

# STAND-BY NEW ZEALAND—

# act news

SEPTEMBER 1972

# HERE WE COME

## ACTA/ANL LAUNCH FAST DOOR-TO-DOOR SERVICE

### Six reasons why

① By going independent ACTA and ANL will have much more flexibility in the operation of their ships to meet fluctuating demands.

② The shipper is given a greater freedom of choice and, when Remuera enters service next year, a fortnightly sailing frequency both Northbound and Southbound.

③ Much faster transit times, particularly to Melbourne, where the voyage time will be reduced by about a week.

④ There will be an optimum use of slots and with the increased availability of Northbound cargo from New Zealand, the present imbalance in trade will be reduced.

⑤ The use of the Seaforth Terminal at Liverpool, in addition to Tilbury, will bring container ships to the doorstep of Britain's main industrial area and so provide exporters with faster than ever transit of goods to Australasia.

⑥ The service provides Continental shippers with their first opportunity to ship direct by container to New Zealand.



The P & O container ship, "Remuera", towers above the gaily bedecked platform at Swan Hunter's Walker shipyard on Tyneside just prior to the launching ceremony performed by Mrs Gay Bott, wife of P & O's New Zealand trade manager.

## Remuera joins the fleet

THE WORLD'S largest and fastest refrigerated container ship, "Remuera", 42,000 tons, is now being fitted out following her launch recently at Swan Hunter's Walker Shipyard. When completed in mid-1973, she will join the four ships that will be starting the new independent ser-

vice to Europe, Australia and New Zealand.

Following the introduction of "Remuera", ACTA/ANL will be able to offer an additional five annual sailings to make a total of 27 sailings a year, thus ensuring a fortnightly service frequency.

The vessel, which is 820 feet long and cost £11m, will be capable of cruising at 23 knots. She will have a capacity of 1,450 containers for both general and refrigerated cargo. She and other ships serving the Europe-Australasia segment are expected to complete the round voyage in about 67 days.

"In September, after four months of intensive preparation since the original announcement last April, the new INDEPENDENT container service of Associated Container Transportation (Australia) and Australian National Line — ACTA/ANL — will start operations. Apart from serving the deep-sea trade to and from Australia, it will provide the first regular container service between UK/Europe and New Zealand and will make shipments possible through Liverpool as well as Tilbury.

"Hitherto, ACTA has operated container services in the multi-national Australia/Europe container service. In going independent, but still within the Conference, our aim is to give shippers and importers in the UK and on the Continent, in Australia and in New Zealand, the best door-to-door (or depot-to-depot) container transportation service yet available for refrigerated and general cargoes. To ensure that we achieve that objective, everyone in all departments of ACTA will be constantly at your service."

Sir Basil Smallpeice, KCVO,  
Chairman, ACT (Australia) Limited.

WITH a matter of days to go before the first ship completes loading to launch the new ACTA/ANL container service between the UK/Europe, Australia and New Zealand, container bookings are reported to be coming in fast from all quarters. Continental agents, in particular, are enthusiastic about being able to offer the first ever regular container service to New Zealand.

The new service opens up fresh business potential for Continental firms and many are being quick to seize the opportunity to send their products to a country only previously accessible by using conventional cargo means. In New Zealand too the introduction of a regular service between Wellington and Europe has been hailed as a vital contribution to trade between the islands and the Continent, as well as the UK.

Despite the recent industrial difficulties, demand for space on the first southbound sailing from the UK is running at a high level.

To meet the increased documentation required to back up the new increased service, a new computer is being installed at ACT's Computer Centre in Cunard House.

The computer network provides ACT and ANL with a fully integrated worldwide system linking Australia, USA, Canada and New Zealand with the UK.

The decision to use the Seaforth Terminal at Liverpool, in addition to Tilbury, as

one of the main ports of call, brings ACTA's modern container fleet to the doorstep of the heartland of British industry and gives North Western and Midland shippers an opportunity to achieve quicker than ever transit to Australia and New Zealand.

The PACE Line service between Australia, New Zealand and the East Coast of North America will continue as before, although ships on both routes can be interchanged to meet fluctuating demands, particularly changes in the demands for refrigerated cargo.

Says Mr Jim Payne, Managing Director of the joint service, "Shippers and consignees will be offered a regular and fast door-to-door container service on these routes with fast transit times — in some cases faster than any now operating. With our experience in the Australia trade, we have given every consideration to our customers and their requirements and I am confident we can provide them with the type of service they require."

## Our Agents in Europe

ASSOCIATED Container Transportation (Australia) Limited has appointed the following continental agents in connection with the new ACT/ANL service:

**BELGIUM**  
"Conship", Keizerstraat 14, B2000 Antwerp.

**WEST GERMANY**  
Menzell & Company Schiffsmakler, 2000 Hamburg 11, Alterwall 67-69.

**HOLLAND**  
"Conva BV", Houtlaan 12, PO Box 149, Rotterdam.

**DENMARK**  
E. A. Bendix & Co Ltd, 17 Adelgade, DK-1304, Copenhagen K.

**SWEDEN**  
Aktie Bolaget — Nordisk Express, Kungstengatan 38, Box 45132, 104-30 Stockholm 45.

## Theatre packs in boxes

THE principle of containerisation was used as the basis for this fully mobile, multi-purpose auditorium, capable of seating 5,000 people — and it won for its designer, Douglas Patterson, the top prize in the annual Melchett Awards presented by the British Steel Corporation and open to final year students at the Royal College of Art.

The whole structure is designed to be transported in 46 standard-size containers which also serve as supports for the bowl-shaped auditorium once erected. It can be used as a conference centre, sports stadium or theatre and can be built by only 20 men in ten days.





# Moving plate glass across the world

**A**NOTHER first has been achieved by ACTA in container shipping to Australia. In association with Pilkington Brothers, the giant glass-making concern, an exhaustive enquiry has been going on for several years to solve the problem of getting large plates of glass to Australia on a containership.

The ultimate answer was for Pilkington to design and make a container half as high again as the standard unit, with the capacity to carry about 12,000 feet of float glass in sizes to approximately 200 inches x 100 inches. The glass is supplied loose, giving Australian glass merchants the dual advantage of speedy container shipment and ease of handling with no worry of unpacking or disposing of bulky timber cases.

## Jumbos

These monster stillages, known as "jumbos", have been successfully delivered by ACTA to glass merchants in Sydney, Brisbane and Fremantle. Using a special lifting frame, also designed by Pilkington, merchants can put the glass into the racks in little more than two hours.

One of the first to receive a shipment by this method was Sydney glass merchant, James Sandy Pty Limited.

The techniques and methods of handling large panes of glass in this modern form were discussed and carefully studied by the managing director, Mr A. C. Burness during a recent visit to the

Pilkington plant at St Helens, Lancs.

Mr Roy Roll, a director of the Sandy organisation, said that within 2½ hours from the arrival time of a trial shipment of 17 tons of float glass (12,000ft) this was unloaded and placed in bulk storage racks and the sheets of glass ready for "cutting to size" for orders in hand.

"This represents real progress and improved efficiency," he said. Mr Dennis Curran, Pilkington's

Regional Manager for Australia, pointed out that as no plate or float glass is manufactured in Australia the trade there has been restricted by long sea journeys from the point of supply and the necessity to handle bulky cases.

"This is contrary to the pattern in many parts of the world where distribution of glass loose has become the norm," he said.

"With the announcement last year that Pilkington-ACI will make float glass in Australia the advent of loose container loads of large plates is particularly timely. The trade have now got the chance to adjust themselves to handling these large plates loose well in advance of local manufacture," Mr Curran added.



## ACT 4 FINDS THE ROOM

The heavy-lift forward hold capacity of ACT's containerships has proved invaluable to a group of New Zealand manufacturers in the delivery to Canada recently of a major export order of dairy factory machinery. The first part of the \$220,000 order, the supply of four vertical cheese vats, was carried in the 167,000 cu ft forward hold of the ACT 4 from Auckland. The crated vats, measuring 15ft x 10ft x 10ft, were swung into the vessel by the ship's 40-ton Clarke Chapman crane direct from low-loaders.

## £2m. Reefer Orders

**T**WO LARGE orders for refrigerated containers, each amounting to approximately £1m were placed recently by Associated Container Transportation (Australia) Ltd, and the Australian National Line with Freight Bonallack Ltd, of Basildon, and ConCargo Ltd, of Weston-super-Mare.

The order placed with Freight Bonallack was for 700 Lloyds-approved "Coldsaver" insulated

containers, to be built by that company's Norwich Division. The Freight Bonallack containers, all 20 ft x 8 ft x 8 ft, are being constructed with steel and aluminium alloy frames, panelled with light aluminium alloy sheet and insulated with polyurethane.

The ConCargo order, the fourth to be placed by ACT(A) with the Weston-super-Mare company since 1968, was for a similar number of 20 ft x 8 ft x 8 ft "Isorefreeze" containers.

## NEW YORK POST

**MR JOHN F. GRIFFITHS**, formerly the assistant manager of the Systems and Data Processing Division at ACTA Pty Limited in Sydney, took up a new appointment in July as EDP Manager of ACT (USA).

Mr Griffiths joined ACTA in January, 1968 as a systems analyst, and was responsible for the design of the organisation's original import documentation and container control computer systems. He was promoted to assistant manager in April, 1970.



## AUSTRALASIAN TOUR

A hectic schedule was undertaken within the space of a fortnight recently by five members of the ACT sales staff when they visited Australia, New Zealand and Singapore. The round tour started from Gatwick and took in Singapore, Sydney, Auckland, Wellington and Melbourne before returning to the UK less than a fortnight later. Seen here at Gatwick before departure are left to right, Messrs H. Williams, R. R. French, A. R. E. Bills, H. D. Pedley and J. Quinn.

## We're only here . . .

**T**HERE'S nothing like the taste of Aussie beer when you're more than 12,000-miles from home and for Australian cricket captain Ian Chappell (left) and brother Greg, it tastes that much sweeter when the beer comes from a local South Australian brewery. Ian and Greg and other members of the team "discovered" the beer at Henekey's Inn, The Strand, London, where the beer is now on sale behind the bar.

Australian beer is proving a big seller in the UK this summer. Already 19 container loads have been shipped to the old country bringing 14 top brands from the leading breweries in Queensland, Tasmania, New South Wales and South Australia.

The latest consignment of Southwark bitter and West End draft comes from the South Australian Brewing Company, of Adelaide, and was shipped to Britain by ACTA.



## ... for the beer!

**FORMER** All Black rugby star, Waka Nathan, left, and the export manager of New Zealand Breweries, Mr E. V. Mullen, closing the door on an ACT container in which 3,000 cartons of New Zealand beer have been packed for shipment to the UK.

The beer, due to arrive in time for the All Black tour of Britain, has been ordered by a London wholesaler who earlier this year sold a consignment of 500 cartons in five days.

This shipment was one of many trials carried out in preparation for the new UK, Europe, Australia and New Zealand service.

Agents for both beers in the UK are Australian Forwarding Agency.



## PEARS TO PARIS IN 28 DAYS

**F**ORTY CONTAINER loads of Victorian pears, which left Melbourne recently in the ANL containership "Australian Endeavour", were on sale in the market at Rungis, on the outskirts of Paris, only 28 days later. This swift transit meant a considerable saving in money, such as interest charges, as well as in time, the Antwerp transport daily "Lloyd Anversois" commented.

It was due in part to a very fast discharge at the new Belgium container port of Zeebrugge. Twenty minutes after arrival at the port, following a 22-day passage from Fremantle, the ship began to discharge 554 containers, 71 of them refrigerated and simultaneously to load 316 containers for her next southbound voyage to Australia.

The work was completed by 10 pm, the same day, at a record rate for the port of 41 containers per hour.

During the discharge 287 containers were loaded directly on to rail wagons, with the crane operator using radio communication to call up and position complete 36-wagon container trains.

## Dylon Dyes

**REGULAR** container shipments of dyes are now being made to Australia by Dylon International Limited, the largest exporter of home dyes in the world.

Australia is one of the most important of the company's 84 overseas markets and by using containers substantial economies have been effected.

A full load in a standard 20ft box contains well over half-a-million packs, sufficient to dye 3,000 pairs of curtains, or 5,000 bedspreads, or 15,000 frocks, or 20,000 slips or 50,000 nighties!

Forwarding agents are Morison, Pollexfen and Blair Ltd.



# Independence, flexibility the keynotes to new service

WHEN Associated Container Transportation (Australia) Limited and the Australian National Line announced joint plans towards the end of last year to combine their services between Australia, New Zealand and the East Coast of North America and between the UK/Europe and Australia, New Zealand shippers were offered their first opportunity to ship by container direct to the United Kingdom and Europe.

British importers, likewise, were offered the first containership service direct out of Liverpool to and from Australia and New Zealand.

There is no doubt that enthusiasm in both New Zealand and Australia for the new ACTA/ANL service has been widespread, particularly in view of the experience of both companies gained since the introduction of the Europe/Australia service in 1969. And almost every step taken since then has brought the two companies even closer together.

Although ACTA's initial planning concentrated on the development of container services in the Australia/Europe trade, it already had plans to start a similar service between Australia, New Zealand and the East Coast of USA and Canada. It was joined in this enterprise by ANL and the two companies arranged to operate five cellular containerships in that trade, four to be owned by ACTA and one by ANL. This service was styled PACE Line (Pacific America Container Express). The first containership in that service, "ACT 3" sailed from Melbourne in August 1971.

## Roll on/roll off

In the meantime, ACTA, had joined with the Trans-Atlantic Steamship Company of Gothenburg, Sweden, in mounting a container/unit load service between Australia and the West Coast of USA/Canada with three special purpose roll-on/roll-off ships. Styled the PAD (Pacific Australia Direct) service, it also involves ANL as a principal operator. All three of these new ships are now in operation, the ACTA partners owning one of them.

Concurrently with these major developments of its sea transport services, ACTA had also established inland operational and marketing organisations in Australia, the United Kingdom, USA, Canada and New Zealand. These were supported by a comprehensive computer network, the whole emerging as a fully integrated world-wide transportation system.

Main keynotes of ACTA's thrusting plan of expansion on a world-wide scale have been independence, flexibility and innovation, and many new operating principles have been developed.

This independent approach is also characteristic of ANL, which is one of the pioneers of the roll-on/roll-off system of shipping operation and a successful developer of the Eastern Seaward Service between Australia and Japan.

## Joint operation

The decision of ACTA/ANL to operate jointly on containership service is characteristic of the development philosophy of the two lines and is a clear indication of their capability of adjusting operations to suit changing patterns of world trade and the needs of international shippers.

The new service will be operated by ANL's Australian Endeavour and ACT 1, ACT 2 and ACT 5 with the Remuera joining the fleet on charter next year. ACTA's and ANL's remaining vessels will maintain the PACE Line service between Australia-New Zealand and the East Coast of North America.

This integration of the ships will

mean the withdrawal of ANL and ACTA from the Australia Europe Container Service. They will, however, remain in the relevant conferences.

There is little doubt that the through-container concept has proved itself and that users are now enjoying a far better service in terms of both method and speed than they had when shipping by conventional means.

Initial teething problems — which were only to be expected when introducing an entirely new means of cargo transportation — had all now been sorted out, Mr Roy Davis, Marketing Manager of ACTA, told shippers during a recent series of presentations throughout Britain.

"Yet ACTA is not complacent and is continually seeking ways and means of improving and injecting new life into the system", he said.

Mr Davis made it clear that ACTA had set out to identify the shipper's requirements and to tailor the service as far as possible to meet those requirements. As a result, shippers for the first time are offered a real choice between two different services.

A second advantage lies in the optimum use of ships. The flexibility of the combined services between UK/Australia/East Coast of North America ports and New Zealand facilitates switching vessels from trade to trade to meet fluctuating demands, which in turn should reduce the possibility of backlogs of cargo building up and consequent delays.

Yet another advantage lies in the optimum use of slots. With the increased availability of North-bound cargo from New Zealand the present imbalance in trade will be reduced or eradicated and will provide a far more economical basis of operation.

## More economic

These three advantages alone will enable ACTA to operate at a more efficient and economic level than has been possible hitherto. This must help to stabilise the level of freight rates, thereby benefiting the shipper.

But perhaps most important of all, the ACTA/ANL service will offer very much faster transit times, particularly to Melbourne, where the voyage time will be reduced by about a week. That translated into terms of money, the saving in interest charges, at say 10 per cent on every containerload of an average value of £8,000, is over £2 per day — a considerable saving over the course of a year!

The complete container fleet will provide on average 27 sailings a year to and from Australia and New Zealand at intervals of approximately 14 days.

Direct ports of call will be: Wellington and Auckland in New Zealand; Tilbury and Liverpool in Europe; and Melbourne and Sydney in Australia.

The itinerary will therefore be: London — Liverpool — Melbourne — Sydney — Wellington — Auckland — returning direct to London via Panama.

Fremantle, Adelaide, Brisbane and the North Continent will be served by a combination of feeder service/slot charter arrangements in other vessels which again will provide maximum flexibility and also serve to reduce costs to an absolute minimum.



Liverpool

The decision to use Seaforth in addition to Tilbury as a port-of-call for the new service obviously pleased shippers at a special presentation given by Mr Jim Payne and Mr Roy Davis in Liverpool.



Edinburgh

The Scots, too, were full of smiles after a presentation given in Edinburgh. With BLC operating the Far East run, they now have two new door-to-door services available to ship their goods across the world.



Newcastle

There was plenty of serious talking and a chance to meet old friends when a reception was held at Newcastle-upon-Tyne. All key areas of the UK were visited during the two-week tour.



London

More than 100 attended the final presentation at the Savoy Hotel, London. Left, the audience is addressed by Mr Jim Payne and right, a moment to relax for Mr Roy Davis after a heavy schedule.





## PORTS OF CALL

Number 5

# SEAFORTH —

**A** MODERN terminal to rival the best container ports in the world — that is what Liverpool's new port at Seaforth aims to be once shipping services are operating at full capacity. It will be one of the main European terminal ports for the new ACTA and ANL service starting in September.

Although Seaforth is an extension of Liverpool's existing dock system, its sheer vastness and range of facilities make it a port in its own right.

The choice of Liverpool for the new service is a logical one since the port is ideally situated for handling much of the UK's export business. It is the most centrally located deep sea port in Britain and right at the heart of the country's major industrial region. Within 100 miles radius of the city about 60 per cent of all Britain's exports and 50 per cent of her retail purchasing are made.

Communications with the rest of the country are excellent with a motorway and rail network providing direct links with main centres in both the North and South. There is also to be direct dual-carriageway access from the Seaforth dock gates to the M6.

The facilities and services at Seaforth are very advanced. Each of the four berths is 900ft long and has a draft of 50ft. The total container marshalling-area occupies nearly 60 acres with two packing sheds and five container cranes. Three of these are 40-ton Paccoco Vickers Portainers and the other two are 35-ton Stothert and Pitt's. All are fitted with telescopic spreaders.

The terminal is designed to operate in a two-minute cycle so that one container will be loaded and another landed every two minutes.

The two packing sheds are each 500ft by 150ft in a single span with a 30ft canopy. The canopy affords all-weather protection and is of sufficient height to accommodate straddle carriers underneath.

A huge container port like Seaforth demands a computer link administration, with every relevant detail of ship, cargo and berth "logged" on the company's computer. The main computer is linked by a transmission line to visual display units and associated printers at the various berths. Shipping companies provide data which is fed into the computer, thereby creating a master file of information.

Another part of the Seaforth complex is the grain terminal which re-establishes Liverpool as a major grain port. Bulk carriers of up to 75,000 tons with 42ft draft will be handled here.

Ships operating on the new ACTA/ANL service will sail from Seaforth every 14 days.



Right, an aerial view of Liverpool's new container port Seaforth showing the Grain terminal at left foreground and on the opposite side the giant container stacking area and 900-foot containership berth. Above, another view showing conventional cargo berths at centre background.





# ***New port for a new service***





# Half-way across the world to boost Britain's exports

**T**HE AUSTRALIAN sheep farmer who earns his living by exporting wool to the British textile industry, could possibly be wearing a worsted suit sometime later made from the natural fibres that he originally supplied. A long shot, perhaps, but with Australia currently providing in the region of 60 per cent of the industry's wool and the export of UK wool textiles currently running at £150 million a year — more than £3 million to Australia — certainly not impossible.

But what really brings the two ends of the trade together, to a greater extent than ever before is the door-to-door container service between Australia and the UK, which has had a considerable effect on the wool industry as a whole.

Every day containers rumble through the streets of Bradford and other Yorkshire towns bringing the vital natural fibres on which the industry depends. And the manufacturers, who in the past have had to endure many of the frustrations associated with conventional cargo shipments, are generally delighted. Apart from the quicker, more regular service, containerisation, as one manufacturer explained, enables his company to function on far less stock with a consequent saving in warehouse facilities.

## Leading producer

The regular supplies of wool from Australia and to a lesser extent from South Africa, New Zealand and South America, enable Britain to maintain her position as the world's leading producer and exporter of quality wool products. Indeed, the making of wool yarns and fabrics was the first manufacturing industry to be established in Britain and for many centuries it remained the country's chief industry and main source of foreign revenue.

The structure of the industry and the average size of production unit are governed by the diverse nature of the woollen and worsted yarns and fabrics required for a seasonal fashion trade. In the UK, the industry supplies a very wide range of outlets, from the Savile Row tailor and the London couture house to the ready-to-wear clothiers. There is also a very large trade with the multiple tailors and women's wear model houses.

The industry serves 160 export

markets, which again cover all price brackets and every type of retail outlet. Additionally, differences in climate (requiring variations in cloth weights and weaves) have to be taken into account besides differing tastes from country to country and huge variations in purchasing power.

The only common factor in this fashion kaleidoscope is the pressure of competition from the domestic industries of customer countries and from other exporters such as Japan, and Italy, France and other members of the Common Market.

An indication of the industry's competitiveness can be gained from the fact that annual export earnings are the sixth highest in the whole of British industry and this figure would have been even higher but for trade quotas and prohibitive import restrictions in two-thirds of the world's markets.

The industry consistently exports nearly 30 per cent of the cloth and tops (combed wool or hair) it produces, while a substantial export trade is also conducted in woollen and worsted yarn, raw wool and by-products.

There are some 600 wool textile firms doing a regular export trade and many of these sell more than half their total output. Indeed, it is by no means uncommon for small firms in Yorkshire and Scotland to export more than 90 per cent of their production.

## Two branches

The industry is divided into two separate branches, **woollen** and **worsted**. The essential difference is in the spinning of the yarn. To produce a worsted yarn, the wool must be combed (it is then called a "top"), the shorter fibres removed and the longer fibres combed out parallel to each other. These are then spun into a sleek yarn, which is relatively strong in relation to its bulk. In the spin-

ning of woollen yarn, however, no attempt is made to comb the fibres or to lay them parallel to each other. Fibres can be used no matter how short and the result is a "fuzzy" type of yarn such as is used, for example, in tweeds and overcoatings.

The wool textile industry does not have quite the same structure as the Lancashire industry. Woollen manufacturers, generally speaking, buy their own raw material, spin their own yarn, and weave it into cloth. There is relatively little sale of woollen yarn as such, and the firms are vertically constructed to produce and sell woollen cloth.

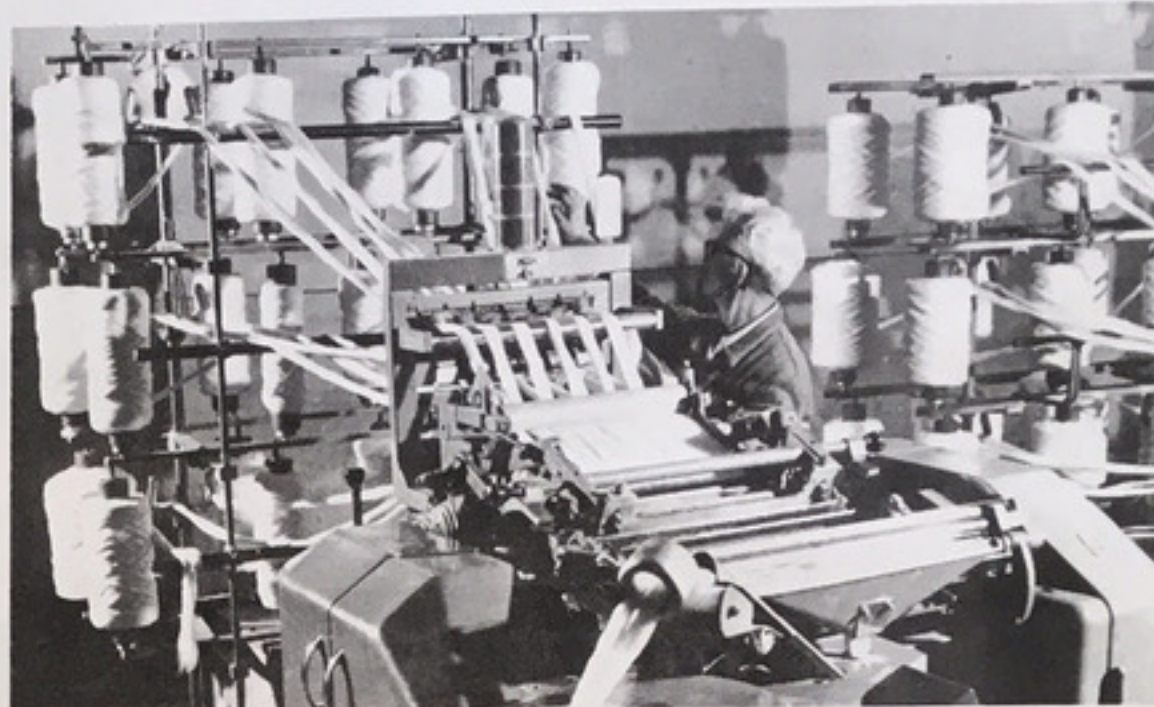
The worsted side of the industry, however, does have horizontal layers: topmakers who buy raw material and produce tops; the spinners who buy "tops" and produce yarn; the weavers who buy yarn and produce worsted cloth.

There are many variations in this pattern. Some topmakers have their own combing machinery, others have their wool combed into tops on commission; some firms spin as well as weave, some comb as well as spin, and others perform all three functions. Even in such cases there are occasions when a vertical firm, combining weaving and spinning, may find it more profitable to buy yarn for its weaving section and sell its own yarn to other firms, and there are spinners who process and sell tops as well as buy them.

In addition, some yarn is spun on commission and there are manufacturers without looms who buy yarn and have cloth manufactured on commission to their design and specification, and also merchants who buy cloth "in the grey" and have it dyed and finished, and sometimes printed, to their order. This activity, which is similar to that of the merchant-converter in Lancashire, has decreased substantially as a result of fashion trends which have favoured fancy designs at the expense of plains and piece dyes.

More than one-third of the worsted yarn produced in the industry is used in the cloth manufacturing section; over 40 per cent is supplied to the jersey fabric and knitwear industry in the Midlands, Scotland, Yorkshire and the remainder is hand-knitting yarn (15 per cent) or carpet and rug yarn.

The industry gives employment directly to approximately 108,000 persons and in 1971 consumed 262 million kg of wool and other fibres. It produced in 1971 about



Scoured wool passing through a French-combing machine, which extracts the short fibres and lays the longer fibres in a parallel formation. Photo by courtesy British Wool Textile Industry.

66 million kg of wool and hair tops and 37 million kg of man-made fibre tops; 224 million kg of woollen and worsted yarn; and 222 million square yards of woollen and worsted cloth.

Among the many companies that rely heavily on the supplies of natural wool from Australia is Thomas Burnley & Company Limited of Gomersal, near Leeds, which has been processing wool since 1751. This was prior to the arrival of the first sheep into Australia during 1793.

## 1400 bales a week

The company imports some 1400 bales a week from Australia and other countries of origin for processing into yarn. At least 70 per cent of the company's imports of wool come from Australia since it offers more flexibility than wool from other countries.

The use of Australian wool enables the company to offer a complete range of yarns suitable for manufacturing high-class fashions right through to garments for multiple stores. Associated companies of Thomas Burnley, ie Thomas Hey & Shaw and N. Heydemann & Co Ltd, import a considerable quantity of New Zealand wool for cross-bred top making.

On the question of entry into the EEC the company believes it will make a significant difference to the UK wool trade and fierce competition can be expected. Indeed, as a company spokesman explained, continental wool manufacturers have modernised to a much higher degree than the majority of companies in the UK.

A limited number of vertical manufacturers and a large proportion of small single operating companies will find the going very tough in the Common Market. However, the small, efficient UK concern will soon find its feet in the enlarged market and will increase in profitability.

With export subsidies removed when Britain becomes a member of the Six, a rapid increase can be expected initially in the garment and fabric side of the business and later on in the top and yarn industry.

## Wool shortage

But the most significant development is likely to be in the 100 per cent higher priced wool market where, as the shortage of wool available from present suppliers increases, there will be an accompanying demand for blended wools in the bulk market. However, developments over the last four years have enabled the yarn manufacturer to offer knit-

ters a high quality natural and synthetic blend which provides the best of both worlds. These blends vary from 80 per cent wool and 20 per cent synthetics to 30 per cent wool and 70 per cent synthetics.

Thomas Burnley, one of the first companies in the wool trade to use containers, now relies entirely on this form of transport.

At nearby Bradford, Woolcombers Limited, which is now part of the Illingworth Morris Group, has been established for nearly 70 years as one of the leading combers, scourers and topmakers. The present mills cover some 350,000 square yards and are principally engaged in wool sorting, scouring, carding and combing. The tops produced going to UK Spinners and to all export markets, the scoured wool going to the woollen trade, a large amount to the carpet trade and some, in fact, being exported to Australia.

Containers arrive regularly from Australia and are unloaded in specially constructed loading bays, these currently being extended in order to take some of the larger containers now in use. Mr B. Nickell-Lean, managing director of Woolcombers Limited Combing Division, says: "There is a definite swing back to pure wool at present and it is trusted that this trend will continue."

## Electrical heating

Woolcombers have introduced new methods for handling wool including the special treatment by an electrical heating process after it is discharged from the containers, which facilitates sorting.

Another major user of containers is the top making firm of Sir James Hill and Sons Limited, of Keighley.

The firm produces a high quality top which, in the finished garment, finds its way into stores ranging from Harrods to the large multiple chains. The company has carried out a high investment programme during the last five years and this process is continuing with research and development a fundamental of the total operation. Like Thomas Burnley and Woolcombers the company looks forward with confidence to entry into the Common Market.

"Indeed, we will have a much greater home market than we have at present and entry into the EEC is bound to benefit us in the long term," says managing director, Mr Michael Dracup.

As with other manufacturers, containerisation has brought many benefits to Sir James Hill and these will have even greater beneficial effects on the wool textile industry in the years ahead.



Wool being sorted for length, fineness and other characteristics, a very skilled craft requiring years of experience of various types of fleece. There are more than 5,000 different wool qualities in commercial use. Photo by courtesy British Wool Textile Industry.



# Record run for first N.Z. liner train



## Australian trade ships are at sea 273 days a year

**C**ONTAINERSHIPS serving the Australian trade spend on average 273 days a year at sea — or 74.8 per cent of the available time, according to a survey recently carried out by the Australian/Europe Container Service.

Each ship spends an average of only 80 days, or 21.9 per cent of the time, in port. That includes delays at terminals, whether technical or due to industrial troubles. Repairs and dry-docking account for the remaining 12 days, or 3.3 per cent.

These figures are based on 23 recent round voyages by containerships over a four months' period.

Average round voyage time for a period was 73 days, but this year the ships have been averaging closer to 71 days, with some achieving 68 days with trouble-free voyages. Of that time 55 days are spent at sea.

The conventional ships which the containerships replaced used to spend barely 40 per cent of their time in a year at sea, and nearly 60 per cent in port or under repair. They made only two and a half round voyages in a year at most. Containerships are completing between four and five round voyages.

### Fast Exchange

A NEW Zealand record container exchange rate has been achieved at the Auckland container terminal with the 25,000-ton containership ACT 5.

The ship berthed in Auckland at 7.35 am, on a Saturday and completed an exchange of 389 full and empty containers at 3.12 pm, on the Sunday.

This represented a gross performance for 18 hours 12 minutes working time of nearly 21½ containers an hour. The fastest shift performance was on the Saturday between 8 am, and noon when a gross rate of nearly 31 containers an hour was achieved.



### 20 FT. CONTAINER FOR A FINN

THE flexibility of container freight was demonstrated in Christchurch recently with the arrival of this 14 ft Finn class yacht from North America in a container. Sailed by Mr Bret de Thier of Christchurch (pictured here), the yacht came second in the North American championships and gained eighth place in the world championship in Toronto.

Mr de Thier then arranged with ACT for the Finn to be returned to New Zealand in a container and, so the picture shows, the yacht turned out in perfect condition on arrival at Christchurch.

### ... AND 40 FT. FOR A DUTCHMAN

A 40 ft ACT container was used to ship Australia's Flying Dutchman class yachting entrant for the Olympic Games to Europe, and on arrival at Flushing it was reported to be in tip top shape. The yacht "Verve", was loaded into the container at the Villawood depot of Freightbases in an operation which took less than ten minutes.

All gear and extra sails was stowed in the hull before it was loaded onto the trailer for the trip to the depot. Spare masts, each 25 ft 6 in long were located in a special rack on top of the hull together with spare booms.

On arrival at Villawood, the trailer was unhooked from the car and within minutes had been wheeled into the container and firmly lashed in position.

A SPECIAL train which recently carried 20 insulated containers of frozen meat from Invercargill to Wellington established a routine which will undoubtedly become more common in New Zealand in the future.

The train was arranged by ACT (NZ) Limited in close co-operation with the Railways and was the first to make the 600-mile haul the entire length of the South Island, and across Cook Strait by ferry, to the Wellington container terminal.

In the past, containers have been carried on this route on scheduled freight trains. The "liner" train reduced the transit time substantially — to 36 hours, and by adopting different schedules, this time can be further reduced.

Ten of the containers were packed with lamb cuts from the Alliance works in Southland, and ten with beef from the Makarewa and Finegand works — all destined for the east coast North America market aboard the PACE Line 25,000-ton cellular containership ACT 5.

## ANL's newest ship is commissioned

A AUSTRALIAN EXPORTER, The Australian National Line's newest containership, which was launched in Bremen, Germany, in March, was commissioned last month. She will join the new ACTA/ANL fleet.

Weighing 26,000 Tons Deadweight, the ship is 713 feet in overall length, 95 feet in breadth and 52 feet three inches in depth. It has a draft, when fully loaded, of 34 feet six inches and a service speed of 22 knots.

The vessel has capacity for 556 twenty-foot refrigerated containers, plus 582 twenty-foot, and 20 forty-foot general cargo containers. In addition, there is space for a further 30 twenty-foot containers or for other heavy lift cargo in the forward hold, which is served by a 40-ton capacity deck-crane.

Australian Exporter and her sister ships have the largest capacities of any vessels afloat. The ship is powered by a Bremer Vulkan/Stal Laval steam turbine producing 32,000 shaft horse power at 140 rpm.

Among many modern features the ship includes a wide range of electrical monitoring devices, special stabilisation tanks to reduce rolling at sea, an automatic system to reduce "heel" during loading and discharging operations in port and self-tensioning winches.

The new vessel is a sister ship to ACT 3 and ACT 4, and will enable the new service to operate 14-day sailings from all ports on the schedule.



An employee of Electric Lamp Manufacturers Ltd shows how the lightbulbs were stowed in one container as a trial in lighter, faster and cheaper packaging.

## Glass bulb success

AS PART of a trial shipment preparatory to the start of the new ACTA/ANL service, a consignment of 250,000 glass lightbulbs has been landed in New Zealand in two containers, with a breakage rate in one container eight times less than that expected from conventional methods.

The two ACT containers were consigned from the Doncaster factory of Glass Bulbs Limited to the Miramar (Wellington) plant of Electric Lamp Manufacturers.

In one container the glass lightbulbs were "topped and tailed" and protected with cardboard packing material. The breakage rate was only 0.7% compared with the 6% normally allowed for with conventional freighting methods.

In the other container a new, cheaper and faster packing method was tried. The glass lightbulbs were loosely stowed without cardboard sandwiching materials, yet the breakage rate of 4.25% was still far below normal.

## NEW BOX HANDLING UNIT

A NEW mobile container handling unit, the first of its kind in the country, has been installed at the Wakefield factory of the British Ropes Group to cope with an increasing number of containers being used for overseas shipments.

The unit, designed and fabricated by Lifting Gear Products (Engineering) Limited of Sheffield, is capable of handling all containers to ISO specifications. It weighs 7½ tons, stands 17½ feet high, is 23 feet long, and 16½ feet wide. Power comes from an electro-hydraulic power pack and the lifting operation is carried out by four hydraulic rams working in independent pairs to allow for any

variations in load along the length of the container.

A feature of the hydraulic system is a special equalising valve which ensures that the paired rams work in unison irrespective of variations in load across the container. The unit can be moved in an unloaded state by means of castors — two fixed and two on swivelling feet.

British Ropes uses unit load systems for its export to all parts of the USA, Canada, Europe, Australia and the Far East. The new ACTA/ANL service is particularly welcome as it will enable British Ropes to send all roping wire by container to its associate Cookes New Zealand Wire Rope Company.



This mobile container handling unit weighs 7½ tons and is capable of lifting all containers to ISO specifications.



# All ready to go on the continent

**A**LTHOUGH Britain doesn't officially enter the European Common Market until January, in shipping circles, at least, the closer ties with our Continental neighbours already exist.

The new independent service certainly makes us more aware of these links, which in many cases have existed for a great many years.

A typical example is ACTA's new agents in West Germany, Menzell & Company Schiffsmakler, who have been agents for Ben Line and Blue Star since the company was established 40 years ago.

The Menzell family have been connected with shipping since the end of the last century when they ran a flourishing shipbroking business. In 1923, Mr H. Menzell in association with Mr K. Ehrhardt founded the present company which in recent years have acquired the agencies of Cunard-Brocklebank, Port Line and the New Zealand Shipping Company to name but a few.

Today, the company have a staff of some 100 operating a network of inland agents, with headquarters in Hamburg and another main office in Frankfurt.

## Euro-Sales success

**T**HE speed and reliability of the ACT service has opened up extensive new markets in Europe for Austral Propeller Company Pty Limited of Peakhurst, NSW.

The Austral Propeller Company is one of the largest manufacturers in the world of marine propellers for outboard, outdrive and inboard marine engines.

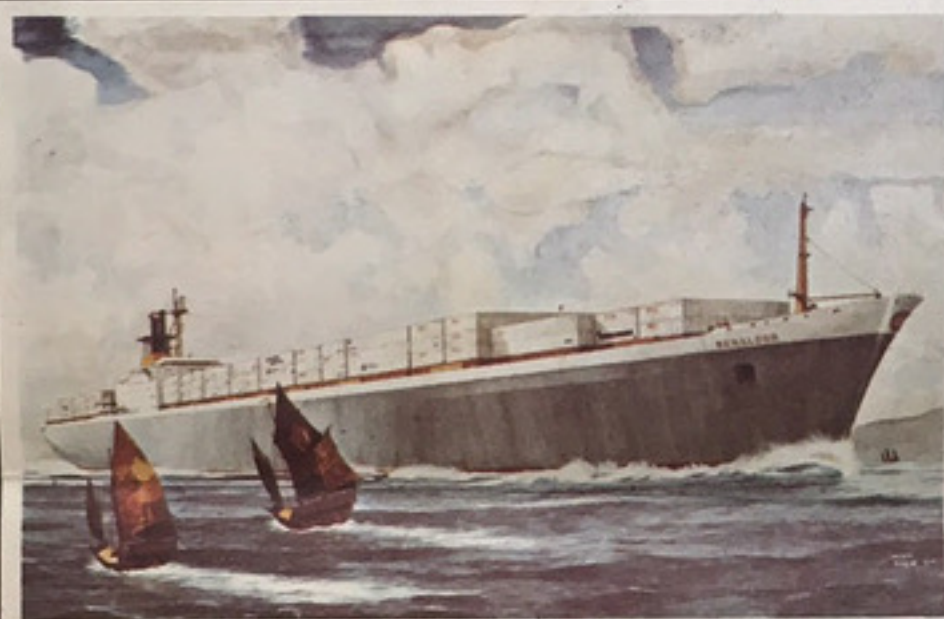
The company reports considerable savings in packaging costs since switching to containers and this has been a major factor in enabling the company to compete effectively with US and Italian propeller manufacturers in the European market.

Now, following their appointment as agents to Ben Line Containers for the Far East service, Menzell have added ACTA and Australian National Line to their growing list of customers, thus being able to offer shippers a wide range of both conventional and container services to the most important world markets.

Yes, Menzell and Company, along with our other continental agents, are all set for the launch of the new service.



Mr O. May, Transport Operator left, in discussion with Capt V. Mesenbrink, terminal representative and Mr W. Blanmann, container control, at the terminal office of Menzell and Company in Hamburg.



## PRIDE OF THE BLC FLEET

**A**N artist's impression of the Ben Line Containership, "Benalder", 73,000 displacement tons, one of the largest vessels of its kind in the world, which will shortly be going into service on the Europe/Far East run.

Like her sister ships "Benavon" and "City of Edinburgh", the "Benalder" has an overall length of 947ft (288m) and an engine thrust of 80,000 SHP giving a service speed of 26 knots. She will carry a total capacity of 2,687 twenty-foot containers or equivalents both above and below deck.

## Faster documentation in Far East

**B**EN LINE Containers in association with Associated Container Transportation is now using a computer system between Hong Kong and Europe, to co-ordinate and simplify container shipping.

The system has been successfully operated between Japan and Europe for the past six months and will now serve Hong Kong's new container terminals at Kwai Chung, which came into operation this month and are among the most modern in the world.

ACT computer expert, Mr T. H. Kelly, who has been helping to phase in the computer system for BLC says: "The shipper in Hong Kong loads his goods into the container at his factory or takes them to the container freight station at Kwai Chung and a dock receipt is issued in the usual way.

"From these receipts the bills of lading are automatically produced and the manifest and other documents relating to all BLC containers on any ship are compiled, but instead of being typed out in the normal way the infor-

mation is punched on to paper tapes.

"Subsequently the information on paper tapes is transferred to magnetic computer tapes which are flown to London".

Mr Kelly adds: "The tape is fed into a computer at the Associated Container Transportation office in London, which provides a complete printout of all the documents needed. Information about containers that are to be unloaded at European ports is sent from London to other on-line computers in those ports.

"For both shippers and receivers the system contains some very valuable innovations. For example, a Hong Kong exporter will be able to obtain all his documents at 15 minutes notice at any time during office hours. At the other end, documents are ready as much as 10 days ahead of the ship's arrival.

"Not only this, but by using the BLC combined transport bill of lading, shippers can receive bills of lading on any day of the week without waiting for the vessels to sail or the cargo to be loaded."



## NEW FACES AT BARKING

**B**EN LINE Containers' new office at the Barking containerbase was "launched" recently with a bottle of 1842 special sherry shown above being held at the ready by secretary Pamela Maguire.

Mr A. S. Kinnear (extreme right), deputy chairman of Killick Martin & Co, Ben Line agents, who performed the opening ceremony, said the new office was the latest in a series of containerbase offices in which Killick Martin had been involved together with ACT and Ben Line agents in other parts of England and Scotland.

"Ben Line Containers chose Barking because of the superb facilities available in the form of well-designed and spacious transit and loading sheds, ample container stacking area and on-the-spot Customs and Freightliner facilities which I consider are second to none in Europe", he added.

From now on it is planned that Freightliner trains will be travelling between Southampton and the new Barking Containerbase six days a week.

The opening of the office coincided with the arrival at the base of the first import container, in the new Far East container service. They were Ben Line containers which had been discharged at Southampton from the Kurama Maru.



## DIPLOMATIC MISSION

**F**OR the first time a British Ambassador has shipped his personal effects to Japan in a container. The new British Ambassador, Sir Frederick Warner, consigned his effects from Britain by Ben Line Containers. The 20-ft container arrived after a 12,500-mile journey at the Embassy in Tokyo two days ahead of Sir Frederick, who expressed his satisfaction with the service.

## THURROCK UDC HONOUR ACT 2 MASTER

The Chairman of Thurrock Urban District Council, Cllr R. A. Wood, presents a plaque to Captain R. Frame, Master of ACT 2 following a reception held at the Civic Hall recently. The Councillor and other members of the Thurrock UDC were recently guests of Captain Frame aboard ACT 2 at Tilbury. Also in the picture are left, Mr W. C. Campbell, Operations Manager, ACT Services and right, Mr M. J. Burton, Deputy General Manager of ACTS.

