

Case study

The last journey of Concorde: a special mission for water freight

Sea and Water supporter Robert Wynn and Sons' flagship vessel the *Terra Marique* gave Concorde her swan song "flight" to Scotland via the River Thames and the North Sea. The shipping of Concorde from London to Scotland on the *Terra Marique* on Britain's inland and coastal waterways proved once again that water transport eliminates the problems associated with moving abnormal loads by road.

The unique barge *Terra Marique* designed to maximise the use of Britain's waterways for the carriage of the largest and heaviest abnormal loads was developed with the help of an £8 million grant from the Department for Transport (DfT).

The transport of the last of the most famous airliners from London to the Museum of Flight in East Lothian near Edinburgh was an interesting task, as Concorde, without the final section of its rear fuselage, fin or wing tips measured:

- 54 metres long
- 8.6 metres wide
- 5.5 metres high

The barge was designed to carry loads of 1,200 tonnes, ten times that of the trailer with Concorde on board. The *Terra Marique's* vast dimensions are:

- 80 metres long
- 16.5 metres wide with a hold measuring
- 67 metres long x 9 metres wide.

In April 2004 the plane that once flew twice as fast as the speed of sound and was at the cutting edge of aviation technology when she was built was loaded onto the *Terra Marique* that took just over two weeks to sail to her destination. Concorde was transported from British Airways' engineering complex at Heathrow to the Port of Isleworth Drawdock where she was loaded. The *Terra Marique* sailed via the River Thames and the North Sea to its destination at East Fortune.

If the option of a waterborne voyage was not available, the aircraft would have had to be cut into smaller sections for road transportation. This would have meant an longer period of time for it to be restored once it reached its destination.

The *Terra Marique* combined state-of-the-art technology with traditional marine and heavy-transport engineering and was designed by Robert Wynn and Sons Ltd.

Peter Wynn, Managing Director of Robert Wynn & Sons Ltd, said: " We are justifiably proud to have transported the iconic Concorde around Britain. Ironically an aeroplane's final flight was on water and the voyage demonstrates

what can be achieved by water. Water freight isn't being given the opportunity it deserves. Concorde shows what can be done."

Dr Heather Leggate, research director at Sea and Water said: "transport for abnormal loads has a significant impact on the environment. Water transport helps to minimise the impact as well as efficiently transporting large items such as Concorde for the benefit of their owners and the community in general.

About Terra Marique

The design of Terra Marique has been developed to maximise the available space in ports, rivers and inland waterways within the UK and Continental Europe.

- *Terra Marique's* ability to semi-submerge allows it to transport smaller vessels.
- She has a specially strengthened hull to allow the craft to beach land with minimal need for on site preparation.
- Her hydraulic roadway and ballast system allows the vessel to offload on varying quay heights and riverbanks.
- She can carry out tasks previously considered fraught with complications and expense - including the replacement of bridges over waterways.
- She can act as a mobile dry dock or ship-lift for smaller vessels.
- Terra Marique can be used as a mobile platform for PR, advertising, filming and concerts.
- She is a vessel designed to reduce on-site engineering and minimise the need for transshipment therefore removing the inconvenience and reducing the inherent costs and risks.

About Robert Wynn & Sons

Robert Wynn and Sons Ltd is a company dedicated to the creation, procurement and management of specialist equipment. A subsidiary of Wynns Limited, the company delivers contracted services based upon its ability to execute the multi-modal solutions necessary to facilitate the movement of Abnormal Indivisible Loads.

About Concorde

The G-BOAA aircraft, shipped to Scotland, was the last of British Airways' seven Concorde. The other planes can be seen at Heathrow Airport, Manchester Airport, Bristol's Filton Airport, the Grantley Adams Airport in Barbados, as well as at a museum in Seattle (US) and at a floating exhibition in New York. G-BOAA notched up 22,769 flight hours and 6,842 supersonic cycles. It first flew in 1975 and its last commercial flight from JFK Airport New York to Heathrow took place on August 2000.