

act news

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PROTECTION OF BRITISH SHIPPING

In war and peace the Royal Navy has the job of protecting British merchant ships around the world. During the last decade the Royal Navy has been drastically cut back. Are they continuing to do an effective job? See page two for the full story.

And how important is Britain's shipping industry to the economy? One aspect of the contribution shipping makes can be found on page 9.

HOW THE ROYAL NAVY PROTECTS BRITISH MERCHANT SHIPPING

by John Marriott

(Editor's Note: John Marriott is the pen name of a retired Naval Officer. He writes extensively on defence matters and is the Deputy Editor of the authoritative journal 'NATO's Fifteen Nations'.)

BRITAIN has some 1,850 merchant ships of over 1,500 tons engaged on overseas trade. Not all of these ships are at sea on any one day, but it would be a fair guess to say that perhaps 1,000 British vessels at this very moment are on the high seas somewhere in the world.

What protection is offered these ships by the Royal Navy?

During the last decade we have seen the Royal Navy being reduced year after year until now there are only some 175 vessels (of which 32 are submarines and are unsuitable for merchant ship protection in peacetime) to patrol all the oceans of the world. Quite apart from the fact that we now have practically no overseas bases for their support, we have reached the stage that Britain can no longer keep her warships stationed overseas ready for any eventuality and in particular for the protection of British merchant ships.

PATROL

Nowadays one might expect to find one or two British destroyers or frigates temporarily in the Mediterranean at any one time, a guardship and three or four patrol craft at Hong Kong and, of course, numerous ships in or around the Channel and North Sea.

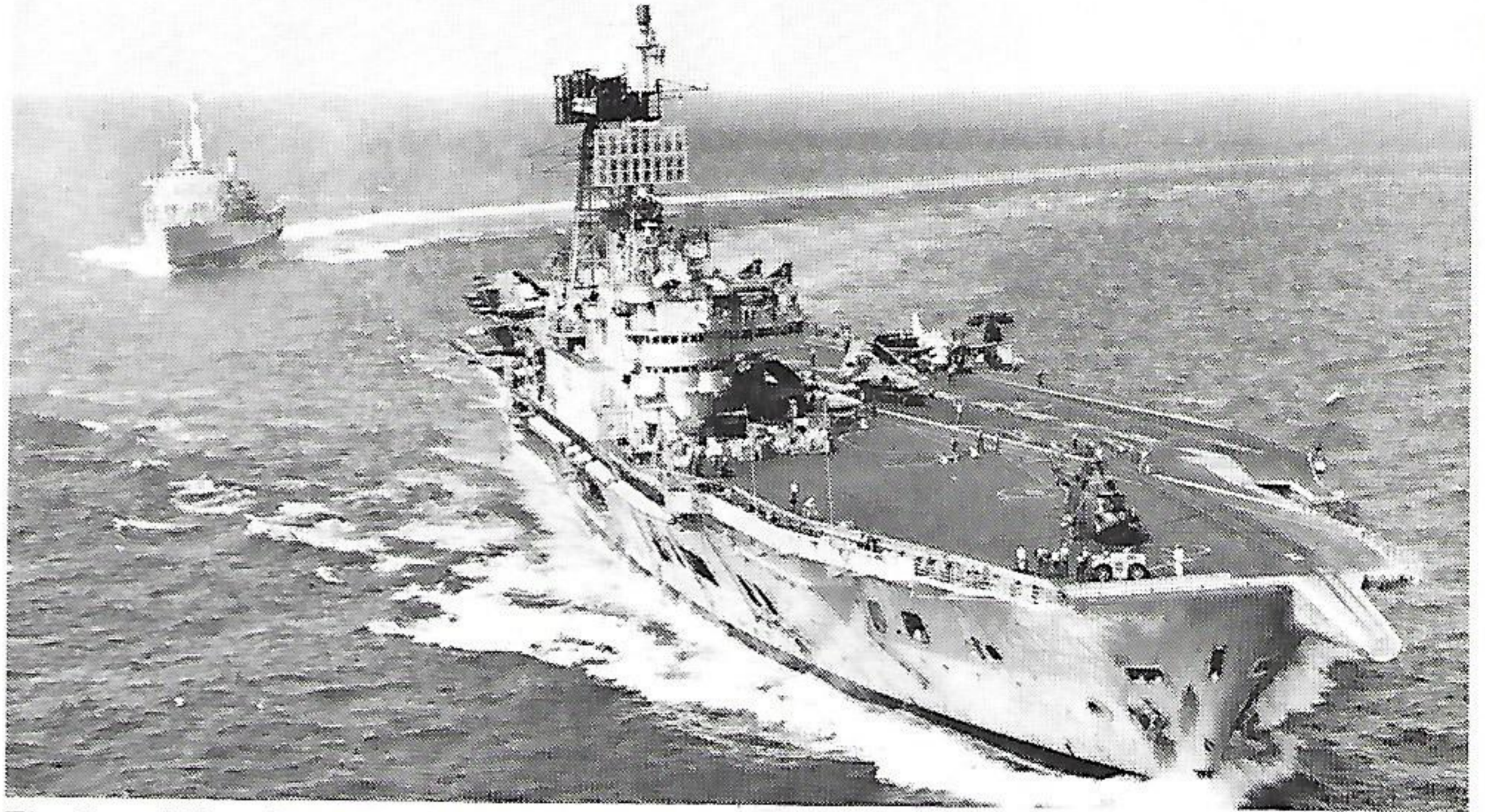
Outside of these areas there are normally no British warships at all, with the exception that from time to time a task force of ships, probably consisting of a guided missile destroyer, four or five frigates and two tankers or supply ships,

Cover Photo

HMS Aurora (F10) is a 2,200-ton Leander class frigate equipped to perform a general purpose role, capable of engaging ships, aircraft and shore targets, in addition to her primary role of submarine detection and destruction. She is typical of the type of ship which would be used for convoy work.

Carrying a complement of 260, Aurora is 370 feet long and has a beam of 41 feet.

She is armed with the IKARA anti-submarine weapon system — a rocket propelled weapon designed to deliver homing torpedoes at long range; a triple-barrelled anti-submarine mortar; and the Seacat missile system and carries a Wasp helicopter fitted with homing torpedoes to deal with submarines at long range.



The Royal Navy's powerful aircraft carrier HMS Ark Royal on exercise in Puerto Rico with HMS Fearless.

is forced to carry out an extended overseas cruise, exercising with other friendly navies as they pass through their areas.

The Government has taken the decision to concentrate our naval resources on the U.K. for defence of NATO as a whole.

In general, within NATO the principle is that it is the responsibility of the nation whose flag the ship is carrying to go to her aid. If she were unable to act herself, she might come to some ad hoc arrangement with a friendly nation to act on her behalf. For example, if a British ship was attacked in, say, the Indian Ocean, Britain might be able to arrange for an Indian or American or French, warship to go to her aid, if any ship of these nations were in the vicinity.

But the Royal Navy's proud tradition is perhaps the best protection for merchant ships. Nations around the world know that Britain could rush its powerful armada to any point where it is needed and this includes the mighty aircraft carrier HMS Ark Royal with its fast-striking planes and highly-trained pilots.

HIJACKING

The most likely form of attack on a merchant ship in peacetime would be by hijackers already on board the ship. If she were a passenger ship, there would be little difficulty in the hijackers travelling as passengers, as occurs in aircraft.

In other types of ship, there is a possibility, admittedly slight, of the hijackers signing on as crew or of stowing away. A more likely method is for a team of hijackers to pose as shipwrecked mariners in a boat or on a raft.

The ship would undoubtedly stop to rescue them and as soon as they got on board they would produce their guns and capture the ship. However, this has its problems. In the first place, the hijackers

would have to ensure that their boat/raft was placed right in the path of the oncoming ship, or they might not be noticed. This pre-supposes that the hijacking would have to take place not too far off shore.

Why should a ship be hijacked? There are a number of possibilities. She might be carrying important passengers whom the hijackers would hold to ransom against some political demand.

She might be carrying an important cargo of weapons, fuel or bullion which the hijackers wanted to capture to augment the supplies of their parent terrorist organisation. Perhaps a more likely scenario might be the capture of a large oil tanker full of crude oil.

POLITICAL

One could imagine, for example, such an event taking place in the South West approaches, coupled with threats to discharge the cargo into the sea and cause immense pollution on the UK and French coasts unless some political prisoners were released.

This might seem all very fanciful, but the Department of Trade and the Ministry of Defence take the possibility of hijacking at sea very seriously. So much so that both have clear instructions as to what action they should take in such an event. Similar instructions are issued in other NATO countries.

Only recently, because of information received, ships in the Persian Gulf were warned to be especially on their guard against possible hijacking attempts and there is no doubt that the threat is always present in any part of the world.

Whilst navies have always been the traditional counter to piracy — and after all hijacking is an act of piracy — it may

(Continued on page 3)

Work Begins on New Tilbury Container Terminal

WORK has begun on the major new Thameside container complex to be built at Tilbury Container Port which will serve the planned growth of the container trade between Britain and Australia/New Zealand.

Scheduled for completion mid-1978, the new terminal will be able to receive the largest container vessels currently afloat or envisaged. The development will absorb ACT(A)'s operations presently carried out at the multi-user berth and will have a capacity of between 170,000 and 190,000 containers per annum.

The total area of the new terminal site will be some 64 acres, which includes approximately 25 acres to be reclaimed from the river Thames. The first operation in the construction programme, which is now under way, is the dredging of the river area in the approaches and the spoil will provide a large part of the reclamation material.



Reclamation of 25 acres for the new riverside container berth at Tilbury has begun. In the photograph the PLA grab dredger "George" is shown at work in Northfleet Hope removing the clay overlay from the river-bed to expose the gravel beneath, which will be used in the reclamation project. The Tilbury Grain Terminal is visible (upper left) and part of the multi-user container berths (upper right) are also pictured.

ACT(A)/EHCL Appoint New Irish Agents

EHCL and ACT(A) have appointed James P. Jones & Son Limited of Dublin as the agency that will represent them in the Republic of Ireland.

The new agents have established a new Liner Agency Division to service ACT(A) and EHCL under the name of Container Agencies & Shipping Limited.

Their address is:

Eden House, 15/17 Eden Quay,
Dublin 1, Ireland.

Royal Navy Protection for Merchant Shipping

(Continued from Page 2)

well be that in this modern age 'sending a gunboat' may not be the best method of dealing with the situation. For example, when the QE II thought she had a bomb on board, troops were flown out to her and parachuted on board.

Certainly in these days of fewer and fewer warships at sea, the use of aircraft to carry troops to the captured ship makes considerable sense. It might even be possible to land helicopters on some ships.

WARTIME

In war or a period of strained relations, any Government can take over complete control of its merchant shipping. Such control inside the NATO alliance would be exercised jointly by all the countries, and it is envisaged that initially a NATO advisory service to shipping would be initiated, in which owners could choose to take part or not as they wished.

Subsequently, if the situation deteriorated, all the NATO Governments would assume complete and absolute control of their merchant ships and all NATO shipping would be pooled under a multi-national Defence Shipping Authority (DSA). Each NATO country would have its own National Shipping Authority (NSA) who would keep the DSA informed of ships' characteristics, movements and condition, and would execute NATO decisions.

Britain has her Naval Control of Shipping Organisation, manned generally by RNR officers, which is responsible for ship movements, routing, reporting, diverting, etc. The actual protection of merchant ships, however, is the responsibility of the appropriate NATO Area Maritime Commander, who would organise the convoys and provide the necessary escorts.



COMBINING BUSINESS WITH PLEASURE - At the reception given in Dublin to announce the appointment of the new Irish Agents for ACT(A) and EHCL, marketing techniques are discussed by (seated left to right) A. Douglas-Bate, Marketing Director, Ellermans; A. Anderson of Williams & Woods, Dublin; Konrad Wenzel of Hartrod, Hamburg; Terry Jones of James P. Jones & Sons; (standing) Roy Davis, Marketing Manager, ACT(A); Martin Byrne of A.E.T. Dunleer; and W. C. Campbell, Operations Manager of the European Division of ACTS. Messrs. Anderson, Wenzel and Byrne are clients of ACT(A).

ELLERMAN & BUCKNALL IN THE S.A. TRADE

THE roots of "Bucknalls" go back to 1859, when the firm of Henry Bucknall & Sons, cork merchants of London, went into the shipping business from Portugal to the UK.

Around this period there was a "boom" in shipping and in order to carry their own merchandise, they built a fleet of sailing ships. About 1868 they began to replace the sailing ships with steamers, which continued to serve the Portuguese trade until 1888.

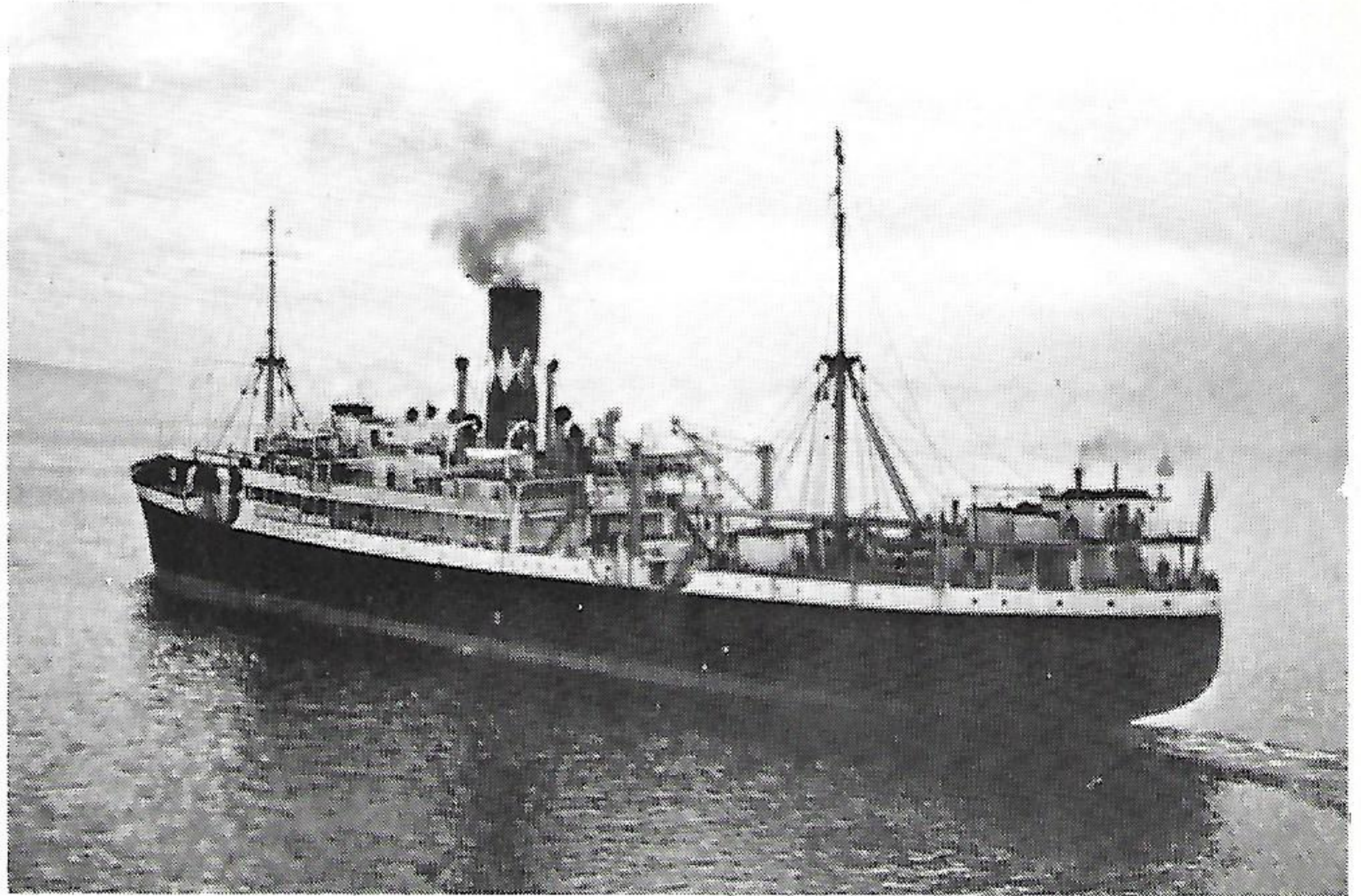
In that year, the Company separated its trading interest from its shipowning interests and the firm of Bucknall Bros. (Shipowners) was formed.

BUILDING

At once the new Company cast about for new business and in 1888, the Company bid for and was awarded the contract for transporting rails and other materials to South Africa for the building of the South African Railway. With regular shipments under this contract the Company established a service to South Africa, which has continued to this day, already spanning 88 years and likely to continue further into the Container age.

The year 1988 will therefore be "Bucknalls" centenary of their original entry into the trade.

Numerous steamships were built for the trade, with such names as "Bloemfontein", "Pretoria", "Matoppo", "Swazi", "Barotse", and many other names with South African connections. It is interesting to note that the funnel markings which distinguished these ships were white diamonds on a black funnel, to signify the South African trade



The "City of Cairo" shown here is typical of the Ellerman & Bucknall vessels engaged in the South African Trade in the early Century.

connection and the South African diamond discoveries.

The Company's services continued to expand until they served not only South Africa, but also the USA and Canada, Australia and the Far East. With this expansion, the Company changed its name to Bucknall Steamship Lines.

In 1908, the first Sir John Ellerman, Bart, acquired the Company and changed its name to the Ellerman & Bucknall Steamship Company. It joined forces with the other Companies already under the

Ellerman flag; The Hall Line of Liverpool, and City Line of Glasgow with trading interests mainly in the Indian trade, Ellerman & Papayanni and the Westcott & Laurance Line, with widespread trading interests in the Mediterranean and Black Sea and later, Ellerman's Wilson Line of Hull with trades to and from the Continent, Scandinavia, Mediterranean, India, USA, etc.

The Ellerman Companies were operating some two million tons of shipping at the outbreak of World War I and about half of this was lost during the hostilities.

REBUILT

However, by 1924 the fleet had been rebuilt to such an extent that one and a half million tons were then in service, comprising a fleet of some 220 ships, ranging from short sea traders of around 1,000 tons to ocean passenger/cargo liners of 14,000 tons or more.

Bucknall Steamship Lines catered for passenger traffic to and from South Africa from about 1890 and built composite cargo/passenger Liners such as the "Fort Salisbury" expressly for the trade. Under the Ellerman flag the company continued in the passenger trade up to 1970.

There are still many who remember with some nostalgia the four "City" ships which maintained a regular fortnightly passenger service up to that time — the "Durban", "Port Elizabeth", "Exeter" and "York" — between North Continent and East Coast United Kingdom ports and South and East Africa.

Between the wars, the general nomenclature of "City" was adopted for all the ocean going vessels of the Ellerman fleet and many of them still bear the names of South African cities. To carry on the tradition, the big container ship now being built for the joint Ellerman/Harrison

(Continued on page 5)



A new book, "Ellermans, A Wealth of Shipping" by James Taylor, was presented at a recent reception. Discussing an interesting point in the book were (left to right) Reg Wright of ICI, Liverpool; David Martin-Jenkins, Director of Ellermans; Ted Whittle of John West Foods, Liverpool; and Andrew Douglas-Bate, Marketing Director of Ellermans.

E & B in the S.A. Trade

(Continued from page 4)

service with South Africa will be "City of Durban".

Ellerman's can therefore look back with some pride on their long service to South African shipping. Indeed, the origin of the Ellerman involvement in shipping as a whole can be dated from services to Portugal and the Mediterranean which started as early as 1821 and the inauguration of the Glasgow "City" Line in 1825 — a century and a half of shipping experience.

CHANGE

As Ellerman's look back on their history, we see the gradual change from sail to steam and then to motor ships, culminating in the biggest change of all — into containerisation and all that it implies.

Even in this new field, Ellerman's can draw on the experience already gained over the last ten years with their involvement in the containerised trades between Europe and Australia and New Zealand, between Europe and the Far East and in the short sea trades to Portugal and the Mediterranean.

For the South African trade they are using this "know how" to give that trade all its benefits.

ECL'S MIDLANDS OPERATION

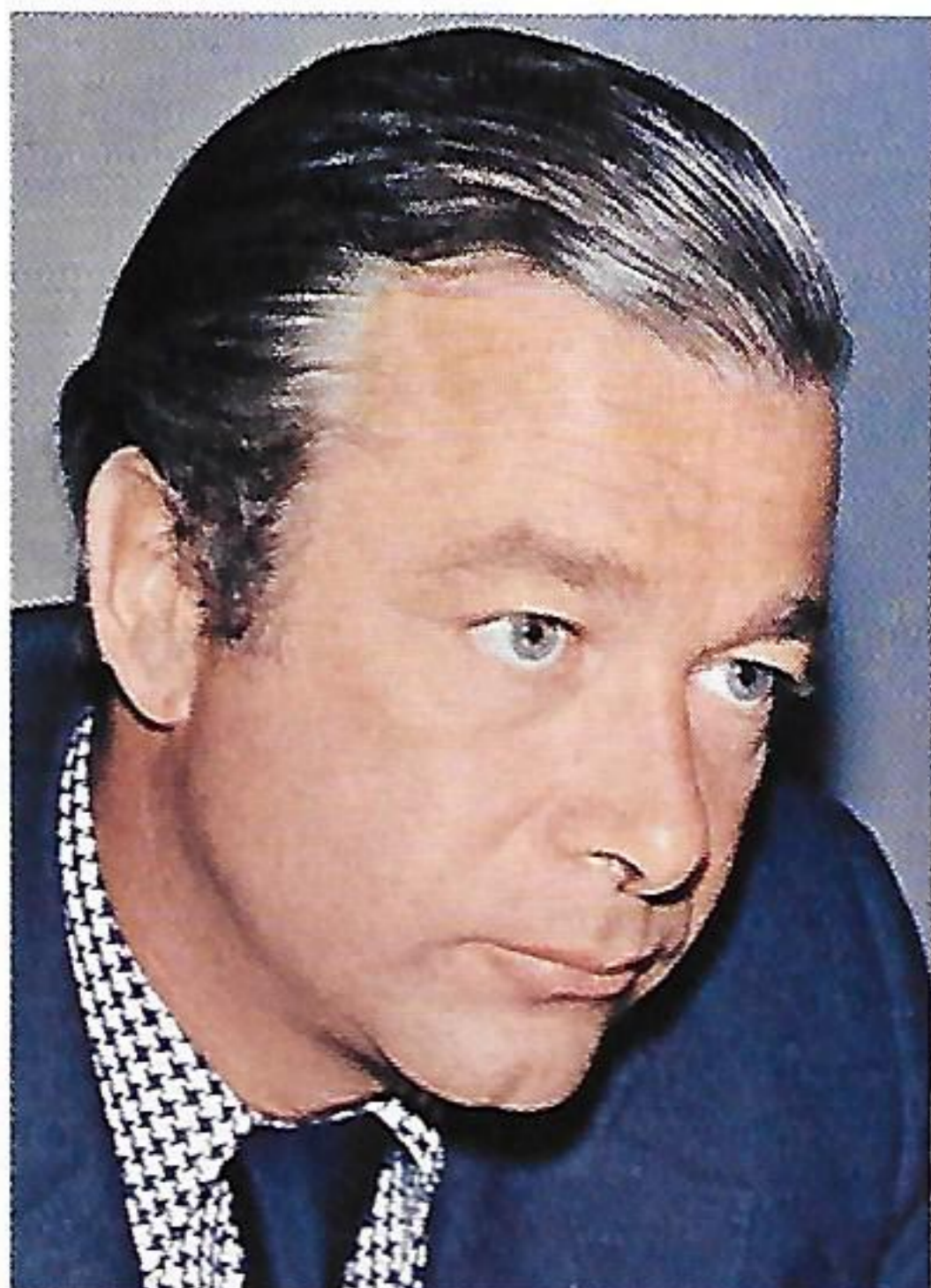


Ellerman City Liners have signed an agreement to commence sales operations at the Birmingham Container Base in order to offer better service to their customers and have appointed Mr. Iain Kimberley (left) Area Sales Manager for the Midlands. Following the signing of the agreement, a discussion was held regarding future co-operation with Mr. John Sheldrake (centre), General Manager of the Birmingham Container Base, and Mr. Noël Kent, Sales Manager of Ellerman City Liners.

Andrew Douglas-Bate Appointed Marketing Director of Ellermans

Mr. Andrew Douglas-Bate has been appointed Marketing Director of Ellerman City Liners and his responsibilities include the EHCL South African Container Service.

Mr. Douglas-Bate comes to Ellermans from British Steel Corporation, where he worked for 19 years, starting in 1957 as a graduate apprentice. His various posts with BSC included that of Managing Director of BSC's Iran Operations. In 1973 he returned to London as Export Manager of the Special Steel Division.



A. DOUGLAS-BATE

He has travelled extensively in the Middle East, South America, India and Europe.

On leaving school Mr. Douglas-Bate served his two years National Service in the Royal Navy. During this time he had the good fortune to visit many countries in North Europe and the Mediterranean. Subsequent to this he was for some years an officer in the RNVR, London Division.

"Ships and the sea," he says, "and my serving with the Royal Navy, served to heighten an interest in matters nautical." Referring to his new job, he went on to say, "I have always believed that service is a vital ingredient in a good Sales/Marketing operation. Service to the customer has always been a top priority of Ellermans and we intend to continue to offer this same personalised service. We must at all times study ways to make our service better."

Mr. Douglas-Bate's hobbies include gardening and sport such as tennis, squash and shooting. He is also interested in the restoration of antiques. "A Georgian desk or chest of drawers is beyond the means of most of us," he says, "so I will buy a battered piece and do it up. At the moment however, I am rather too busy for that." Mr. Douglas-Bate is married with three children, two girls and a boy.

New Computer For ACTS

Associated Container Transportation Services Limited (ACTS) has placed an order with Burroughs for a B2700 computer for its Southampton headquarters.

To support many of the consortium's functions they employ a worldwide network of computers which are used primarily to produce high-quality time-critical documentation and to control some 40,000 containers.

In preparation for the new container trade between Europe and South Africa by Ellerman Harrison Container Line (EHCL), ACTS is acquiring this B2700, to be installed later this year, to handle the processing of documentation, container control and financial applications utilising on-line data collection from seven Regional Offices within the UK.

This purchase is regarded as the first phase in a long-term plan to develop on-line shipping systems for the Australasian and Far East Trades currently utilising Honeywell equipment. The B2700 will be superseded by a B6700 in early 1978, which will handle a 70-plus terminal network throughout the UK and the Continent.

Similar orders have also been placed by the ACT consortium for a B1700 in South Africa and a B2700 in New Zealand.

NUTS TO THE WORLD! — FROM



Crops of groundnuts awaiting harvesting in South Africa's Transvaal.



Checking the "groundnut count" prior to harvesting.



At the Grading Complex extensive manual sorting as well as electronic equipment helps ensure that peanuts of substandard quality are rejected.

SOUTH AFRICAN edibility and popularity second to none. Thousands of tons are exported to the globe every year by the Peanut Board of South Africa.

Within three years some peanuts will be containerised — some in their natural outer shell, the traditional made shell for its stability in movement — and Ellerman's Line (EHL) will play a major role in transportation.

The humble South African peanut, much travelled lifetime, is now subjected to quality control apparatus to ensure that only the best nuts are selected for shipment.



The long journey is almost over as African peanuts from a supermarket shelf.

SOUTH AFRICA'S TRANSVAAL

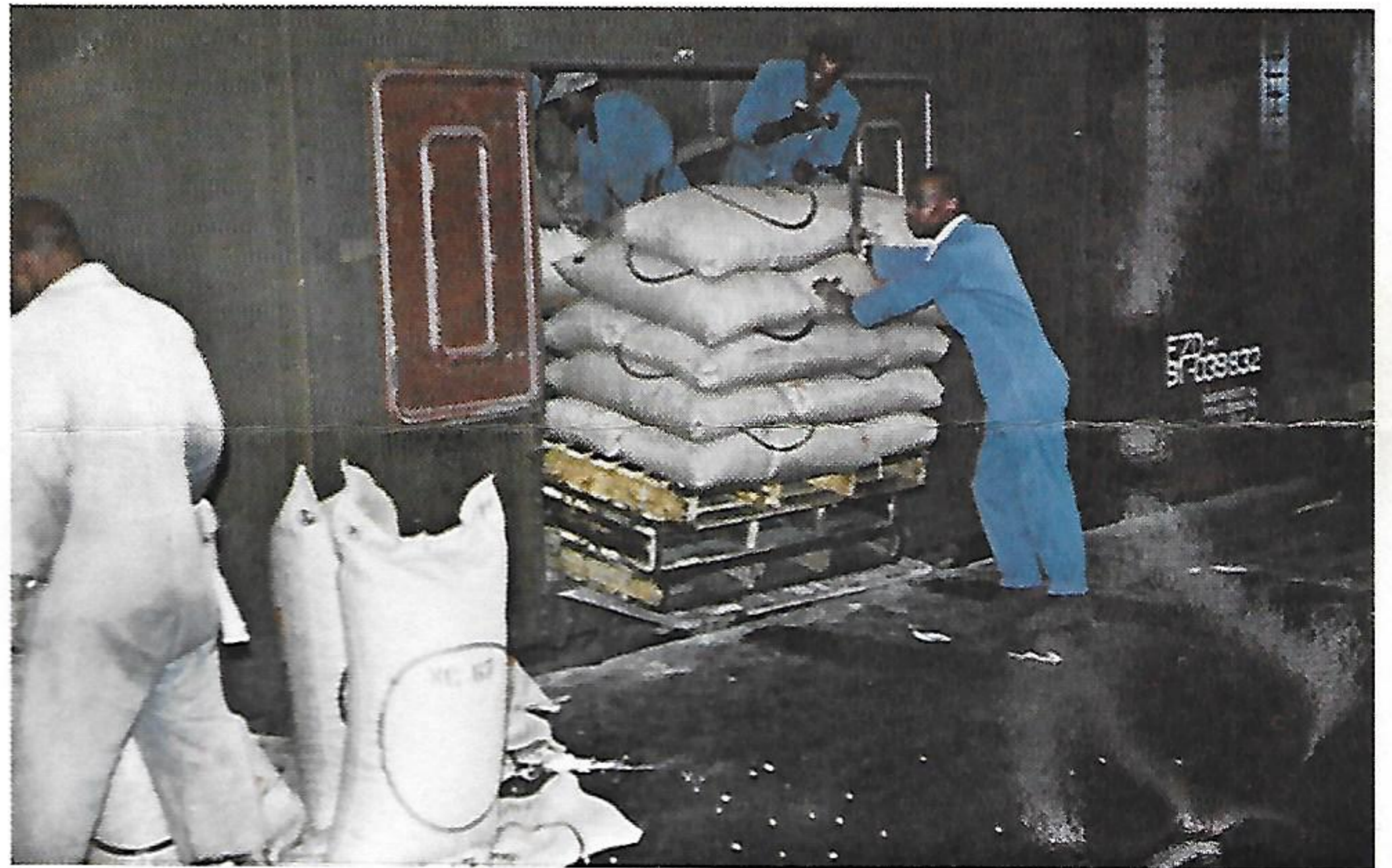
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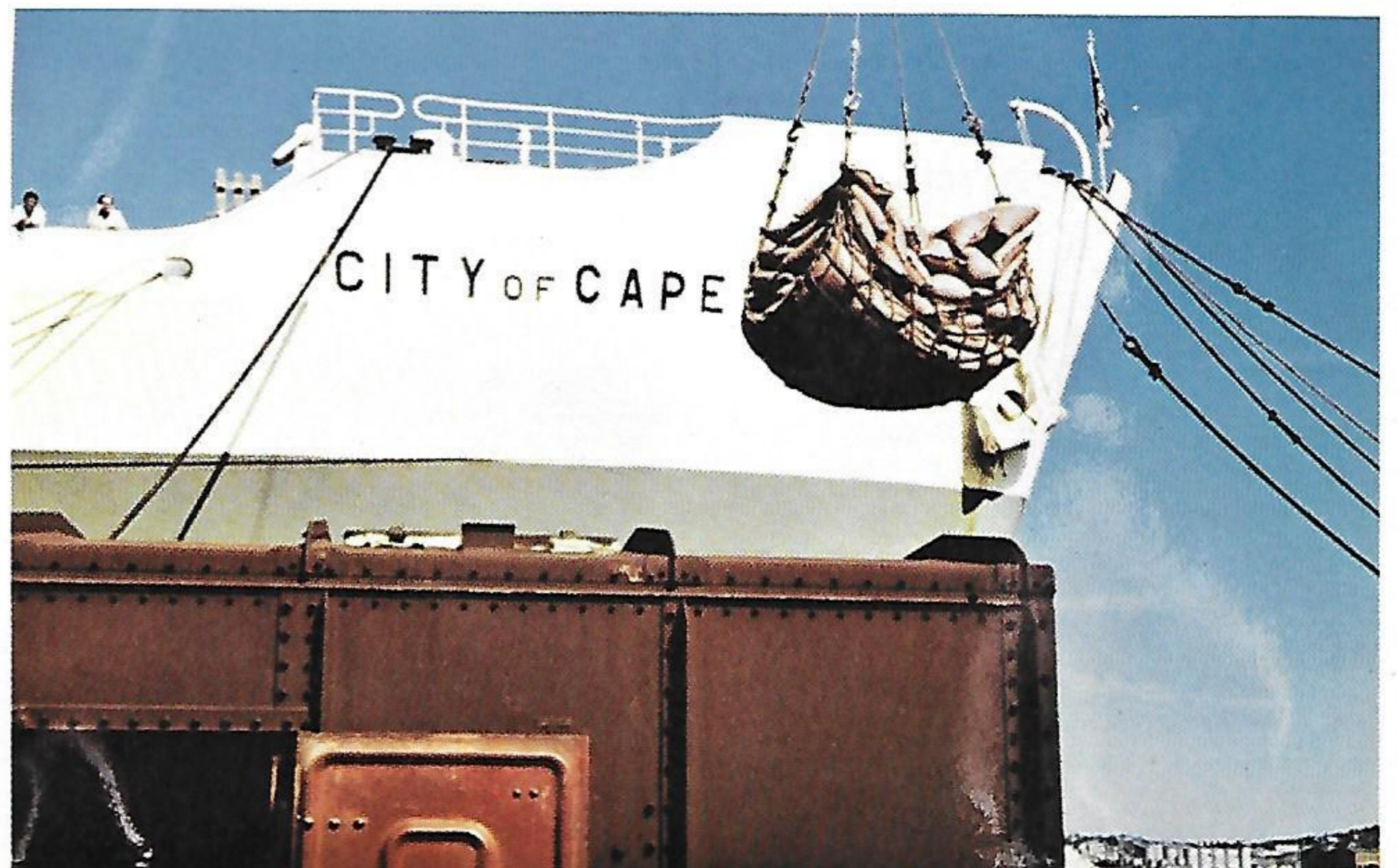
Part of the modern machinery used in the grading and bagging process.



Bags are palletised after fumigation and loaded into railway cars for delivery to the ship.



Housewife selects a bag of the South



At the quayside, the bagged groundnuts are netted, loaded on board the "City of Cape Town" and another shipment of peanuts is bound for Europe.

First Export Order For 'Ailsa'

THE first British built Volvo 'Ailsa' double deck bus to be exported was shipped aboard "Benalder", one of the world's largest container ships. The bus is shown (left) arriving in Hong Kong, where it will be going into service with the China Motor Bus Company.

This export order was received following the bus being launched at the 1973 Scottish Motor Show and some 180 'Ailsa' double deckers have been ordered since then, all built in Ailsa's new Irvine, Scotland factory. Ailsa Bus Ltd., shipped this front-engine, one-man operated vehicle, complete with Alexander bodywork, through its official agents, Caledonian Freight Forwarders of Grangemouth, Scotland.



Colourful Engineers In Engine Room Of BLC's 'Benalder'

BLC's 73,000-ton containership, "Benalder", had a Mr. Brown, a Mr. Gray, a Mr. Black and a Mr. White helping to man the engine room on a recent voyage from the Far East.

While the ship was in port, Second Engineer Robert White (right) showed his wife Angela through the ship. Accompanying them on the tour were his mates from the engine room (left to right) Second Engineer Miles Brown, Chief Electrician Jack Gray and Chief Electrician Bill Black.

It's unofficially reported that they form the most 'colourful' engine room on any containership afloat.

BLC Carry Equipment For Hong Kong's Subway Construction

FURTHER demonstrating the versatility of shipment by container, a cement batching and mixing plant is shown here being unloaded on flat racks for transport by Ben Line Containers on the Bremen Express to Hong Kong.

The equipment will be used in the construction of Hong Kong's new rapid transit subway system.

The plant, shipped by Benfords Ltd. of Warwick, England, will be used in Hong Kong by the construction consortium Kier-Gammon-Lilley.



WHAT BRITISH SHIPPING CONTRIBUTES TO THE NATION'S INVISIBLE EXPORTS

by John Wyles

Shipping Correspondent, Financial Times

CONSIDERING how closely Britain's military and commercial history has been linked to the sea, it is surprising how few people are aware of the contribution which shipping makes to their standard of living and of how important the success of British shipping is to the well-being of the country's economy.

Virtually every item that we take for granted — from motor cars to cricket bats — is either brought here by sea or is made of materials imported by sea, many of them in British ships.

By "British ships", we mean ships owned and registered in the United Kingdom, which together add up to the second largest national fleet in the world. My league table excludes Liberia which is a "flag-of-convenience" country with the largest registered tonnage but without a resident shipping industry in the normal sense.

DECLINE

Top of the league is Japan, another island nation wholly dependent on trade for its livelihood, whose total fleet is 63.3m deadweight tons. At 52.7m dwt, including some foreign-owned ships registered here, Britain's fleet is nearly 10 per cent of the world's total and belongs to one of the few British industries whose world ranking has not slipped during the country's post-war economic decline.

British shipping is, in fact, a notable success story with an excellent record of effective competition against virtually all of its rivals. The fruits of this success have been a great help in the uphill struggle for "a place in the sun" which has so greatly preoccupied the country's post-war leaders.

There are several ways in which shipping's economic contribution can be measured. One of the most important comes into the category of "invisibles" — that mysterious figure which is flashed onto the television screens when the country's monthly balance of trade figures are published.

IN THE RED

Without the shipping industry's earnings the country's balance of trade would be even more heavily in the red. In 1975, UK-owned and registered ships earned a gross revenue of more than £2,000m from the carriage of goods in national import and export trades, equivalent to almost £4½m a day.

Shipping's net contribution to the balance of trade ran at nearly £1,000m in 1974 and slightly less in 1975 because of the continuing and severe world trade recession and strong international competition.

Highlighting the importance to the nation of the UK fleet, the General Council of British Shipping, representing most of our 220 shipowning companies, has pointed out that without any UK-



ACT 5, shown loading at Seaforth Container Terminal in Liverpool recently, is typical of British ships which contribute nearly £1,000m to the balance of trade figures.

owned ships there would have been a deficit of £1,161m in Britain's Sea Transport Account in 1974. This in turn would have thrust Britain's 1974 balance of trade deficit up from £3,668m to an astronomical £4,659.

Overall then, shipping is of immense value in the battle to put Britain's economy on an upward path.

But of course its importance runs well beyond the crude balance of payments figures: shipping is also a substantial creator of jobs. Around 87,000 British seafarers are employed on the industry's 1,900 odd ships while a further 20,000 people are involved in shore-based work.

JOB

Shipping is also an indirect source of jobs in the nation's shipyards and ancillary industries. This is something of a political "hot potato" at the moment since British shipbuilding, like the rest of the world's, is bound to contract over the next few years and it is argued in many quarters that the contraction would be less painful if British shipowners built more at home.

However, the argument should not be allowed to obscure the contribution which British shipping has made for many years in providing shipyard employment. UK owners have been British shipbuilding's best customers, traditionally taking the great bulk of the yards' output.

In 1974, this amounted to 75 per cent of domestic shipbuilding production, valued at £164m, but such was the scale of British shipping's investment that a further £471m was spent in buying ships abroad.

With much of British industry under fire for failing to invest to re-equip itself, it is worth pointing out that capital

expenditure in shipping during 1974 equalled 18.6 per cent of investment by the whole of the country's manufacturing industry.

Investment is unlikely to continue at this rate for the rest of the decade, partly because of the trade recession which has caused a tonnage surplus in many classes of ship, but also because of the relative youth of the UK fleet — its average age of ship is 6.5 years and about half the total tonnage is under five years old.

FUTURE

Modernisation and reinvestment has, of course, been vital for the continued health of British shipping. Shipowners are shrewd entrepreneurs who have recognised that their future profits rest on the operation of an efficient and competitive fleet.

But the existence of such a fleet also produces an important, although unquantifiable, dividend for the country. Trade is Britain's lifeline and its growth is influenced to some extent by the costs of transport.

Investment in containerisation by, for example, ACT's constituent companies has helped maintain British shipping as a major competitive force which serves as a powerful lever on the efficiency and therefore the cost of world shipping. Thus, shipping helps Britain's import and export bill by providing cost-effective transport while at the same time helping to set a standard restraining the costs of world shipping and thereby lubricating the wheels of world trade.

British shipping will never be without its problems, but the industry has a record of which the country should be justly proud.

THE PORT OF ZEEBRUGGE

BALCONY OF BELGIUM

The port of Zeebrugge is comprised of three parts: the outer port, located seaward of the actual coastline; the inner port of Zeebrugge, connected by a canal to the third part, which is the inland port of Bruges.

The outer port is dominated by a balcony-shaped breakwater on the landward side of which are 1.5km of berths, warehouses and cold storage installations, 11 electric movable cranes and a marine railway terminus for the reception of passenger ships and for handling freight trains.

The modern ocean container terminal is situated on the western peninsula, or Westerhoofd, and measures approximately 2625 feet (800m) in length and 820 feet (250m) in width. The berthing quay is 2380 feet (725m) and 295 feet (90m) and it is therefore possible to accommodate three large containerships at the same time.

LARGEST

A minimum depth of 43 feet is ensured alongside these berths when quay level at this terminal is 26 feet above sea level. The quay is equipped with two giant gantry cranes, thought to be the largest container-cranes actually in operation in Europe. Under these cranes, four railway tracks and a large road allow direct transfers.

On the east side are situated the office buildings and the electric power plant. Workshops for repairs and maintenance of both containers and handling equipment are under construction as are some warehouse facilities in this area.

The central area is a large tarmac surface providing storage space for more than 5000 containers.

Associated Container Transportation (Australia) have been users of Zeebrugge since the end of 1972, and the number of containers shipped by them has been climbing rapidly since then. In the first full year of operation (1973), the total number of ACT(A) containers handled was 5818; in 1974 it rose to 12,238 and last year the total was 16,546, which represented over 14 per cent of the total number of containers handled by the port.

Despite the current economic recession which has adversely affected shipping, Zeebrugge has enjoyed exceptional growth over the past ten years. The next few years should see the completion of a 16-billion Belgian Franc expansion programme, which will include the preparation of 2,300 acres in the inner port ready for the first big influx of industry.

The first concern was to ensure that the capital invested would yield a return as rapidly as possible. Other points on which attention was concentrated were the

preservation of the 'tourist character around Zeebrugge and the conservation of the hydraulic system in the Scheldt estuary.

In 1978, it is hoped that a new sea lock for ships of 125,000dwt will be in use. Meanwhile, the inner port will be developed by the construction of four new docks, including a junction dock with the Baudoin canal. The canal itself will be widened to a maximum of 250 metres.

As a result of these works, fully-laden ships of 125,000 dwt will be able to berth in the inner port, regardless of the state of the tide, close to a new industrial estate with a net area of 900 hectares. In the outer port and further out to sea, the dredging works are to be intensified and submerged breakwaters will be built.

Zeebrugge's links with the U.K. are already very strong. About 20 vessels call daily from various British ports, including the Townsend Thoresen service from Dover; European Ferries' link from Felixstowe; North Sea Ferries' service to Hull; a train ferry service to Harwich; ACT(A) and other container companies to Harwich and Tilbury.

Another plan at present awaiting government approval and finance, is one to double the ro-ro facilities by providing two berths capable of accommodating larger ro-ro/container combined vessels of up to 8000 tonnes.



ELLERMANS FIRST S.A.-U.K. BULK CONTAINER SHIPMENT

NATIONAL CHEMICAL PRODUCTS of Durban recently loaded their first ever export bulk container which was subsequently shipped on the "City of Montreal". The cargo was E.C. Feed, an extremely Hygroscopic Animal Feedstuff with less than 4% moisture content.

Ellerman & Bucknall provided a 20ft G.P. container and a plastic liner was inserted behind a wooden bulkhead. The E. C. Feed was induced into the liner by fluidising on an air cushion.

Ellerman & Bucknall's technical staff liaised closely with National Chemical Product's engineers to ensure that this first shipment was a complete success.

BLC'S SUPER FAST SERVICE

BEN LINE CONTAINERS have always maintained a reputation for fast and efficient service, but now they're giving some rough competition to shipments by air!

A consignment of polythene bags from Hong Kong were sent via BLC to Clydepak Merchants, and the same day a carton was presented for shipment at Hong Kong Airport.

The Trio containership "Kowloon Bay" arrived at Southampton and the cargo was rushed by BLC to Clydepak Merchants in Rutherglen. The consignment of forward samples sent by air, which should have arrived two or three weeks ahead of the shipment by sea, in fact arrived afterwards.

BLC isn't promising that it can beat the airlines every time but it does strive to give the fastest, most personal and efficient service possible.

Topping Out Ben Lines' New H.Q.



Mr. William Thomson, Joint Managing Director of Ben Line, helped lay the final structural concrete during a topping-out ceremony for the new Head Office of the Ben Line Group of Companies. The new six-storey building, which is expected to be ready by April 1977, occupies the complete length of the west side of St. Mary's Street in Edinburgh, just off the Royal Mile, the medieval thoroughfare which links the Castle with the Palace of Holyroodhouse.

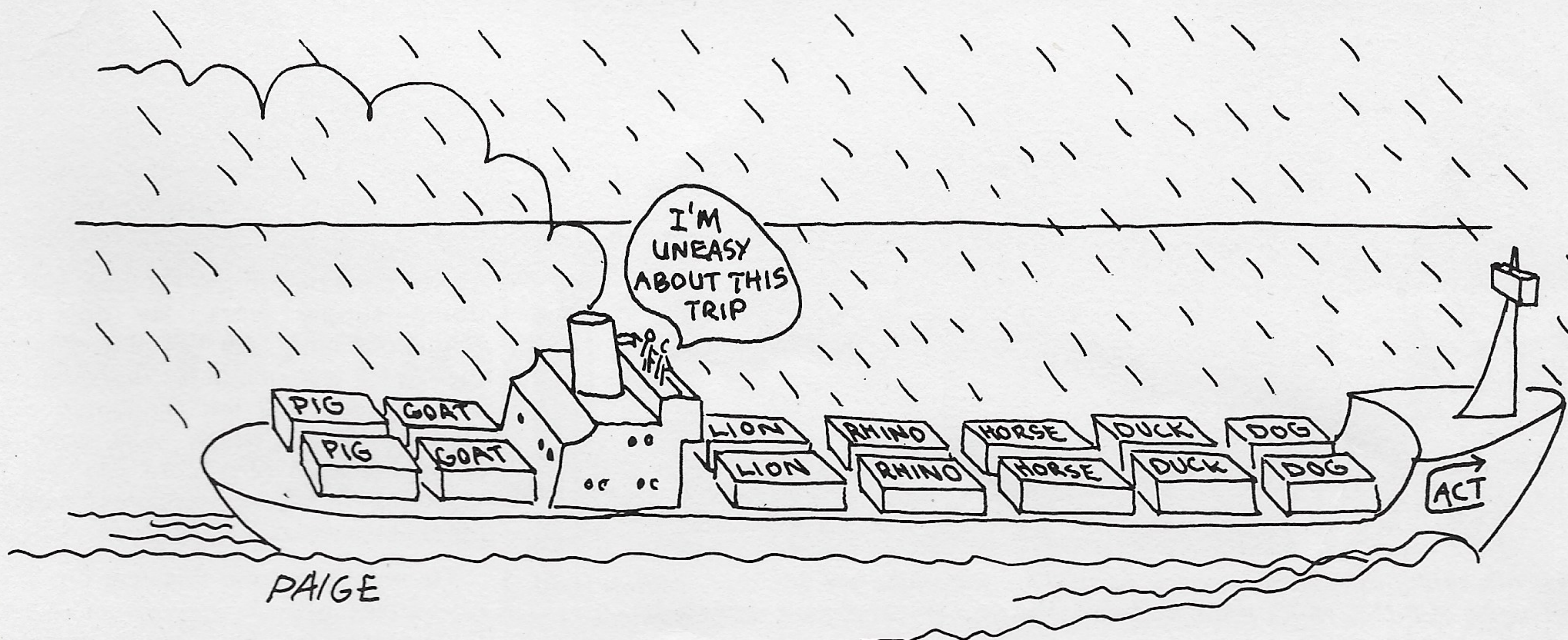
BLC ORDERS 1,000 NEW 20 AND 40FT CONTAINERS

BEN LINE CONTAINERS has placed contracts with three companies for new containers. All told there are firm contracts for nearly 1,000TEU and options for another 600TEU.

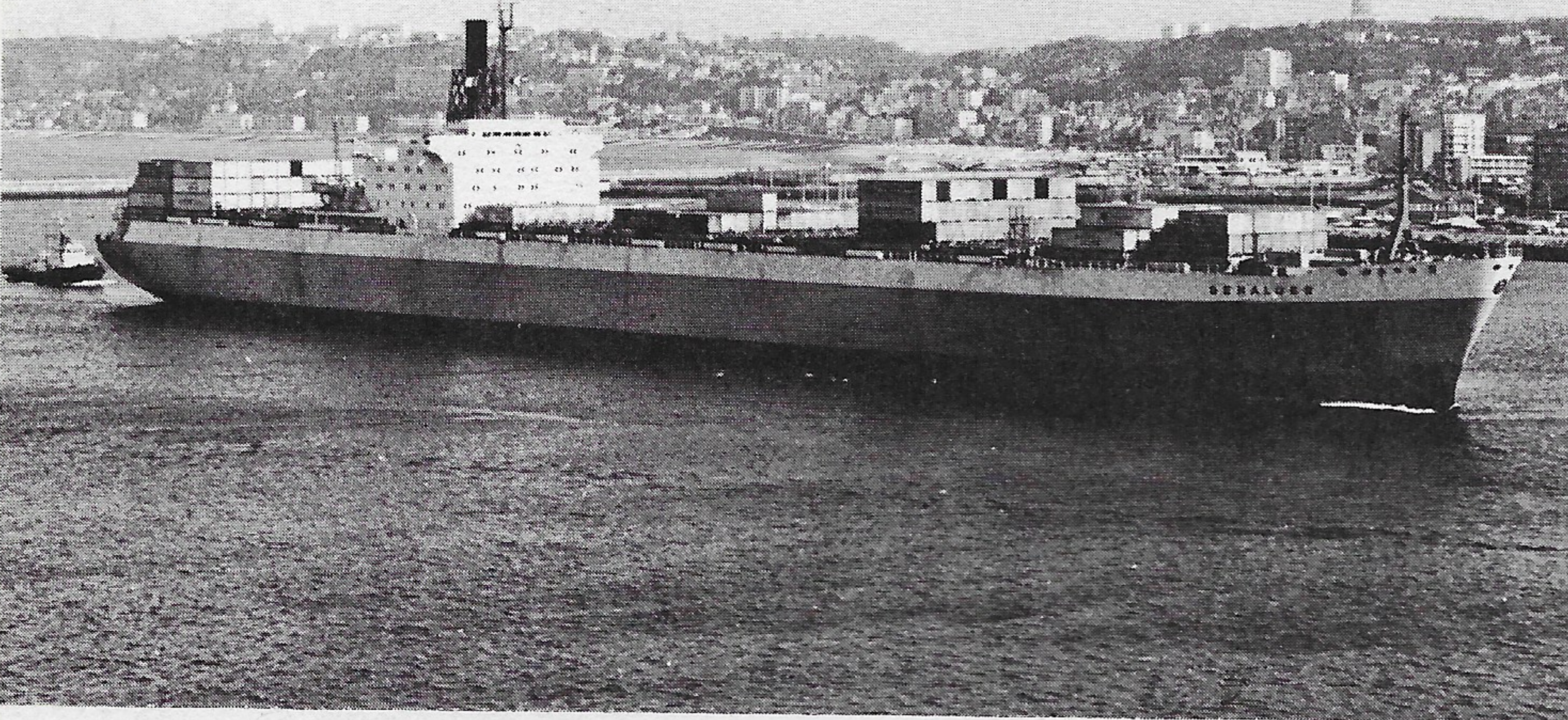
In the UK Cravens Homalloy is to build 350 x 20ft dry freight aluminium boxes. In Japan, Nippon Fruehauf is to build 195 x

40ft dry freight aluminium boxes and Tokyu Car 200 x 20ft galvanised steel dry freight boxes. BLC has also taken out options for a further 200 x 40ft units at Nippon Fruehauf and 200 x 20ft units at Tokyu Car.

By adding these boxes to its fleet, BLC will be able to provide a better supply of new boxes for their customers.



Direct Service from France to the Far East



Ben Line Containers' "Benalder" calling at Le Havre to inaugurate the new direct service by Trio Lines between France and the Far East. The "Benalder" is one of 18 similar vessels in the Trio fleet, which includes some of the largest and fastest container ships in the world. Direct service is offered between Le Havre and Malaysia, Singapore, Hong Kong, Taiwan and Japan.

Australian Golf Clubs Break into U.S. Market

AN order for 500 sets of golf clubs to an Australian firm by a U.S. company may signal a major breakthrough into the \$400m. annual American market.

The recently-merged Australian group P.G.F. Keith Knox International Pty. participated in an international trade display of golf equipment in Florida this year and were awarded the order for the 500 sets by Ram Golf Corp. of Chicago.

"This could be a major breakthrough on the American market for Australian-made clubs," according to P.G.F. Keith Knox International's Export Manager Mr. Gary Milton, "and I believe this will be the

forerunner of regular orders for the North American market, which has a tremendous potential for Australian golf equipment manufacturers".

The 500 sets filled a container and were shipped from Sydney on ACT(A)'s ACT 4 to the U.S. East Coast port of Norfolk. From there they will go by rail to Chicago.

The order covers a new range from the Knox factory at Katoomba marketed as "DM139's". The range features cast irons with peripheral and heel-toe weighting to improve weight distribution feel and consistency.



Discussing marketing advantages of the Australian golf clubs are Mr. Gary Milton (left) Export Manager of P.G.F. Keith Knox International, and David Brown ACTA's Marketing Services Manager in Australia.

R. A. BLOWS AWARDED MBE

MR. R. A. (RONNIE) BLOWS, who has been associated with the container trade for many years and was involved in the planning of the ACT(A) container service, has been awarded the MBE in this year's Birthday Honours List.

Mr. Blows joined Ellerman Lines in December 1928 and in 1969 he was transferred to ACT to work full time on the planning of a new container service between Australia and New Zealand and the East Coast of North America. He made an outstanding contribution to the success of British shipping in the containerisation of this trade since the decision by the shareholders of ACT(A) and ANL to invest in it was largely based on the feasibility and viability studies prepared by Ronnie Blows.

He continued his interest in this development by becoming Commercial



R. A. BLOWS

Manager ACT(A) in the Head Office, London with special responsibilities for the PACE Service as it was then known.

The ACT(A) Container Service is now the predominant container service between North America and Australia and has secured a greater share of the trade than the competitive American and German flag services. *This service is a valuable dollar earner for the U.K.*

Ronnie was in the RAF from 1939 until 1945, stationed in the Far East and India doing supply work. He got out of Singapore and Java "by the skin of my teeth". He was one of two survivors of his unit in Java and left Singapore on the "Empire Star" which was evacuating personnel from Singapore and was later sunk. Ronnie was wounded and had many other close calls.

He will be retiring this year but staying on with Ellermans as a Special Consultant.