

The first Tuesday of September was the 5th and once again members of Mersey Maritime, including your Chairman gathered for their early morning meeting. On this occasion the subject was the Port of Garston and was presented by Mr Trevor Boyes the Port Manager.

The Port of Garston is today owned by Associated British Ports, ABP. It has been in existence from about the year 1800. It was built to satisfy the requirements of the local salt works who needed a port to accommodate their exports. Over the following years the railways extended their railhead into the port. In 1876 the north dock of Garston exported 50% of Liverpool's coal with a loading rate of 250 tons per hour.

When John Bramley Moore was not invited to join the Board of the Mersey Docks and Harbour Company he focused his business prowess into developing the Port. In 1907 Garston handled 3.5 million tons of cargo. This has reduced to 650,000 in 2016.

Between 1910 and 1920 were considered the most profitable period for the port with the major export being coal and imports being pit props. Between 1912 and 1960 the banana shippers and importers were major customers.

In 1961 the banana business was lost to Garston due to larger ships being introduced. The limiting factors for entry are the locks which have a depth over the sill of 9.6 meters and a beam of 19.2 meters.

Container handling started in 1970 and continues today.

ABP withdrew from providing stevedoring services in 1990 and all such services are provided now by a third party.

ABP see a positive future for Garston and have in the last 2 years invested £2 million pound in new cranes and new lock gates.

Trevor provided a very interesting talk and accompanying photographs on a subject that everyone knew was there but had few details about.