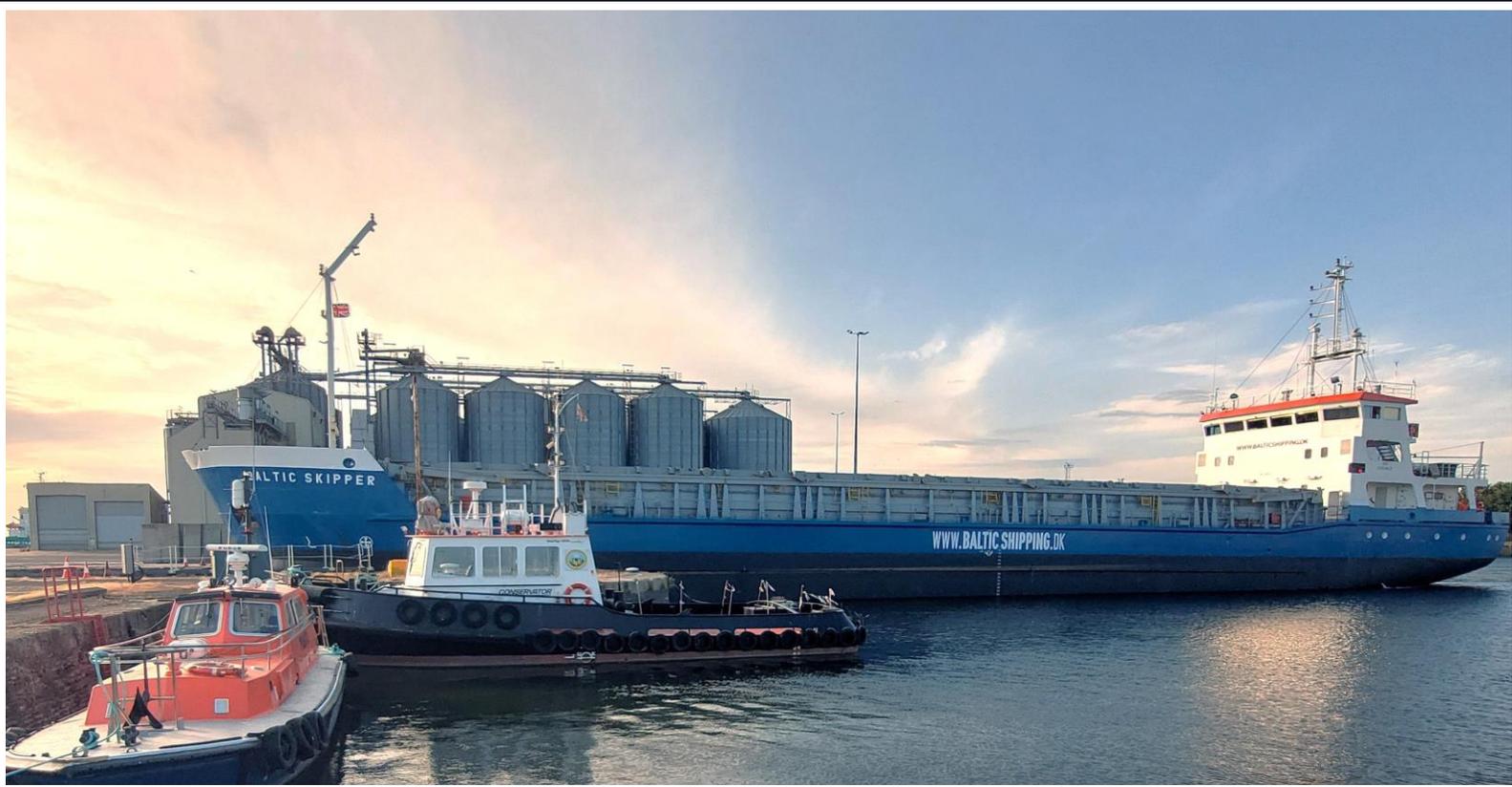


# KING'S LYNN CONSERVANCY BOARD PERFORMANCE REPORT 2025.



King's Lynn Conservancy Board – Competent Harbour Authority  
[www.kingslynnport.co.uk](http://www.kingslynnport.co.uk)

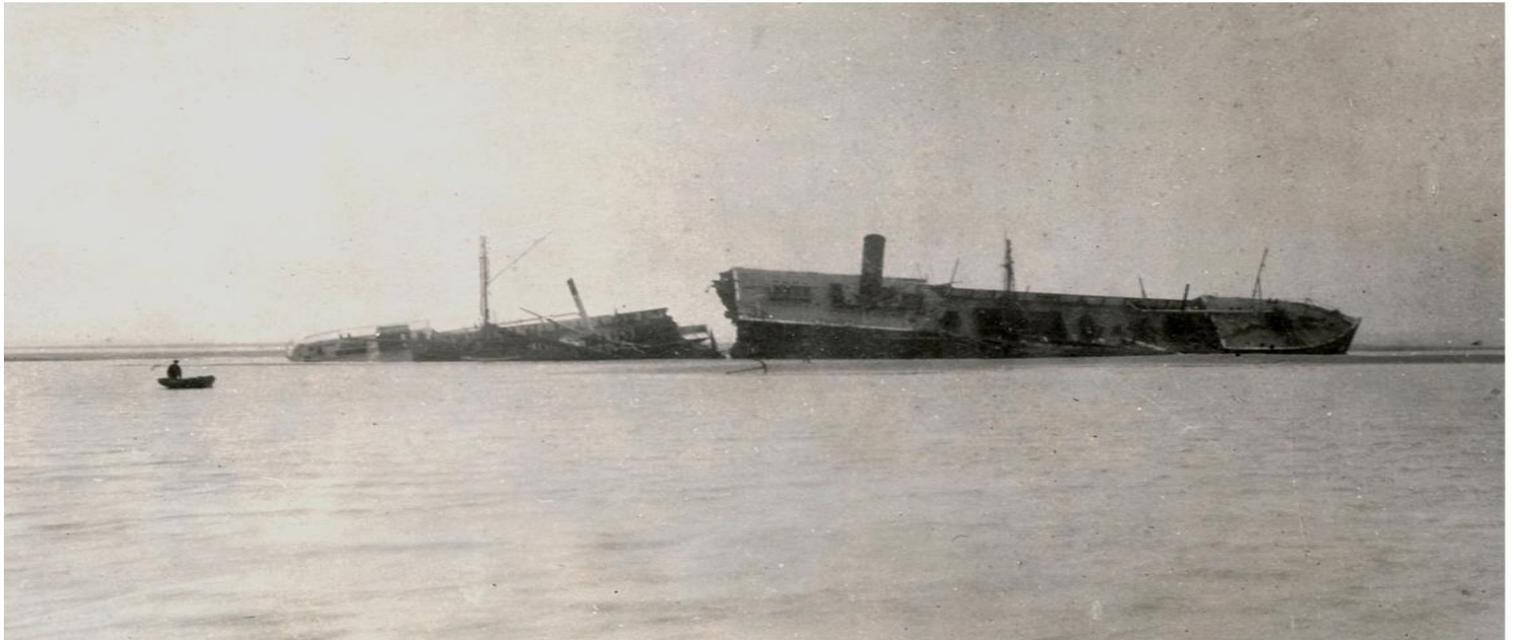
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# King's Lynn Conservancy Board

## Why the King's Lynn Conservancy Board was formed.

In December 1889 the vessel "Wick Bay" ran aground, and despite efforts to refloat her, subsequently broke her back and became a constructive total loss.

This resulted in a significant claim against the King's Lynn Corporation, who were the Conservators of the Harbour and approaches and had to raise the money to remove the wreck from the Channel.



This disaster led to the King's Lynn Conservancy Act of 1897, whereby a Board representing local interests was appointed to safeguard the river and harbour, deal with the safe marking of the channel, collection of dues and the removal of wrecks.

Later the Board also became the Pilotage Authority.

King's Lynn Conservancy Board is a Trust Port, a self-financing, non-profit making organisation, deriving its income from users of the Port of King's Lynn, and Navigational marks in the Wash.

It receives no financial assistance from the Government or the Local Authority, but like any other commercial concern it relies on balancing income in relation to expenditure for its successful operation.

Associated British Ports operate and have jurisdiction within the enclosed Docks, the Riverside Quay and the Fisher Fleet.

### About the King's Lynn Conservancy Board.

King's Lynn Conservancy Board is the Statutory Port and Harbour Authority, and is responsible for the safe navigation of all the users of the river Great Ouse and approaches within its area of jurisdiction. This area extends from "Staplewear" near Stowbridge to seaward encompassing the South-eastern part of the Wash.

The Wash is contained within the Wash and North Norfolk Coast European Marine site. Within the KLCB area are Sites of Special Scientific Interest and a Nature reserve, which contain extensive areas of foreshore and salt marsh, which supports colonies of birds, seals and wildfowl.

The area also includes extensive shellfish beds and breeding grounds and habitats for significant populations of other fish and invertebrates.

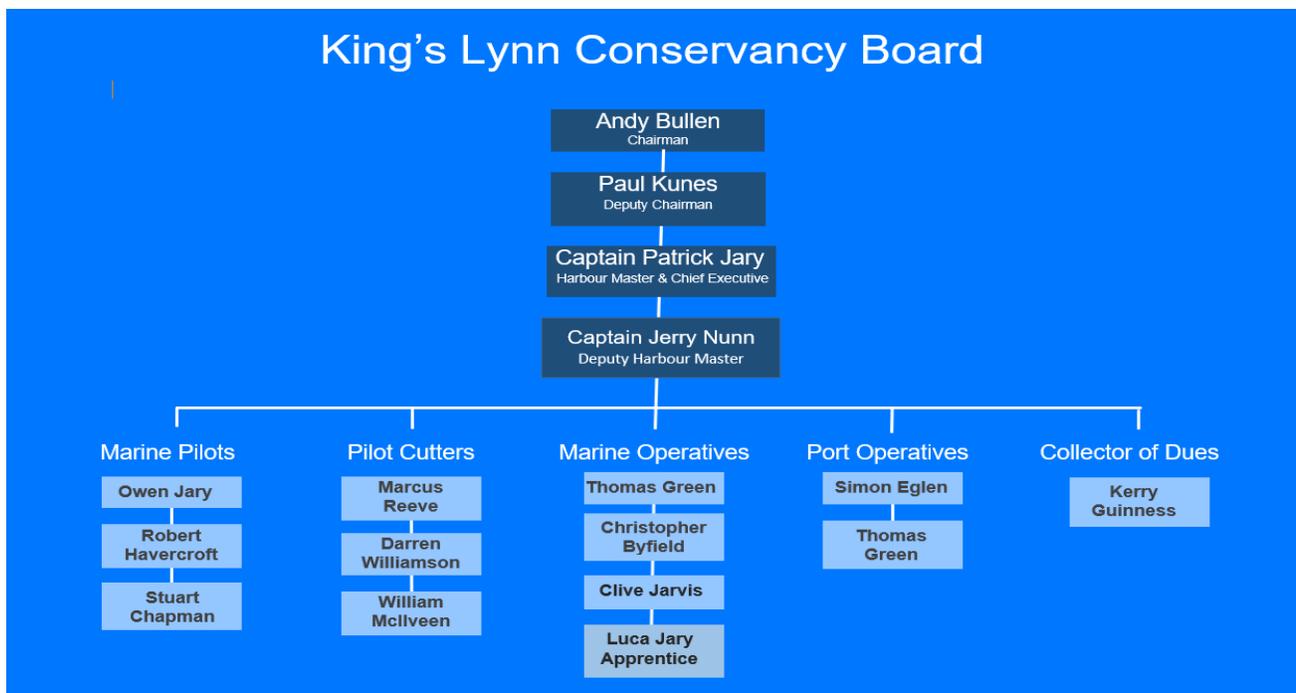
### Trust Port Review and the King's Lynn Conservancy Board.

The UK Government conducted a review of Trust ports and produced a Guide to Good Governance which requires all Trust Ports to produce and submit a plan, which would bring about positive improvements.

The KLCB's implementation of the recommendations of the Guide to Good Governance resulted in **The King's Lynn Conservancy Board (Constitution) Harbour Revision Order 2001**. The number of Board members reduced from twenty one to twelve. The objective was to ensure that all Trust Port Boards became independent and fit for purpose. Guiding principles for the appointment process are Responsibility, Merit, Independence, Equal opportunities, Probity, Openness, Transparency and Proportionality. All Board members should fully understand their duties and responsibilities, and should adhere to the following principles in the conduct of the Boards business, Independence, Accountability, Openness, Selflessness, Integrity, Objectivity, Honesty and Leadership. Following a rigorous process, the new Board of 12 members were selected and commenced their duties in February 2002. All Board members have completed a declaration of interests and agreed to the code of conduct.

The Deputy Harbour Master is an officer of the Board and as the "Designated Person" under the Port Marine Safety Code attends the Board meetings.

### King's Lynn Conservancy Board Organisation 2024.



## KLCB BOARD MEMBERSHIP 2024

			APPOINTED	RETIRED	
CHAIRMAN	MR A. BULLEN		05/04/2023		REPRESENTING
DEPUTY CHAIRMAN	CLLR P. KUNES		19/07/2018		STAKEHOLDER
MEMBERS	CLLR B. AYRES		17/03/2016		BCKLWN
	CLLR M DE WHALLEY		15/08/2023		BCKLWN
	CLLR T DE WINTON		19.12.2025		BCKLWN
	CAPTAIN M. DUNN		01/12/2023		STAKEHOLDER
	MR J. ENGLAND		03.06.2024		STAKEHOLDER
	MRS S. GIPSON		01/12/2023		TUC
	CAPTAIN P. JARY		16/03/2017		HARBOUR MASTER & CE
	CLLR J. KIRK		21/12/2021		NCC
	DR P. RICHARDS		16/02/2017		STAKEHOLDER
	CLLR S. RING		15/08/2023	21.11.24	BCKLWN
	MR R. WARD		22/02/2018	08.11.24	STAKEHOLDER

## BOARD ATTENDANCE 2024

		POSSIBLE	ACTUAL
MR A. BULLEN		11	10
CLLR P. KUNES		11	9
CLLR B. AYRES		11	9
CLLR M DE WHALLEY		11	9
CLLR T DE WINTON		1	1
CAPTAIN M. DUNN		11	8
MR J. ENGLAND		6	6
MRS S. GIPSON		11	7
CAPTAIN P. JARY		11	11
CLLR J. KIRK		11	7
DR P. RICHARDS		11	11
CLLR S. RING		9	1
MR R. WARD		10	1

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Chairman's Preface for 2024.

2024 proved to be a challenging year for the Conservancy Board with sluggish shipping and tonnage handled and significant issues with repairs to craft.

The tonnage handled in 2024 was 357,640 tonnes with 170 ship movements compared with 463,820 tonnes in 2023 and 214 ship movements. Notably there was a significant reduction in foreign ship visits due to overseas conflicts.

Timber, salt, aggregates, agricultural products (grain, beans) and recycled metal remained the primary cargo along with occasional project cargo.

Shoaling and siltation continued to be monitored with Common Staith Shoal bed levelling required February to April.

Plans for the improvement of KLCB Common Staith building continue with architectural drawings and structural surveys. In August extensive painting of externals in the building was completed.

January required the refurbishment of both the United pilot cutter engines. Also, in January the St Ann suffered engine failure requiring full rebuild.

During February a full internal review of Port Marine Safety Code documentation was completed.

WB Ardenfast was chartered by the MoD to assist with target locational identification. Job completion feedback was very good for all aspects of the job.

In April an oil spill in the fisher fleet was attended by KLCB supporting ABP in a successful clean up operation.

June saw the annual Hanseatic Festival of Watersports water ski event.

Later in the month the Conservancy Board was approached by Nene Ports for emergency assistance when the Baltic Arrow grounded on the River Nene. The Conservator attended and the vessel was successfully refloated and escorted to Wisbech.

In July the Baden Powell sailing vessel grounded at the entrance to the River Ouse with the RNLI called and 5 passengers safely disembarked by the lifeboat.

In August Sue Bloom retired from the position as Collector of Dues after 46 years service, the Board acknowledge Sue's commitment and service over so many years. Kerry Guinness was appointed as new Collector of Dues.

In September the St Edmunds was taken for a 5 year out-of-water inspection.

Sadly, in November Board Member and past Chairman of KLCB Roger Ward passed away after 40 years of stalwart service to the Board.

The KLCB finances continues to be impacted by significant payment commitments of the Pilot National Pension Fund.

This Report provides me with the opportunity to thank all members of staff for their professionalism and commitment during the past year which is acknowledged by the Board and also by users of the Port of King's Lynn and the local community.

Andy Bullen – Chairman KLCB.

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### KLCB Overview

The King's Lynn Conservancy Board employs fifteen staff providing a 365 day a year service, covering all functions from pilotage, port information service, port operations, pilot cutter, tug and buoy maintenance crews and administration.

The KLCB operates two fast pilot cutters "St. Ann" & "United" to transfer the pilots to and from the ships in the Wash.

The Tug "Conservator" is used to assist the larger vessels dock and undock safely and also provides emergency towage cover in the port approaches.

The buoy vessel "St. Edmund" is used to maintain and move the navigation marks in the constantly changing approach channel.

The KLCB owns and maintains over 40 buoys and 12 beacons, which are deployed in the approach channel. The Lightbuoys and Beacons are solar powered and the Buoys are changed and refurbished after 2 years on station.

Because of the constant changes, the Channel and Harbour are frequently surveyed using our workboats "Lynx" and "Ardenfast".

In 2024 "St Edmund" carried out 42 buoy moves and changes to navigational aids, as a result of the changes to the approach channel.

### Contingency Planning.

The KLCB has its own Emergency plan, Pollution response plan and Waste management plan, which have been approved by the Maritime Coastguard Agency.

The officers and staff have attended the required training courses for oil spill response training.

The International Ship and Port Facility Security (ISPS) Code has been implemented. The Security plan has been approved by Maritime Security Compliance, Department of Transport.

The KLCB has to keep planning ahead to keep pace with the changing needs of the marine sector as well as to meet the requirements of legislation. It needs to invest in proven technology and equipment to meet the demands of a thriving port.

The port has to remain competitive and the KLCB must therefore provide good value for money for its services.

The KLCB will continue to strive to improve efficiency and maintain a rigid control on expenditure.

### The way forward.

The implementation of the financial plan will effectively direct the KLCB's attention to areas where action is needed to overcome any potential difficulties and ensure that the users of the Port and KLCB staff can carry out their day-to-day business in as safe an environment as possible.

To implement the best practices of the Port Marine Safety Code and to assist in developing the potential of the Port of King's Lynn for the benefit of all.

To measure the progress and assess value for money in all operations and expenditure, the KLCB has developed indicators and targets, which are used when presenting management information. They will also show existing users that the KLCB provides its services in a very cost effective and efficient manner.

The KLCB will continue working to improve all aspects of its service in line with the vision and direction set out in its Performance Report. This will ensure that the King's Lynn Conservancy Board will meet the challenges of the 21<sup>st</sup> century.

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### Mission Statement.

The longer-term aim of the Board is set out in its mission statement: -

**“The King’s Lynn Conservancy Board will continue to run a safe, efficient and cost effective port operation involving the management, maintenance and regulation of its activities and shipping to the port for the benefit of the community and business for the foreseeable future. In so doing it will strive to invest in new technology and equipment to maximise the quality and value for money of its services in order to maintain existing and help attract new business to the port.”**

This aim has been broken down into strategic objectives, which provide a framework for action plans set up to exploit the potential of the Harbour and overcome any obstacles to future development.

### The Key strategic objectives of the KLCB are: -

- To maintain existing buildings, craft, plant, equipment and Quays in good serviceable order.
- To invest in proven new technology, craft and equipment where there is a clear need, and to the benefit of the KLCB and its customers.
- To ensure that its investments are secure and provide the best return.
- To be open and accountable to all the stakeholders.
- To ensure that the staff work in a safe environment, are well motivated and encouraged to achieve their full potential through training.
- To maximise quality and value for money, by ensuring that the services provided by the board are delivered in a professional, efficient, and streamlined manner, whilst still maintaining the highest possible standards of safety and service.
- To operate in an environmentally sustainable manner.

### Harbour and approaches infrastructure plan, repairs and maintenance.

The Board has a rolling programme for normal repair and maintenance. It is essential to have a proactive approach and to identify potential problems and deal with them in a planned way, particularly since the business is dependent on infrastructure being in first class, safe and serviceable condition. The plan has the following components:

- A rolling program for maintenance:
- Buildings and property
- Navigational aids
- Craft, Plant and equipment

The KLCB undertakes substantial capital expenditure on maintaining the Navigational aids in the approaches and the Harbour. This has involved the conversion of all lit navigational aids to solar power, providing improved visibility for marine traffic to and from King’s Lynn, reducing the health and safety risks to the employees and using a more environmentally clean source of power.

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## KLCB Year on Year

**2014** - Tidal and metrological monitoring equipment was fitted to the Bulldog beacon the data being uploaded every five minutes to KLCB website. Joint Tier 2 pollution deployment exercise with ABP. St Edmund undergoes modification to a dry exhaust system and replacement of the power pack for the Hydraulics, lifting gear tested. Vessel "Reggedijk" breaks adrift from riverside Quay, prompt Tug assistance brought the vessel safely back alongside. Staplewear upgraded to Workboat Code category 3 working.

**2015** - Dory was replaced by an Ex MOD combat support craft the "Ardenfast" with twin diesel engine jet drives. Shipping approach channel changes in area of Pandora sand to new Tango channel further to the west which leads to Daseley's Sled additional buoyage deployed to monitor changes. Continued Changes to the approach channel Pandora Sand buoyage discontinued Tango channel used. The main approach channel buoyage changed from "Bulldog Channel" to "Daseley's Sled". UXO operations commence in the Wash to locate, move or destroy UXO on Race Bank export cable route. International water ski event held in the Harbour.

**2016** - The KLCB Port Security Plan was approved by the MCA. July KLCB vessel "Conservator" proceeded to Grimsby dry dock for essential maintenance and certification surveys. Race bank Windfarm works ongoing with KLCB Port Authority inspections carried out on vessels "Taccola", "Bartolomew Dias" & "Isaac Newton". KLCB were issued with a new 10 year licence for maintenance dredging. KLCB vessel "St Edmund" proceeded to Grimsby dry dock for major refit and certification surveys. Due to the retirement of Harbour Master & Chief Executive Captain John Lorking interviews were conducted and the successful replacement Captain Patrick Jary was chosen from over 60 applicants.

**2017** – A 3 Month handover period between Captain Lorking & Captain Jary was completed prior to retirement. Race Bank Windfarm cable works continue with various vessels undertaking remedial cable burial ops. MCA approved new Port Waste Management Plan. New KLCB website designed and implemented. KLCB lookout tower renovated and opened to the public on KL Heritage Day. Captain Jary attains 2<sup>nd</sup> class Pilots licence. Hanseatic waterski weekend carried out in KL Harbour. St Edmund propellers were changed by KLCB staff on Common Staith. Mayor Carol Bowers takes a trip on Pilot Cutter St Ann. Port Marine Safety Code documentation reviewed, updated and implemented. Repairs were carried out in various areas to the roof of the Harbour office. New welding plant purchased to replace failed unit.

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**2018** - Trinity House attended KLCB Harbour office and area of jurisdiction for the annual inspection of navigational aids. The King's Lynn Hanseatic Waterski event was held in the KL Harbour. Ardenfast jet power unit rebuild following breakdown of major components. A Finn whale died in the harbour area following 2 days of confused swimming in the river. KLCB/ABP joint pollution incident management exercise. KLCB & KL Preservation Trust commence a feasibility study into potential uses for the ex-swimming pool building. Pilot cutter United dry docked in Fosdyke for annual MECAL survey. Barge "Tosca" caught fire whilst moored in the River Nar.

**2019** - Safety exercise carried out on South Quay with KLCB staff, RNLI and KL Fire and rescue service. KLCB vessel "St Edmund" proceeded to Grimsby dry dock for major refit and certification surveys. The King's Lynn Hanseatic Waterski event was held in the KL Harbour. Trinity House attended KLCB Harbour office and area of jurisdiction for the annual inspection of navigational aids. College of W Anglia student attended KLCB for a period of work experience. KLCB host UK Harbour Masters Association meeting at KL Harbour Office. KLCB Harbour Office opened to public on Heritage Open Day. Launch Staplewear was sold due to being surplus to requirement.

**2020** – Warship HMS Biter made a 2-week port call to King's Lynn - KLCB provided Pilotage and marine assistance. Covid 19 pandemic global impact, KLCB risk assessed operational procedures and endeavoured to continue working routines – result was ZERO Lost Time Incidents (LTI's) and 100% operational status throughout 2020. Race Bank Windfarm owners agree that KLCB will mark unburied power cable areas with navigation buoy in perpetuity. Former Harbour Master, Captain David Garside passed away – KLCB aided widow, Mrs Garside to scatter ashes in the Wash. West Lynn Ferry reinstated under new ownership. KL Visitor pontoons on South Quay were extended by 85 metres. Pilot Cutter St Ann Port engine top end rebuild following breakdown.

**2021** – Throughout the year the COVID19 pandemic continues to impact all elements of the business. KLCB provided support to the Viking Link Project (installation of power cable from UK to Denmark) providing berths for support vessels, marine advice, use of anchorage over a 4 month period. KLCB Board members undergo Port Marine Safety Code Duty holder training. MCA 5 yearly review of KLCB Pollution Plan. Roaring Middle Light Vessel recovered to port following discovery of a hole in her hull. KLCB workboat Ardenfast underwent full refurbishment - conversion works to hull and drive train changed to 150HP outboard engines. Motor launch Lynx, LOA 8.5m, was purchased from Dartmouth Harbour Authority as an addition to the KLCB workboat/ vessel fleet.

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**2022** - KLCB Pilot of 35 years, Richard Crawford retired to be replaced by Stuart Chapman. Heritage open day held in King's Lynn Harbour Office. KLCB & ABP King's Lynn hold Pollution Incident Management Exercise (IME) with MCA in attendance. Roaring Middle Light Ship taken to Wisbech hard standing for repairs & refurbishment. Workboat St Edmund refurbishment by KLCB staff – Topsides, deck and all interior spaces addressed. Following changes in shoal movements the main fairway channel was shifted from Daseley's Sled to the Bulldog Channel. Trinity House attended KLCB Harbour office and area of jurisdiction for the annual inspection of navigational aids. 2022 saw the proposal of the Centre Port Project which is a barrier abridging the Wash which houses a container port & hydroelectric power plant – KLCB await any updates.

**2023** – Tug Skipper Steve Clarke retired after 22 years of sterling service. KLCB Tug Conservator provides emergency towage assistance to MV Baltic Express in River Nene. KLCB workboat Ardenfast chartered by MOD to carry out survey operations on Holbeach practice range. Marine Operatives Clive Jarvis & Chris Byfield attained RYA Yacht Master certification following an extensive training period. Deputy Harbour Master Captain Paul Bailey issued notice to retire after 24 years in the role. Following a recruitment campaign, Captain Jerry Nunn stepped into the DHM role. Historic KL based passenger boat Baden Powell grounded outside of the buoyed channel which required helicopter evacuation of passengers. For the first time KLCB commenced employment of Marine Operative/ Work Boat Skipper Apprentice. All Pilotage department staff attended a Pilot Resource Management course. KLCB Board members attend a series of Port Marine Safety Code training webinars.

**2024** – Pilot Cutter St Ann had a major failure of her starboard main engine which required a full rebuild. The Common Staithe shoal developed across the dock entrance which needed intervention by propeller washing and bed levelling. Renewal of hydraulic steering equipment on Workboat St Edmund. KLCB MT Conservator provided emergency towage assistance to MV Baltic Arrow when grounded in river Nene. The Harbour Office building had a full refurbishment of all exterior areas and components. KLCB took the lead role in a 3 yearly Pollution Management Exercise as required by the Maritime & Coastguard Agency (MCA). Trinity House attended KLCB Harbour office and area of jurisdiction for the annual inspection of navigational aids. The King's Lynn Hanseatic Waterski event was held in the KL Harbour.

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### Key Performance Indicators – Shipping under Pilotage.

Shipping Safety Reports will represent numbers of significant navigational incidents per 1000 vessel movements and averages per year. These will include collision, last minute avoiding action, near miss, endangered persons or property and pollution incidents involving quantities in excess of 1 tonne. This report will be incorporated as a statement in the existing programme of monthly and annual safety reports.

In 2024 there were 170 commercial vessels resulting in 356 acts of pilotage with zero notifiable incidents with a resulting incident factor of 0/1000.

### Health & Safety Review 2024

Reported by Capt J. Nunn - Designated Person under the Port Marine Safety Code.

1. Commercial craft

There were zero MAIB notifiable incidents to commercial vessels in King's Lynn during 2024.

2. Pilotage / Navigation:

There were 8 KLCB Pilotage Observation /Incident Reports completed during 2024.

- a) Following incidents of poor performance during manoeuvring MV "Rix Atlantic" was designated as compulsory tug vessel when in loaded condition from the Dock.

3. Fishing vessels

Nil to report during 2024.

4. Leisure Craft

1 reportable incident – 30.06.24 Historic passenger vessel Baden Powell with 5 passengers on board ran aground on a falling tide outside the eastern side of the channel and north of No 26 buoy. RNLI Lifeboat evacuated 5 passengers and 1 crew. Vessel refloated on next tide & vessel returned to pontoons. MAIB / MCA / MECAL informed by HM. Operational Certificate suspended by MECAL

5. Staff

No reportable incidents to staff under RIDDOR during 2024.

6. South Quay

Routine inspection and replacement of quayside and equipment, highlighting of safety chains and ladders carried out.

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7. Misc.

- PV United: New Volvo D7 engine purchased and installed by Prior Diesels.
- PV St Ann: starboard Scania engine major breakdown requiring full rebuild.
- PV United & PV St Ann: Dry Docked at Fosdyke for major overhaul and refit. MECAL out of water surveys completed.
- St Edmund: Passaged to Grimsby for dry dock period. 5 year MECAL survey completed. Repairs to fenders, all paintwork & anti foul renewed, all OOW tasks completed.
- St Edmund: Various areas of main deck plating replaced upon MECAL surveyor requirements.

**Investment plan.**

The Board has financial reserves, which are invested and provide a safe and secure income to the Board. These investments are deposited with recognised financial institutions. Through 2024, the investment returns varied from 2.5% to 4.15%.

**Openness, Accountability and fit for Purpose.**

The use of the Internet to provide safety information and promote awareness of the functions of the King's Lynn Conservancy Board and the port of King's Lynn at [www.kingslynnport.co.uk](http://www.kingslynnport.co.uk)

The Board meets on the Thursday following the third Wednesday of every month (except August), where reports are given on:

- The approach channels
- Environmental Issues
- Finance
- Health and safety issues
- Legislation relevant to the Board
- Port operations
- Pilotage
- Trade of the Port

Minutes of the meetings, Trade of the Port, and the Annual financial report are produced and are available for inspection at the Harbour Office.

The Board holds its Annual General Meeting in September.

Board members have current and relevant skills that they bring to the Conservancy Board. When vacancies arise for Board members, candidates are selected from people who respond to an advertisement, and complete a skills audit and a declaration of interest's form. Interviews are then held to select the new members. All Board members have to agree to a code of conduct, which insists on the following:

**Selflessness, Integrity, Objectivity, Accountability, Openness, Honesty and Leadership.**

New board members will attend an in-house induction course, detailing the constitution of the Board, its functions, statutory powers and obligations, boardroom and reporting procedures, and a history of the Boards development, through to its current operations and procedures.

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### **Management and personnel development.**

- The KLCB management and organisational structure whilst working well will undergo regular assessment, to highlight any improvements that can be made.

### **Keystones of this development:**

- Implementing the recommendations and good working practices of the Port Marine Safety Code.
- Regular staff and Health and Safety meetings.
- Highlight the potential for further staff development.
- Developing an overall staff-training plan.
- Training of the staff to achieve their full potential and if possible, promoting from within the Board.

### **Quality and Value of Service.**

KLCB is committed to provide a Quality service and strives “to continually improve the quality, reliability and safety of our services to ensure they meet our customers and all legislative requirements”. This policy will be implemented by:

- Involving all staff in education and training.
- Establishing close working relationships with all customers and suppliers.
- Keeping abreast of legislative requirements.
- Regular discussions with customers on needs/requirements.
- Regular internal quality audits.

To ensure it provides the most cost-effective service to its customers, the Board will continue to review efficiency measures in an effort to minimize cost.

These will include:

- Reviewing port operation and administrative costs for potential savings
- Investigating alternative working practices
- Maximizing income from assets and investments
- Improved financial management measures to facilitate target setting
- Improved assessment of financial performance.
- Improved budgeting.
- Contingency planning.

### Environmental matters.

KLCB is a full member of The Wash and North Norfolk Marine Partnership (WNNMP) which represents 23 Relevant Authorities and is the organisation that manages the delivery of statutory duties to The Wash and North Norfolk Marine Protected Area network. Notably, an essential working principle for effective management is that nature conservation occurs in parallel with human activities, to ensure that maritime livelihoods and the regions rich cultural heritage are sustained as part of the marine environment. Therefore, WNNMP works in close collaboration with regulators, local communities, sea-users, businesses and conservation groups.

### Finance and Trade through the Port.

Trade throughput of the port of King's Lynn decreased from 463,820 tonnes in 2023 to 357,640 in 2024.

The throughput of cargo was carried by 170 vessels of 379,472 G.T.

Budgets for 2024 anticipated 450,000 tonnes of cargo and 200 vessels.

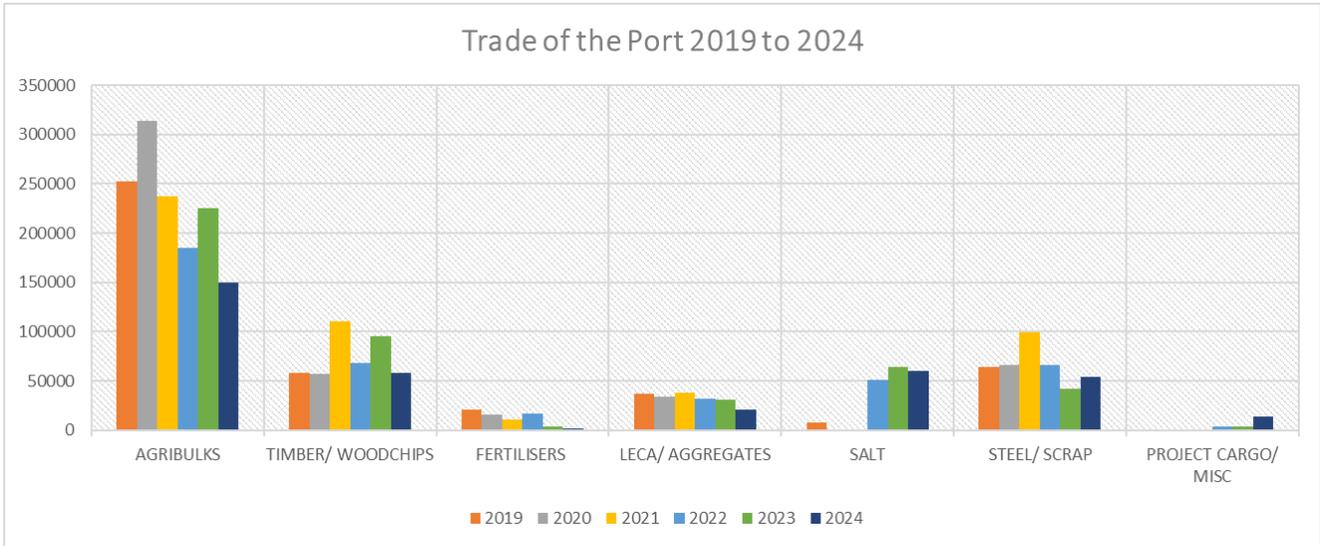
The average Gross Tonnage of vessels being 2232 G.T.

The average cargo weight carried was 2103 tonnes.

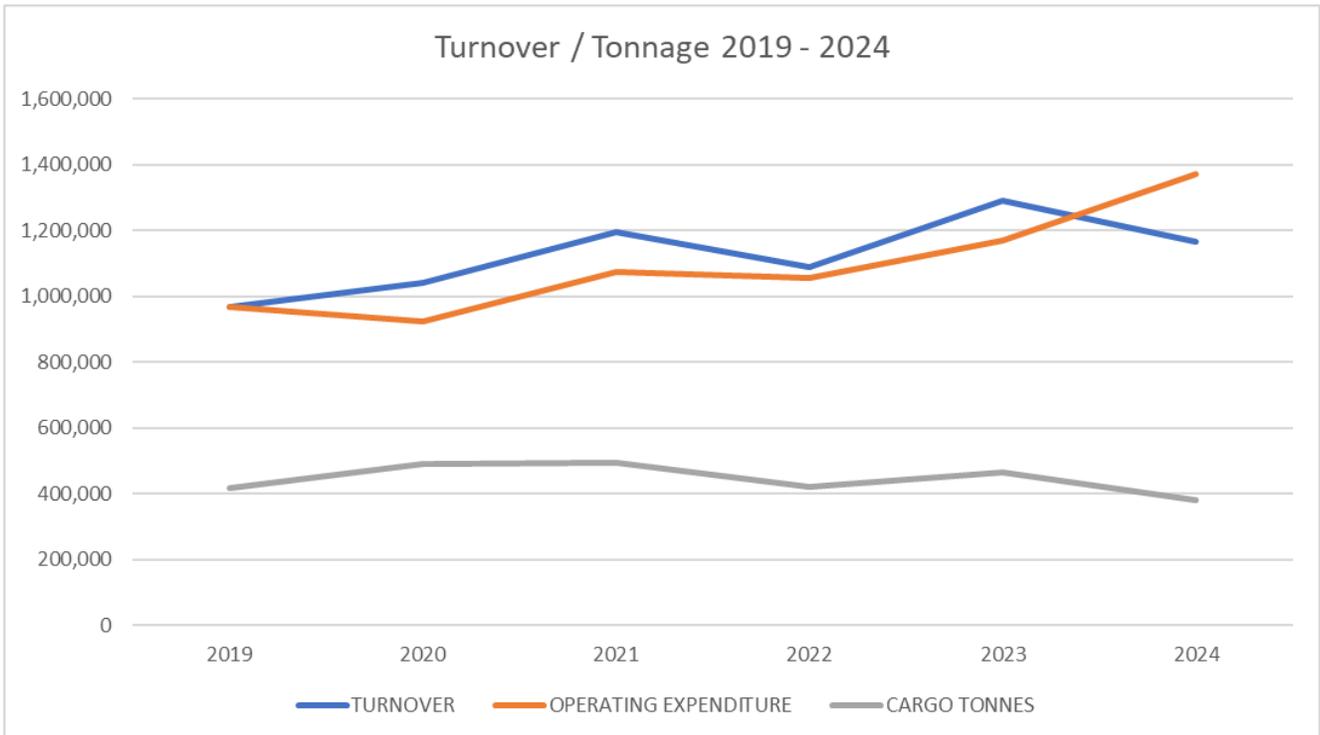
### Financial results :-

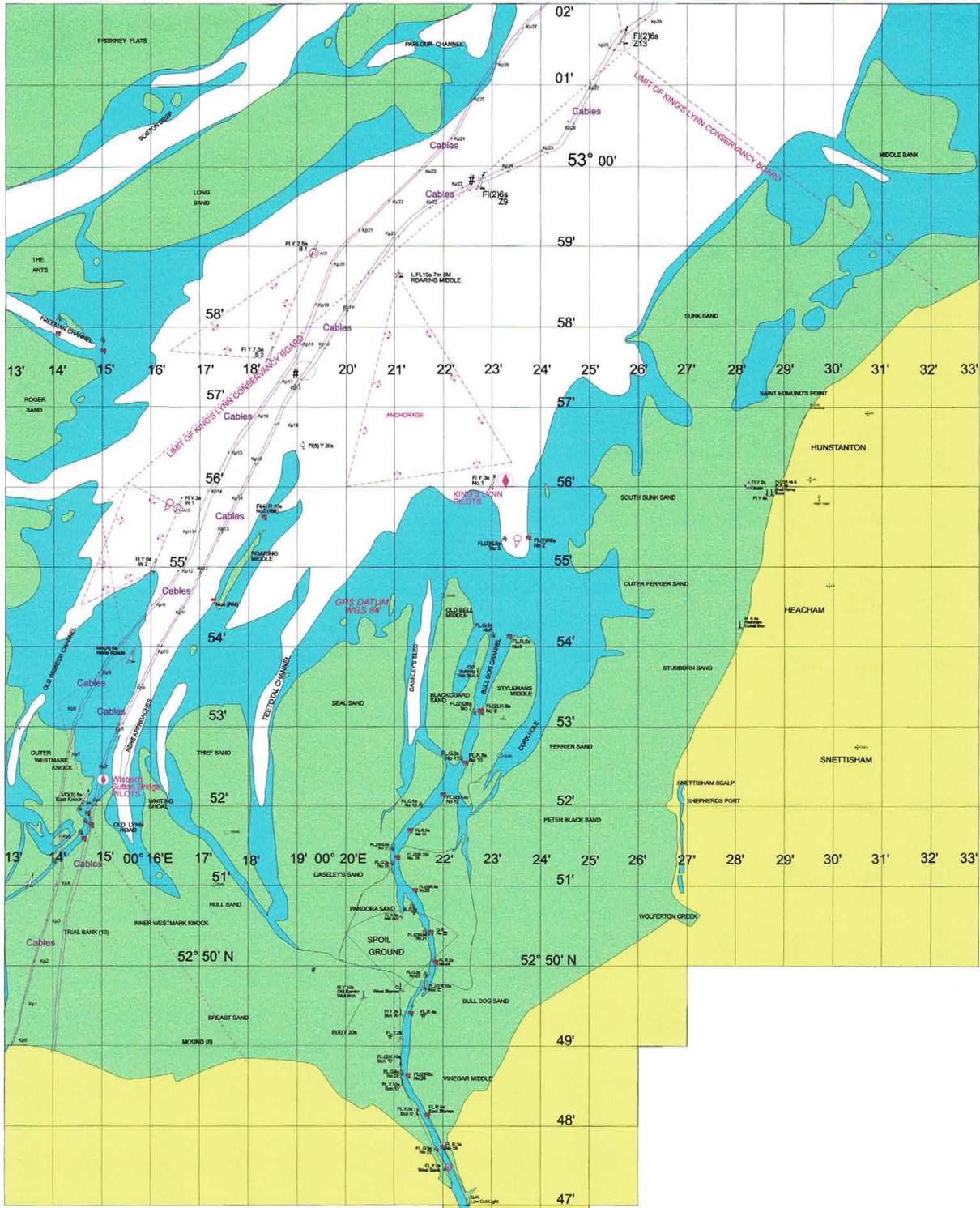
<u>2023</u>			<u>2024</u>	
Turnover	1,288,366		<u>Turnover</u>	1,164,701
Expenses	1,169,055		<u>Expenses</u>	1,369,946
Exceptional Income	0		<u>Exceptional Income</u>	0
<u>Operating Profit</u>	<u>119,307</u>		<u>Operating Profit</u>	<u>-205,245</u>

## Cargo details through the Port 2019 to 2024



## Trade turnover/ Cargo Tonnes 2019 to 2024





LIMITS OF THE KING'S LYNN CONSERVANCY BOARD  
 EXTEND FROM THE LINE NORTH WEST OF THE ROARING  
 MIDDLE TO 53° 01'.4 N 0° 25'.8 E AND THEN TO GORE POINT  
 (125 T X 5M)

