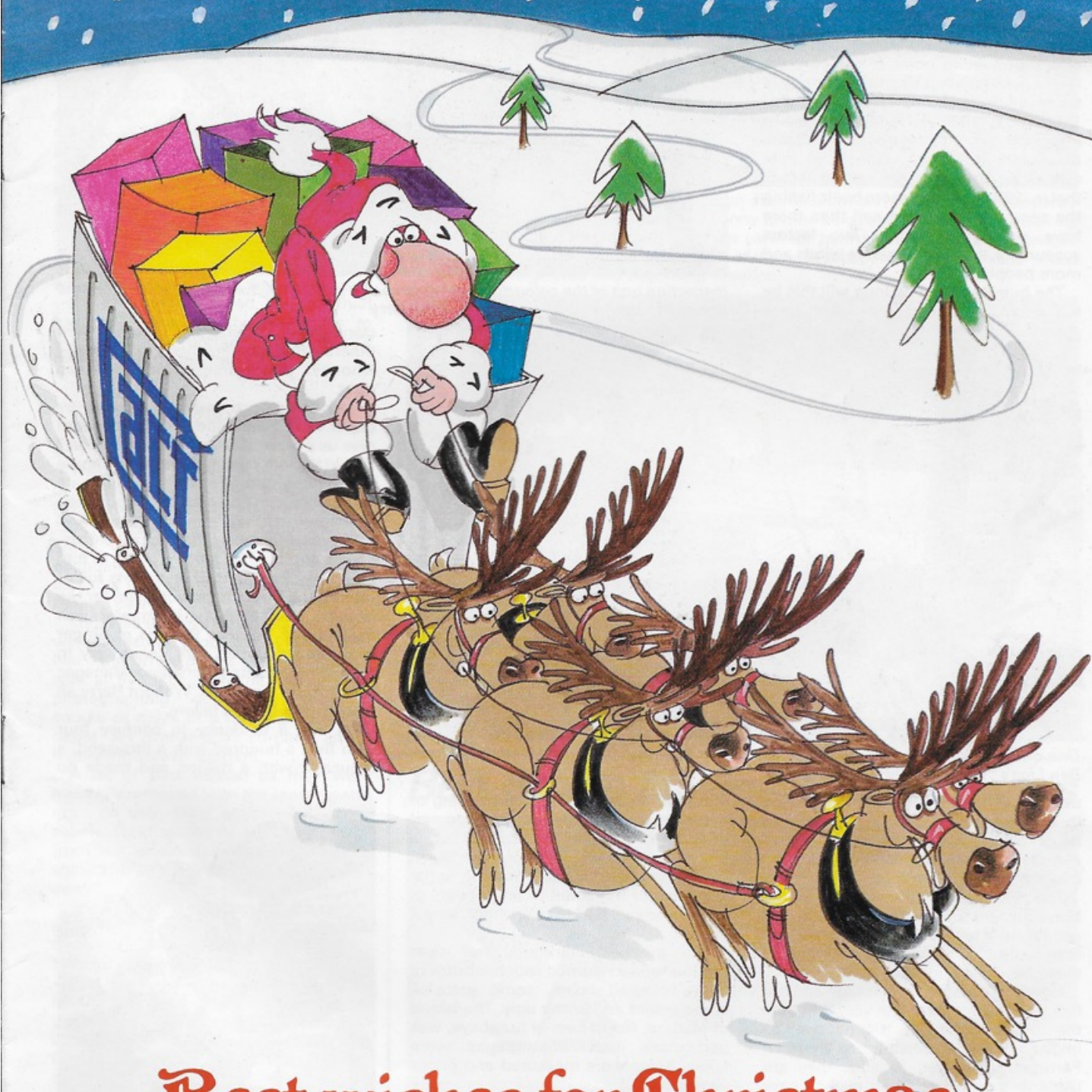


act

news

WINTER 1988/89



Best wishes for Christmas
and the New Year



BOAT-HUNTING IN INDONESIA

By David Goddard
Director, Exeter Maritime Museum

Just as there are certain corners of the world that are good for birds or for butterflies or temples or skyscrapers, so there are good corners for boats, and one of the very best of these is – or was – Portugal. Another *is* Indonesia, but how soon will it be *was*?

Portugal was good because it was not only a good jumping off point for the Americas (the Portugese still fish the Newfoundland Grand Banks), but it was also the meeting point of the very different boat-building traditions – those of the Mediterranean and Northern Europe.

The many islands of Indonesia are also a meeting point and perhaps the centre of creation for many aspects of boat evolution. Another more certain fact is that in 1980 there were more boats fishing the seas off Java using sail than there have ever been before. Two factors account for this – good gentle winds and more people to feed.

The question is: How long will this be the case? Ten years, a hundred or a



Inspecting one of the colourful Indonesian boats is the Director of the Exeter Maritime Museum (right) with the indispensable Harry.



One of the Indonesian janggolans for the Exeter Maritime Museum is unloaded from Ben Line's "Benalder" at Southampton.

thousand? No one can be sure. Suffice it to say that four of the eight Portugese boats that were plentiful enough 15 years ago when the Exeter Maritime Museum bought them, are now extinct.

The Portugese have to thank the Museum and Ellermans for this timely act, for their own museums have shown little inclination to preserve examples of these beautiful and fascinating craft.

Now it is the turn of Ben Line and the Indonesians, for, although very different, the boats of these islands are as important and as beautiful as those of Portugal. Important, because they are likely to be the last of an evolutionary process that has gone on for thousands of years, but which the engine and man-made materials are bringing to an end; and beautiful...well, look at them!

In 1983 the Director of the Exeter

Maritime Museum, with the blessing of the Indonesian Embassy in London and a nod from Edinburgh, set off on a reconnaissance of the coasts of North Java, Madura and Bali to find what remained of the small working boats of these islands – and to his delight, struck gold.

The beaches, harbours and river mouths were crammed with hundreds of gaily coloured boats, some graceful, some quaint and some ugly. The island of Madura, North-East of Surabaya, was particularly rich. Photographs were taken, boats were measured and prices were asked.

Much advice was sought, not only from the builders and fishermen, but also from important people like Ben Line's Rod Ramsay in Jakarta. Although there were those who recommended a covert and

clandestine operation, there were others – Rod among them, of course – who said "play it straight", and they were right.

Reconnaissance was followed by paper work. Would the Science Museum give us a grant of 50 per cent of the cost? Would the Indonesian Government agree to the departure of eight different boats to a museum in England? Yes. Would Ben Line agree to bring them to England? And again yes. These were the three essentials.

With the help of a ticket given to him by Cathay Pacific and his pockets full of money, the Director set out again for the islands. This time an interpreter was needed and Douglas Barrons of Singer in Surabaya agreed very generously to release his Assistant Personnel Manager, Harry. Harry was great. Without Harry all would have been a failure.

He had a tendency to confuse four with five, a hundred with a thousand, a thousand with a million and made no



There always seemed to be an "audience" during the negotiations in Indonesia.

attempt at all with such unnecessary complications as ten thousands and hundred thousands.

But Harry knew how to negotiate. There were flies all over the place but none on Harry. Luckily there didn't need to be because, unlike ourselves, the fishermen of Java seem to have no great sentimental attachment to their boats. If the price was right, they would sell.

So while the Director sauntered casually down to the beach, Harry would fill his boredom by chatting to the chaps, and sooner or later with the idlest of curiosity and the sharpest of ear would ask about the price of these boats these days... "and new"? Fortified with this information he would return to the Director, who by then had chosen a likely boat.

The business was brisk, figures were scratched in the sand to adjust the number of noughts, hands were shaken and both parties set off together to find the village head-man. Receipts were stamped, sweet tea drunk, children giggled and the old men of the village wore their sagest brows.

Lest any should change their mind, those left with the boat were charged with demolition – most were outriggers – and carriage to the road. The boat then needed a lorry for the 100 miles to Surabaya. "No problem" was Harry's byword and there wasn't any.

MORE NEGOTIATING

The number plates on the lorries tell of its town of origin. In 10 minutes, or two hours, along would come an empty "SA.....", the letters for Surabaya. A well-timed yell as it thundered by, more negotiating – with the boot on Harry's foot this time, as the driver was always keen to carry.

This was the invariable routine. There were indeed no problems... Well, one or two – the arrest of the Director and his wife at five o'clock in the morning for photographing, apparently within a couple of miles of a naval ammunition depot. An over-zealous corporal and a highly inquisitive adjutant.

A lot of film wasted as they were hurriedly removed from the cameras and replaced with clear ones to allay suspicion. The flashing of the magic letter from the Indonesian Government, full-some apologies all round, sweet tea and away.

So, several times, late in the night, exotic boats – exotic to us, standard to them – trundled into Agung Rahardjo's Yard for onward shipment to England.

And Ben Line was magnificent and not for the first time. We hope they will join us in a party – the opening of the Ben Line Collection of Indonesian Working Boats. A collection of jewels of great beauty.

They should be ready for late Spring or early Summer 1989. We much look forward to seeing all the readers of "ACT News" then and many, many thanks to Ben Line.



Partial view of the Exeter Maritime Museum. The museum is a result of David Goddard's dream in 1963 of creating a lasting testimony to man's skill and ingenuity by gathering working boats from the far corners of the earth for permanent display in the unique setting of the old warehouses and vaults of the once prosperous port of Exeter which were largely neglected and becoming derelict.



Restoring an Indonesian boat before it is put on display are Director David Goddard (left) and one of the many enthusiastic volunteers who give freely of their time.

Ben Boxes Navigate Instruments

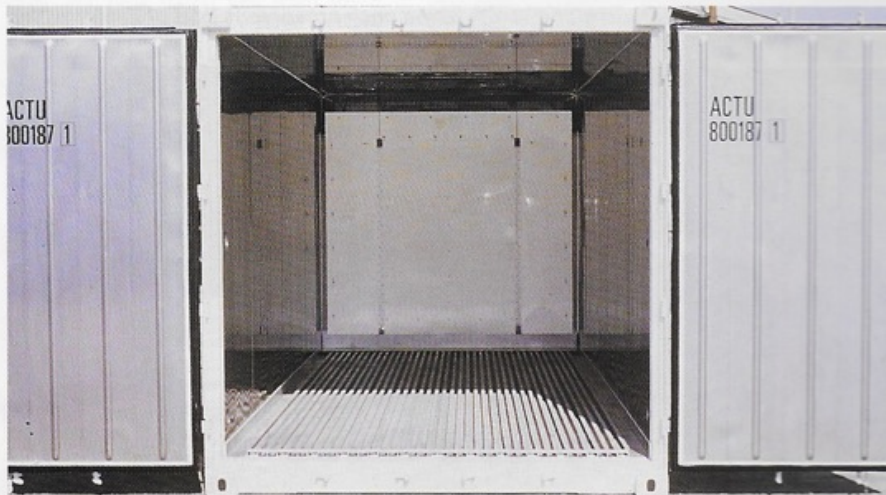


Ben boxes are pictured in Jeddah going by one of the impressive modern monuments that decorate the roadway junctions there. No chance of the drivers getting lost here.

NEW CONTAINERS FOR ACT(A)



New integral reefer container ready for shipment from Inta Eimar in Spain.



The interior of the containers is all high grade stainless steel and they have full width and height square doors for ease of loading and maximum utilisation of cargo space.



An integral container arrives at the Shipowners Refrigerated Cargo Research Association (SRCRA) at Cambridge for testing and is inspected by (left to right) Jim Mansfield, Robert Heap and Robin Scrine of SRCRA.

A total of 1600 aluminium clad 20-foot insulated containers are being put into service by ACT(A) as part of the Company's continuing fleet replacement programme.

The containers, manufactured by Inta Eimar of Zaragoza, Spain, consist of 1500 insulated port-hole containers and 100 integral reefer containers.

At the same time ACT(A) has introduced 310 Marine Clip-On Units (MCOUs) into service. These units, manufactured by Seacold in Singapore, are primarily for use in providing additional on-deck refrigeration aboard ACT(A)'s fleet of purpose-built cellular vessels. Seacold also supplied the integral machinery.



One of the new advanced Marine Clip-On Units manufactured by Seacold in Singapore for ACT(A).

The new reefer boxes are being used by ACT(A) on its trades between Australia and New Zealand and the UK/Continent as well as on its North American East and West Coast services. They join ACT(A)'s fleet of more than 10,000 refrigerated containers, over 850 MCOUs and a total fleet of some 22,000 containers.

The present construction contract will be completed in May 1989 and a further order for one thousand more reefer containers is expected to be placed by ACT(A) in 1989. "This is clear evidence of our long-term commitment to the Australian and New Zealand trades," said David Parsons, Operations Manager (Equipment Resources), of ACT(A).

The new integral containers are designed to be fitted with a controlled atmosphere system at a later date and the new insulated boxes are to be used for reefer cargo Northbound and Southbound and, where feasible, for general cargo Southbound.

The containers have a galvanised steel frame with a riveted smooth aluminium outer cladding and the interior is all high grade stainless steel. They have full width and height square doors for ease of loading and maximum utilisation of cargo space. The containers have been built with extra protection which should minimise damage, including 6mm headers running the full width of the container and double plates for the bottom of the boxes.



A new 20-foot container and Marine Clip-On Unit are inspected by David Parsons (left), Operations Manager (Equipment Resources), of ACT(A), and Edmund Brookes, Head of Technical Services, of ACT Services.

The new boxes and MCOUs have been tested extensively by the Shipowners Refrigerated Cargo Research Association (SRCRA) at Cambridge, with whose work ACT(A) has been involved for many years.

On tests carried out, the new units have proved capable of holding a 70 degree Centigrade temperature difference. The MCOUs are specifically designed for carrying chilled cargo with high air flow and very tight temperature control: ± 0.25 degrees Centigrade.

The new refrigeration units are energy efficient with low power consumption and have the advantage of spares compatibility between clip-on and integral units, thus reducing the need for multiple stocking of spare parts. They are also fitted with modern electronic controllers which it is possible to modify to Electronic Data Recording and also, looking to the future, can be fitted with Remote Reefer Monitoring equipment.

ACT(A) Joins New Consortium

ACT(A) has agreed to join a new consortium, Australia New Zealand Europe Container Service (ANZECS), with effect from 1st January 1989, for a period of five years.

ACT(A) will continue to market its services independently, with its own UK sales force and agency network in Europe.

The seven members of the new ANZECS consortium see these arrangements as a major step towards securing continued stability in the Trade, enabling them to maintain a first class service to customers.

ACT(A) and its conference partners have also announced an increased number of direct calls to Adelaide.



In the photograph above Jim Mansfield (right) of the Shipowners Refrigerated Cargo Research Association (SRCRA), and Bob Banks, Refrigeration Engineer, of ACT Services, measure air speed in one of the new containers in a test chamber at SRCRA, while in the photo below Jim Mansfield checks a print-out of thermal test data.



CONTRACTORS AT HOME AND ABROAD

One of the world leaders in civil engineering construction, Kier Limited, the contracting division of Beazer plc, is involved in projects around the globe.

The Company was recently awarded a multi-million pound contract for the construction of a passenger terminal and control tower at Belize International Airport in Central America and Kier is calling on Harrison Line to carry large amounts of material and equipment for the project.

The 2,400 square metre two-storey terminal complex at Belize includes a 1,000 square metre restaurant, a shopping centre and security and customs facilities. The terminal will be linked to a 20 metre high control tower; completion of the contract is scheduled for early in 1990.

Kier has been building airports since the 1940s and during this period it has



Kier won a contract for a 95-metre long immersed tube outfall at the Castle Peak Power Station in Hong Kong against keen Japanese competition. Ben Line has been involved in carrying equipment for the Castle Peak B generating station in Hong Kong for several years.

completed many notable contracts, including much of Heathrow's administrative and operational infrastructure; it has been Construction Managers for the new North Terminal at Gatwick; and the Company is working on the new terminal building at Stansted, London's third international airport.

Kier has also completed two international airports in Africa and one in Mauritius. However, airports are just one area where the Company has international expertise - it has been involved in civil engineering construction work in the fields of road and rail transport; hotels; water and sewage works; gas, oil, nuclear, hydro-electric and other energy schemes; mining and mechanical erection and marine related projects, including container terminals and dock and harbour facilities.



A major project carried out in Kenya by Kier is the 51-kilometre long, all-weather Thuchi-Nkubu Road which traverses the Eastern foothills of Mount Kenya and provides access throughout the year into this important tea and coffee producing area, where transport was previously disrupted during the two wet seasons each year.

Kier Limited has its own subsidiary companies and representatives abroad, and in the Caribbean and East and Central Africa it has become one of the most successful British contractors and as such is a major exporter of British goods and services.

It all started over 60 years ago when Olaf Kier left his native Denmark to spend one year in England, one year in France and one year in Germany to learn

to speak the languages whilst waiting for the depression to end in Denmark. He never got to France and his stay in England became a story of achievement both in the UK and overseas with the company he founded.

Olaf Kier worked with Christiani Nielsen during his first six years in England before joining up with another expatriate engineer, Peter Lind, to form their own contracting firm of J. Lotz and



A 335-metre long container berth at Port of Spain, Trinidad, was built by Kier on steel piles with precast and in situ concrete decking. The berth, together with six hectares of storage area, increased considerably the container handling capacity of Port of Spain docks. The Harrison Line M.V. "Author" is pictured coming into port.

Kier, with £500 and an office in Stoke-on-Trent, on the not too auspicious date of 1st April 1928.

The Company specialised in reinforced concrete design and construction and increased in size and diversity of jobs which it handled – gas works, grain silos, water works, road and bridge works were all undertaken before World War II.

During the war defence works predominated and then in 1945 Kier, with other partners, undertook the immense task of re-building the devastated Port of Rotterdam. When this project was completed, the Company, together with partners, went on to build the Owen Falls Dam and Power Station on the White Nile in Uganda.

In the 1950s Kier continued its tradition of marine work with oil jetties at Canvey Island, Killinghome and Iran. It contributed significantly to the development of Britain's North Sea oil resources as a major partner in the civil engineering works on the Sullom Voe Oil Terminal in the Shetland Isles.

Kier has long been recognised for its technical excellence and know-how and its annual turnover now exceeds half a billion pounds. This has been achieved through recruiting, training and retaining the very best in professional construction staff.

Kier has worked in more than 40 countries and is continually seeking new markets and opportunities. Member Lines of the ACT Group are often called upon to ensure that material and equipment arrive on site safely and on time at destinations around the world.

Discussing plans for shipping material and equipment to Belize, at Kier Limited's head office in Sandy, Bedfordshire, are (left to right) Charles Hurst, Harrison Line Sales Executive; Ted Drake, Shipping Manager of Kier; and Dan Beckwith, London Marketing Manager of Harrison Line.



Containers being unloaded by deck gantry crane onto barges at Belize, carrying equipment for the new Kier airport contract. Belize is a lighter port and ships anchor 4½ miles offshore.



In the photograph at left, Neil Millward (left), Project Manager for Kier on the Belize Airport contract, discusses progress with Andrew Duncan, General Manager of Belize Estate and Produce Company, who have been Harrison Line agents there for many years, while in the photo at right work is begun on laying foundations.



Equipment for the Belize Airport project being loaded at Jonen Shipping near Epping in Essex, is checked by John Babbs, Warehouse Manager, and observed by Paul Newman, Director of Jonen, and Jane Ellis, Harrison Line Sales Executive.

MANY A FRUITFUL LOAD



Hand-picking of apples is still a regular feature in South Africa, helping to maintain the high quality of the country's products for the world markets.

The first successful shipment of fresh fruit from the Western Cape of South Africa took place almost 100 years ago, in 1892. The shipment was 14 trays of peaches.

They were shipped in a primitive refrigerated unit from Cape Town to London – and a "fruitful" trade was established. These first peaches were consumed at a meeting of representatives of the British Empire, now the Commonwealth.

In those early days fruit was delivered by horse and cart down to the Cape Docks for loading. There have been some remarkable changes in the transportation service since those days, both on land and at sea.

MAJOR BUYERS

Today, Unifruco in Cape Town, acting on behalf of some 1500 fruit growers, ships approximately 30 million cartons of fruit annually to export markets around the world, with the UK and Europe being the major buyers.

Special vehicles deliver the fruit quickly into Cape Town and during the height of the season as many as 250 truck loads are delivered per day. A modern cold storage depot within the harbour keeps the fruit in perfect condition until it is ready to be containerised.

Over 30 per cent of Cape fruit is exported by containers, with EHCL being one of the principal Lines used to ship it to the UK/Continent, and the rest goes as palletised cargo in refrigerated vessels.

The fruit, which includes peaches, apricots, pears, apples, grapes, plums



A lorry load of grapes about to start the journey to Cape Town Harbour.



A group of EHCL containers waiting their turn to be loaded with fruit in South Africa. Devils Peak and Table Mountain can be seen in the background.



A Unit Train makes its way through Mitchells Pass (photograph at left) carrying fruits from Ceres to Cape Town. In the photograph at right EHCL fruit boxes ready to be loaded in Table Bay Harbour on another leg of their journey to Europe.

and nectarines, comes mainly from the Western Cape with Elgin (36 per cent) and Ceres (22 per cent) being the most important production areas.

In some areas fruit is also containerised at the point of production and the containers are then transported by train to Cape Town to be loaded aboard ship.

Production according to market demands is of primary importance and Unifruco assists the growers with guidelines on planting, harvesting and handling the products. Very strict quality control ensures that the Cape fruit is of the highest standard.

Over 230,000 people are employed in the fruit industry in the Western Cape alone. These employees and their families total 1.2 million people, all of whom are dependent on the fruit industry and its export markets.

In addition to the traditional fruit, Unifruco are turning their attention to the more exotic fruits which are finding greater appeal in the UK and Europe, e.g., pineapples, melons, kiwi fruit and avocado pears.

EHCL, through their agents Ellerman & Bucknall Pty. Limited in South Africa, work very closely with Unifruco to provide the best possible service for the shipment of fruit to the UK and Europe.



A typical London fruit vendor selling a wide variety of South African fruits, which are much in demand in the UK and Continent.

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BEN
LINE

ELLERMAN
LINES

CUNARD
STEAM-SHIP
COMPANY

HARRISON
LINE

BLUE
STAR
LINE

EHCL HELPS DEMONSTRATE BOSS

The Lancer Boss Group has changed its company name and trademark to "Boss" and to announce the change and to demonstrate its newest range of lift trucks, an Open Day was held at the Company's premises at Leighton Buzzard, Bedfordshire.

Boss asked Ellerman Harrison Con-

tainer Line (EHCL) to provide a number of 20-foot and 40-foot containers for the demonstrations, which EHCL was happy to do. It was an opportunity for considerable publicity and EHCL, one of Britain's leading container shipping Lines, was in good company with one of the world's top lift truck companies.

In the photograph at left, discussing Boss' container lifting equipment during the demonstration are Michael Partridge (left), EHCL Sales and Marketing representative, and John Loseby, Senior Applications Engineer of Boss, and in the photo at right, a view of some of the EHCL containers on display.



SENDING AID TO MOZAMBIQUE

When Christian Aid put out a call in the UK for help for the people of Mozambique, who are suffering from Civil War and natural disasters, the response was overwhelming.

Recently a shipment of six 20-foot containers loaded with blankets, clothing, fishing equipment, etc. – which had been collected and was being shipped by Lifeline Relief and Development Services International Limited on behalf of Christian Aid – was loaded at Southampton by Ellerman Harrison Container Line (EHCL) for shipment to Mozambique.

Among the items were some 30,000 capulanas, a type of cloak worn by the women of Mozambique, which had been made by Christian Aid groups around Britain as part of the drive to help the people of that country.

In the photograph, shortly before the shipment is loaded aboard the "CGM Ronsard", one of the capulanas is inspected by (left to right) three ladies from the local Christian Aid group; Ian Rankine, Shipping Manager of Lifeline Relief and Development Services International Limited; Rev. Cliff Warren, Christian Aid representative for the Southampton area; Chris Davies, Operations Manager, Barry Collins, Sales and Marketing Manager, and Steve Dougal, Assistant Operations Manager, of EHCL; Ted Coyne, Commercial Manager, and Eric Russell, Southampton Terminal Regional Manager, of ACT Services.



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TOURIST SUBMARINE FOR JAPAN

Ben Line has been lending a helping hand to Japan's flourishing tourist trade. It recently transported a passenger submarine which is to be used for observing the underwater marine world in the seas off Japan.

This leisure submarine has been designed specifically for the tourist market and can carry 46 passengers and two crew on sight-seeing expeditions

beneath the sea to a maximum depth of 75 metres.

Manufactured in Finland by Oy Laivateollisuus Ab and shipped from Turku via Hamburg and on to Japan by Ben Line, she was loaded in Hamburg by the 200-tonne floating crane, HHLA IV, and closely monitored by Menzell & Company Schiffsmakler.

The submarine is 18.3 metres long and

displaces 106 tonnes. She has large diameter flat portholes for good visibility and a spacious cabin interior with ample headroom. The vessel is air conditioned and there is easy access through wide hatches.

Classified by the American Bureau of Shipping as +A1, she has been designed for maximum safety and reliable operation.



The new tourist submarine (left photo) before leaving the factory in Finland and at right being loaded in Hamburg.

NEW NORWEGIAN AGENTS



Heitmann Shipping AS of Oslo have been appointed Ben Line agents in Norway and their Managing Director, Bjørn Olafsen (centre), and Manager, Göran Lindborn (right), recently visited Edinburgh to meet the Directors and Managers of Ben Line. They were photographed with Ben's Continental Marketing Manager Donald McCulloch. Heitmann are also agents for Harrison Line.

Mermaids

When Norissa Eileen L. Gervacio from Citadel, Ben Line's agents in the Philippine Islands, visited Copenhagen recently to discuss marketing opportunities with Ben Line agents there, E.A. Bendix & Co., she was photographed with the famous Little Mermaid in Copenhagen Harbour, demonstrating that there are pretty maids in both Manila and Copenhagen.

