

act news

SUMMER 1982



4,000 YEAR OLD DREAM — See Page 2

SHIPS THAT SAIL IN THE DESERT

The dream of joining the Mediterranean and the Red Sea by a navigable waterway through the Isthmus of Suez dates back to 40 centuries ago, and the first canal was actually constructed about 2000 years B.C.

That canal, often abandoned to silting, was re-opened a number of times, but it was only navigable during certain seasons when the water in the Nile was sufficiently deep. It wasn't until 1859 that excavation of the present canal was begun and it finally opened to navigation ten years later, in November 1869.

NAPOLEON

After Napoleon defeated Egypt in 1798, he began to give serious consideration to a canal linking the Red Sea and the Mediterranean, seeing obvious strategic advantages for the French, especially as it would make the British more vulnerable. Bonaparte is reported to have said, "Egypt is the most important country in the world and to destroy England, we must get possession of Egypt."

Napoleon himself explored the remains of those earlier ancient canals and, convinced that a canal was practicable, he ordered his Chief Engineer, Jacques-Marie Le Pere, to make a study of the project. Le Pere came up with a complicated plan for two canals — one running from the Nile River into the Bitter Lakes and the second continuing from the Lakes to Suez.

RUSSIA

Napoleon became enthusiastic about the proposal and tried to enlist the support of such influential people as Tsar Paul I of Russia, to whom he wrote: "The English are attempting a landing in Egypt. It is in the interest of all Mediterranean and Black Sea powers that Egypt remains French. The Suez Canal, which will join the Indian seas to the Mediterranean, has already been traced. It is an easy enterprise which will require little time and which will bring incalculable advantages to Russian commerce."

Napoleon's optimism was not to be proved correct as further reports reveal-

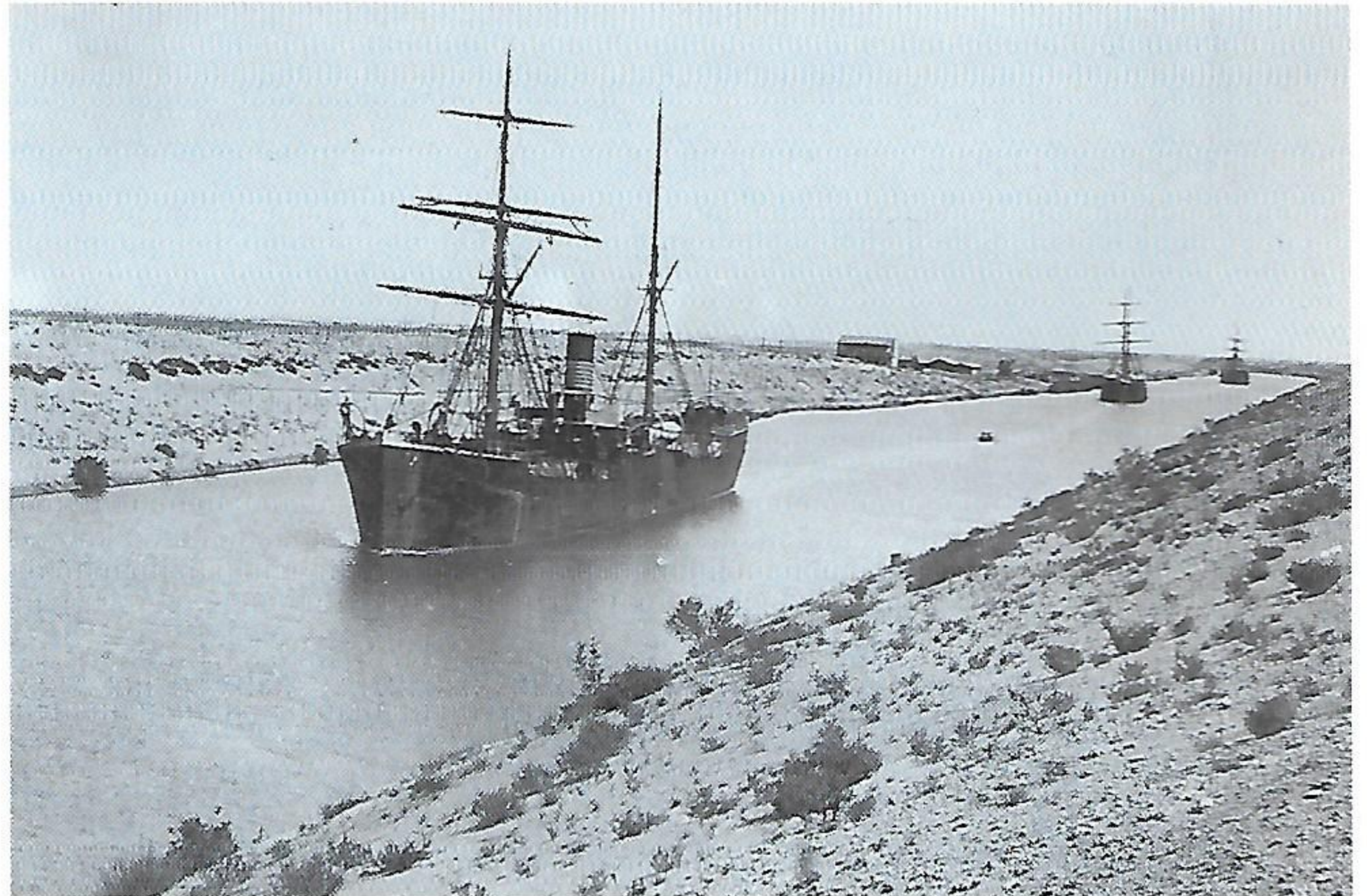
ed the reasons for the proposed complicated linking system — the Red Sea at high tide was apparently more than 30 feet higher than the Mediterranean. However, Le Pere had miscalculated and this error was to delay the start of the construction of the canal by over 50 years.

In any case, Napoleon left Egypt in 1801 and his army was forced to withdraw to France by the British.

British doubts about the feasibility of the canal were reinforced by Le Pere's report and they proposed that instead of a canal, a railway should be built to be administered by the British. Plans were drawn up for this alternative as it was apparent that there was a need to

While he was stationed in Egypt, Ferdinand became very interested in the possibility of a Suez Canal but with the British firmly entrenched, there seemed little likelihood of such a project materialising and de Lesseps returned to France and retired from the diplomatic service in 1849.

However, a series of dramatic events took place. British plans for a railway ground to a sudden halt when Abbas Pasha, Mohammed Ali's grandson, took power in Egypt following the deterioration in health of Mohammed Ali and finally his death. Abbas Pasha himself died in 1854 and was succeeded by Ferdinand de Lesseps' old friend, Mohammed Said.



Ships have become considerably larger since this photograph was taken around 1980 showing conventional vessels transiting the Suez, but the Canal has developed with the times and can now accommodate tankers of up to 140,000 tonnes laden and up to 350,000 tonnes in ballast. "Benavon", one of the world's largest containerships (shown on our cover) demonstrates how the Canal has been successfully developed.

improve communication between India and Britain.

It seemed that the British were to have everything their own way in providing freight facilities through Egypt, but fate decreed otherwise. Mohammed Ali, ruler of Egypt from 1805 to 1849, had established a friendly relationship with Mathieu de Lesseps while the latter was on diplomatic service in Egypt for the French government, following Napoleon's withdrawal.

Although Mathieu de Lesseps spent only four years in Egypt, his son Ferdinand, born in 1805, was posted as Vice Consul to Egypt in 1832 and renewed his father's relationship with Mohammed Ali. He also developed a very close friendship with one of the ruler's sons, Mohammed Said. This young man was evidently flattered by the interest of the Frenchman and impressed by his sophistication and savoir-faire.

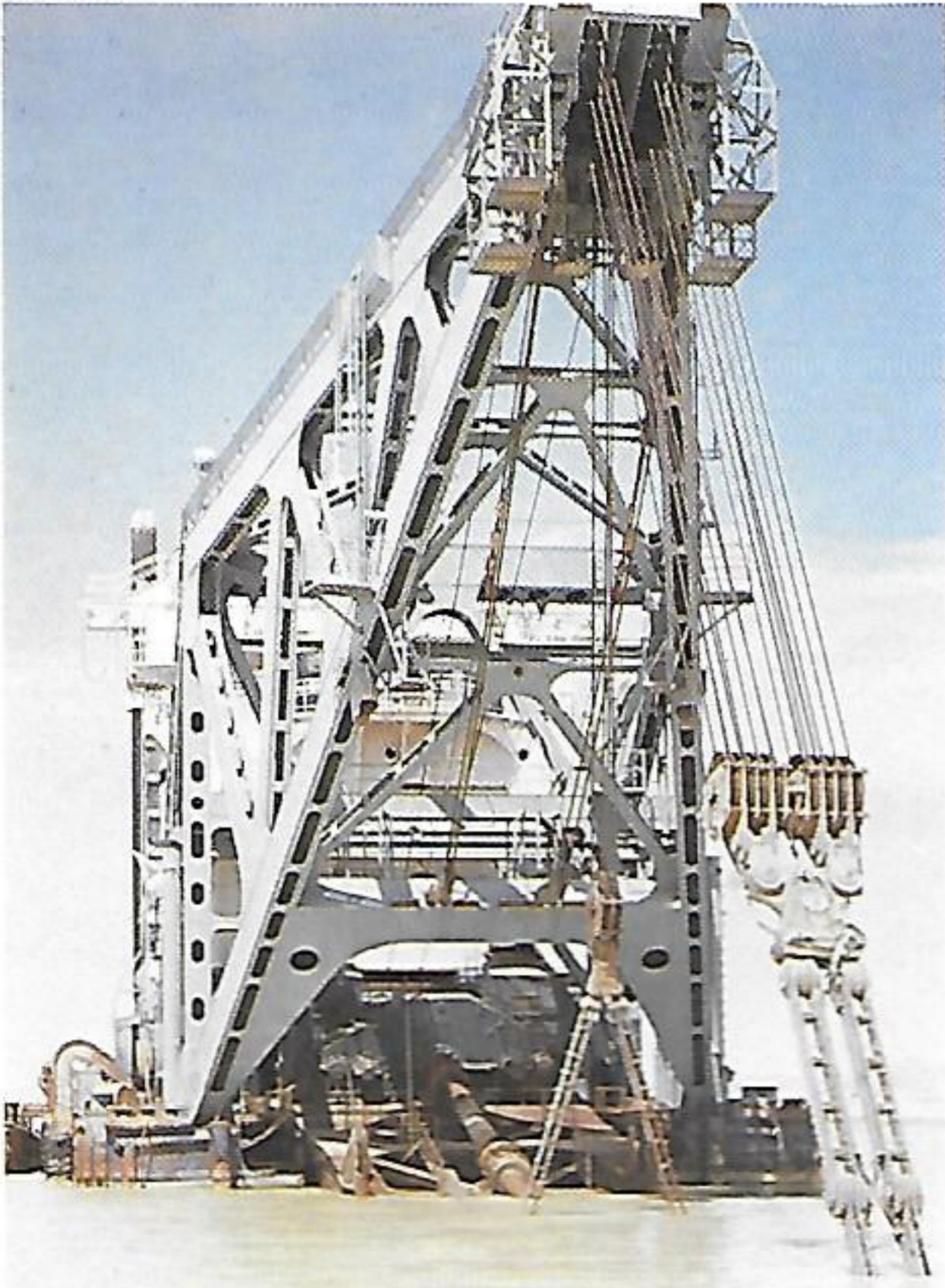
De Lesseps lost no time. Two months after Mohammed Said became Viceroy, Ferdinand returned to Egypt and less than a month later, on November 30, 1854, the first Suez Canal concession was signed. It seems that de Lesseps still exerted considerable influence over the new ruler and he in turn was anxious to retain the approval of the friend he admired.

Changes in ship development at that time also made the use of a canal more feasible, with screw propulsion starting to come into its own. Sailing ships had to be towed through a canal and while paddle steamers could navigate a canal, they were scarcely suitable for long ocean voyages, but the screw propelled vessels, which began to evolve around 1850, were suited both to the sea and canal navigation.

The Suez Canal company — Compagnie Universelle du Canal Maritime

OUR COVER

BLC's "Benavon", with a capacity to carry more than 3,000 TEU's, transits the Suez Canal in May of this year on her 49th voyage from Europe to the Far East.



Dredging plays a vital part in keeping the Suez Canal navigable and is a never-ending task. One would be amazed at some of the almost incredible items that are brought up by the dredging vessels.

de Suez — agreed to build the canal at its own expense provided that land was supplied for that purpose. The company was also granted certain tax privileges and other benefits.

Meanwhile, Britain endeavoured to impede the start of the canal, but they were unsuccessful and plans for the canal proceeded and in January 1856 a new concession was signed similar to the first. Shares were sold and work begun. There were few technical difficulties and the canal was to run fairly directly over some 100 miles, three-fifths of which were through water in the form of three large lakes and the remaining two-fifths, desert.

OTHER PROBLEMS

Perhaps the greatest problems encountered were in keeping workers fed and supplied with fresh water. This latter was remedied by building the Sweet Water Canal to bring drinking water from the Nile to the Suez Canal. There were other problems, but de Lesseps was a man with a cause and refused to let anything stand in his way.

Finally, on November 17, 1869 — which was, incidentally, de Lesseps' 64th birthday — the Suez Canal was opened. It had cost some £18 million of which more than half had been supplied by Egypt. Taking into consideration the associated public works and other expenses, the total cost to Egypt was probably in the region of £16 million. That investment brought Egypt a 44 per cent capital shareholding in the canal and the right to a perpetual 15 per cent royalty on the company's net profits.

The canal went from strength to

strength, but that was hardly surprising as by using the canal a ship would cut the distance from Marseilles to Bombay by well over half. Liverpool to Calcutta, using the canal, is 7,900 miles as opposed to 11,600 miles by way of the Cape of Good Hope.

In the first full year of operation, 486 ships passed through the canal. By 1955 it had risen to 14,666 ships and it is now over 20,000 ships per year.

Following the Arab-Israeli war of 1967, the canal was closed and eventually re-opened in June 1975. Since then it has been moving ahead rapidly with the Suez Canal Authority, which administers the canal, deepening and developing the waterway to meet present day needs of shipping. Tankers of up to 140,000 tonnes laden and up to 350,000 tonnes in ballast can navigate the canal.

Developments include deepening the

canal maximum draft of 53 feet, construction of a 23-mile channel at the Mediterranean end of the canal for use by larger vessels bypassing Port Said harbour to avoid delays and digging new bypasses which have made nearly half the 100 miles of the canal a two-way channel.

A second stage of redevelopment which is presently being planned involves the further dredging of the canal to enable it to accommodate tankers of up to 260,000 tonnes fully laden or more than 500,000 tonnes in ballast and the Authority expects to double its revenue with these new developments.

On March 9th, 1958, traffic in the canal registered a record number of 84 ships in one day — the highest in its history. The daily average of ships transiting the canal is 60 with over 100 countries being represented in any year.

A NEW WORLD RECORD

What is being claimed as a new world record was set recently when BLC's "Benavon" was being unloaded at Hong Kong's Modern Terminals' (MTL) Kwai Chung Terminal. An average of 104 containers per hour or 1 3/4 containers per minute were discharged by four quayside cranes.

The ship was alongside the quay for only 12 hours and 40 minutes with actual unloading taking nine hours and 20 minutes, during which not only 969 containers were taken off but also three railway coaches for the Kowloon-Canton Railway, three coaches for the Mass Transit Railway and a truck as well. The four cranes took off the containers and the MTR coaches while a floating crane unloaded the KCR coaches.

One of the four cranes cleared 251

containers in seven hours and 50 minutes, giving an average of 32.2 containers an hour, which could well be another world record for a single crane.

In terms of freight tonnes, the cranes unloaded 31,183 tonnes or an average of 3,182 tonnes per hour.

"We consider this a new world record," said Mr. Mark Leese, General Manager of MTL's Operations Division. "We are able to handle these high volumes of container cargo with ease because we have an integrated real-time computer system of control on all movements."

Mr. David Keith Welsh, BLC's Manager in Hong Kong, congratulated MTL on the outstanding record of fast container handling and paid tribute to their continuing standards of excellent service.



BLC's giant containership "Benavon" loads at Southampton Terminal before beginning her voyage to the Far East where she became involved in setting a new world record.

PROMOTING TWO-WAY TRADE

British shippers having questions about trading with Australia and New Zealand can find most of the answers they need through two organisations housed in busy, friendly offices near London's Piccadilly Circus.

The Australian British Trade Association (ABTA) and the New Zealand-United Kingdom Chamber of Commerce and Industry not only share offices, but also staff and information. Even the British Overseas Trade Board (BOTB) call on them and their members for advice and counsel.

High Commissioner in Australia, and the Chairman is Mr. Colin F. Smale, CBE, a manufacturer and member of numerous export-promoting bodies, including the Main Board of the BOTB. The Director for the U.K. is Mr. Peter L. Morgan, OBE, who is also responsible for the NZ-UK Chamber.

The New Zealand-U.K. Chamber of Commerce and Industry operates on a similar basis to ABTA, providing information on tariffs, documentation, import licensing, investment and banking in New Zealand as well as possible



Top level members of the Australian British Trade Association (ABTA) and the New Zealand-U.K. Chamber of Commerce and Industry (NZ-UK CCI) form the Australia New Zealand Trade Advisory Committee (ANZTAC) to provide advice and counsel to the British Overseas Trade Board. Attending a recent meeting were (left to right around outside of table) W.A. Newton-Jones; W.R. Russell, Chairman of the NZ-UK CCI; W.J. Eastwood; M.R.F. Cartwright; R.H. George; C.D. MacQuaide; J.R. Goudge; C.F. Smale, Chairman of ANZTAC and ABTA; Sir Donald Tebbit, President of ABTA; P.L. Morgan; Dr. D.S. Mitchell; M.J. Treble; J.M. Corbet-Singleton; and G.A. Oddy and (left to right middle table) C.P. Burdess; A. Dunning; and Dr. B.N. Parsons.

Both organisations have as their primary objective to promote two-way trade between the U.K. and Australia/New Zealand.

ABTA was formed over 70 years ago and has had a London office for 20 years. It has three fully-staffed offices in Canberra, Melbourne and Sydney plus representative offices in each Australian State.

Some 200 companies — many of them leaders in their own field — are members in Britain and these include firms engaged in shipping, banking, engineering, aviation and the legal profession. Many more companies use ABTA's services and ask for assistance on any number of problems.

ABTA members receive advice, information and introductions; they are invited to attend monthly luncheons to meet fellow businessmen and to listen to distinguished speakers in the world of Australian trade; and they receive the periodical Newsletter. Members can obtain free publicity in Australia through ABTA publications there and they can use the services of the Australian offices free of charge when on business trips Down Under.

The current President of ABTA is Sir Donald Tebbit, GCMG, recently British

outlets for products and methods of developing the NZ market.

Introductions to major NZ organisations, banks and specific companies in the member's own field are provided as well as facilities in NZ through its sister organisation, The British Trade



Discussing the current trade situation with Australia and New Zealand at a recent lunch were (left to right) Michael Cartwright, Director of Associated Container Transportation (Australia) Limited; Sir Donald Tebbit, President of ABTA; R. Williams of Broken Hill Proprietary, the guest speaker; Colin Smale, Chairman of ANZTAC and ABTA; and Peter Morgan, Director of ABTA and the NZ-UK CCI.

Association of New Zealand, plus the New Zealand Manufacturers Federation. A regular Newsletter is published and luncheons are held in conjunction with ABTA.

The present President is Lord Peart and the Chairman of the Council is Mr. W.R. Russell, former Chairman of Shaw Savill and currently Chairman of the London Board of the Bank of New Zealand. The Deputy Director is Mr. James R. Goudge.

(continued on page 5)

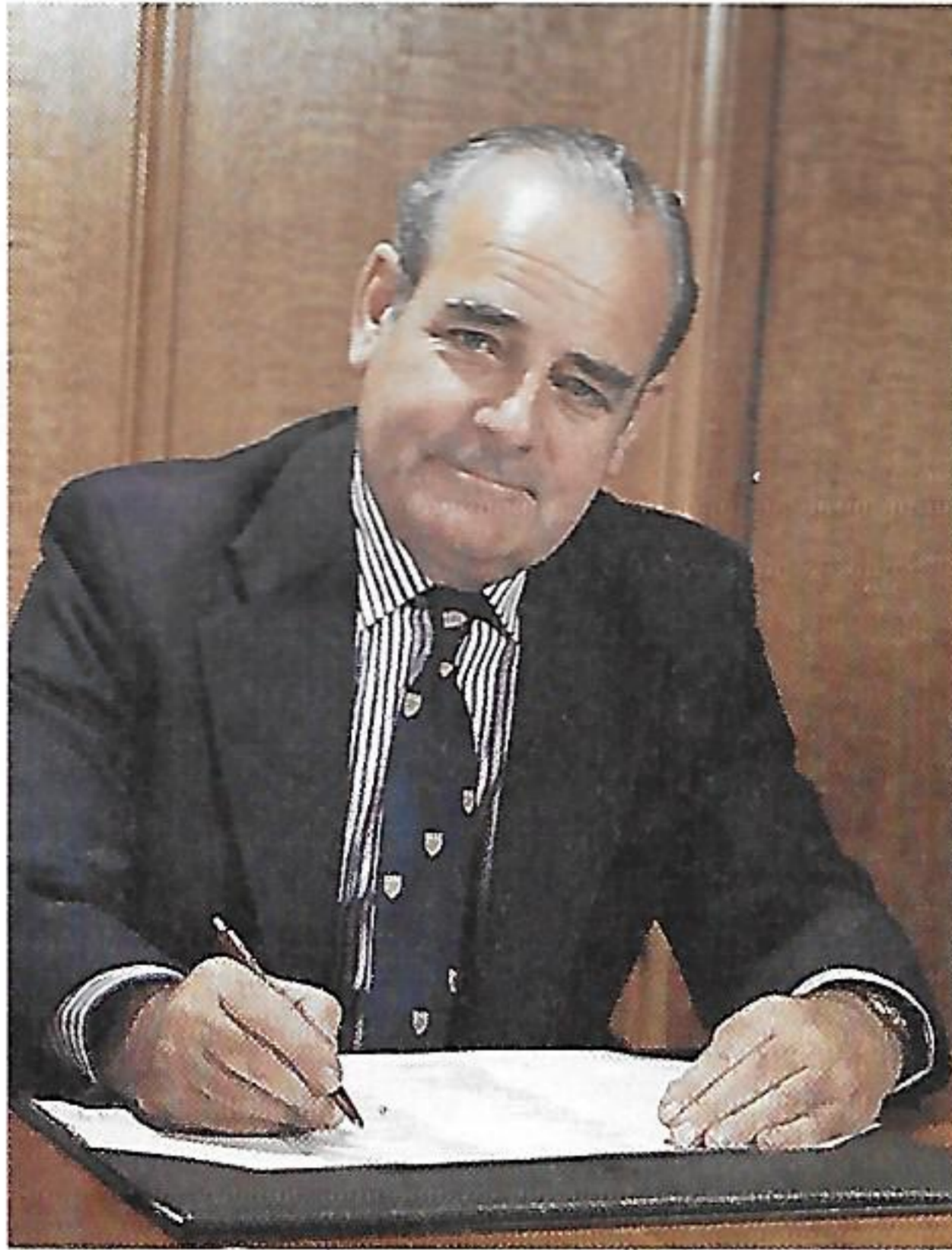


The busy offices of ABTA and the NZ-UK CCI are located near London's Piccadilly Circus. The photograph shows members of the team that help keep the organisation running smoothly (left to right) Miss Deborah Williams, Miss Hyacinth Taylor, Deputy Director James Goudge and Mrs. Rosanne Richardson.

NEW CHAIRMAN FOR ACT LIMITED AND ACT(A)

Mr. William B. Slater has taken over as Chairman of ACT Limited, succeeding Mr. R.A. Lloyd, who remains on the Board. He has also been appointed Chairman of ACT(A), taking over from Mr. Edmund Vestey, who continues on the Board.

Mr. Slater, who is Chairman of The



WILLIAM SLATER

Cunard Steam-Ship Company plc, joined Thos. & Jno. Brocklebank Ltd. in January 1947 following wartime service from 1943 to 1946 during which he was commissioned in the Royal Marines and served with the 3rd Commando Brigade in the Far East.

PROMOTING TWO-WAY TRADE

(Continued from page 4)

To cater for the special needs of Australian companies with branches or representatives in Britain, ABTA has set up an Australian Companies Group under the chairmanship of Mr. W.W. Vowler of Australian Consolidated Industries.

When members go to Australia or New Zealand, they are "honorary" members of corresponding organisations there and, if requested to do so, these organisations will offer any assistance and co-operation they can just as the U.K. offices do for these organisations.

ACT News is published quarterly on behalf of Associated Container Transportation Limited (ACT) who comprise Ben Line, Blue Star Line, The Cunard Steam-Ship Company plc, Ellerman Lines plc and Harrison Line, by RG Public Relations, 11-17 Ludgate Hill, London EC4M 7AE, Editor: Robert Guggenheimer (Tel: 01-248 1975).

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He was appointed Assistant General Manager of Brocklebanks in 1965 and the following year a Director and Deputy General Manager. In January 1968, on the formation of Cunard-Brocklebank

Ltd., he was appointed Operations Director and in May of that year became Deputy Managing Director.

William Slater is married and has two sons.

NEW DIRECTORS OF ACT LIMITED



DAVID HABGOOD
Blue Star Line



HOWARD DILLEY
Ellerman Lines

C.A.M.E.L.'S NEWEST ADDITION



The "Sudan Crown", shown loading at Felixstowe, is the latest addition to C.A.M.E.L.'s fleet. The 515 TEU Norwegian flag vessel is completely self-sustaining with 4 x 40 tonne container cranes. The new ship emphasizes C.A.M.E.L.'s dedication to the Middle East trade — to Jordan, Iraq, Saudi Arabia, Sudan and Yemen Arab Republic through the ports of Aqaba, Jeddah, Port Sudan and Hodeidah — and improves C.A.M.E.L.'s express Red Sea Service to a ten-day frequency.

HOW THE 'UNIMAGINABLE' BECAME

One hundred years ago, Gladstone was Prime Minister of Britain; "Parsifal" was premiered on Good Friday at Bayreuth; Charles Darwin, who had visited New Zealand during the 1831-36 voyage of "HMS Beagle", died suddenly; in the U.S.A. Robert Ford saw to it that Jesse James died less peacefully...

Electricity illuminated some parts of London; Britain sent a fleet to the Middle East (Egypt) to protect her interests; Sarah Bernhardt drew crowds to see her performance in "La Dame Aux

of wool and ancillary products was especially important and it was primarily to produce them that the country's 12.9 million sheep were raised.

But then, as now, the world was in the midst of a recession in which commodities' prices tumbled; the bottom dropped out of the market for wool, tallow and hides. The value of sheep plummeted, but the recession sparked off interest in meat refrigeration techniques — a field in which some progress had already been made.

It was William Soltau Davidson,

General Manager of the New Zealand and Australian Land Company, who took the first important step in establishing New Zealand's meat exporting industry. With the help of two Scottish engineers, the brothers Bell, he commissioned a modified Bell-Coleman cold air compression refrigeration unit and had it installed, with insulated holds, in the "Dunedin".

Next, Davidson instructed Thomas Brydone, his company's superintendent in New Zealand, to erect a killing shed in which to slaughter the stock. Davidson himself stowed the first carcass aboard the "Dunedin".

Davidson also persuaded Messrs. William Ewing & Co., insurance brokers in Glasgow, to cover the risk — a daring acceptance for a revolutionary venture.

REFUSED

Most of the passengers scheduled to sail in the "Dunedin" refused point blank when they saw and heard the solid fuel driven air compressor in action. Many feared its weight would crash through the bottom of the ship. So the Master, John Whitson, sailed without them.

Following a 98-day voyage, the "Dunedin" berthed unannounced at East India Dock on Queen Victoria's birthday, May 24th. Both Whitson and Davidson waited impatiently in London while the precious cargo was checked for any signs of contamination.

It was cleared and appeared at Smithfield Market a day or two later, still hard and frozen. At first the salesmen were doubtful, Davidson



First cargo of meat exported to the U.K. from New Zealand 100 years ago was carried on the "Dunedin" shown under full sail. The ship was equipped with refrigeration equipment and took 98 days to make the voyage from Port Chalmers to London.

Camelias" at the Gaiety; and the Royal Italian Opera's season at Covent Garden with soprano Adelina Patti drew rapturous applause.

And another important event was about to take place.

Despite her world power status, in 1882 Britain was desperately short of meat. The population had rocketed from 28.2 million in 1860 to 35.6 million. Live sheep and cattle had to be imported to top up the short-fall in domestic production.

EXPENSIVE

The statistician and author Mulhall calculated that in 1882 U.K. meat production was around one million tonnes, 654,000 less than needed for a country in which per capita meat consumption equalled 110 pounds. Meat was expensive and the statistics concealed a substantial percentage of the population which rarely consumed meat.

Slightly larger in area than Britain, New Zealand had a population of 490,000 which depended almost entirely on agriculture for a living. The export



London's Smithfield Market in 1882, where the first consignment of frozen lamb from New Zealand was sold in May of that year. Smithfield continues to be an important outlet for New Zealand lamb shipments.

E THE COMMONPLACE

reported, but when they saw the fine big sheep which although they had been frozen for four months, were as clean and bright as newly-killed mutton, they quickly changed their opinion and pronounced them to be "as perfect as frozen meat could be".

News of the "Dunedin's" 12,000-mile voyage spread quickly to capture the imagination of Victorian Britain. Her cargo of lamb and mutton fetched good prices at Smithfield and was promptly christened "the frozen flock" by "The

Times", which recorded the arrival of the ship as follows:

"Today we have to record such a triumph over physical difficulties as would have been incredible, and even *unimaginable* a very few years ago. Had anyone suggested New Zealand would send into our London market 5,000 dead sheep at a time, and in good condition, as if they had been slaughtered in some suburban abattoir, he would have brought on himself a storm of derision.

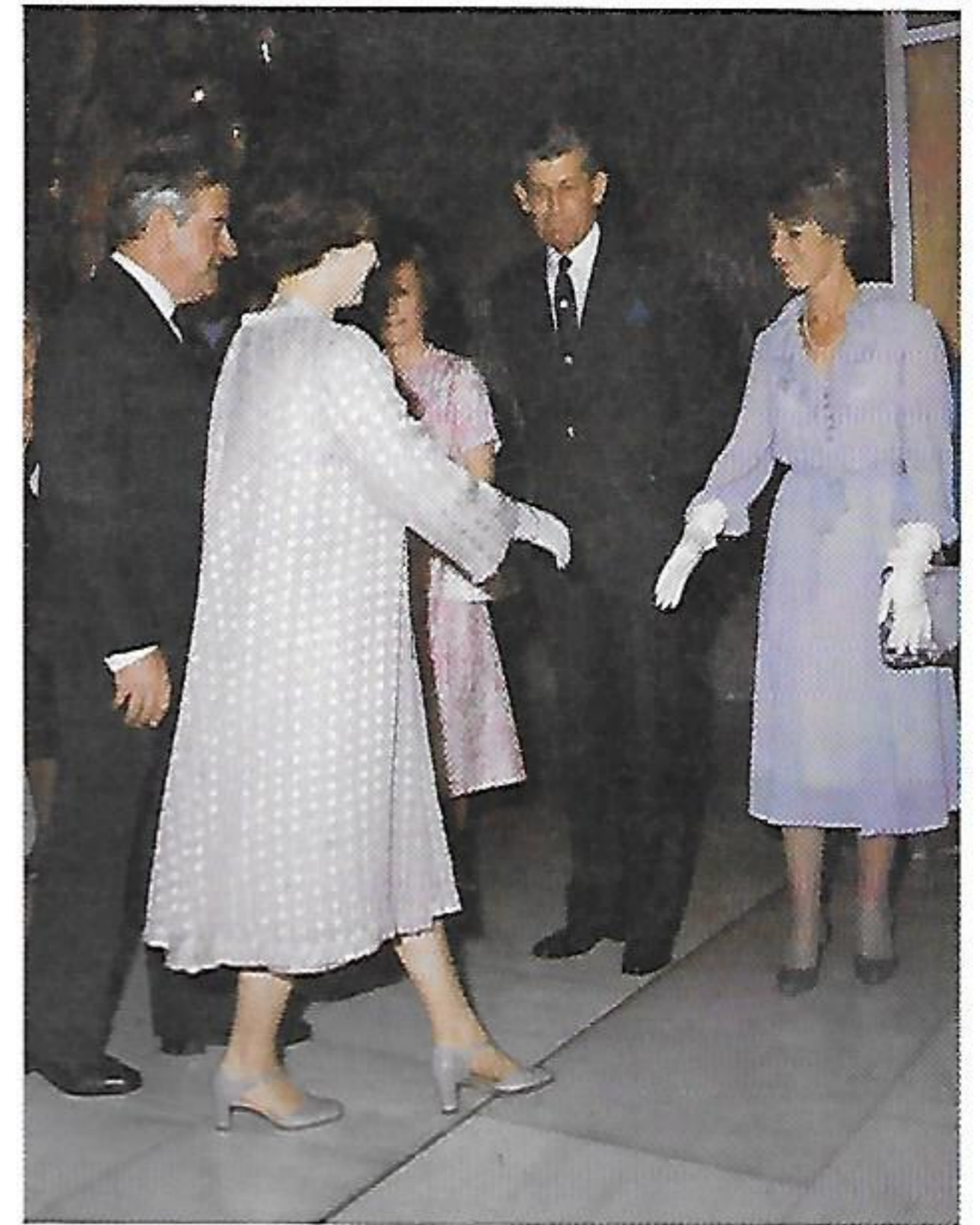
"But this has come to pass... The



ACT(A)'s third generation containership "ACT 7" unloads New Zealand lamb at Tilbury's Northfleet Hope near London. Fast, regular service ensures that the meat arrives in perfect condition in the U.K./Continent.



To commemorate the 100th Anniversary of the first shipment of New Zealand meat to the U.K., one tonne of NZ lamb was presented to The Queen Elizabeth Hospital for Children in Hackney, London, by Mr. Mervyn Barnett, Chairman of the New Zealand Meat Industry Centenary Committee. It was accepted on behalf of the hospital by Mrs. Caroline Bond, Chairman of the Board of Governors. In the photograph at left, the container arrives at the hospital and among those on hand to celebrate the occasion were (left to right) Mr. Bob Whyte, General Manager of Blueport of ACT (NZ) Ltd.; Mr. Barnett; Mrs. Bond; Miss B.A. Atkinson, Senior Nursing Officer; and Mr. Andrew Dillon, Hospital Administrator. In photo at right, the Bill of Lading for the lamb, signed by New Zealand Prime Minister Robert Muldoon, among others, is presented to Mrs. Bond by Mr. Barnett in an informal ceremony before a luncheon of New Zealand lamb. Looking on are the Hon. L.W. Gander (left), New Zealand High Commissioner in London, and Mr. Bob Whyte (right).



Great grandson meets great granddaughter — Mr. Bob Whyte, who is General Manager of Blueport ACT (NZ) Limited, responsible for ACT(A)'s operations there, and Mrs. Whyte are introduced to Her Majesty The Queen at a Reception held at New Zealand House in London which was attended by the Hon. R.D. Muldoon, Prime Minister of New Zealand, and other dignitaries to mark the 100th Anniversary of the first shipment of New Zealand lamb to the U.K. Mr. Whyte is the great grandson of Sir John Roberts, who was instrumental in developing the frozen meat trade from New Zealand and who owned a part of the first shipment. Her Majesty is the great granddaughter of Queen Victoria on whose birthday the first shipment arrived.

ship that has accomplished a feat which must have a place in commercial, indeed political, annals is the 'Dunedin', after a passage of 98 days across the tropics," the paper reported.

Almost immediately, New Zealand became one of Britain's sources of supply. In June 1882, the "Mataura" slipped her moorings at Port Chalmers and delivered the second refrigerated cargo in London 103 days later. Again the meat was in perfect condition.

A new exporting industry was born.

In the next 12 months, four more refrigerated shipments were made — all in steamers — and in 1883 the New Zealand Shipping Company inaugurated a direct steamer service with four new vessels.

In 1883, New Zealand exported 120,893 lamb and mutton carcasses to Britain; in 1884 the quantity rose to 412,349. By 1889 the number of carcasses broke the one million barrier; three million in 1899 and ten years later, five million.

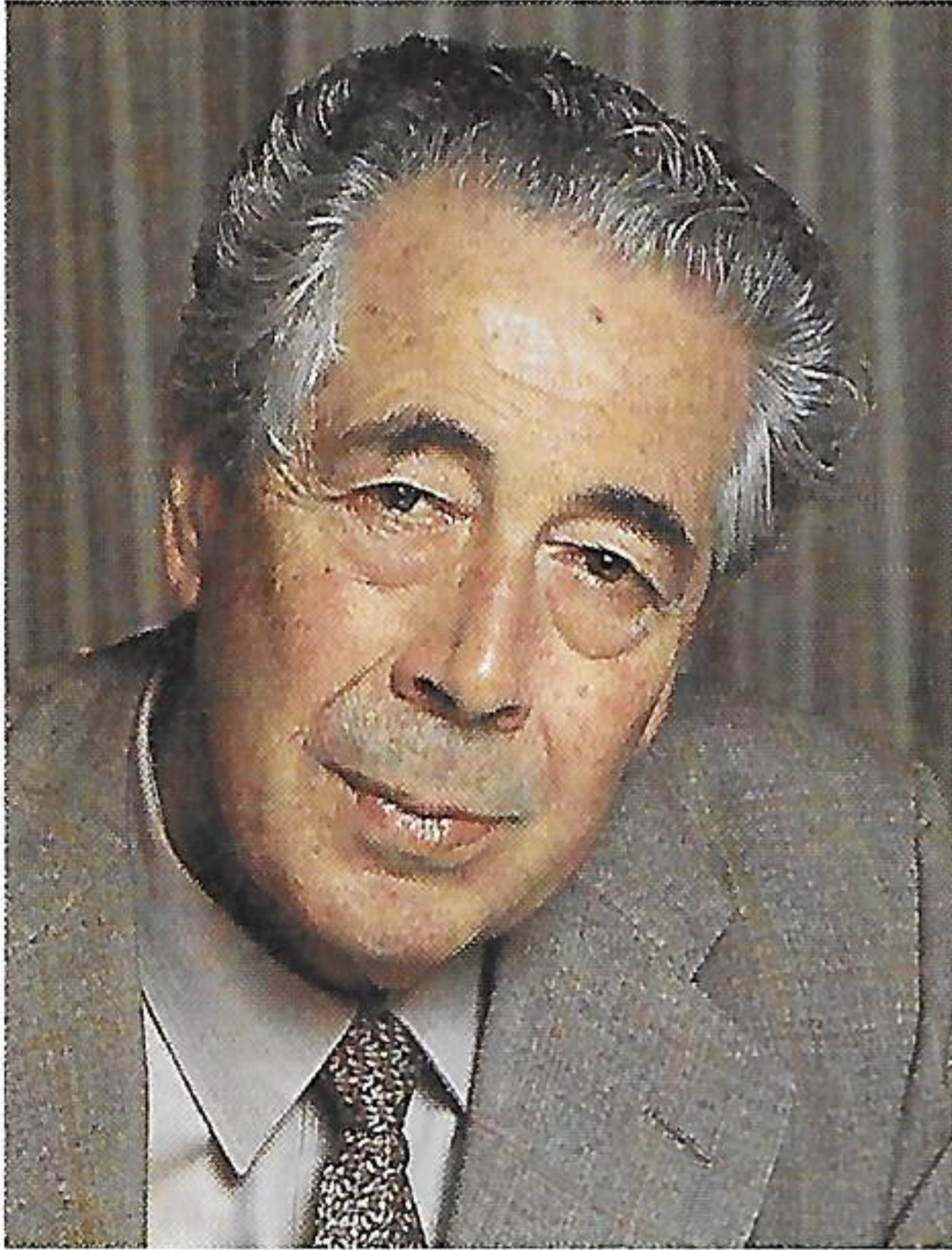
In 1982, Britain is still New Zealand's largest market for lamb — approximately 11/12 million carcasses of New Zealand lamb will be landed — a good part by the ACT Group — representing some 40-42 per cent of the total lamb consumption in the U.K.

A MAN FOR ALL SEASONS

When Harley J. O'Regan, Chief Executive of the ACT Group in Australia, retired at the end of May, another chapter in an already remarkable and distinguished career came to a close.

A remarkable career because it is punctuated with outstanding achievements in every field in which he has been involved, distinguished because it reveals a man with vision, high principles and truly Australian qualities of courage and determination with an ability to get things done.

On leaving college, Harley O'Regan went to work in the transportation business owned by his father. At the outbreak of World War II, he joined the RAAF and learned to fly, first in Australia, then in Canada and finally in



HARLEY O'REGAN

England where he joined the RAF Bomber Command and was awarded the Distinguished Flying Cross for his part in the South East Asian Theatre.

Returning home when the war ended, he went back to the transport industry and became a well known and sought after specialist in the haulage and placement of ultra-heavy plant and later in plant erection.

His boundless energies made him become involved in industry affairs — he was President of the NSW Road Transport Association, an active participant in the expansion of the Australian Road Transport Federation, he played an important role in the formation of the National Freight Forwarders' Association, he was a member of the Advisory Council of the Australian Roads Research Board, technical adviser on the Commonwealth Motor Vehicles Standards Committee and a member of the NSW Road Safety Council.

Then in 1966 came the turning point in his career which lifted him out of one section of the transport industry and

put him down firmly in the centre of another.

He was persuaded that he personally should play a part in the introduction of container shipping services to Australia and a few weeks later he was invited to become Chief Executive of Trans-Ocean Containers, the Australian Company which would represent the ACT Group in Australia.

The Australian organisation that did eventuate; the excellence of its administrative standards; the scope and high quality of the services it provides; and the reputation it enjoys are eloquent testimony to Harley O'Regan and his management team.

Despite the exacting demands of his job as ACTA's Chief Executive, he found time to participate actively in industry affairs, as he had done all his professional life. He served as Vice-President of the Australian Chamber of Shipping for a number of years and is still a Federal Councillor of that body;

he has been a member of the National Council of The Association of Employers of Waterside Labour and was one of the principal architects of the reconstruction of the Australian Stevedoring Industry in 1977.

In 1975 he was invited by the Minister of Transport to serve a three-year term on the Government's Transport Industries Advisory Council (his appointment has been renewed and he is still a member of that body) and he served terms as Chairman and Vice-Chairman of The Oversea Shipping Representatives' Association, the predecessor of the Australia-Europe Shipping Conference.

But even in retirement, as one would expect, Harley O'Regan does not plan to be idle. He is going to be doing formal study at Sydney University; he will undertake some business consultancy work; and has accepted an appointment as correspondent for a prestigious international transport journal.

CLOCKING UP GOOD TIME

Among the 18,000 people who took part in the Gillette London Marathon in May were a group of New Zealanders, including the oldest woman (67 years old) in the race.

Doing some last minute training along the route (The Mall near Buckingham Palace) were four New Zealanders under the watchful eyes of ACT(A)'s Tony Foreman (left) Manager of the PACE Trade, and Len Fiddock, General Manager Europe — Australia/New Zealand Service.

Front runner of the group is 68-year-old Frank Reynolds, Shipping Manager

of W.G. Robinson Limited of Wellington, leading wool buyers and exporters, who came to England specially to take part in the Marathon.

Shown with him in the photograph are three other Kiwis from the New Zealand High Commission in London who also took part in the event. They are (left to right) Colonel Evan Torrance, Military Attache; Group Captain Bruce Bygate, Air Attache; and Peter Rodger, First Secretary (Commercial) and Trade Commissioner.

All four runners completed the gruelling 26 miles plus with flying colours.



25 TONNES INTO 2 CONTAINERS WILL GO

A 25-tonne printing press has come back to the U.K., where it was manufactured, after 44 years in South Africa and it will continue to help keep people informed as it has done all its life.

The Hoe unit was originally built for the "Manchester Evening News" in 1935 and three years later it was sold to Robinson and Company, printers and publishers of the Durban morning newspaper, "The Natal Mercury". During the 44 years that Robinsons was its home, it has always been referred to as "the new press".

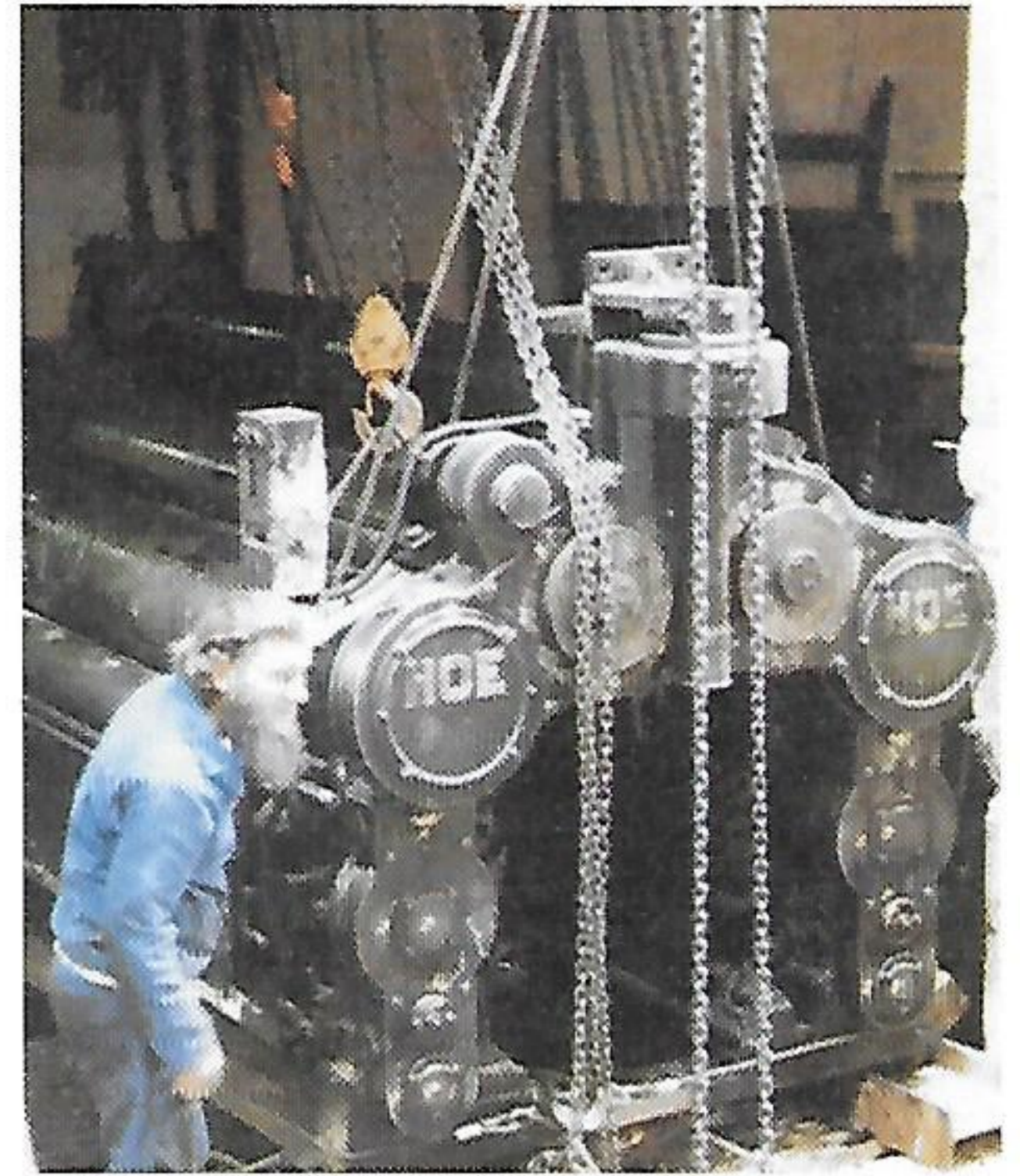
Due to be scrapped to make way for a modern printing press, it was salvaged at the 11th hour by Mr. P.A. Levy of London-based PAL Services, engineering specialists to the newspaper and allied industries. They are refurbishing the unit which will be used in printing a Yeovil (Somerset) newspaper and Mr. Levy says that he expects the press to

last another 30 years.

Ellerman and Bucknall, EHCL's South African representatives, were entrusted with the transportation of the huge machine. In order to remove it from Robinsons, a hole had to be knocked in the concrete wall of the press room and local rigging and transport were arranged by E & B.

The main unit was taken out by a crane and placed inside a 20-foot open top container with the associated parts being shipped in a 20-foot general purpose box. The two containers were appropriately shipped on EHCL's "City of Durban" to Southampton.

Once again EHCL has demonstrated the versatility and flexibility of its service. "If there is anything to be shipped to or from South Africa, we will find a way of doing it," emphasised EHCL's Sales/Marketing Manager John Mendum.



After a hole has been made in the concrete wall, the 25-tonne Hoe press is ready to be loaded into a 20-foot open top container to be returned to the U.K.

BOTTLED SUNSHINE FROM SOUTH AFRICA



Ready for transporting to the "City of Durban", the first bulk tank of concentrated orange from South Africa for the U.K. is being taken from Val-Orange (Pty) Limited's premises after loading.

The first bulk tank of concentrated orange from South Africa to the U.K. has been carried by EHCL on its containership, "City of Durban".

Shipped by Val-Orange (Pty) Limited of Port Elizabeth, the approximately 15,000 litres of comminuted orange concentrate were received in the U.K. by Val-Orange's agents, Messrs. S & S Services Limited of London.

During the months of August to September/October, orange concentrate is shipped from South Africa to the U.K., but up until the present trial shipment, it was generally moved in

plastic bloopack drums, loaded on pallets and carried in general purpose containers. With the bulk tank, no drums or pallets are needed and it has a larger capacity than a 20' general purpose container.

EHCL ensured that the strictest standards of cleaning and sterilisation of the tank were observed in accordance with Government recommendations before the concentrate was loaded into the liquid bulk container.

The tank was transported by ACT Services in Britain and the entire operation was right on schedule.

EHCL APPOINTS SOUTH-WEST REPRESENTATIVE

Mr. Malcolm Gowan has been appointed EHCL's Sales/Marketing Representative in the South-West Region.

Mr. Gowan joined EHCL from Pandora Limited where he worked for six years as Sales Representative covering the South-West Region and South Wales. He has had ten years' experience in shipping.

Married with two children, in his leisure time Malcolm Gowan plays league cricket for Cleeve, a small village near Weston-super-Mare where he and his family live.



MALCOLM GOWAN

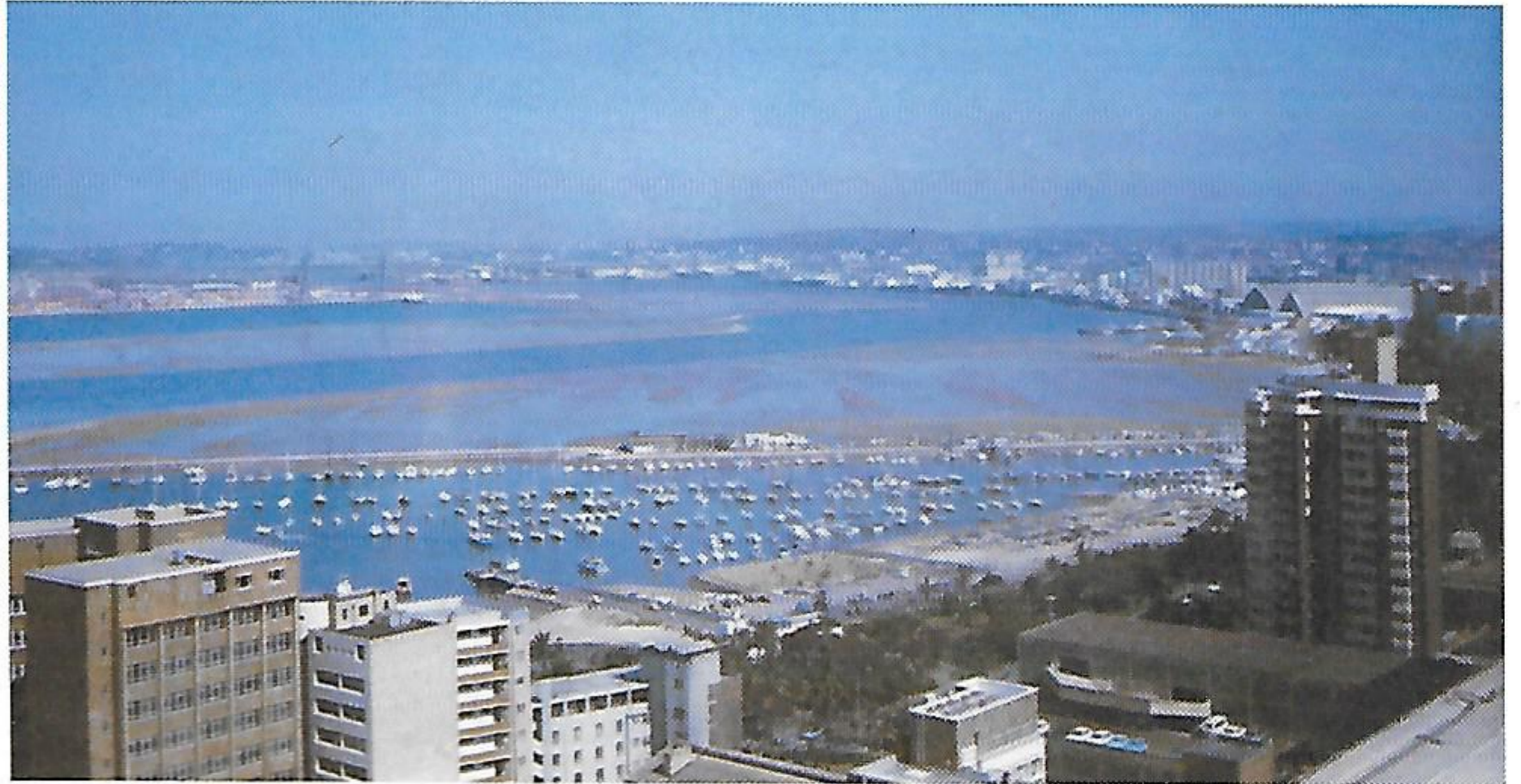
'MILLIONAIRE' CONTAINER TERMINAL

Durban is South Africa's largest port and it handles more than half the Republic's exports and imports. Ranked ninth in the world, approximately 20 million tonnes of cargo passed through the harbour in 1981.

The Container Terminal opened in July 1977 and on October 30, 1981, it handled its one millionth container.

Ellerman and Bucknall, (E & B), EHCL's representatives in Durban, have been instrumental in helping the Terminal reach its "millionaire" status and have kept a "close eye" on its operations from their 12th floor offices, which command a panoramic view of the harbour and the beach front as well.

Following the opening of the Eastern Sea route by the Portuguese in the 15th Century, the South African coast



A beautiful panoramic view of the port of Durban, the harbour and the beach as seen from the 12th floor offices of Ellerman & Bucknall, EHCL's representatives in Durban.

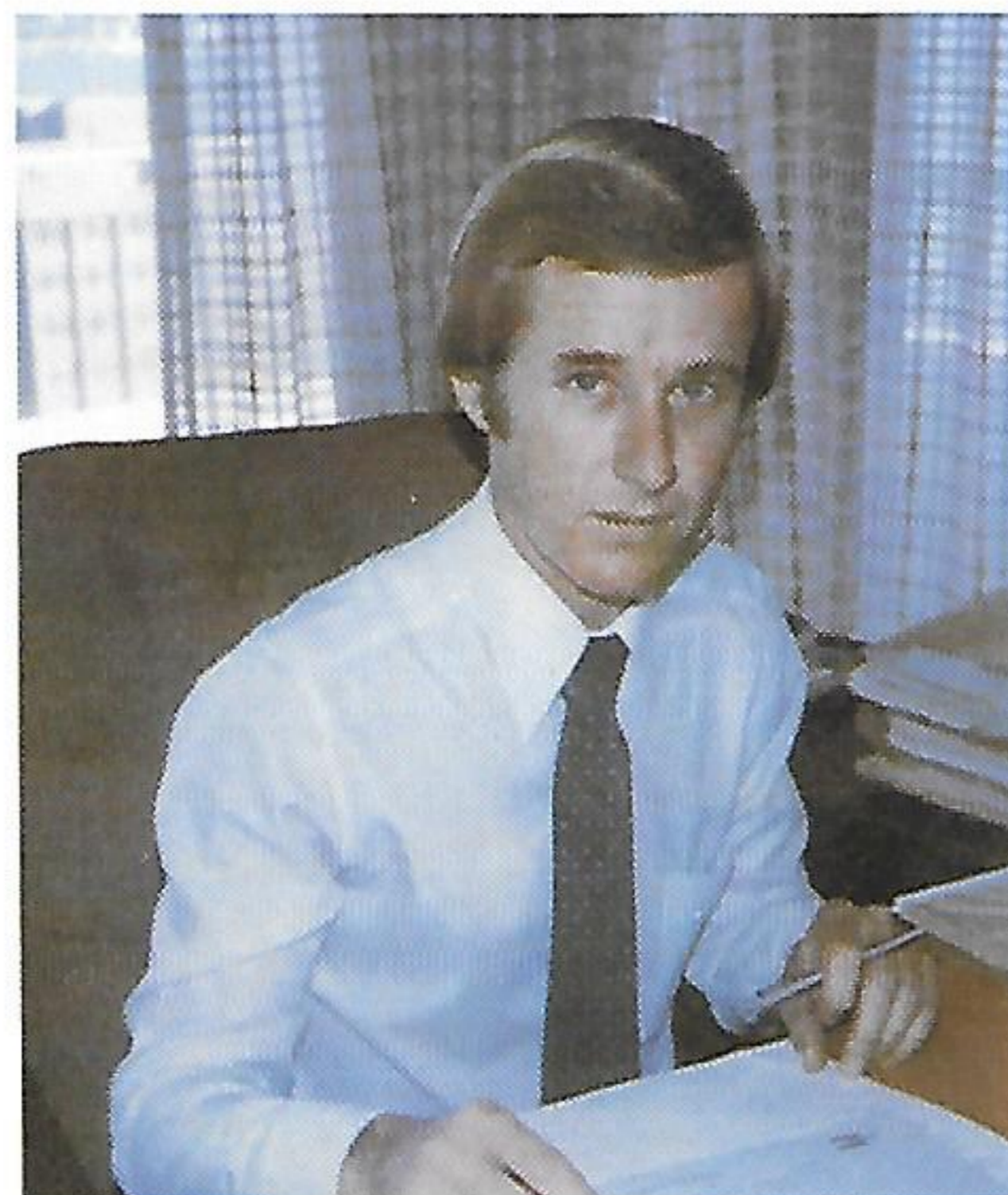


Part of the team that helps keep things flowing smoothly at E&B's Durban operation, which supervised 11,000 export and 11,500 import containers during 1981. They are (left to right) Kay Naidu, Barry Higham, Meryl Bartleet, Don Fowler (Sales Manager) and Liz Bentley.

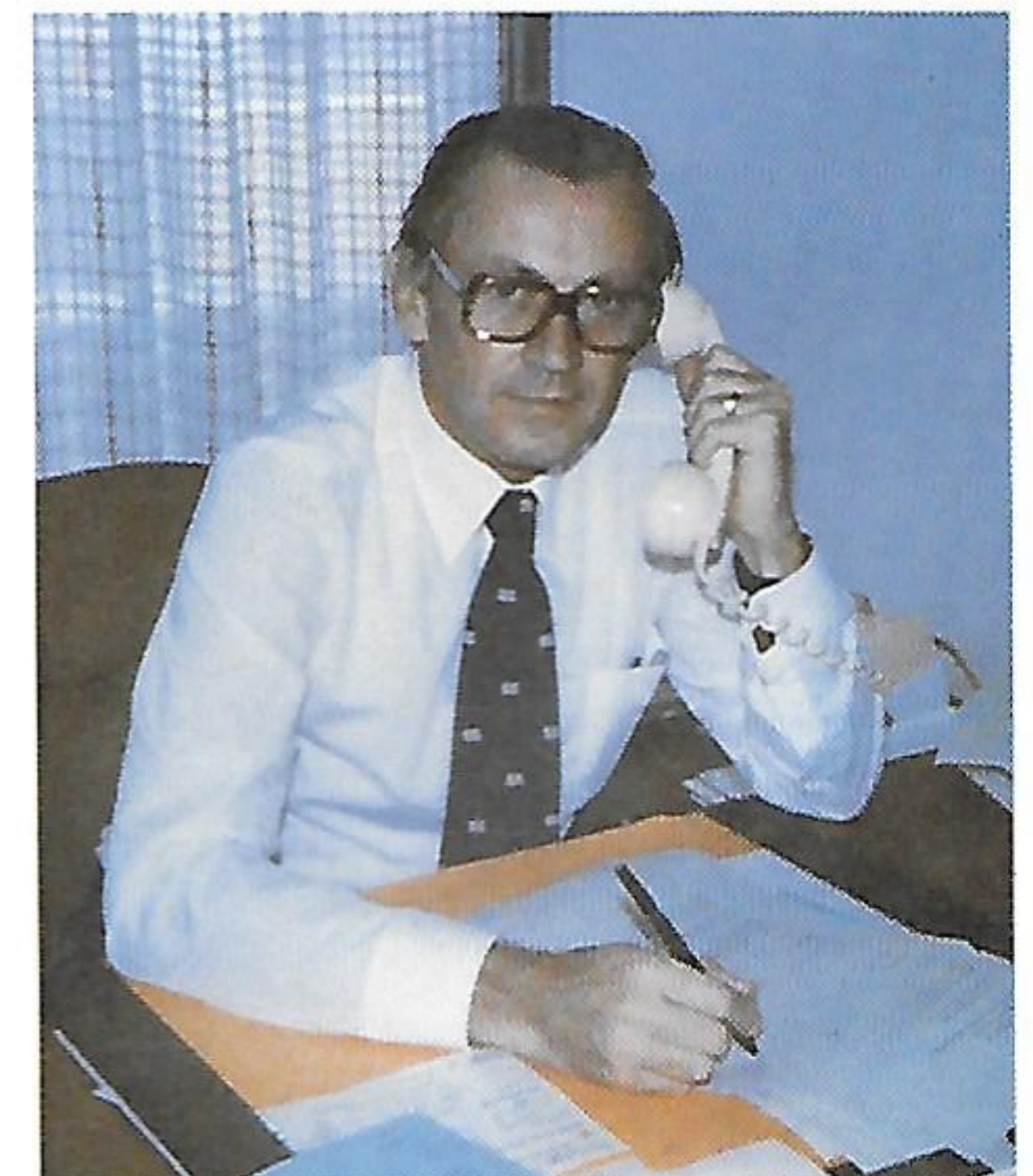
played a very important role in ensuring the safety and welfare of mariners. It provided opportunities for replenishment of stores and rest for the crews. Thus, voyages to and from the Far East and Europe became less dangerous.

Vasco da Gama is recorded as being the discoverer of "Terra Natalia" (hence Port Natal) in 1497 although the first permanent settlement was not established until 1824. It was subsequently re-named "D'Urban" after the Governor of the Cape, Sir Benjamin D'Urban.

Today Durban's 72 berths stretch over 15½ kilometres and are served by 200 electric cranes, three floating cranes and rail tracks covering 290 kilometres. Other facilities include a coaling terminal, bulk storage and handling, sugar terminal — boasting the largest storage capacity in the world — and the



The team is headed by Bob Smith, Regional Manager...



...and he is ably assisted by Vic Bumberry.

Container Terminal at Pier 2.

E & B's team is headed by Bob Smith, Regional Manager, assisted by Vic Bumberry with Don Fowler, Sales Manager, and Kay Naidu and Barry Higham offering additional sales expertise. Meryl Bartleet and Liz Bentley provide valuable back-up and support.

The remainder of the 60-strong staff contribute essential knowledge and administrative skills.

The success of E&B's team is reflected in the fact that 11,000 export and 11,500 import containers were supervised by the Durban office during 1981.

But it's not all work and no play at Durban with its all-year-round Summer weather, beautiful beaches for surfing and swimming and health-giving holiday resorts in the nearby Drakensberg Mountains. In fact, it's "just what the doctor ordered" when the demands and excitement of the shipping world become a little too much.

WHEN A TRIO IS REALLY A QUINTET

Ten years ago the Trio Service — in which BLC is one of the partners — inaugurated its service between Europe and Asia. Today, Trio's fleet consists of 20 container ships calling at terminals in Europe and the Far East.

Trio gets its name from the three national flags of its members and is a consortium of five lines — two from the U.K., one from Western Germany and two from Japan.

Before the Service got under way, the Trade was served by about 120 general cargo liners calling at conventional ports. Over the past ten years, these have largely been replaced by third-generation container vessels including BLC's own "trio" of giant ships: "City of Edinburgh", "Benavon" and "Benalder".

The first regular ports of call were Tokyo and Kobe in the Far East and Hamburg, Rotterdam and Southampton in Europe but Bremerhaven was soon added followed by Singapore, Hong Kong, Kaohsiung and Port Kelang. Services were later extended to Le Havre, Manila and Bangkok and direct calls to Busan were begun in 1978, which had been served by a feeder service through Kobe prior to that time.

In the first ten years of its operations, Trio carried a total of nearly four million TEU's and almost 10,000 calls were made at the various ports. Some 70 million tonnes of freight were transported in the first decade and Trio



The "City of Edinburgh", one of a trio of giant BLC containerships, loads at Southampton, one of its regular ports of call on the Trio Service between Europe and Asia.

has established a firm basis from which to look forward to the next ten years of successfully serving customers.

The passage time between Tokyo and Europe — a distance of more than 11,000 miles — is 21 days, 9 hours. It normally takes about 30 hours to transit the Suez Canal (see article on page 2). The passage time between Le Havre and Port Kelang — a distance of almost

8,000 miles — is 16 days, 17 hours.

During its first ten years of successful operation, Trio has shown just what inter-line co-operation — based on a large pooled fleet — can achieve in building up business and providing a regular, reliable and frequent service to customers, while at the same time maintaining a keen spirit of competi-

A LOOK AT OPERATIONS

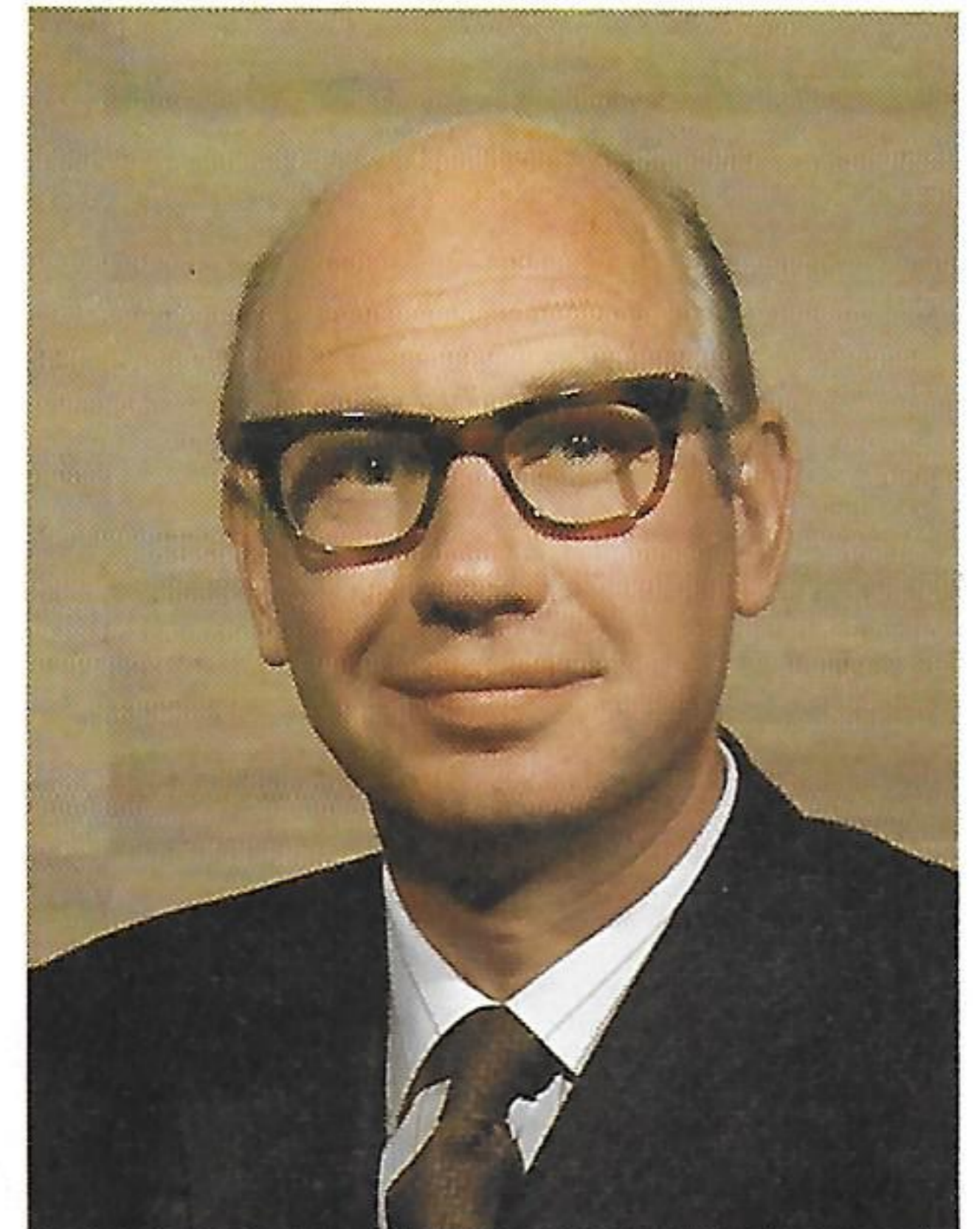


A group of BLC customers visited the containership "City of Edinburgh" during one of her regular calls at Southampton Terminal, to have a look at the operational phase of the business.

In the photograph, an explanation is given by Derek Hume (foreground), BLC Terminal Manager at Southampton, to (left to right) B. Hawkswell of Express Boyd; N. Hanyu from C. Itoh; S. Brunt, Killick Martin, London; K. Williams, N.A.A.F.I.; R. Nelson, Killick Martin, London; T. Wright, Inchcape; I. Streeter, Angus Fire Armour; D. Walsh, Herbert Watson; T. MacDonald, Balfour Beatty; Richard Thomas, Esso Chemicals; R. Hayward, Killick Martin, Southampton; M. Muto, Marubeni Corporation; N. Howe, Paterson Simons & Ewart; and M. Brown, Crown Agents.

WILLIAM THOMSON NEW CHAIRMAN OF BEN LINE

Mr. William R.E. Thomson has been elected Chairman of The Ben Line Steamers Limited and Ben Line Containers Limited, succeeding Mr. M.F. Strachan on the latter's retirement.



WILLIAM R.E. THOMSON

CAPTAIN BLYGH'S EPIC VOYAGE

On 28th April 1789, Captain William Bligh and 19 loyal shipmates who did not take part in the mutiny aboard the "Bounty" were put to sea in the ship's longboat by Acting Second Lieutenant Fletcher Christian and the other mutineers.

Captain Bligh safely sailed the small boat 4,000 miles across the Pacific to Timor.

When the British cinema director David Lean proposed to make two films, one about the "Bounty" and the other of Captain Bligh's epic voyage, a replica of the "Bounty" was constructed complete with an exact reproduction of the longboat. The films have been postponed, but the longboat has been donated to the Exeter Maritime Museum in

Powderham Castle is entitled, "William Bligh, extraordinary seaman" and includes hundreds of objects which have been collected from descendants of Captain Bligh and from other sources, which have never been placed on display before. The present Countess of Devon is a direct descendant of Captain Bligh's daughter Mary.

History has dealt rather harshly with Captain Bligh, often portraying him as a cruel and sadistic villain, an image continued by Charles Laughton's portrayal of Bligh in the 1930's film with Clark Gable as Fletcher Christian, the hero of the film. The 1950's remake with Trevor Howard as Captain Bligh and Marlon Brando as Christian was much the same with violence, flogging and



A few days before the opening of the William Bligh exhibition at Powderham Castle near Exeter, the longboat (in background) arrives and Captain Bligh's telescope is admired by the Earl of Devon (second from right) and Stephen Walters (left) who organised the event. Looking on are (left to right) the son and daughter-in-law of the Earl of Devon, Lady Devon — a direct descendant of Captain Bligh's daughter Mary — and Les Kingdom, ACT(A) Sales Representative.



The longboat is unloaded from an ACT container at Orsett Containerbase near London and is inspected by (left to right) Mr. Stephen Walters, Director of Smith and Grace (Sales) Limited of London, who handled the paperwork for bringing the vessel from Australia; Mr. Sam Garnett, ACT(A)'s Regional Sales Manager, Southern Region; Mr. Dennis Hurrell, ACT Services Cargo Superintendent; and Mr. Vernon Pearce, Commercial Manager (Imports), ACT Services.

Devon where it will be housed permanently following an exhibition at Powderham Castle, Kenton, Exeter from May until September 1982.

This time the long voyage back to the U.K. was a smooth one without danger as it was carried in a 40' container by ACT(A) on one of its modern container-ships. The longboat, 23' long, 6'9" wide, 2'9" deep and weighing just under two tonnes, was featured on the "Blue Peter" programme on BBC Television shortly after it arrived in Britain.

The route taken by ACT(A)'s containership was rather more direct than that taken by Captain Bligh when he went through the Great Barrier Reef off the coast of Australia, past New Zealand, discovering the Bligh Islands en route to the New Hebrides, through the Arafura Sea, on to Timor and, finally back to the U.K.

The exhibition being held at



Permanent home for the "Bounty's" longboat will be the picturesque setting of the Exeter Maritime Museum in Devon.

sadism the order of the day.

However, more recently, historians have been reassessing the "Bounty" mutiny and those involved in it and it seems all may not be as we have often been led to believe, with the black not so black and the white not so white.

In any case, few would fail to recognize the tremendous navigational skill and courage displayed by William Bligh on his epic voyage in the "Bounty's" longboat.