

## Conference? Business Lunch? or Social Evening?

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## Portway Football Club

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# Spring — handicapped!

The Midsummer Meeting of the PBA Golf Society proved to be a memorable day for Harry Spring winning both morning and afternoon competitions.

The meeting was held at Knowle Golf Club on Monday, 27th July when once again the Society was blessed with fine weather. As usual the morning competition consisted of a four-ball Better Ball over nine holes with an 18 hole medal competition after lunch.

The Better Ball competition produced a tight finish with three pairs all finishing on 21 points, the final positions being decided by the best scores of the last six holes, the winners being Harry Spring and Jack Trotter.

After lunch windy conditions prevailed which some members found difficult to master, but nevertheless some very good scores

were recorded. The best net score was produced by Harry Spring with a net score of 67, runner-up was Eddie McCulloch just one stroke behind. As a result both players have now had their handicaps cut — for Harry it is the second time this year — and it is particularly encouraging to see new players such as Eddie doing so well.

The best gross score was returned by Arthur Boon with a score of 79, runner-up being Ian Fidoe with 83.

On 13th July the Society played the Shirehampton Park Club in a ten-a-side pairs match which the Society won convincingly by four games to one. Congratulations to all members and let us hope that this is the first of many wins.

The next day out will be on Monday, 12th September at the Clevedon Course. All members who wish to attend please contact Keith Hobley as soon as a s possible.

## SPORTSFOLIO

# Cabot sunk by PBA bowlers

One solitary success was recorded by the Bowling Club in the South-West League fixtures last month — against league leaders Cabot.

In a close fought game, the decision was always in doubt until the final woods were sent down with the P.B.A. winning by 3 shots. This result obviously upset Cabot for they lost their next game as well!

The rest of the League results produced a string of defeats against Redland Green, Victoria Park and Ardagh.

Friendly match results, however, have picked up recently following defeats by Bristol Arrow and Henleaze earlier in the month. Three games in a row have been won.

Near success was achieved in the Nalگو South West area competition by the rink representing Bristol B, consisting of Roy Hart, Richard Brown, Roy Simmons and Ralph Pearce, all of the PBA office, when they were defeated 22-12 in the semi-final by the other Bristol team.

In the previous round Dave Cox substituted for Richard Brown against Gloucester at Gloucester. At the start of the final end the rink was four shots down but by pulling five shots on that final end they achieved a story-book ending to the game.

### Watch this space

A chance to support the Dockers Rugby Club and at the same time benefit from a weekly draw is being offered by the Club in the shape of a "200 Club". The object being to raise funds for a Club tour of Ireland next season.

A few tickets are available from organiser Fred Amphlett, of the PBA Crane Department. The tickets cost £3 each and are valid for 26 weeks. Every week a draw will be made for a £3 prize whilst every fortnight an extra prize of £10 will be drawn and in addition once a month a further prize of £15 will be drawn.

The draws will be made at the N.D.L.B. Club, Welsh Back, every Saturday at 12 noon, commencing on the first Saturday in September. Results will be published monthly in "Portfolio".

### 400 Club

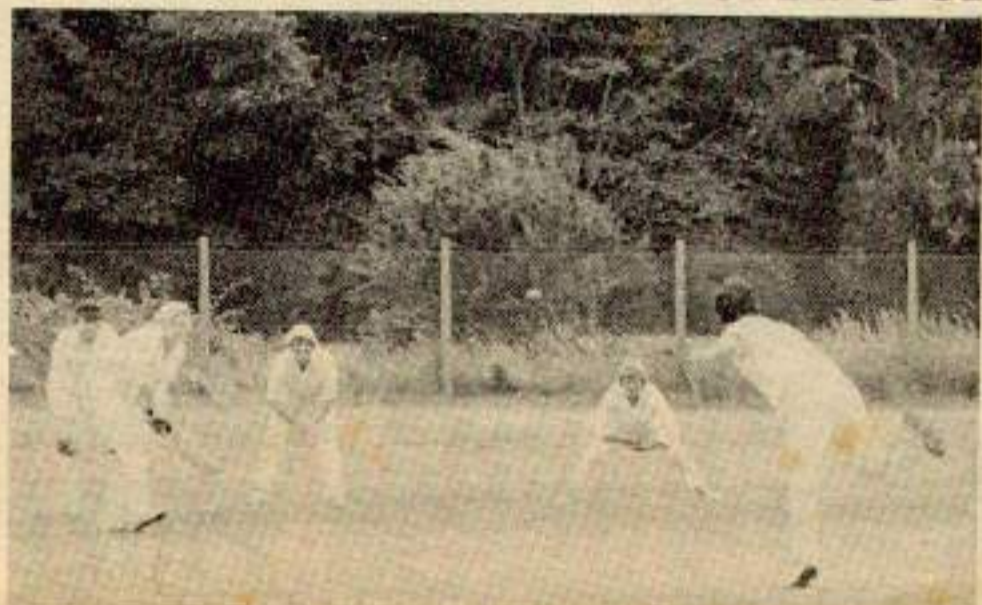
- July 1st £100 L. P. Cook (385) Traffic Dept.
- £100 J. Goslin (290) Engineers Dept.
- £100 D. R. Garland (381) Engineers Dept.
- £100 J. C. Walker (195) Traffic Dept.
- £100 R. J. Webley (348) Traffic Dept.
- £25 Mrs. L. Gingell (149) Engineers Office.
- £10 H. Crafer (383) Traffic Dept.
- July 8th £25 W. Geraghty (347) Traffic Dept.
- £10 W. Wise (110) Traffic Dept.
- July 15th £25 G. Dayer (379) Office.
- £10 R. Wallington (309) Traffic Dept.
- July 22nd £25 R. Small (279) Engineers Dept.
- £10 F. Hillberg (119) Traffic Dept.

# Schoolmasters caned by Port

A decisive win over bottom club Schoolmasters gave the P.B.A. 1st Eleven 18 valuable points in their struggle to avoid relegation from Division Three of the Bristol & District League.

In what was only their second league win of the season the P.B.A. bowlers, Mark Brown and Alan Morris, ran riot against a poor batting side. Mark finished with figures of 5-9 in seven overs including a 4-0 two overs spell and Alan finished with 5-18 including a decisive last over when he finished off the Schoolmasters tail by removing the last three batsmen for two runs.

Batting first the P.B.A. totalled 165-9 with Peter Rice



Its all eyes on the ball as Ron Saunders tests the batsman in the game between PBA 2nd XI and Robinson's 2nd XI which the Port won by 4 wickets. Photos: Ken Fraser

28, Dave Twigg 30, Mark Brown 29, and Harry Waite 32 not out all pulling their weight.

Other league results have been very disappointing with some poor performances by the P.B.A. batsmen. Against Patchway the side was all out

side batted first scoring 194-7 declared, thanks mainly to C. Brunt who scored 85. Martin Garrett was the most successful PBA bowler with 3-12. In reply the P.B.A. could only manage 87, of which Dave Rawlings batting at number seven scored 37, against the Robinsons attack of Strong 5-53 and that man Brunt again 5-30.

Success again favoured them against Spillers. Batting first P.B.A. scored 169-8 with Peter Rice being the main stay on 81. Spillers were 84-8 at the close.



Keith Howells in action against Robinsons seconds.

### Saunders strikes

Sunday fixtures have proved more rewarding. The side defeated University Staffs after scoring 182-6, Malcolm Cook 41 and Richard Cook 53. The University side looked in a strong position passing the 100 mark with only 3 wickets down, but Ron Saunders struck to take 6-43 and put the University side all out for 149.

The Caerphilly Druids game was an evenly balanced affair at the close with the Welshmen 130-7 in reply to the P.B.A.'s 136-9 whilst against Cavaliers the P.B.A. totalled 179-7 with John Harris scoring 63 and had the Cavaliers struggling at 103-9 (A. Morris 3-23, Andrew James 3-31, R. Cook 2-23).



Second XI batsman Alan Brown begins the long walk back to the pavilion.

for 137 after putting the century up with only four wickets down, Dave Twigg being run out for 31 and Wally Wise scoring 25. Patchway batted first and totalled 153-8 thanks to the success of their middle order batsmen.

Against Horfield the P.B.A. were all out for 108 with Dave Twigg again being the most successful batsman with 31 valuable runs. Horfield lost only three wickets in scoring 110 to take the points.

Another debacle followed against Robinsons. The home

### Flying start

The P.B.A. Football Club's first eleven made a good start to the season last week when they defeated fellow championship contenders last year, Glenside St. Gabriel's, 6-2, in a pre-season friendly.

The Port's goals came from Mark Brown (2), Ken Warrant (pen.), Billy O'Neill, Richard Booker and Tony Morgan.

New signing Booker together with other new signings Pete McCall and Martin Baird showed up well.

# Local talent lines up for Pete Farr

An army of local footballing talent will be lining up at the Port of Bristol Ground on September 15th in a benefit match for Pete Farr, former dock worker, who seriously injured a leg playing football in 1971.

Pete, who subsequently had part of one leg amputated, is now recovering from a further operation and his former colleagues are staging this match to provide him with

some much needed financial assistance at this time.

Programmes will be sold around the dock in advance of the game and anyone interested in assisting should contact John Williams or 'Tiny' Pavey, of P.B.A. Section 'B' R.D.W.'s.

There will be a bottle of whisky prize for the holder of the lucky numbered programme drawn at the match.

### Bob Baverstock

It is with regret that Sportsfolio records the death of Bob Baverstock on July 17th.

For many years a member of the Port Police Dept., Bob was a keen sportsman. In 1969 he donated a trophy to the PBA Police AFC which became the Sunday Cup inter departmental trophy. Winners in the first year were Traffic Outside and the current holders are Building Trades.

On behalf of the Port's sportsmen we extend our sincere sympathy to Bob's relatives and friends in their loss.

### SKITTLES

Interdepartmental All In League Tables — Up To and Including 1st August, 1977

DIVISION "A"	P	W	D	L	Pts
Outsiders	20	13	1	6	27
Electrons	19	13	—	6	26
Sports	21	12	1	8	25
F Troop	20	12	—	8	24
Cricket	21	12	—	9	24
Kinks	21	11	—	10	22
Graded Grains	22	10	—	12	20
Teabenders	22	10	—	12	20
Cranedrivers	20	8	1	11	17
Yellow Perils	21	7	1	13	15
Exiles	19	7	—	12	14
Y.L.'s	22	6	—	16	12

DIVISION "B"	P	W	D	L	Pts
His & Misses	20	13	1	6	27
Shanters	20	12	1	7	25
Football	20	12	—	8	24
Easy Six	20	11	—	9	22
Call Outs	20	11	—	9	22
Cold Store	20	10	—	10	20
Ucast	20	10	—	10	20
Amazons	20	8	1	11	17
Newmarks	20	7	1	12	15
Regulars	20	7	—	13	14
Suckers	20	7	—	13	14

DIVISION "C"	P	W	D	L	Pts
Tribe	19	14	2	3	30
Eng. Foremen	23	15	—	8	30
Nomads	21	13	1	7	27
Platelayers	22	12	1	9	25
Sailmakers	24	12	1	11	25
Newcomers "A"	21	12	—	9	24
Probes	21	12	—	9	24
New Seekers	23	12	—	11	24
Traffic	22	10	1	11	21
Outside	22	10	1	11	21
YMs	23	8	1	14	17
Barbiters	22	7	—	15	14
Pegasus	23	6	2	15	14
Newcomers "B"	24	6	1	17	13

## clubdatesclubdates

### PBA

- August
- Sat. 13th Three Kings And A Jack
- Sat. 20th Ambassadors
- Fri. 26th Private Dance
- Sat. 27th City Sounds Inc.
- September
- Fri. 2nd Darts Sec Dance — Merv McKay & Christine
- Sat. 3rd Merv McKay & Christine
- Fri. 9th Children's Xmas Party Dance — Wessex Set
- Sat. 10th Steve Martin Set
- Sat. 17th Riverside Dance Band
- Fri. 23rd R.N.L.I. Dance — Ambassadors
- Sat. 24th Ken Scott Showband
- Fri. 30th Sailing Section Dance — Gwyn Lloyd
- October
- Sat. 1st Ambassadors
- Fri. 7th Old Time Dance
- Fri. 14th Cabaret Night (details later)
- Fri. 21st Skittles Presentation Evening — Riverside Dance Band.

### NDLB

- August
- Sat. 13th Glory
- Sun. 14th Glyn Howell Trio — Cabaret — Bambuf
- Fri. 19th Bob Short Trio
- Sat. 20th Blue Jade
- Sun. 21st Glyn Howell Trio — Cabaret — Barry O'Brien
- Fri. 26th Wilf Fudge Duo
- Sat. 27th Legend
- Sun. 28th Glyn Howell Trio — Cabaret — Tony Wells
- Mon. 29th Foot-Tappers
- September
- Fri. 2nd Smith & Jones
- Sat. 3rd Anchoemen
- Sun. 4th Glyn Howell Trio — Cabaret — Ricky Ryland
- Fri. 9th Squares
- Sat. 10th Foot Tappers
- Sun. 11th Glyn Howell Trio — Cabaret — Roy Phoenix