

news

AUTUMN 1981



A VERY EXCLUSIVE CLUB — See page 2

LLOYD'S: A LIVING LEGEND THAT BEGAN IN

Nearly 300 years ago, a shrewd Welshman named Edward Lloyd ran a coffee house near the river Thames. Many of his customers were ship's brokers who preferred to linger in the convivial atmosphere of the coffee house than return to their small drab offices.

To keep them there and ordering more coffee Lloyd sent young men around the busy port of London to gather information about ships and seafarers they had seen on their rounds. They then returned to Lloyd's and shouted out the information from a rostrum. That was the beginning of Lloyd's intelligence service, which has been going strong ever since.

COMMERCIAL

This was the heyday of coffee drinking which had achieved tremendous popularity and had far-reaching effects on the nation's social and commercial life. In contrast to the inns and taverns which had always existed in profusion, coffee houses provided congenial meeting places for serious and clear-headed discussion.

Business in those days was conducted on a fairly informal basis and the insurance of ships and cargoes was a simple matter of hawking a share of the risk in return for a proportion of the premium. There were no marine in-



One of the sights (and sounds) that are typical of the Underwriting Room is the "Caller" who calls out the name of the broker that needs to be contacted. The broker wanted can come directly to the Rostrum or pick up the nearest telephone (strategically placed all around the area), dial his personal code number and this is relayed to the person who wants to see him who can then go to the position where he is located.



The Coffee Shop tradition continues today at Lloyd's with coffee being served in The Captains' Room on the second floor for Underwriters and Brokers. The surroundings are luxurious and the atmosphere cordial, but important business can often be agreed here.

surance companies in the 17th century and the proprietor of the insurance office acted as broker, taking the policy from one wealthy merchant to another until the risk was fully covered.

The broker's skill lay chiefly in ensuring that policies were under-written only by men of sufficient financial integrity to meet their share of a claim.

How does a broker today go about obtaining the coverage for his client?

The client goes to the broker and gives him details of his insurance requirements. The broker advises the client on the type of cover he wants and puts brief details of the risk on a "slip" - a piece of stiff paper. Having made out the slip, the broker goes into the Market and approaches one or more leading underwriters who specialise in the type of risk he is trying to place.

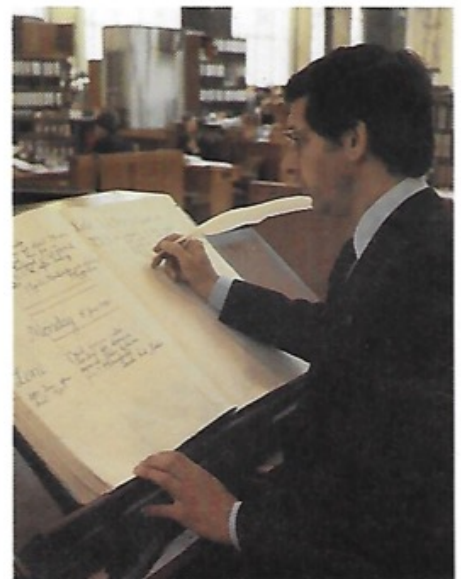
PREMIUM

The underwriter asks the broker questions on the risk and suggests a rate of premium. Bargaining may take place with the broker trying to get the best terms for his client. When a premium rate is agreed, the underwriter "takes a line" by writing on the slip the share of the risk he is prepared to accept for his syndicate together with the premium and his initials.

Once the broker has got the risk started by a recognised "lead", he can then approach other underwriters to take a share and sign at the same rate until he completes the cover. The broker may "over complete" the risk in order to provide for any future in-

creases in sums insured or limits of liability which may be required and to give as many underwriters as possible the chance to go on the risk. Each syndicate's proportion is afterwards scaled down so that total coverage is finally 100 per cent.

The broker operates at all times in the interests of his client and must understand the requirements and advise on the best way to meet them. It is his duty to obtain the best possible terms for his client whether at Lloyd's or in the insurance market in London or elsewhere.



Every ship lost at sea is entered in The Loss Book. The entries are all handwritten using the traditional quill pen.

A LONDON COFFEE HOUSE

Should there be a claim, the broker arranges the settlement, collects the money from the underwriters and pays it out in the appropriate quarter.

The annual premium income of Lloyd's underwriters is presently estimated at more than £2,000 million.

WHAT IS LLOYD'S?

Lloyd's is not an insurance company but a Society of private individuals whose Members accept insurance risks with unlimited personal liability - insurances are placed at Lloyd's not with the Corporation of Lloyd's.

At present there are over 19,000 Members with more than 85 per cent of these in the U.K. Members come from some 60 different countries including the Commonwealth and some 3,600 Members are women.

The Membership is grouped into some 450 syndicates ranging in size from a few to several hundred Members. Most Members belong to more than one syndicate.

There are four principal markets at Lloyd's: marine, non-marine, aviation and motor. The marine market is the oldest.

Due to the fact that the accounts of Lloyd's underwriters are by law not closed until three years after the year in question (in order to allow for the advice and settlement of claims), the last



Discussing the placing of an insurance risk for ACT are Mr. Chris Hughes (left), Chairman, Marine Division, of Willis, Faber & Dumas, one of ACT's principal brokers, and Mr. Ray Short of Blue Star Line who is manager of ACT's Insurance and Claims Department.

trading year for which final figures are available is 1977 when premium income was £1.9 billion. Claims for that year were £1.8 billion and the profit balance in that year was £131 million or 6.9% of premiums. There were negative balances in 1965, 1966 and 1967, but since then percentage of profits has ranged between 5.3% and 9.6%.

JOIN THE CLUB

Lloyd's has been called the world's most expensive and prestigious "club". If you want to join the club, in addition to meeting all the other criteria, you need a bare minimum of £50,000 in "readily realisable assets" if you are British and £135,000 if you are a foreign national.

And because some claims take a long time to settle, the underwriter cannot withdraw any profits from Lloyd's for three years and even then he must make provision for outstanding



Partial view of one of the "Boxes" where the Underwriters sit. The rotating file is useful for ready reference by any of those sitting in the Box.

liabilities before the account is closed.

Then there is the little matter of an entrance fee of £1,900 plus an annual subscription to pay.

INSURE ANYTHING

For years Lloyd's has been renowned world-wide for its willingness to insure almost anything and this has ranged from insurance against a "hole-in-one" in golf to the capture of the Loch Ness Monster. Popular entertainers often take out insurances to cover their limbs and these have included Rudolph Nureyev's legs being insured for £190,000 (Betty Grable's legs were covered by Lloyd's for \$1 million); Sabrina insured her bosom for



To many in the shipping industry, Lloyd's is synonymous with the Lutine Bell, but there is widespread misconception about its use. It is not rung for every loss at sea; it is rung whenever there are important announcements to be made - two strokes for good and one stroke for bad news. In the photograph, one of Lloyd's waiters rings the Lutine Bell.

£100,000 in the 1950's; Elizabeth Taylor insured her eyes; Brazilian football star Pele has his knees covered; and the list is endless with Christopher Reeve who played "Superman" being one of the latest.

The list of superstars has included Frank Sinatra, Steve McQueen, Danny Kaye, Mae West, Bjorn Borg, Errol Flynn, John Wayne, Elton John, The Bee Gees... and the list goes on and on. Even rain is an insurable risk and the cancellation of a Royal Visit or even the recent wedding of the Prince and Princess of Wales.

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EHCL GETS THE SHIPMENT THERE LIKE CLOCKWORK



High above Market Square, Port Elizabeth, horological engineer Mr. Steve Coombes puts finishing touches on the face of the City Hall Clock.

(Photo courtesy "Eastern Province Herald")

After serving Port Elizabeth (South Africa) for 125 years, the City Hall's clock was destroyed by fire in 1977.

The manufacturers of the original clock were traced from their stamp on the bell and were found to be Messrs. Gillett and Johnston of Croydon (U.K.). They were awarded a contract to build a replica from identical moulds used 140 years ago.

Outwardly, the new clock's four aluminium alloy and glass dials are an exact duplicate of the original clock, but the identical 1.8 metre wide faces fail to reveal the electronic complexities of the new clock.

Its predecessor was entirely mechanical, but the hands of the new clock and the bell's striking mechanism are controlled by an electronic master quartz clock which, in the event of a power failure, has a standby capacity which will keep the clock working for two hours.

Mr. Steve Coombes, a technician from the manufacturers, flew out to Port Elizabeth to oversee the clock's in-

stallation and to ensure that it was functioning perfectly.

The job of getting the clock safely to Port Elizabeth from the U.K. was entrusted to EHCL by Keep Brothers Limited and it arrived in perfect condition and within the necessary deadline.



The new clock on completion.

EHCL APPOINT DEPUTY MANAGER

Mr. Alan Goldman has been appointed Deputy Manager of EHCL.

Joining EHCL in 1977 in Container Control, Mr. Goldman took over the Operations Section later that same year. Until his new appointment he was Operations Manager.

Alan Goldman was born in New York City and lived in the Far East and Europe before coming to the U.K. to complete his education. After graduating from college he joined Overseas Containers in Container Control and served with them for a year and a half.



ALAN GOLDMAN

NEW OPERATIONS CHIEF FOR EHCL

Mr. Colin Hainsworth has been appointed Operations Manager of EHCL.

He has had a long association with Ellermans having served his apprenticeship with Hall Line of Liverpool following pre-sea training on HMS Conway. After obtaining his 2nd Mate's certificate, he went on Ellermans' personnel roster.

He served on a series of vessels and then stood by the building of the "City of Durban" for seven months in Germany as Chief Officer, which position he held until taking up his new appointment.



COLIN HAINSWORTH

EHCL'S NORTH-WEST REP

Mr. Tony Collett is EHCL's Sales/Marketing Representative for the North-west region.

He joined Ellerman City Liners in 1976 as a Sales Representative and in 1979 he went to Pickfords as a Sales Executive. He came to EHCL late last year as North-west representative and covers Greater Manchester, Lancashire and Cumbria.

A native of Manchester, Tony Collett went to work for the British and Commonwealth Group on completion of his studies. He remained there for 11 years and became Assistant Manager in the Manchester Dock Office.



TONY COLLETT

HARRISON LINE HELPS CONTAINERISE EAST AFRICAN TRADE

The trade between the U.K./Continent and East Africa is fast becoming containerised and Harrison Line is playing an important role in this development.

Harrisons have been active in the East Africa trade since 1910 when large shipments of cotton were carried to the U.K. with finished goods, machinery and engineering products being taken on the return voyage.

At the beginning of this year, the BEACON (Britain/East Africa Container) consortium was formed with Harrison Line as one of its founder members, to operate container services in the U.K./East African trade.

INLAND

This new fortnightly service is designed to carry cargo to and from selected Red Sea ports, Kenya, Uganda, Tanzania, Zambia, Malawi and Mauritius. Within the next few months, LCL cargo is expected to be accepted for carriage to inland depots at Ndola (Zambia's copper belt) and Blantyre in Malawi. FCL cargo is already being taken to Nairobi and it is expected that an LCL service will be offered in the next month or two.

"Obviously the situation in Uganda makes it somewhat difficult to operate there, but we hope to extend our service to Kampala as soon as possible", said Dan Beckwith, Marketing Manager of Thos. & Jas. Harrison Limited.

The loading port in U.K. is Felixstowe and the ships sail via the Suez Canal to Djibouti, Mombasa, Dar-es-Salaam, Mauritius and Nacala. Port Sudan has been included in the service as from the beginning of September.

LOADING

In the U.K., cargo is received at container depots in Glasgow, Liverpool and London as well as at the loading port.

Principal commodities northbound are tea, coffee, sisal, canned fruit, copper and ground nuts while southbound, in addition to general cargo, chemicals, machinery, spirits and motor vehicles are carried. There are also facilities for carrying refrigerated cargo in integral units.

So once again Britain is leading the way in the containerisation field and Harrison Line continues in its historic trades, introducing the newest and most advanced concepts.

Partial view of the Container Yard at Kilindini Harbour, Mombasa, one of the regular ports of call on the fortnightly service.



Container and shipping operations in the East Africa trade are discussed by (left to right), Captain John Dickenson, Manager of the BEACON Service; Mr. Richard Nicholls, Director of Mackenzie (Kenya) Limited, Harrison Line's agents in Kenya and Uganda; Mr. Michael Hickling, East Africa Trade Manager of Harrison Line; and Mr. Dan Beckwith, Marketing Manager of Thos. & Jas. Harrison Limited.



Harrison Line container being loaded at the yard in Mombasa, destined for the U.K./Continent.



FELIXSTOWE: A MODEL PORT

Since the arrival 95 years ago in 1886 of the first vessel to begin general cargo operations, Felixstowe has kept pace with changing import and export cargoes through a continuous policy of investment and today it boasts one of the most modern ports in the world.

But it isn't resting on its laurels; it is continuing to expand, adding new equipment and services, and its for-

excess of 5½ million tonnes of cargo per year including some quarter of a million containers.

Felixstowe established the first operational container terminal in England and the port's reputation and expertise for the fast, efficient movement of container traffic has remained unchallenged. Now through a further massive investment programme, the

Transtainer gantry cranes, rubber tyred and operating on specially constructed concrete runways, have replaced a fleet of straddle carriers.

Felixstowe is the first British port to utilise such a system and is the first in Europe to change completely to a mobile gantry system. Further capital investment, due to rapidly increasing trade, is being made this year and a computer assisted container control system is being introduced to the Southern Container Terminal and will then be extended to other areas of the port handling unitised cargo.

CHANNEL

Civil engineering for the two-phase Northern Container Terminal development started in January 1980 with the task of dredging 1.6 million cubic metres of "fill" from the approach channel to reclaim land for the 24.2 hectare (60 acre) Terminal.

First stage of the £30 million investment has become operational and the Dooley Container Terminal has been equipped with the most modern container handling machinery available, including two rail-mounted Quay-side Portainer Gantry cranes built by Conrad-Stork B.V. of Holland, which have a lifting capacity of 40 tonnes.

Park operations are carried out by five rubber-tyred Transtainer gantry cranes of 35 tonne capacity, each capable of stacking containers six wide and one over three deep. A fleet of terminal tractor units with purpose-built heavy duty trailers ensures the rapid transfer of containers between shipside and storage park.



The "Aqaba Crown" unloads at Felixstowe, its regular port of call in the U.K.

ward looking management team helps keep the wide variety of port users happy and the port profitable.

Wherever you look - general cargo, ro-ro, passenger, bulk liquid or container operations - you will find plans under way to expand and improve the port's facilities which today are the envy of many other ports worldwide.

Following 15 years of continuous development, Felixstowe handles in

port is set to more than double its container handling capacity to around 750,000 TEU's annually, which will bring Felixstowe to the top of the British Port's league for container handling.

The well established Southern Container Terminal is now reaping the benefit of a £3.2 million re-equipping programme which was completed in 1980, increasing container capacity by an estimated 40 per cent. Paceco



PERFECTLY BALANCED - Discussing the loading plan on board the "Aqaba Crown" are (left to right) Stuart Sutherland, Operations Superintendent of C.A.M.E.L.; Richard Simpkin, Deputy Operations Manager, and Robin Guy, Operations Manager, of Hargreaves Fuel & Shipping Limited, C.A.M.E.L.'s agents in Felixstowe.



FULLY LADEN - Once again the "Aqaba Crown" carries a full load of containers as she prepares to leave Felixstowe and the loading plan receives full approval from Captain Hans Lieckfeldt (left), Master of the ship, which carries a crew of 24. The vessel can handle 40 moves per hour using its own equipment.



Partial view of the Container Terminal at Felixstowe.

A 1,000 foot long, deep draft terminal for the sole use of the Walton Container Terminal Limited, is the second phase of the development. The main feature of this facility is its 39 foot dredged depth - the deepest in the Port - which can accommodate the largest container vessels currently being operated. This terminal also has two rail-mounted gantry cranes and five Transtainer gantry cranes.

To speed movement of containers to and from the port by rail, a Freightliner Terminal - the second at the port - will be built by the Dock Company adjacent to the new terminals. Regular and direct Freightliner services link Felixstowe to the major industrial centres of England and Scotland, carrying one container in six handled by the port.

RECORD

The Port's reputation for quick ship turn-round and its record for efficient trouble-free handling led it to become the U.K.'s first container port and subsequently established it as a major force in the U.K. ports industry. Much of its success has been due to the attention given to good industrial relations and despite some minor disputes earlier this year, the workforce has pledged its full co-operation and support.

Among the major port users from the ACT Group are C.A.M.E.L. in their Middle East Service and Thos. & Jas. Harrison offering a container service to the Red Sea and East Africa ports within the BEACON service, which is operated jointly with Ellerman City Liners and other British Lines.

C.A.M.E.L. SALES REP CHARMS SHIPPERS

Many shippers in the North-west region find C.A.M.E.L.'s Sales Representative there absolutely charming... and she is!

"At the beginning some of the customers did a bit of a 'double take' when I called on them for the first time", says Sales Representative Christine Ferguson, "because they weren't used to having a female sales rep who knew anything about shipping.

Now they don't give it a second thought", she adds.

When Christine joined C.A.M.E.L. in 1978, she was a Sales Administrator in Liverpool and mainly involved in telephone sales and contacts with local forwarding agents. In November 1979 she became a Sales Representative and initially she was primarily responsible for calling on the local forwarding agents. Her territory now covers an area which stretches from Lancaster to Manchester.

FORWARDING

"One of the reasons that Chris was assigned as a Sales Representative was because she got to know the forwarding agent's requirements so well", according to her boss, Reg Stabback, Northern Area Sales Manager for C.A.M.E.L. "Now she gets along famously with all our shippers".

A native of Liverpool, Chris spent a short period with National Giro after completing her schooling. She then decided to go into nursing and spent 2½ years training as a children's nurse. She began her sales training during a three-year period of employment with the British School of Motoring.

Shipping got into her blood when she worked in the sales department of the "Journal of Commerce" (daily shipping newspaper) immediately prior to joining C.A.M.E.L.



CHRISTINE FERGUSON



THE RUGBY CONNECTION

When Mr. George Allan, a director of Killick Martin & Co. Ltd. with special responsibility for BLC, visited Yokohama earlier this year, he was invited to present performance certificates at the Shonen Rugby School. A well-known rugby player both in Scotland and in the Far East, Mr. Allan was Manager of Ben Line in Tokyo for some years.

The photograph shows the proud winners following presentation of the certificates with Mr. Allan (back row centre).

COMPUTER CONTROL FOR BLC'S CONTAINER MOVES

A new ICL computer control system is expected to be in operation early in 1982 to help BLC keep even more efficient track of the 14,500 boxes in the BLC system.

On a visit to Ben Line's Head Office in Edinburgh early in September, Singapore Manager Stuart Peacock (standing) got an explanation of the Edinburgh Mini-computer system which will help monitor the movement of containers between Europe and Asia from Fred Anderson, BLC International Container Controller.



A CHEERFUL FAREWELL

At a Luncheon Party given for the Rubber Trade in Killick Martin's offices in London, a farewell toast was proposed for Mr. George Brigstocke (right), who is retiring shortly after many years involvement with the Rubber Trade.

Chatting with him during the party are Mr. John Quek (left) of Ben Line Singapore and Mr. Maurice Candy of Czarnikow.



ACT(A)'S REGIONAL SALES TEAM: PROVIDING SERVICE TO CUSTOMERS



SCOTTISH REGION (left to right) Allan Johnston (Sales Liaison Clerk), David Stenhouse, John McLatchie (Regional Sales Manager), Bill Shand and Bob Anderson.



NORTH-WEST REGION (left to right) Keith Riley (Assistant Sales Manager), Stan Warrick, David Haigh (Regional Sales Manager), Denis Brookfield, Paul Roberts and David Nicholls (Sales Liaison Clerk).



NORTH-EAST REGION (left to right) Kevin Wilson (Sales Liaison Clerk), Ron Kershaw, Ian Oliver, Walter Marshall (Regional Sales Manager), Ken Jones, Barry Rubery (Assistant Sales Manager) and Rowland Swain.



MIDLAND REGION (left to right) Leslie Kingdon, Keith Aston (Sales Liaison Clerk), Mervyn Dyer, Derek Estcourt (Assistant Sales Manager), Howel Williams (Regional Sales Manager), Martyn Hodson, Eric Davis and John Hall.



SOUTHERN REGION - 1 (left to right) David Richardson, Mike Pyett, Sam Garnett (Regional Sales Manager), Gerry Austin and Alan Shirtcliffe.



SOUTHERN REGION - 2 (left to right) Keith Gowing, Derek Mitchell, Malcolm Lambard, Graham Dickinson, Peter Taylor (Assistant Sales Manager), Fred Gardner, Peter Goldsmith and Ralph Skinner.

'DILKARA' TO THE RESCUE!



Once again ACTA'S "Dilkara", operating on its Pacific Australia Direct (PAD) Service between the West Coast of North America and Australia, has carried out a rescue operation while crossing the Pacific Ocean.

While en route from the U.S.A. to Australia, a message was received from the U.S. Coast Guard in Honolulu advising that there were two sailing vessels in trouble, one being dismasted and the other having exhausted the fuel for her auxiliaries. The "Dilkara's" Master, Captain M. Lambie, diverted the ship, rendezvoused with the sailing vessel and transferred some fuel oil in a mid-ocean operation lasting four hours in the middle of the night.

After resuming her voyage, the "Dilkara" received the following message from Rear Admiral Thompson, Commander of the Honolulu Coast Guard:

"Your humanitarian response to the disabled 'Tarka's' request for assistance is noted with great pleasure and appreciation. Your action is commended and in keeping with the highest tradition of the sea".

NEW COST CONTROL MANAGER FOR ACT(A)

Mr. Mike Mackay has been appointed Operations Cost Control Manager of ACT(A).

After finishing school, he joined the British and Commonwealth Shipping Company Limited as a deck cadet and served with them for six years. After



MIKE MACKAY

gaining his First Mate's F.G. Certificate he joined the London and Overseas Freighters Limited, leaving two years later to come ashore to work in his home town of Bristol.

In 1972 he went to Bristol University,



READY FOR CHAMPIONSHIPS

The official New Zealand entry in the World Quarter Tonne Championships is pictured shortly after being unloaded from "ACT 1".

This beautiful craft is sponsored by

obtaining a BSc Honours Degree, and then to Southampton University where he received an MSc Degree in Transportation Studies and Engineering.

He joined ACT Services in 1976 as Marine and Terminals Assistant and two years later was appointed Deputy Regional Manager in Basildon, where he remained until his recent appointment.

R. & W. Hellaby Limited one of New Zealand's major meat exporters, whose Managing Director, Mr. Alan Hellaby, received a knighthood in this year's Queen's Birthday Honours List.

After a safe and pleasant voyage the vessel was said to be "raring to go" for the competition being held off Marseille.

Shown with the boat are (left to right) Captain Peter Leighton, Master of "ACT 1"; Mrs. Maria Vittoria Brignano, Manager of Gondrand Shipping Agency, ACT(A)'s agents in Genoa; and Peter Holtby, the Chief Officer of the "ACT 1".

CKD SOUTH AFRICAN PINE FURNITURE EXPORTS BOOMING

Containerisation has been mainly responsible for the thriving export trade for South African pine furniture and EHCL has been instrumental in assisting the manufacturers in this field.

The pine furniture trade in South Africa had its beginnings in 1975, but it was not until 1978 when EHCL began offering regular container sailings that it really started taking off as far as exports were concerned.

With the advent of containerisation, pre-determined sized unit packs could be effectively packed to optimum space utilisation, thus reducing cost per unit accordingly. Many items were re-designed with a view to ultimate packing economically into containers.

MARKET

The majority of pine products are pre-finished but dissembled (Completely Knocked Down or CKD) and are mainly aimed at the lower price market. Such items as breakfast nooks, dinettes, beds, bunks, lounge suites, wardrobes, folding tables and toy boxes are but a few of the items manufactured by various suppliers.

Other manufacturers concentrate on component parts or do-it-yourself products.

A considerable number of pine furniture manufacturers in Natal joined together to form an association known as the Timber Producers Export Association. They act on behalf of the various manufacturers and this enables them to obtain competitive freight rates, to control and organise the various suppliers themselves and to act as a platform for negotiation with Government bodies.

The Association's prime aim is to present an organised and consolidated front for the industry as a whole.

DESIGN

A good percentage of particular items were originally manufactured with hand tools and although in 1981 the same job is done by modern machinery, the same designs still are used.

As to the future, the Association reports that things look exceedingly bright for the pine furniture trade. This is mainly due, they say, to intensive marketing as a result of the recent recession in certain European areas which has necessitated suppliers seeking new outlets in addition to those which they have been supplying in the past.

The CKD Pine Furniture Manufacturers find great advantages in utilising the EHCL service, the Association declares. Regularity of sailings enables a quicker turnover with the subsequent saving in the outlay of capital into holdings stocks.



EHCL container arrives for packing at Baileys, one of South Africa's leading CKD Pine Furniture manufacturers.



Cargo being loaded for export. Containerisation has been mainly responsible for growth in this area.



Mr. John Sebata, Co-owner of Baileys, with pre-determined sized unit packs ready for export.



Completed arm rests for lounge furniture, which are being shipped as component parts.

THE DUKE WINS BEN LINE DRIVING EVENT

Two days of hard driving against top competitors were rewarded when the Duke of Edinburgh won his section of the Ben Line driving event at Tatton Park recently.

HRH led all the way in the three sections — dressage, marathon and obstacle. He drove an almost faultless 20 kilometre marathon section and received a Quaich (Scottish drinking vessel) and a bottle of Ben Line Sherry from Bettina Lady Thomson.

Runners-up included Peter Munt and George Bowman who are members of the British Team for the European

Championships which were held at Zug in August.

The Duke of Edinburgh came into the Ben Line enclosure on both days of the event and on the second day spent more than half an hour in the Ben Line marquee having tea and chatting to Bettina Lady Thomson, Hamish Muirhead, Dennis Goodchild and some of the BLC guests from the North of England and the Midlands.

This was the seventh consecutive year that BLC, with the assistance of Killick Martin, have helped sponsor the annual Tatton Weekend driving event.



The Duke of Edinburgh drives his team of bays to victory during the obstacle phase of the Ben Line driving event at Tatton Park.



Having tea in the Ben Line enclosure, the Duke of Edinburgh (left) chats with Bettina Lady Thomson and Hamish Muirhead, Marketing Director of BLC.

REVISED UK CUSTOMS EXPORT PROCEDURES

Fundamental changes in U.K. customs export procedures are to be introduced on 1st October 1981 in conformity with EEC legislation and these are defined in HM Customs & Excise Notice No. 275/A.

Through their association with the General Council of British Shipping, the ACT Group Lines have maintained a close interest from the outset in the development of these revised procedures.

FREE GOODS

From October 1st, shipments cannot be made without either Official Customs Export Entry or Customs approved Commercial Pre-shipment documents being made available to Customs, which either complete the Official Voluntary Pre-Entry requirements or give an undertaking that Post-Statistical Information in the required format will be with Customs within 14 days after shipment.

DUTIABLE OR RESTRICTED GOODS

There will be no change to the present requirements for Pre-Entry of Dutiable or Restricted Goods but lodgement of the appropriate Official Customs Export Entry forms must be with Customs at the Ports or Inland Container Depots (ICD's) rather than at HMC Entry Processing Units (EPU's). This means that there will be a common lodgement procedure for all Export Customs entries after October 1st.

ACT Services are co-ordinating the necessary procedural changes with HM Customs, Port and ICD authorities on behalf of ACT Group Lines and in association with other Conference Lines. There is also an increased responsibility on shipping lines to ensure that no goods are shipped without prior Customs clearance and therefore to avoid delay, it is important that ACT Services are provided with sufficient information and documents so that the appropriate Customs status of the goods and the appropriate clearance procedures may be determined.

Shippers and exporters have recently been notified of the adoption by the ACT Group and other Conference Lines of the new National Standard Shipping Note/Dangerous Goods Note, (NSSN/DGN) for FCL goods which will assist in the smooth transition to these Customs procedural requirements. Thus a uniform documentary requirement will be provided for delivery of both FCL and LCL goods employing forms which are approved for use in the revised Customs procedures.

More detailed guidance on these changes may be obtained from ACT Services Regional Offices.