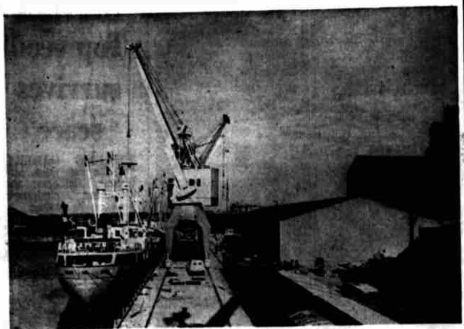

New Quay, South East side, Alexandra Dock showing Danish service discharging to No. 12 shed.

Quay constructed at a cost of £405,000

THIS year has seen the completion of the most ambitious works so far undertaken in the extensive modernisation programme which was begun at King's Lynn docks soon after they were taken over by the British Transport Docks Board.

A new quay, 800ft. long, has been constructed in the Alexandra Dock, with 7½-ton capacity cranes and a new transit shed.

This was the biggest single construction job undertaken since the docks were first constructed. It cost £405,000.

The work, in one operation, has modernised more than one-half of the dock. It has enabled ships to berth there for the first time since the days of the sailing ships in the 19th and early 20th centuries. The new quay provides the most up-to-date accommodation for three vessels of the average size using the docks and gives greater flexibility in berthing.

The basic problem of developing modern berths there was posed by the 45-degree slope of the original dock walls. It was overcome in the present design by stealing quay space from the dock and constructing a false quay over the sloping wall.

The quay replaces earlier wooden jetties which, it was decided, were beyond economic repair. Because of the generous width of the dock there is still ample room for ships to swing round. The new wide quay is supported along its entire length by 224 reinforced concrete columns, none of them less than 50ft. long and ranging in diameter from 3ft. to 4ft.

At the outset a thorough site investigation was carried out to determine the best pile to employ. After laboratory tests from trial borings it was decided to use expanded bore piles. A large hole was bored out, widening at the base to form an inverted cone; this was lined with a metal tube and filled with reinforced concrete. The operation was undertaken 224 times to a depth of 50ft. and more.

On to these 224 piles were placed the decking planks and, finally, the decking, together with crane and rail track and all the essential service equipment. The quay work was carried out in 200ft. sections, stage by stage, the first stage coming into use for shipping some months before the whole quay was completed.

Old cranes were taken down and four new ones, each with a lifting capacity of 7½ tons, were installed. As soon as the new quay work was completed work began on the construction of the transit shed — a building 300ft. long and 64ft. wide with a clear span allowing for complete freedom of movement by mechanical appliances.

Further improvements for this dock are envisaged, to provide additional modern facilities and berths.

Before the construction of the new quay about £2m. had been spent on modernisation at the docks during the previous 11 years. Most of this was spent in the Bentinck Dock, providing new quays, new cranes, new single-span transit sheds, an island jetty to provide extra accommodation for tankers, and work on roadways and rail track.

Export delivery in 24 hours

NEARLY 11,000 tons of exports a year are shipped through King's Lynn by manufacturers in the Birmingham conurbation. The East Coast port is 110 miles from Birmingham and 95 miles from Coventry.

The tonnages handled at King's Lynn have been rising steadily in recent years and Midland importers and exporters have contributed to this growth.

In 1964 King's Lynn received a record 180,000 tons of imports and loaded 188,300 tons of exports. There was a further gain in 1965. The port's immediate hinterland is mainly agricultural and it is looking to the Midlands and other industrial areas for future increases in throughput.

The British Transport Docks Board has recently spent £400,000 on improving facilities at the port. There is also a new roll-on-roll-off service to Hamburg.

Argo-Washbay is offering a weekly roll-on-roll-off service for road trailer traffic to Hamburg, in addition to its existing schedule of twice weekly sailings to the German port by conventional ships.

Other regular sailings from King's Lynn are to Rotterdam, Copenhagen, Gothenburg and the Danish ports of Aarhus and Aalborg.

Most of the traffic from the Midlands to King's Lynn goes by road. The new roll-on-roll-off ferry service means that exporters in the Midlands shipping to a German destination can despatch goods by road for delivery within 24 hours. East Midland customers are even better placed: Leicester is less than two hours' haul by road from the docks.

King's Lynn, which has been a port for more than 1,000 years, was developed by the railways, who relinquished it to the British Transport Docks Board on being nationalised. King's Lynn is one of 24 ports operated by the Docks Board.

Unified control has many advantages. The Docks Board is responsible for all cargo handling and shippers deal with just one operator.

The port is represented in Birmingham by Mr. Dennis Harkness, the Dock Board's commercial officer in the Midlands. His office is at Canterbury House, Newhall Street. Mr. Harkness can help the importer as well as the exporter.

Last year King's Lynn handled incoming pig-iron, steel in coil, grain and petroleum. It ranks as the ninth most important British port for sawn-wood imports.

A staff college for all grades

JUST round the corner from the main entrance to King's Lynn docks, with access to them from attractively laid-out gardens, is the British Transport Docks Board staff college. It is a centre of learning for all grades of staff employees, giving an insight into the exciting changes and new techniques in the industry.

Courses at the college are phased so that training leads progressively from elementary to advanced stage. In this connection repeats of courses are included in each training year to accommodate both new entrants and staff developing later in their career with the Board.

The college also provides specialist tuition to meet the needs of the Port Workers' Education Scheme and the examinations of the Institute of Transport. It was developed initially from what, so far as anyone can remember, was traditionally the home of the Docks Manager. The college has been extended considerably since it was formally opened by the then Minister of Transport in June, 1963.

Behind the facade of the old house, North Hirne, some parts of which are reputed to be 400-500 years old, the new college grew. New ideas were introduced, involving extensive alterations to provide social, recreational and domestic facilities. Behind the building was added a teaching wing of modern classrooms, syndicate rooms and programmed teaching rooms.

Originally student accommodation was provided at a local hotel. With the indicated growth of interest in what the college had to offer, and the Board's development plans for training and education, it was decided to provide full residential accommodation: the corporate spirit was considered to be an essential part of the function of the college.

During last spring and summer extensive building development was put in hand. This autumn a residential block of 15 study-bedrooms, an accommodation wing for visitors and a large modern dining hall were made available.

Big timber imports

From facing page

supplies are pipelined to the petroleum depots on adjoining estates. Old-type warehouses were replaced by modern single-span buildings, permitting the use of mechanical handling equipment.

The docks, with new developments completed this year, have three transit sheds with a total floor area of 107,000 sq. ft. Warehouse accommodation covers 106,000 sq. ft. on six floors and there are bonded facilities for wines and spirits.

The dock estate covers 88 acres and much of the land is leased to traders who, in the normal course of their business make use of the dock facilities. Predominant among these are the timber importers, who have their headquarters close to the quays; this enables them to move the timber from the quaysides cheaply and quickly to their storage areas by straddle carrier.

Part of the docks estate has been cleared and surfaced as an assembly area for the new roll-on-roll-off service due to come into operation this month. This, and all the other developments over recent years, have placed King's Lynn in the forefront of the small ports and will enable it to expand its volume of trade even further.

King's Lynn docks, indeed, have a great deal to offer in the way of service and reliability. It is their intention to continue to improve both facilities and services, to enhance their high reputation further.

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Carpenter earned £95 a week

THE amount of damages to award to Mrs. Martha Phileomena Buckley, aged 38, for the death of her carpenter husband, set a problem for a High Court judge yesterday.

For it was said he was earning £95 a week on sub-contract work for five weeks before his death, and was likely to have continued to earn large sums.

Mr. Michael Joseph Buckley, aged 35, had also provided his wife and four children with a nine-room house and £200 holidays each year.

Extraordinary

Mrs. Buckley's counsel, Mr. Hugh Griffiths, Q.C., said it would be extraordinary if any new husband had the same earning capacity.

Also, although attractive, she would think twice before marrying again and bringing another man into her family, as three of her children are girls—Antoinette, aged 11, June, aged nine, and Christine, aged six.

They and a small son live with their mother at Clarendon Drive, Putney, London.

Mr. Justice Phillimore said he would think about the matter overnight, and give judgment today.

Road crash

Counsel said that while in employment as a carpenter, Mr. Buckley had earned £38 a week.

He died after a road crash in July, 1964, when a caravan became detached from a lorry on the London Road, Ascot, Berkshire, and collided with a van he was driving.

John Allen and Ford (Oxford) Ltd., of Littleworth, Wheatley, Oxford, admitted liability, but contested the case on the amount of the damages.

The firm's counsel, Mr. Michael French, Q.C. said Mrs. Buckley's marriage prospects must be high. She was attractive, and would have a good "dowry" from the case.

He thought the earnings figures given were too high.

'Government has sacrificed road building'

MR. PETER WALKER, MP for Worcester and "Shadow" Minister of Transport, told Young Conservatives at Kensington, London, last night, that the Government had sacrificed the road programme to cure inflation.

"Mr. Crossman has just claimed that inflation has been cured by the most drastic set of remedies ever prescribed in peace time," he said. "He can certainly count among these remedies the manner in which the Government has sacrificed the road-building programme.

"For the first time in post-war Britain the road-building programme has been cut.

"In 1965 the Government decided to defer for six months 81 major road schemes. In 1966 it decided on an actual cut in the programme of £14m.

More National News— Pages 3 & 7

Mr. Peter Walker

"Alarming information is now appearing concerning the real effects of the so-called six-month cut of 1965.

"Recently the Government was forced to disclose that of the 11 major road projects in London which were included in the six-month deferment nine have been delayed for an average period of 15 months.

"The other two are being completely reconsidered."

No Mitchell

Police went to a snack bar in Birmingham city centre yesterday after a man resembling Frank Mitchell, the escaped Dartmoor prisoner, was reported there. The call was a false alarm.

TV complaints

Low voltage in the Vale of Evesham village of Moor is interfering with television reception, so the parish council is compiling a register of complaints to send to the Midlands Electricity Board.

Art institute pictures were obscene

STASSINOS PARASKOS (33) was yesterday found guilty at Leeds of exposing two obscene pictures to view in a public place, the Leeds Institute of Art.

Paraskos, of Lucas Street, Leeds, was fined £5 on each of the two charges and was ordered to pay costs not exceeding ten guineas on each.

The Stipendiary Magistrate, Mr. John Randolph, said that an intention of the artist was irrelevant.

It might never occur to him that a picture had a tendency to deprave or corrupt.

If one accepted the view of the expert, the works, especially the painting (the other was a drawing), had artistic merit.

Yesterday in Parliament

Offers to Rhodesia cancelled

THE offers made to the illegal regime in Rhodesia, which had been persistently rejected by the regime were no longer open to it, the Prime Minister announced in the Commons yesterday.

Not all members shared his belief, MR. WILSON said, "that Mr. Smith wanted a settlement on the lines of the Tiger agreement."

But, he added, "it is now clear that he is a prisoner of some very racialist and Fascist-minded people."

There was uproar when SIR ALEC DOUGLAS-HOME, from the Opposition Front Bench, said: "This reply today will be bitterly regretted by many."

Communique

In reply to questions, the Prime Minister had said that, with approval by the Security Council of resolutions providing for effective and selective mandatory sanctions against Rhodesia, the Government's policy was now as set out in the communiqué of the Commonwealth Prime Minister's Conference in September and endorsed by the House on December 8.

"The Government remains willing to reach a settlement through discussion and subsequent negotiation with a legal Government in Rhodesia."

Mr. Wilson knew what happened in the Tiger as well as after Mr. Smith went back home.

"But I know what happened when he got his orders from the racialist regime. I know the complete falsification of the agreement put out by them."

Now there was Mr. Smith's statement, "no doubt under orders, that he does not accept even the constitutional settlement, for example, on cross-voting."

'Munich'

When Sir Alec Douglas-Home asked, "Will you not, looking back to the success of the constitutional talks in the Tiger, even now reopen negotiations on the method of arriving at that proposal?" there were cries of "Munich."

"The agreement reached on the constitutional position, Mr. Smith never doubted at all, included the retention of cross-voting which was in the 1961 consitution, for which you had a great deal of responsibility," Mr. Wilson told Sir Alec.

"We were prepared to make the very generous offer we made only on condition that cross-voting would continue in relation to the enlarged B-roll franchise.

"Mr. Smith two days ago exempted from his acceptance of the constitutional settlement the cross-voting provision."

MR. EDWARD HEATH, Leader of the Opposition, asked how, in the circumstances he had now described, Mr. Wilson proposed to bring about a settlement.

The Prime Minister replied that he hoped they would have a great deal more support from the Opposition, with no more pressure from this country on the Smith regime to stand out for tougher terms than Parliament could bear.

"Anyone in Rhodesia now, on becoming a legal Government (which the Smith regime could do tomorrow if it wishes) is free to negotiate with us for a return to the 1961 constitution, without sanctions, and with long-term progress to majority rule."

Force

Replying to MR. MICHAEL ENGLISH (Lab., Nottingham W.), Mr. Wilson said that Britain's undertaking never to use force had not been withdrawn. If any change in the Government's position became necessary because of events, MPs would be told.

Rejection of the agreement by the overwhelming of Mr. Smith himself made it clear that there was no future in negotiating with "that crowd of people" any further.

"But they are not Rhodesia. They are not even the Rhodesian Europeans. They never had a mandate to commit illegality.

"It is now up to the Rhodesian people to return to the constitution; and we would help, not only in economic development, but educational development, which we have always thought one of the keys to a solution."

MR. REGINALD MAUDLING (Con., Barnet): "Are you firmly committed to the disastrous policy of no independence before majority rule?"

Mr. Wilson: "I have already answered that. We have now withdrawn all offers. I said 'yes,' which I hope is clear."

Brain drain 'has accelerated'

A DEBATE on "the emigration of scientists, technologists, doctors, and other qualified persons" was opened in the House of Lords by LORD WINDLESHAM, from the Opposition Front Bench.

The emigration of such people had been going on a long time, he said, offset by similarly qualified persons coming to Britain.

"The difficulty of measuring the two streams and of categorising the people concerned has sometimes obscured the fact that more were leaving this year than were coming in.

Lord Windlesham spoke of the "brain drain" emerging as a political issue in 1963, and of politicians "competing strongly for political support before the 1964 General Election."

"The brain drain has continued at an accelerated rate. There has been a great deal of discussion; so much that I believe the danger now is that people are getting bored with what is often regarded as a cliche and a very complex subject.

"It is extremely difficult to see the role of Government in this matter at all clearly."

Statistics

He quoted a report published in October of a Ministry of Health analysis showing that between 1958 and 1963 there was an outward flow of 3,000-4,000 scientists and professional engineers and an inward flow of 2,000-3,000.

There was no comprehensive information beyond 1963, due to changes in administrative procedure whereby statistics of qualifications of migrants were no longer recorded.

The Minister of Health had estimated that the average net loss of British doctors through migration was between 300 and 350 a year.

"It is a two way flow, and to that extent 'brain drain' is a misleading description."

He said that 37 per cent of doctors of philosophy in 1958—63 were now working abroad, many in the United States, and 43 per cent of all such people took up their first employment abroad. Only six per cent had returned.

The scientists, technologists, and engineers who were leaving industry to go abroad presented a different problem.

"The industrial scientist is the main target for the organised recruiting teams which have been coming to London to employ qualified people to work in the United States and Canada."

Attraction

The lure and attraction of the United States undoubtedly existed in its obviously higher standard of living based on a gross national product eight or nine times our own for a population about three times as great, while there were more opportunities for qualified men to get on.

There were also better facilities for research, and an atmosphere in which the scientist felt he was making a valuable contribution.

Lord Windlesham quoted Ministry of Health figures of last February showing that 300-350 doctors were leaving Britain annually, or 20-25 per cent of British medical school output.

An author in the *British Medical Journal* in September claimed that the migrants last year were nearer 550.

"It is one of the most dangerous of all tyrannies, as well as the most timid, for any Government to try to prevent people working outside their national frontiers.

"To tinker around with a ban on American advertising for our technologists, which the Government is reported to be considering, is unlikely to get very far."

Gain and loss

LORD BOWDEN (Lab.), principal of Manchester College of Science and Technology, urged the House to keep a proper perspective, saying: "Scientists and scholars have wandered about the world for thousands of years."

Most of the best engineers who came to the industries of Lancashire during the Industrial Revolution had trained in Germany and Zurich.

Last year 155 scientists and 507 engineers left Britain for the United States, comparable figures for West Germany being 124 and 320; and for France 26 and 56.

On the other hand, Britain was gaining in that 50-60 per cent of doctors in our hospitals, certainly in the north of England were from India and Pakistan, although those two countries had only one doctor for many thousands of their populations.

"The value of the people we are losing is so great that it is the largest single item in our balance of payments, but one never normally included at all."

Midland gas charges complaint

THE Minister of Power was asked in the Commons about the "dissatisfaction with increases which have been imposed by the West Midlands Gas Board" in its charges.

MR. PERCY GRIEVE (Con., Solihull) asked why he had allowed this "breach in his policy of keeping down prices."

Did the Minister know that the Board had this year introduced a standing charge to gas users irrespective of the amount used, and was it consistent with the Government's policy of keeping prices down?

MR. GERRY FOWLER (Lab., The Wrekin) asked the Minister why he had approved the established by the Board of a charge of 13s. for the first 13 therms of gas used each quarter.

It bore hardly on those who used little gas, particularly pensioners living alone, Mr. Fowler pointed out.

'Hardship'

DR. JEREMY BRAY, Parliamentary Secretary, Ministry of Power, said that the standing charge was not related to gas used.

It was introduced to ensure that all consumers met the minimum cost of providing them with gas, irrespective of the amount used.

Mr. Grieve: "Do you not appreciate that a rise of 15 per cent in the cost of gas in the Midlands, at a time when incomes have been frozen, has been the cause of hardship?

"A standing charge of 13s. a quarter bears most hardly on old-age pensioners, many of whom now have bills of 13s. for the standing charge and a few pence for consumption of gas.

"Do you appreciate that your answer will cause grave disappointment to these people?"

'Misleading'

Dr. Bray replied: "No sir. The price increase took place on May 24, well before the standstill. The average increase is seven and a half per cent, not 15.

"The Board last increased its charges in 1962, and before that in 1957. You have given a totally misleading view of the position."

To a supplementary question by Mr. Fowler, Dr. Bray replied that there were many methods of paying gas bills deliberately designed to help those in the position of old-age pensioners.

Pre-payment meters and coupon payments were available by which payments could be made weekly.

Minister sees Rootes about U.S. interest

The Minister of Technology, MR. WEDGWOOD BENN, has had a "preliminary discussion" with Rootes Motors about "financial arrangements which may lead to a closer association with Chrysler," the American motor manufacturer.

He announced this in a written reply to MR. JOHN BIFFEN (Con., Oswestry).

Mr. Biffen also asked for a statement on the structure and ownership of the British motor vehicle industry; but Mr. Benn had "no statement to make at present."

Mrs. Castle postpones talks on age limit

Mrs. Barbara Castle, Minister of Transport, who was to have met a deputation from the British Cycle and Motor-Cycle Industries' Association in London today, has postponed the talks until January 2.

She will then discuss her plan to raise the minimum age for motor-cyclists to 17 and hear the industry's counter-proposals for better training to ensure safety.

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