

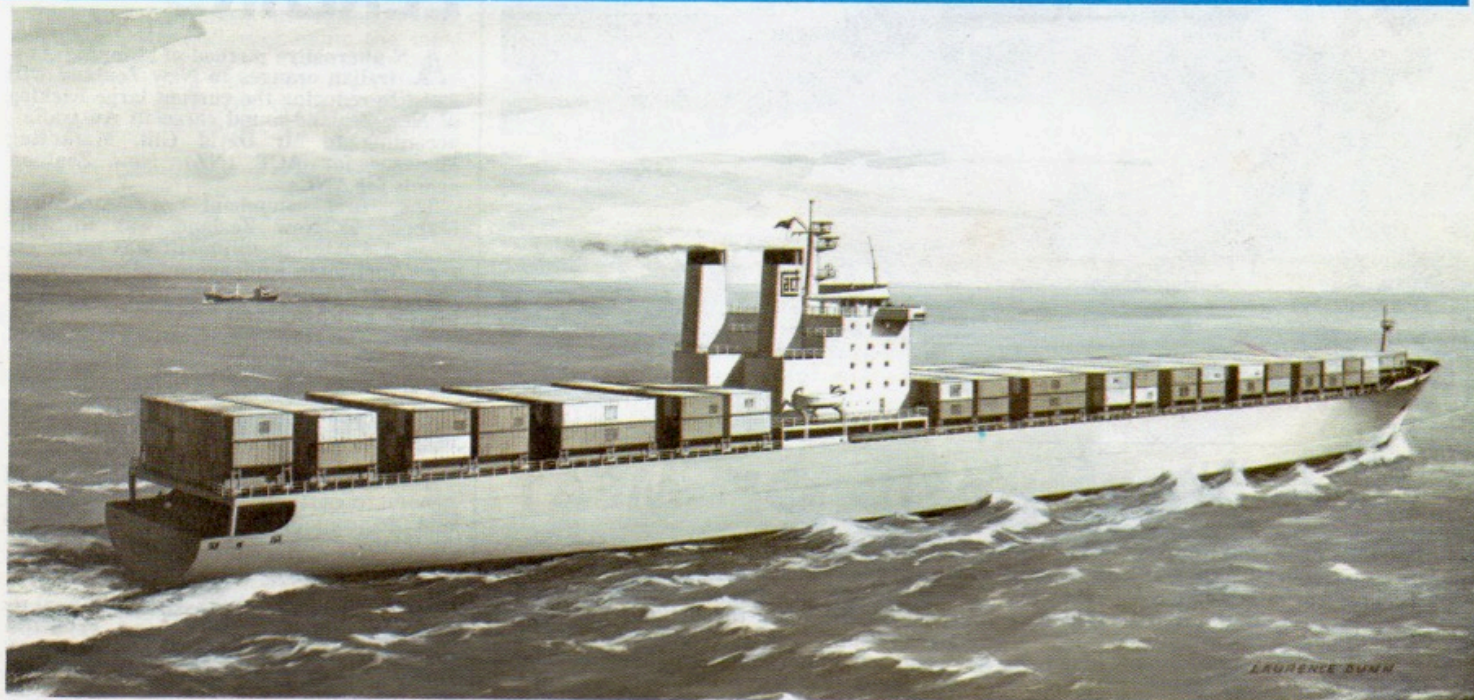


THE SHAPE OF SHIPS

news

TO COME

WINTER 1974



Artist's conception of one of the new 29,000-ton container-ships to be built for ACTA and A. . . for the Europe-Australia-New Zealand service, which will be delivered in 1977. Each ship will be able to carry 1,800 20ft or equivalent containers.

Ben takes ferry for a ride



Shortly before starting its voyage to Manila, a Raketa hydrofoil is loaded on board Ben Line's vessel "Benvannoch" in London. Much of the ancillary equipment on this Russian-built craft is of British manufacture. It has a cruising speed of 40 mph and will be used as a ferry.

£50 M. ADDITION TO ACTA/ANL FLEET

TWO 29,000-ton containerships for the Europe/Australia/New Zealand service, which together with the containers and ancillary equipment will cost more than £50 million have been ordered by the Australian National Line and Associated Container Transportation (Australia) Ltd, in which the shareholders are Blue Star Line, Cunard/Port Line and Ellerman Lines.

The ships will be built by the West German shipyard Bremer Vulkan for delivery in February and June 1977.

Each ship will carry 1,800 20-ft, or equivalent, ISO containers above and below deck. Of these 907 will be reefers carried below deck. Powered by slow-speed twin-screw diesels, the ships will have a service speed of 23 knots.

In a joint statement ACTA and ANL said: "We invited tenders from shipyards in many parts of the world including the UK,

continued on page 3

World's fourth biggest port.

see pages 6-7

THE LOTUS EATERS



A BLC container stands by to consume, whole, the new 4-seater Lotus Elite. Ben Line Containers are used to speed the latest model Lotus cars in less than a month to the Far East.

AUSTRALIAN ORANGES SHIPPED TO NEW ZEALAND

AN alternative method of shipping Australian oranges to New Zealand will assist in reducing the current large backlog of New Zealand-bound cargo in Australia", according to Mr David Gill, Marketing Manager for ACT (NZ), New Zealand agents for ANL.

The first shipment of Australian oranges to New Zealand was in July when a 620-tonne shipment was made on the "Australian Endeavour". The oranges were sent in 24 containers to Wellington and Auckland.

It was the first trans-Tasman container cargo shipment by the Australian National Line to New Zealand.

SUCCESSFUL

The vessel also carried 23 containers of general cargo and 40 cars to Wellington and 66 containers of general cargo to Auckland. "Australian Exporter" followed in mid-August with a general container cargo.

Mr Michael Dosser, Assistant Manager of Fruit Distributors Limited, says the door-to-door shipment from Melbourne to the Wellington and Auckland markets was successful.

Because of the withdrawal earlier this year of the refrigerated vessel "Tara-wera", Fruit Distributors Limited had to find an alternative method of importing the Australian oranges.

LONG RAIL HAUL OF MEAT

REFRIGERATED containers of meat can now be moved by rail from Perth to loading terminals on Australia's east coast following successful research by the ACTA cargo care division.

The movement of meat across the long haul of the Nullabor Plain, where in summer temperatures climb well above 100 deg F for days on end, was restricted until the ACTA team began to study the problem.

Two containers of frozen meat, consigned from Perth to Canada via Melbourne, were selected for proving trials.

During the loading of the containers at Perth the frozen meat was wired with thermocouples so that temperature readings could be monitored throughout the journey and adjustments made as necessary.

The containers experienced full heatwave conditions (117 deg F or more) during the four-day, 2,146-mile trip across the continent but by adjusting the containers as necessary the meat arrived in first-class condition.

The experiment proved so successful that the movement of meat across the Nullabor is now commonplace.

450 FORK LIFT TRUCKS IN TWO YEARS



In the two years that Liftrucks Limited have been using the services of Ben Line Containers, more than 450 trucks have been delivered to Britain. Considerable time and expense have been saved during the past 18 months by using "open top" containers to accommodate the

3.7 metre masts of the trucks, which previously had to be dismantled. "Our insurance claims have been minimal and we have excellent service by BLC," said a spokesman for Liftrucks Limited, UK concessionaire for Toyota Industrial Vehicles.

What's all that Australian sand doing over here?

OVER the past few years ACTA have been bringing thousands of container loads of mineral sand from Australia. This is a special sand, found on the coasts of Queensland and Western Australia, from which Zircon is extracted.

Zircon sand is a rare industrial mineral made even more rare by the recent floods in Queensland; in fact the price has risen from £28 a ton to roughly £350 in the space of five years.

The sand is mined in various ways, dredging or by bulldozer being the most usual. Suction dredgers floating in man-made lakes pump the sand to a primary concentrating plant. This could be afloat on the lake or on land adjacent to the dredging lake.

The wet plant, as it is called, consists of spirals, cones and sluices all but 5-10 per cent of the unwanted silica. The dredged sand in the wet plant is partially dried and transported to the drying mill for final separation.

PASSED OVER

When it reaches the mill, it is passed over tables where gravity and water-action remove virtually all the remaining silica and it is then dried again before passing through a rotary kiln where it is heated to about 300 deg F.

This is followed by a separating process involving electrostatic and magnetic separators which finally isolate Zircon from the remainder of the mineral sand. It is then bagged and palletted into containers.

When the Zircon sand arrives in the UK it is used in iron-foundries and the ceramics industry. It is much too hard and coarse to be used in ceramics immediately and because of this it must be ground. The degree of fineness in the grinding varies over a wide range, according to the nature of the process in which it will be used, to give the best results.

Efficient grinding is essential to ensure that no detrimental impurities are introduced. Special grinding equipment has been developed and patented by Podmore & Sons of Stoke. This makes it possible to grind Zircon to extreme fineness and to a high



A worker helps keep the Zircon liquid from solidifying at Podmore and Sons' ceramics plant at Stoke-on-Trent during the refining process.

degree of uniformity and purity.

When Zircon is used as an opacifier (making objects opaque) in ceramic glazes, superfine grinding or micronizing is of the utmost importance. Opacification is used for a variety of purposes including making enamels and glazes opaque to cover defects or irregularities in the surface of the ceramic or metal base to which they are applied and to provide a colour different than that of the base, or in general to enhance the beauty and uniformity of appearance of an object.

Glass objects are opacified to provide diffused light from a concentrated high source, to produce colour or to obscure defects which would be visible in the transparent object.

In its unground state it is used as a foundry moulding material. It is an excellent moulding material for several reasons, primarily because of its high refractoriness — its melting point being over 2,400 deg C.

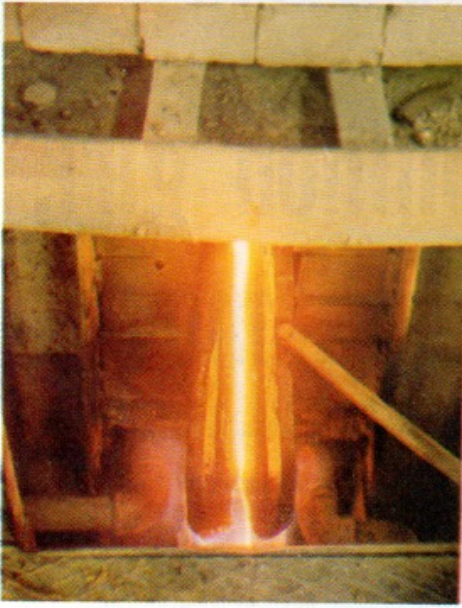
TWO NEW VESSELS FOR ACTA/ANL

continued from page 1

Australia, Japan, North America and Western and Eastern Europe. Bremer Vulkan offered the best price and the best delivery time.

"We have each ordered one ship to join the existing ships in the joint ACTA/ANL service. The first of the two vessels to be delivered will fly the Australian flag.

"Apart from the benefit to European and Australian shippers, we are confident this decision to build two more ships will be warmly welcomed by New Zealand's exporters and the producer Boards as additions to our service which we inaugurated in September 1972."



Molten Zircon, streaming red hot from the rotary kiln, after being processed from the mineral sand brought from Australia.

TECHNICAL SPECIFICATIONS OF NEW ACTA SHIPS

Length overall 824ft (251.15m)	Stabilisers Fin type
Breadth moulded 105ft 3in (32.08m)	Thrusters Bow Thrusters
Depth moulded 68ft (20.725m)	Reefers (below deck) 907 x 20ft
No. of Propellers 2	General (below deck) 204 x 20ft and 50 x 40ft
Service draft 34ft 6in (10.52m)	General (on deck) 589 x 20ft
Scantling draft 36ft 1in (11.00m)	Total reefer (20ft equivalents) 907
Machinery Diesel slow speed	Total general (20ft equivalents) 893
Installed BHP 50,000 about	Total slots (20ft equivalents) 1,800
Service speed 23 knots	
Service deadweight 29,000 tons approx.	

GUY ASHBY TRANSFERS TO ACTA AS OPERATIONS MANAGER

GUY ASHBY has been appointed operations manager (Marine) and will be based at Head Office in London.

He joined ACT Ltd, as it then was, in September 1968 as manager of Tilbury Terminal based in Fenchurch Street. Six months later he became manager in charge of operations in Rotterdam and Antwerp.

In July 1970 he transferred to the Head Office and was appointed assistant operations manager.



After finishing his formal education, he attended the School of Navigation in Southampton. From there he joined Port Line, first at sea and then as assistant cargo superintendent.

He was then made assistant port operations superintendent for Blue Star Port Line before joining ACT.

He lives in Winchester with his wife and two daughters, Fenella, aged seven, and Samantha, who is two.

His successor in Southampton is Mr Peter Pike, who for the past four years has been planning manager for Solent Container Services, Southampton.

ACTA APPOINTMENTS

FRANCIS EASTOP appointed Co-ordinator, Head Office Marketing, with effect from August 1, 1974, previously Assistant Regional Sales Manager, Basildon.

M. A. Garnett appointed Assistant Sales Manager, Southern Region, with effect from August 1, 1974, previously salesman Southern Region.

Walter Marshall appointed Sales Manager, North-East Region, with effect from September 1, 1974, previously salesman Scottish Region.

Jim Quinn appointed Deputy Regional Manager (ACTS) North-East Region, with effect from September 1, 1974, previously Sales Manager, ACTA North-East Region.



MARSHALL



QUINN



Jo, the \$2 million girl, keeps containers moving

JO DUDDING, 22 year old, of ACT (NZ) Limited is doing a man-sized job at the Auckland container terminal.

Jo controls the movement of ACTA/ANL containers through the terminal — and at any one time is responsible for \$2 million worth of boxes, ranging from \$3,777 reefers to \$2,000 general 20-foot containers.

She takes her responsibilities pretty much in her stride and says "keeping track of the containers is largely a matter of keeping the record straight".

Jo, who has been with ACT (NZ) Limited for two years, uses the one container-one card system which shows at any given movement where each of the 900 containers under her control is and its present status.

CONTAINER BACKLOG TO DOWN UNDER TO EASE

THE growing backlog of cargo destined for Australia and New Zealand which has been plaguing both shippers and exporters-importers should have disappeared by the end of this year and the situation will hopefully have returned to normal, the Marketing Manager for Associated Container Transportation (Australia) Limited, Mr Roy L. Davis, told delegates attending the "Export to Survive" seminar in Winchester.

One thing that will help us catch up on this backlog of cargo is the devaluation of currencies in Australia and New Zealand and the credit squeeze that is being applied in those countries, Mr Davis stated, and this will undoubtedly cause a reduction in the volume of cargo in the short term.

Looking at the background, Mr Davis pointed to the unprecedented upsurge in the volume of cargo, a severe reduction in



Speakers at the "Export to Survive" seminar held in Winchester included (left to right): Paul D. Jackson, General Manager, Air Express International; Roy L. Davis, Marketing Manager, Associated Container Transportation (Australia) Ltd; Derek W. Guppy, Director of Southern Operations, Embassy Freight Services; Allan Woolley, Director/General Manager, Embassy Travel Ltd; M. L. Reardon, Deputy Collector, HM Customs & Excise, Heathrow; and Gerald A. Fernback, Chairman, Embassy Freight Services.

carrying capacity and the terrible congestion in both Australian and New Zealand ports, which meant that the turn-round time of vessels had been considerably extended, so creating an even further serious reduction in capacity.

Added to this, shippers increased their

exports by some 35 per cent over the normal level, brought about mainly by the favourable relationship of the pound sterling to other currencies, making British exports that much more competitive. Then came across-the-board reduction of import duties by 25 per cent in Australia and the granting of additional import licensing quotas in New Zealand.

These events, couple with the discovery by more and more shippers that the "magic box" was bringing Australia and New Zealand two or three weeks nearer the United Kingdom, resulted in the demand for container space growing more dramatically than anyone could have forecast, Mr Davis said. The situation was aggravated even further by the energy crisis — which meant slowing down the speed of vessels to conserve fuel — a series of strikes and industrial unrest both in the United Kingdom and Australia and the world-wide demand for shipping space which meant there were fewer vessels available for chartering, Mr Davis pointed out.

IMPROVING

ACTA, along with other container shipping lines, have been continually seeking ways and means of improving the situation and among other steps taken, they have chartered a considerable number of additional vessels, both container and conventional, to help make up the deficiency, at a considerable extra cost.

ACTA/ANL have ordered two more containerships recently, which with the ancillary equipment and containers will cost over £50 million and these will be introduced into service in 1977.

The pile-up of cargo meant an ever-growing list of late deliveries, missed markets, unfilled orders, lost tempers, lost orders and frustration, Mr Davis declared. This resulted in production lines slowing down and warehouses and depots in the UK, Europe and overseas, bulging with goods awaiting export or awaiting delivery, Mr Davis told delegates to the "Export to Survive" seminar, which was sponsored by Embassy Freight Services.

ACTA SALES MANAGERS MEET



ACTA's regular Sales Managers' Meeting was held recently at their offices in Fenchurch Street in London. In the photograph, D. A. Gill (fourth from right), Marketing Manager, New Zealand, talks of efforts being made to improve service to that country. Left to right are D. H. Williams, Sales Manager, Southern Region; J. Quinn, who is now Deputy Regional Manager, North East Region, who was attending this session to say "goodbye" to his fellow Sales Managers; H. D. Pedley, Sales Manager, Midland Region; R. C. Harkins, Sales Manager, Scottish Region; R. L. Davis, Marketing Manager; R. R. French, Assistant Marketing Manager; D. A. Gill; A. R. E. Bills, Import Sales Manager; D. C. Haigh, Sales Manager, North West Region; and W. R. Marshall, Sales Manager, North East Region.

**PORTS
OF CALL
Number 9**

SINGAPORE—WORLD

Container cargoes will leap to two million tonnes in 1975

A £2½ MILLION EXPANSION PROGRAMME now being undertaken will mean that the Port of Singapore — already laying claim to being the fourth busiest port in the world — will be able to handle 2.3 million tonnes of containerised cargo in 1975, against only 1.6 million tonnes this year.

Just over two years ago, the Container Port in East Lagoon commenced operations. It now comprises three main berths plus a feeder berth, the whole complex covering an area of some 60 acres.

Backing up this area is a 70 acre plus container stacking yard which will take more than 8,000 standard ISO containers, stacked two high. This includes facilities for refrigerated containers where plug-in two-high stacks are available. Additionally, there are two "freight stations" of more than 80,000 sq ft together with another of 63,000 sq ft at the cross berth.

The three berths have a total maximum

capacity for handling three million tonnes of containerised cargo per year. In its annual report for the year ended December 31, 1973, the Port of Singapore Authority reported a total of 168 containership calls which discharged and loaded 97,905 containers (in 20ft equivalents) carrying a total of 1,405,628 tonnes of general cargo.

Ancillary equipment provided includes four quay cranes, nine van carriers, five weighbridges and a fleet of 33 fork lift trucks. There are also 12 tractors and 26 industrial trailers.

All container operations are controlled by the Authority's IBM 370 (model 145) computer system which keeps track of the many movements involved.

The Container Handling Information System, operating in real-time mode and aided by visual display units and a teletypewriter terminal, installed in the container terminal building, monitors all these movements, the information being stored for operational and billing purposes.

CROSS BERTH

The main container berths, which will accommodate three containerships at any one time, are some 1,000ft long and the cross berth measures 700ft. Depth of water alongside the main berths is 44ft LWOST.

The East Lagoon Container Port, which took about four years to complete, has cost nearly 140m Straits dollars, including more than 30m on mechanical equipment.

An interesting point about the wharf face is that it has a unique fendering system, designed to take the berthing force of a 60,000 dwt containership approaching at an angle of 15 deg and a speed of ¾fps. Protection from the winds associated with the North-East Monsoon is provided by a sheet-piled diaphragm breakwater. Facilities are also available for container repair.

Although the Singapore Port Authorities expect that the encouraging uplift in both container cargo and general cargo through the Port will not be maintained this year, in view of the general economic situation throughout the world, the Authority is nevertheless prepared to further develop the facilities available, should the need arise.

CONTAINER IMPACT

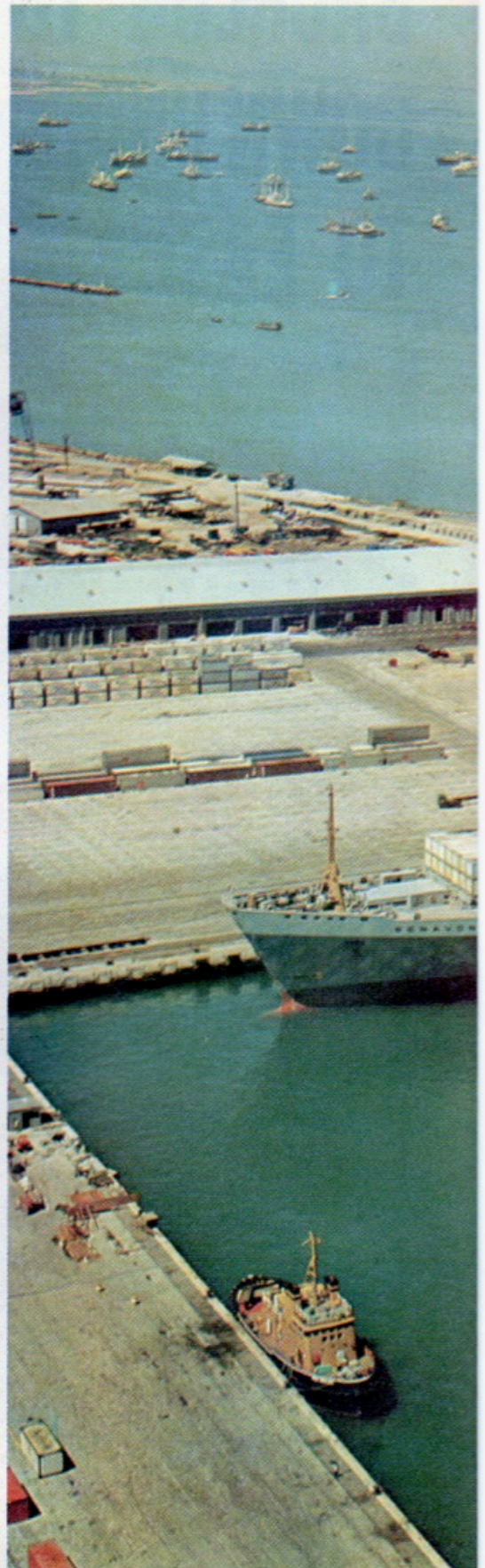
A CONTAINERSHIP arrives at Singapore's East Lagoon terminal every three days and it is forecast that there will be daily arrivals by 1977.

The Port of Singapore Authority, which is spending £2½ million on extensions and new equipment, expects that 1.6 million tonnes of containerised cargo will be handled in 1974 and 2.3 million tonnes in 1975.

Singapore and Malaysia are linked to the container services operated by the Lines' fully-cellular containerships and the volume of containerised cargo carried on these and other vessels is increasing.

The design of the ships in the trade is constantly evolving as the Lines seek to improve the efficiency in the carriage of the varied cargoes and to provide for the changing requirements of the trade, and the containerships have accelerated the movement of general cargo.

The recent development of a container terminal at Singapore links the region with the container services operated by some of the Lines to Europe and the Mediterranean. Vessels with service speeds of at least 25 knots can sail six round voyages a year with 1,800 or more 20ft containers each.



The containership "Benavon" berthed in Singapore

OS **FOURTH BUSIEST PORT**



ICI PLASTICS TEAM SEE FOR THEMSELVES

A TOUR of BLC's 73,000 tonne containership "City of Edinburgh" was the focal point of a day-trip to Southampton by 47 members of the Welwyn distribution centre of ICI Plastics Division.

The distributors were guests of Killick Martin, Ben Line General Agents, whose representatives, John Oxenham and Duncan McGeachie, acted as hosts to the group.

In 10 years, Southampton's cargo traffic has increased almost four times. Last year it handled a staggering 4,300,000-plus tonnage of general cargo and for the past seven years more than 25 million tonnes of oil a year have passed through its system.

As a major exporter ICI has made a significant contribution to this huge increase in traffic. The people who are in day-to-day contact with the companies responsible for seeing ICI products safely and speedily to their destinations are the members of the Distribution Department.

The ICI group had a trip around the bay on the "Solent Scene" and it gave the party a chance to see the overall size and organisation of the dock area before moving on to see the "City of Edinburgh" after lunch.

LOADING SYSTEM

Equivalent in height to a 13-storey building, the 1,000ft-long vessel loads 2,800 20ft containers, equivalent to 30,000 tonnes of cargo.

The port's sophisticated loading system enables the vessel to be turned round quickly — average time 36 hours — and then its 98,000 brake horse power sends it speeding off to its Far East destinations.

The automation combined with the container concept means a ship like the "City of Edinburgh" can deal with up to eight times as much cargo annually as a conventional ship. The economics make sense too because the non-earning turn-round time in port for the "City of Edinburgh" compares favourably with that taken by conventional cargo ships.

But before a container ship can be loaded the containers have to be got to the ship. And that is where the Freightliner Terminal — the next call for the windswept ICI distributors — plays its part.

A "common user" terminal is located in the Southampton port area and two are reserved exclusively for the use of Trio Line. This terminal is served by six Freightliner trains a day in each direction linking the port with container depots at Manchester, Birmingham, Glasgow, Leeds, Liverpool and London.

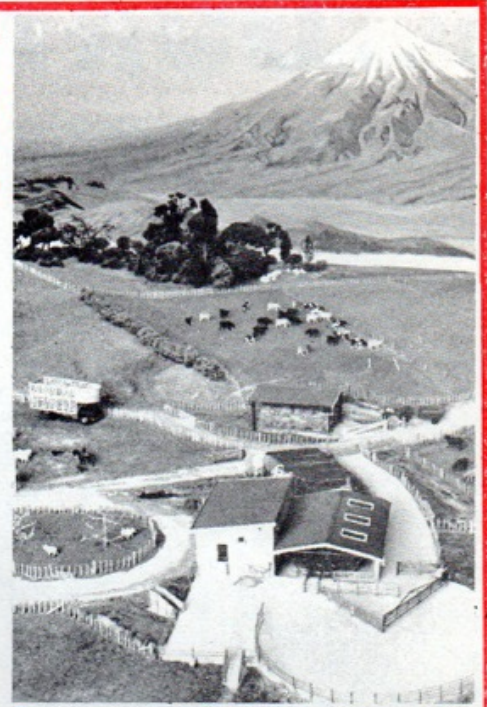
New Zealand shipped in cotton wool

TWENTY-SIX fragile models of New Zealand's way of life, described as "priceless", are being shipped in cotton wool cocoons to London where they will be seen by almost half a million Britons a year.

The detailed and authentic models, designed and constructed over the past 12 months by staff at the National Publicity Studios will replace New Zealand's 14-year-old static exhibition at the Commonwealth Institute in Kensington.

To illustrate the wide variety of New Zealand life and a cross-section of its best-known features, the National Publicity Studios models include a 17ft by 8ft Taranaki farm landscape, a three-dimensional model of Wellington harbour, Rotomud pools, flora and fauna, geothermal electric power production, native bush and native birds, aerial topdressing, jet boating, ironsands production, and enormous colour photographs of a Northland river scene and South Island farming country.

The Studio's art director, Mr Alan Collins, says in terms of man-hours and materials used in the construction of the models they are priceless and that the only safe method of transporting them to Britain was by door-to-door container.



Small section of a model New Zealand farm scene, one of 26 fragile models bound for the Commonwealth Institute in Kensington, and shipped in cotton wool in ACT containers.

Equipment for new Ben-Odeco drilling ship

Brown Brothers & Co Ltd, Edinburgh, Marine Engineers, have received an order from Scotts' Shipbuilding Co Ltd, Greenock, to supply a package system comprising Denny-Brown Heave Compensator and Riser Tensioner Units, to be installed in the new drillship building at Greenock for BEN/ODECO Ltd.

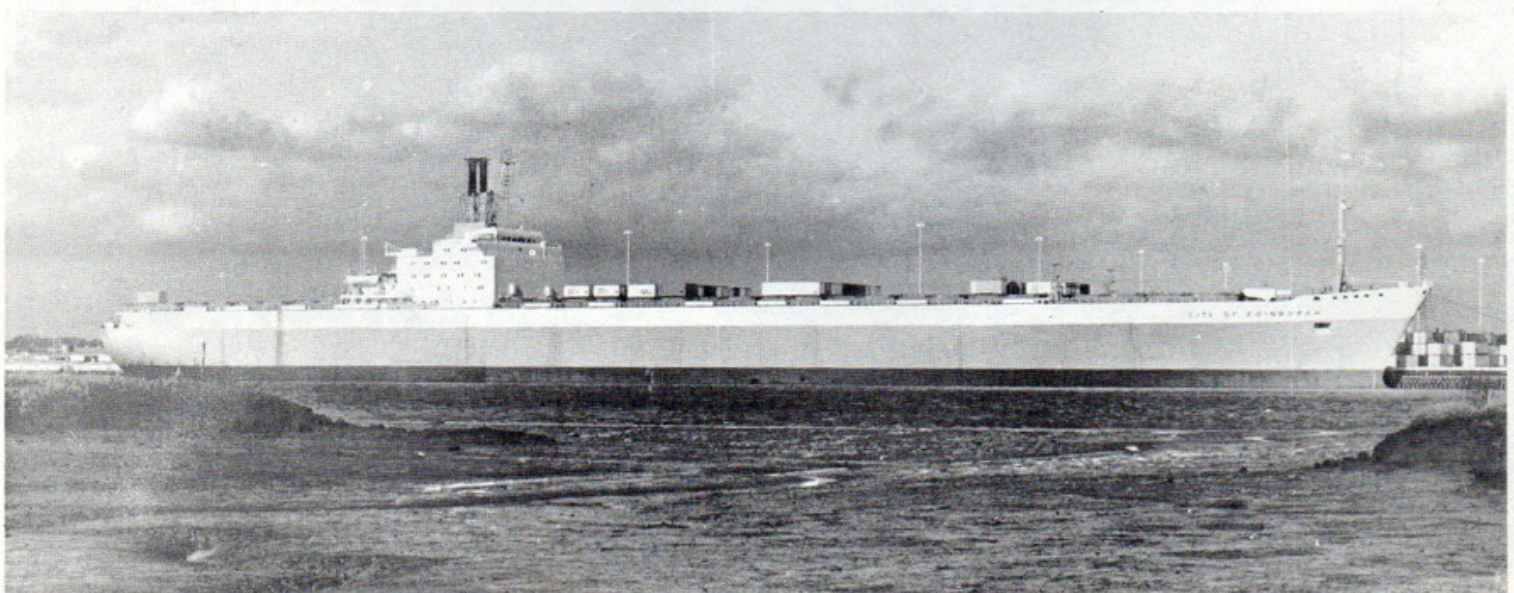
The new ship of 7,000 tons to be named "Ben Ocean Lancer" will be capable of drilling in depths of water of up to 3,000 feet.

Ben Line have a majority holding in Ben Line Offshore Contractors Ltd (BLOC), which is a 50 per cent partner with Ocean Drilling and Exploration Company of New Orleans in Ben-Odeco Ltd.

Five new masters for Ben Line

Five new Masters — who all come from Scotland, and three from Aberdeenshire — have been appointed by Ben Line.

Captain John E. Pritchard has been appointed to command "Benattow"; Ivor R. Ansell, "Benvannoch"; and Ian F. Mackay, "Benarty". In addition, James L. Walterson and James R. Milne have been appointed to command the new coastal chemical tanker "Benvenue", due to go into service in December.



BLC's 73,000 tonne containership "City of Edinburgh" docked in Southampton.

BEER DRINKERS HAVE REASON TO SAY 'THANK YOU' TO VICTORIA

SOME British beer drinkers say they find Australian beer not to their liking, but they may not realise that a large amount of hops used in brewing British beer comes from Australia.

For some years now British brewers have found it necessary to supplement the Kentish crop with imports of hops from the State of Victoria, and ACTA have helped keep British beer flowing by carrying these hops in containers for the brewers, thus averting a national shortage.

Hop growing in Victoria is confined to alluvial soils in the valleys of the Ovens and King rivers in the north-eastern part of the State, where some 970 acres are currently devoted to this crop.

Victoria hops are viewed favourably by the brewing industry, and the area under production has increased in recent years. The average Victorian yield of dried hops is around 1,800lb per acre, but individual crops are known to produce up to 2,500lb per acre in good seasons.

VALUABLE PART

As one pound of hops is sufficient for approximately 100 gallons of beer, British beer drinkers have every reason to be grateful to the State of Victoria.

The hop, *Humulus Lupulus*, is a summer-growing perennial. The rootstock produces vines which may grow to a height of 30ft each season before being cut back in the autumn. The inflorescence, or strobile, is the commercially valuable part of the plant.

A good rainfall, evenly distributed throughout the growing period of the hops (October to February), is required for the best results. The soil should be deep, easily crumbled and well drained. The site should be well protected from wind, which can cause extensive damage to the vines, and shelter belts of tall growing trees, such as poplars, are commonly used for protection.

LONG DAY

The hop plant is sensitive to daylight and requires long day conditions for its growth. Hops growing in latitudes lower than about 35 deg S are likely to fail for this reason.

The value of hops to the brewer is determined by their content of resins and essential oils which confer bitterness and aroma respectively. The amount used in brewing is determined by the former, and quality in hops is commonly based on the content of alpha resin, which is the most important of a number of resins present.

In recent years the Victoria hop acreage has been divided between the Ringwood



Hops growing in the State of Victoria in the rich alluvial soil in the valleys of the Ovens and King rivers in the north-eastern part of the State.

Special, Golden Cluster, and Pride of Ringwood varieties. Because of its high resin content, Pride of Ringwood has become very popular with brewers and, conversely, other varieties have tended to lose favour.

As a result of this preference, Victorian hop gardens are being progressively replanted with Pride of Ringwood, which accounted for over 80 per cent of the total acreage in 1972.

Hops are planted from root cuttings, or sets, during September. They are usually spaced seven feet apart, giving some 900 plants per acre, but in the older hop gardens spacings of six feet are not uncommon.

In established gardens, the soil is ploughed away from the hills in early spring, and the soil remaining over the plants is forked away by hand. The previous season's root growth is pruned and the soil returned to its former level.

MANUALLY

A vigorous plant will grow a large number of shoots. Most of these have to be removed by hand, leaving three per string, where three strings are used, or two per string in the case of four strings. The vines are trained manually up the string, in a clockwise direction, otherwise, they will fail to climb.

They grow rapidly under favourable weather conditions and will reach the wires, a distance of 18ft, in as little as six weeks.

Most gardens are equipped with overhead sprinkler systems at trellis height, and this is the preferred method of irrigation, although watering by furrowing or flooding is still carried out to some extent. In an average Victorian season, supplementary irrigation to a total of about 12in per acre is required.

Flowering commences early in January and harvesting normally begins in mid-February, or in March for the later variety, Pride of Ringwood. The hop is a dioecious species, the female plant being the one that produces the commercial hop.

It is usual to plant one male plant to every 200 female plants for pollination purposes, but seedless hops are sometimes required and in this case no male plants are used at all.

When they are ripe for picking, the colour of the cones change from green to yellow and the tips rustle when touched.

An expert hand-picker can harvest as much as 400lb of hops in a ten-hour day, but a severe scarcity of skilled labour exists and most crops are now harvested mechanically. In this process the vines are cut about two feet from the ground and loaded lengthwise onto trailers.

Regular container service in 1977 to South Africa

A REGULAR container service to South Africa due to start sometime in mid-1977 has been announced by Ellerman Harrison Container Line (EHCL), the company which will operate the service.

The service will run from the UK and Northern Europe - terminals have yet to be decided - to Cape Town, Port Elizabeth, Durban and Lourenco Marques.

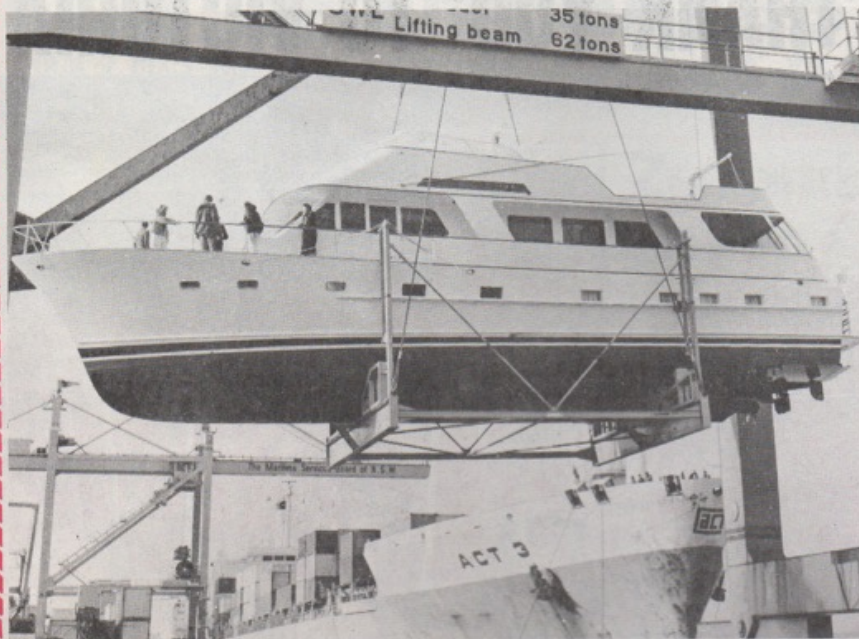
Ellerman City Lines (the Shipping Division of Ellerman Lines Ltd) have been appointed by EHCL as operators of the service. Ellerman's organisation in South Africa, Ellerman & Bucknall (Proprietary) Ltd, will be the principal agents for the service in South Africa.

The ten ship integrated conference will provide sailings every five and a half days and transit time from the last port of loading to Cape Town will be 12 days. The vessels will carry 2,450 20ft equivalents, which will include 176 refrigerated containers and up to 1,000 chilled containers for fruit.



Close-up of hop vines of the type imported from Australia by UK brewers.

SUPER YACHT TAKES SUPER TRIP TO FLORIDA



The most luxurious private vessel to be built in Australia was loaded aboard ACT 3 in Sydney recently. The motor cruiser was specially commissioned for Bradford Yachts Ltd, of Fort Lauderdale, Florida, at a cost exceeding a half a million Australian dollars.

The cruiser is built entirely of Australian timber and measures 22 metres in length, six metres in breadth and has a draught of 1.3 metres. It was loaded athwartships, taking up the space of about 30 containers.

The yacht was built by Lars Halvorsen & Sons Pty Ltd, of Ryde, New South Wales.

Three Ben Line scholarships for Singapore boys

THREE Singapore boys have been awarded the 1974 Ben Line Sea-Training Scholarships.

The three recipients, who are members of the Singapore National Cadet Corps (SEA Division), are Sergeant Ahmad Kamal, Lance Corporal Rasanathan Sothinathan, and Lance Corporal John Kenneth Bounparte.

Sergeant Kamal, who is 15 years old and a student of Upper Serangoon Technical School, and Lance Corporal Sothinathan, 14, from Bartley Secondary School, have been awarded the United Kingdom Sea-Training Scholarships.

Lance Corporal John Kenneth Bounparte, has been selected to go on the Far East Scholarship and will be visiting eastern ports during his training attachment.

Ben Line has granted three scholarships this year as opposed to two scholarships in previous years. This additional award has been made in view of the great benefit and experience Singapore NCC cadets have gained in the past through the scholarships.

The cadets going to the United Kingdom will be attending courses in sailing and canoeing at Raven's Ait with cadet and general parade courses at HMS Excellent.

N.Z. exporters sending more mixed meat loads

NEW ZEALAND meat exporters are making increasing use of an ACT (NZ) Limited container service which takes mixed meat loads direct from freezing works to retail depots across Britain.

The door-to-door service by-passes the traditional method of shipping single meat types in containers to bulk stores at Tilbury and Liverpool where they are broken down and repacked to meet specific orders.

The retail depots, which supply British butchers within hours of delivery, order mixed meat containers from New Zealand to a regular pattern and timetable. Usually the mixed meat containers carry lamb carcasses, sheep and beef livers, lamb hearts, oxtails and offal in quantities which differ according to the regional tastes of the British consumers.

MIXED ORDERS

The mixed meat orders are assembled at freezing works cold stores in New Zealand, loaded into refrigerated containers provided at the door by ACT (NZ) Limited and shipped to London or Liverpool for forwarding direct to the retail depots.

Thomas Borthwick and Sons (A'Asia) Limited have been using the mixed meat container system for almost a year and are currently loading up to 20 containers a fortnight from their Waingawa and Feilding works and shipping them out of Wellington.

"As the service develops, both in frequency and regularity, this new door-to-door meat delivery concept will develop," according to a Borthwicks shipping spokesman.

ACTA salesmen get a few tips from Australia



A three-day refresher course for salesmen was held recently at ACTA's London office. This was the final course in the cycle, with all ACTA's salesmen now having completed the course. Mr G. G. Swan (left), Assistant Commercial Manager, Australia, addresses the group which included (from left to right) R. C. Howes, Southern Region (observed); K. M. Riley, North West Region; P. Roberts, North West Region; B. G. Watkins, Midland Region; J. Hall, Midland Region; M. S. Dyer, Southern Region; A. M. Sibson, North East Region; J. M. Greenwood, North East Region; L. J. Kingdon, Southern Region; D. A. Lashmar, Southern Region; and R. Temple, Southern Region.

BEN LINE KEEPS AN EYE ON BERTH 64

BEN LINE has been appointed by TRIO to supervise the development of Berth 64 at Kaohsiung into an operational berth.

Mr James Young, who is based at the head office of Ben Line in Edinburgh, is co-ordinating this operation and visited Taiwan to discuss development matters with Admiral Lee of the Kaohsiung Harbour Board.

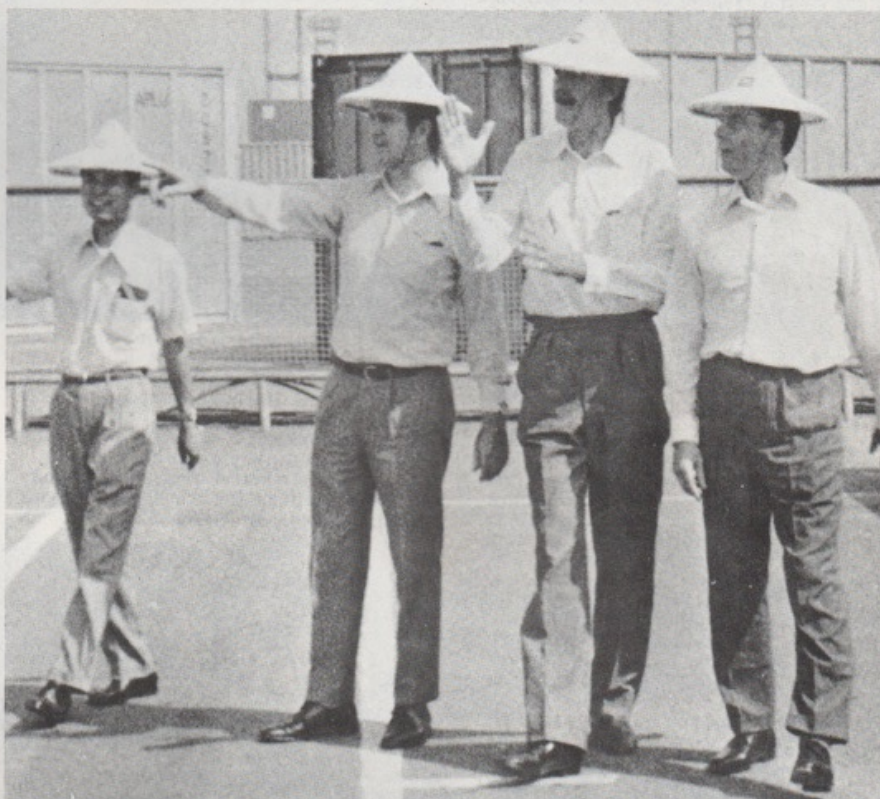
The ships of the TRIO fleet number 17 including three BLC ships which are among the largest and fastest containerhips in the world, having a displacement of 73,000 tonnes and being capable of carrying over 2,400 ISO containers.

SERVICE

Since the service began in January 1973, TRIO ships have called at Kaohsiung over 50 times.

At the terminal in Kaohsiung, TRIO have a resident European, Mr Peter Zehler, who is an employee of Hapag Lloyd. He and Mr Chen, Tait's Kaohsiung manager, are deeply involved with KHB, crane manufacturers, and GCTC, in discussions and development work.

Mr Everard, General Manager of Tait's, who are Ben Line's Agents, oversees the project in Taiwan for TRIO Lines.



Inspecting the new facilities at Berth 64 in Kaohsiung, shortly to be leased to TRIO Lines for their Europe-Far East service are (left to right) Mr Mike Chen of Tait & Co Ltd of Taipei; Mr Tom Inglis; Mr Bill Everard; and Mr James Young, Director of Ben Line Containers Ltd.

Ben Line Containerships

With a length of 947ft, a tonnage of over 73,000 and a service speed of 26 knots, Ben Line Containerships are among the largest and fastest of these vessels afloat, and operate as part of the Trio Fleet sailing under German, Japanese and British flags.

Ben Line Containers Ltd employ over 8,000 containers of varying types, and container terminals affording simultaneous loading / discharge facilities, modern machinery and security precautions are in operation at Southampton, Hamburg, Bremerhaven, Rotterdam, and Port Kelang, Singapore, Hong Kong, Kaohsiung, Kobe and Tokyo.

How to get a maple pea from New Zealand to U.K.

THE first consignment of maple peas to be shipped in a bulk container to the UK arrived in Liverpool from South Island, New Zealand, aboard the containership ACT 2.

The 18-ton container of maple peas, which was for Johnston & Jeff of Hull, left New Zealand in September after using a new method of loading. Instead of shipping out a container-load of maple peas in sacks, the peas were bulk-loaded into a 20ft open-topped container lined with polythene sheeting.

Bulk loading means the container can be filled to its capacity weight of 17.6 tons, slightly more than the tonnage possible with sack loading.

Traditional labour and handling equipment costs are by-passed by delivering bulk pea containers direct to an exporter's bulk store, where the peas are poured direct from a hopper by conveyor belt into the open-topped container. The top is sealed and the container rail-ferried to Wellington.

ACT (NZ) Ltd, is the first container operator to adopt this new loading system for peas although ACTA has previously used the same method for shipping bulk seed. The first bulk containers of canary seed and white millet seed were from Australia and were also shipped to Johnston & Jeff.

From Liverpool the container is driven direct to the Johnston & Jeff warehouse in Hull where the steel doors of the container are opened.

An opening is made through the wooden bulkhead and the polythene lining so that when the container is tipped the peas will fall direct into the receiving system of the warehouse and into the warehouse hoppers.



Maple peas being loaded in bulk by a mechanical conveyor belt at Christchurch for shipment by ACTA to Johnston and Jeff of Hull.

How ACTA beat port strangulation

ACTA have been instrumental in setting up a crash programme to settle one of New Zealand's cargo handling problems and as a result, the latest congestion difficulties to affect the Europe / Australia / New Zealand trade now seems to be easing. This follows the efforts by the Australian authorities to ease port congestion there.



Mike Morse

The man behind the venture is ACTA's assistant general manager Mike Morse.

He told 'ACT NEWS' "The problem has been caused, basically, by Auckland, which last year was an efficient port but which, during the past few months, has steadily got more and more inefficient."

It was decided to try and form an Action Committee together with other container operators using the port. Mr Morse flew to New York to get approval of the plan from the lines in the North American trade, Columbus and Farrell.

Next stop was New Zealand, where, after discussions with the other lines involved, P & O, Pacific Far East and ACT (NZ), the Action Committee was formed and a meeting arranged with the Auckland Harbour Board.

First point to emerge was the fact that there was insufficient cargo handling equipment available. Although the Board has further straddle-carriers on order, these would not be available for some time.

ACTA had already located two straddle-carriers in New York which were not being used by the International Terminal Operation Company (ITO) who handle ACT-SPACE at the Port Elizabeth terminal. They offered to freight these specially to New Zealand on the first available containership and waive the freight charges if this would be of help to the Board.

As a result, when ACT 3 sailed in the SPACE service from New York on July 30, she carried two straddle-carriers as deck

AUCKLAND DELAY CUT BACK

cargo. This was because at 27ft they were too large to be containerised and too big for the heavy lift hatch.

Auckland was not on the regular southbound itinerary for the ACT 3 but a special call was made, and there a floating crane offloaded the straddlers. They were available to be put into action almost immediately, with the other five that the Harbour Board operate.

"Once we had settled that particular problem," said Mr Morse, "we turned our attention to their equipment maintenance problems and offered the Board the assistance of members of our Melbourne maintenance team."

More action came from the committee with their agreement to lift half of the empty containers at the Auckland terminal. In return, the Harbour Board agreed to drop the charges which would otherwise be paid on the loading of these containers and also to reduce the crane hire fees.

In a statement issued after the week-long series of meetings, the Auckland Harbour Board blamed the congestion on "an

upsurge in traffic exceeding all predictions".

According to the Board, the main factor was the traffic increase since December because until then the handling facilities and services had coped satisfactorily. However, with the increasing pressure, container handling was eventually reduced to no more than ten an hour.

Delays such as this had a cumulative effect on the terminal and the backlog of inward, outward and empty containers increased.

Tonnage figures handled by the terminal in 1971 totalled over 18,000, in 1972 over 90,000 and last year's total of nearly 300,000 was greater than the total tonnage for all New Zealand ports in 1972.

It is to be hoped that the steps so far taken, both in Australia and New Zealand, to ease the congestion, coupled with the settlement of the dispute at Liverpool and the continuing chartering of extra container space, will soon see an end to the problems which have beset the service during 1974. Indeed, we are happy to report that as a result of the action taken by ACTA at Auckland, the terminal performance has improved by 10 containers per hour!



One of the straddle-carriers which ACTA was able to locate in New York to help ease the port congestion in Auckland being offloaded from the ACT 3 on which it was transported.

They're licensed to do a Benelux job



These DAF tractor units have licences to operate within the Benelux countries and will be used for collection and delivery of containers on behalf of BLC and ACTA. Using ACTS trailers — of which there is a mixed fleet of 20ft's and 40ft's—the service will have its headquarters at Rotterdam.