

Southampton H.Q. for ACT Services



ACT Services Limited, which provides support services for both ACT Australia and Ben Line Containers, is moving its Headquarters from Fenchurch Street in London to Southampton.

The Company will move in August to Richmond House, Terminus Terrace, Southampton, a new building comprising two blocks about 18,000 sq ft and 32,000 sq ft respectively. ACTS will lease the larger block covering ten floors.

As can be seen from the artist's impression, left, the offices are built to a high specification. They will be fully air-conditioned, with double glazing on the front of all floors and anti-glare glass used throughout.

Commenting on the move, Mr Peter Yarwood Director and General Manager of ACTS, says: "We will not only maintain all the administrative services we at present provide for ACTA and BLC, but we will be able to do so as one compact unit, which must increase our capability once we have settled in."



Organising the move

CO-ORDINATING the move to Southampton is ACTS's new Administration Manager, Mr R. I. L. Howland, MA, MCIT.

Mr Howland, who is 37, joined ACTS in February from Glen Line Limited where he was manager. Apart from looking after the nuts and bolts of the impending move, Mr Howland is responsible for personnel and general administration.

Mr Howland, who gained his MA at Cambridge, has been working in shipping since 1959. He spent 3 1/2 years in the Far East with Glen Line and joins ACTS with a wealth of experience. Added to this, he is a Hampshire man who lives in Winchester with his wife and three children.

BIG SEAFORTH CONTRACT

THE Seaforth Terminal at Liverpool will play a major part in the container service between the UK, Europe, Australia and New Zealand in the next five years. This fact is confirmed by a contract signed recently between ACTA and The Mersey Docks & Harbour Company, which ensures the use of the Terminal until at least 1977. It is the longest-term contract yet signed for the use of the Terminal.

The contract also provides for the use of about two acres of the Terminal for the installation of the 'Holima' units for refrigerated cargo and for the use of a further acre of the chassis park adjacent to the stacking area.

ACTA, together with the Australia National Line, are operating fortnightly from the Port.

Seaforth was opened some 15 months ago when the 'Tasmanian Star' arrived at the meat berth. The container berths have been in operation since May 1972.

Modern facilities

Mr Jim Payne, Managing Director of ACTA explains that the terms of the contract will enable ACTA to discharge all of its containers at Seaforth. He adds: "We did our costing carefully. Combined with its position, its modern facilities and ample space at the terminal, Seaforth was the obvious answer."

The service from Seaforth was inaugurated by ANL's "Australian Endeavour" when she sailed from the Terminal towards the end of last year.

The first of the 'Holima' refrigeration units has already been installed at Seaforth, the others being situated at Tilbury. (See page 2.)

ACT'S '5 AND 6' JOIN THE FLEET



ACT 5 at Tilbury. She joined the other seven vessels in the ACTA/ANL fleet towards the end of last year.

Just seven months after the start of the new ACTA/ANL service between the UK, Europe, Australia and New Zealand, a total of 20 voyages—ten in each direction—have been completed by the combined fleet in which more than 12,000 containers have been moved from one side of the world to the other.

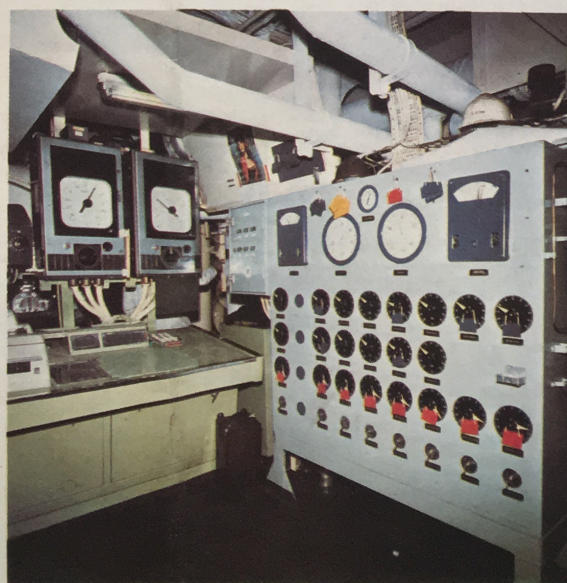
The fleet was recently enlarged to eight vessels when ACT's '5' and '6' entered service towards the end of last year providing ACTA/ANL with a total carrying capacity of more than 10,000 containers, nearly

half of which are refrigerated. It is now the largest refrigerated container fleet in the world.

Four of the vessels, ACT 1, ACT 2, ACT 5 and "Australian Endeavour" operate on the UK, New Zealand run, with the other half of the fleet providing the PACE service between Australia, New Zealand and the East Coast of North America.

Both services are breaking records for speed of cargo delivery, a notable example being the shipment of Salisbury lamb to Smithfield Market, which cut the normal delivery time by nearly a month.

(Full story page 7.)



What goes on in there?

THIS data logging equipment is not in a building as you might expect, but inside one of ACT's giant container-ships. You can get the 'inside' story of a container-ship by turning to the centre pages of this issue.

Holima system at Tilbury



Bird's eye view of ACTA/ANL's 'Holima' refrigeration system at Tilbury. 'Reefers' are moved into position by straddle-carrier and stacked in double tiers. Each of the 12 units can be detached and re-assembled on a new site within 72 hours.

ACTA/ANL INVEST £3¼m IN NEW 'REEFER' STACK

ACTA/ANL have invested £750,000 on the installation of a special refrigeration system — first of its kind in daily operation anywhere in the world — to cater for insulated containers carried on the run from Australia and New Zealand.

Called the "Holima" system, it will greatly reduce the storage problem of such perishable cargoes as meat and fruit when a container-ship comes into port. There are now 12 units in operation at Tilbury, with a further unit in service at the Seaforth Terminal in Liverpool.

Explaining the ACTA/ANL decision to install the system, Market-

ing Manager, Roy Davis said: "Our aim at all times is to provide maximum service at minimum cost. We believe that the high degree of container handling flexibility provided by the 'Holima' system will enable us to do this."

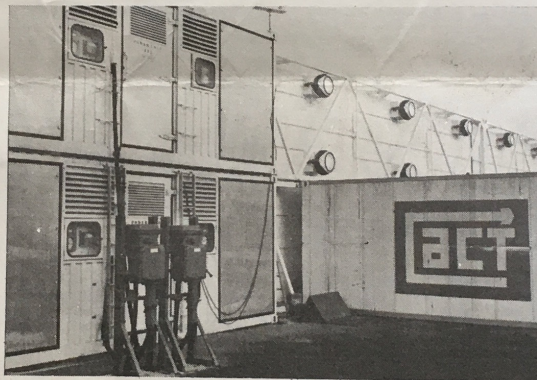
A major feature of the system is its flexibility and the speed with which each unit can be re-erected. Under the current schedules, the majority of refrigerated cargo being shipped by the new service from Australia/New Zealand is unloaded at Tilbury, but should demand alter, each unit can be quickly detached from the main stack and re-assembled in a new site within 72 hours.

Based on a 20ft x 8ft x 8ft machinery compartment, the Tilbury units are stacked in double tiers. Ducting leads off the machinery compartment on either side giving the complete stack an overall size of 180ft x 8ft x 16ft. With a double tier on each side of the units, each stack has a capacity of 48 containers.

Cold air

Cold air, at a controlled temperature of between 0 deg F and 55 deg F (at an ambient temperature of 80 deg F) is circulated along the ducts and into the individual units by centrifugal fans. Each container receives a minimum of 1000 cu ft of cold air per minute via two valves, the lower one allowing cold air into the container and the upper extracting it, to ensure an all round flow throughout the cargo.

To provide immediate visual indication of faults etc, a system of lights is employed indicating power on/off; defrost in operation; temperature control; and faults in the system. Provision is also made to introduce fresh air into the ducts to control CO₂ concentration when storing fruit.



The heart of ACTA/ANL's 'Holima' stack. In the centre is the machinery compartment from which cold air is circulated along the ducts and into the individual units by centrifugal fans. The 'reefer' is connected to the ducts via the valves which work like air locks. The lower valve allows cold air in and the upper extracts it, ensuring an all round flow throughout the cargo.

Associated
Container
Transportation Ltd.

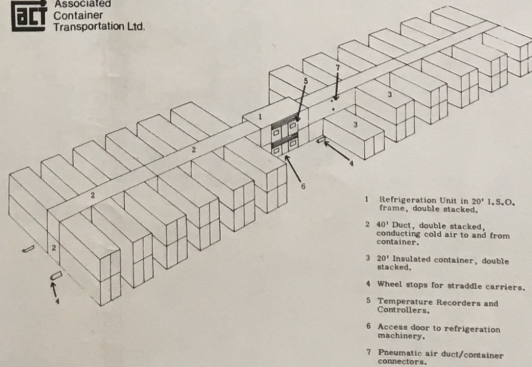


Diagram showing the 'Holima' refrigeration stack at Tilbury with a key describing the main points of interest.

BELL IN A BOX



One of the more unusual cargoes carried recently by ACTA from Australia is this 13-ton diving bell which is to be used in the off-shore search for oil in the North Sea. The bell was built by the Newcastle (NSW) based firm Vico Engineering and was transported in open-top ACT containers. Our picture shows the bell being uncrated at the works of Danesford Engineering Company.

PORTS OF CALL

Number 6

£10½m Super Terminal Serves TRIO Lines

CONTAINERISATION came to Hong Kong when the first TRIO Line ship docked at the new £10½m Kwai Chung terminal.

Now a flourishing trade is fast developing with the new ships providing a regular refrigerated container service between the Far East and European Ports, including Southampton. The inauguration of this facility at Hong Kong means that third generation containerships can now be handled at a specialised terminal of a type which has previously been limited in the Far East to either Singapore or the major Japanese ports.

Berth 1 is owned by Modern Terminals Limited, a British Consortium formed by Ben Line Containers, OCL and local interests. It will handle only the vessels of the TRIO Line consortium to which BLC is contributing the containerships "Ben-alders", "Benavon" and the "City of Edinburgh", which was launched on March 5.

125 ACRE COMPLEX

Construction of the Kwai Chung terminal started in 1970 at a cost of HK \$500 million. The complex covers 125 acres with a 4,000 ft waterfront area. Eventually the terminal will have four berths, each 1,000 ft in length, two with backup areas of 25 acres apiece and the others with 32 acres and 23 acres respectively. A waterfront area of some 94 acres was reclaimed for the container terminal and 8.2 million cu. yds. of fill, of which 1 million cu. yds. was rock, was used to bring it to the required specification.

Originally, Berth No. 4 was not allocated, as the adjacent sea bed was considered to be too steep. However, it has now been resited and is being offered for tender later this year. A fifth berth may be made available later on a common user basis.

The opening of the Kwai Chung container terminal, coupled with the completion of construction and official opening of the mile long tunnel connecting the Crown Colony with the mainland, have together helped in 1972 to push Hong Kong ahead in its economic race to a point where it is now reckoned to be the eighteenth biggest trading nation in the world.

KWAI CHUNG TERMINAL



2

1 Benalder lies alongside the docks at Kwai Chung during her maiden voyage to the Far East.



2 Containers await loading by overhead gantry crane.

3 A straddle carrier prepares to pick up a container.

4 Container handling at Kwai Chung is carried out by the latest equipment.

5 Movement at the terminal is controlled by two-way radio.

3

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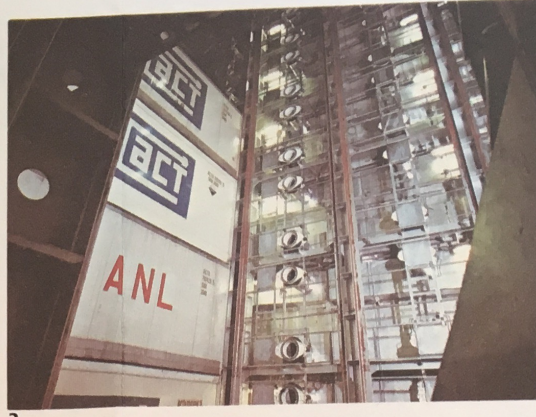
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1 An ACTA Containership unloads her cargo at No 43 Berth, Tilbury, one of the most modern container terminals in the world.



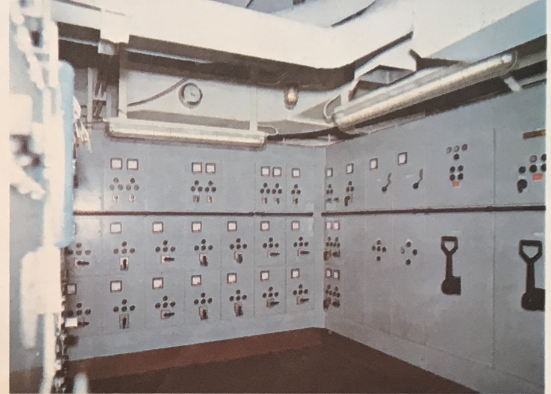
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2 A hold's eye view awaiting reefers. The empty stack on the left has the blanks removed from the couplings in preparation for loading. The right hand set are still blanked off.



3

3 The Data Logging system gives a print-out relating to all temperatures and controls for the refrigeration equipment. It also shows the various brine temperatures.



4

4 The temperature of all 'reefers' in the holds are monitored and adjusted from the Data Processing equipment. The refrigeration machinery also has visual and audible alarms in the event of a malfunction.

5 The engines are Bremer Vulkan/Stol level geared turbines giving 30,000 shp @ 137 rpm. Maximum speed is 22 knots.

6 Two types of refrigerant are used on board the ships—R22 and calcium chloride brine. Here in the brine room, there are six pumps, circulation being by temperature enclosed circuits.

"ACT's 1 and 2" and "Australian Endeavour" are designed to carry a total of 1414 standard ISO containers — 646 on deck and another 768 in the vessels' ten holds, 31 of which are designed to accommodate 326 refrigerated containers (holds eight, nine and ten and at the port side of seven). Provision has also been made for the vessels to carry 40 ft containers on deck if required and in general below deck accommodation can also be converted to carry this size.

All containers below deck are stowed in guides, the first layer of those carried on deck being secured by studs incorporated in the hatch covers and subsequent layers being lashed above. Containers carried above deck can be stacked three high and ten abreast, and below, six high and eight abreast.

SHORE CRANES

The vessels are designed to discharge and load container cargo solely by means of shore-based cranes at suitably equipped port terminals, notably, those at Tilbury in the UK and Melbourne and Sydney in Australia and Wellington and Auckland in New Zealand.

The vessels are equipped with

refrigeration machinery supplied with R22 as the primary refrigerant and calcium chloride brine as the secondary. The latest R22 Vee-Block compressors are installed in a machinery flat in the engine room. Three are adapted for two-stage compression, the other two to single-stage working. The brine room is adjacent to the machinery and is equipped with six brine pumps, circulation being arranged for four temperature enclosed circuit operation.

Insulated containers are maintained at the desired carrying temperature by air circulation, the air being cooled by the latest type of fin coolers situated in cooler rooms at the sides of the cell. Each cooler serves 24 insulated containers. Air circulation from the coolers is arranged by means of air trunks on the fore and after bulkheads, connections between air trunks and containers being by means of an air operating coupling, specially developed for this purpose and operated from a control platform situated in each end of the cell.

A special blanking system is provided which may be used for blanking off the couplings when these are not required. A signalling

system is also provided at the control station for advising deck officers when the couplings are retracted and the containers ready for discharge.

TEMPERATURE

The refrigeration plant is designed to carry deep frozen, normal frozen, deciduous and other cargoes. The temperature control of the cargo is arranged by brine modulating valves with temperature regulators installed in the refrigeration machine space. Special attention has been paid to the air changing system in order to vitiate air when carrying fruit cargoes.

A data logging system is installed in the refrigeration machinery room to give a print-out and visual indication of temperatures in the containers and of the various suction and delivery air temperatures. In addition, the data logger shows the temperatures of the various brines used in the carriage of the refrigerated containers.

The refrigeration machinery is equipped with visual and audible alarms in the event of any malfunction of R22 compressors, air circulating fans, brine pumps etc, these being installed in the flat and other controller stations so that the

machinery is being monitored at all times.

Access to the refrigerated cells has been arranged so that they may be inspected regularly during the voyage by the refrigerating engineers.

As previously indicated, the vessels are intended to load and discharge cargoes totally by use of shore-based equipment such as twin-lift portainer cranes. This type of equipment is designed to discharge two containers in a single lift replacing them more or less simultaneously with two outgoing containers. With the maximum capacity of the 20ft containers extending to 20 tons, this represents 40 tons per lift. However, in removing the hatch covers, only 50 per cent of the crane's capacity may be used, this factor limiting the weight of the hatch covers to a maximum of 26 tons apiece. To overcome this, special steels were used in the construction of the hatch covers.

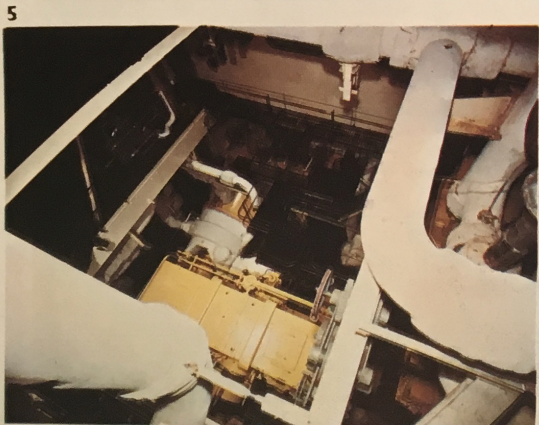
STABILISATION

With the possibility of the vessels having to operate with a comparatively high margin of stability — with no deck cargo for example — it was decided to incorporate two stabilisation tanks of NPL design to minimise the rolling, accelerations which might arise. These tanks are situated in the forward end of the engine room and can be filled with sea water as required to minimise and dampen the rolling period.

An associated problem was the possibility of "heel" during loading and discharging operations. To ensure that the ship remains within ± 3 deg during these operations, an automatic electrical sensing device was incorporated. This controls all pumps and valves used to transfer ballast from one side of the ship to the other, thus keeping the vessel on a more or less even keel during terminal operations.

Electrical monitoring devices are in fact used extensively throughout the vessel and cover a wide variety of functions.

Automation is employed to a high degree and a number of remote controls systems emanate from both the bridge and engine room.

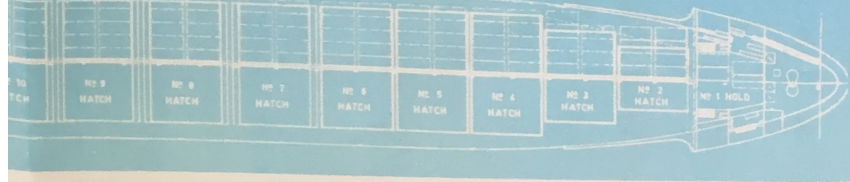


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6

CONTAINERSHIP WITH THE LID OFF



Builders: Bremer Vulkan
 Ships: ACT 1, ACT 2, AUSTRALIAN ENDEAVOUR
 Length OA 217.243 m = 712ft 8½in
 Length BP 205.740 m = 675ft 0in
 Breadth Mid 28.955 m = 95ft 0in
 Depth Mid (to upper deck) 15.926 m = 52ft 3in
 Scantling draft 10.515 m = 34ft 6in
 Service draft 9.754 m = 32ft 0in
 Gross Tonnage 24,820.67
 Nett Tonnage 14,771.03
 Displacement (d=34ft 6in) 39,360 Tons
 Deadweight (d=34ft 6in) 26,420 Tons
 Speed 22 Knots



7

7 Included in the comprehensive bridge is an echo sounder, gyro compass and auto pilot, direction finder, radar and relative plotter, automatic log and off course monitor.

8 Looking forward, the studs for deck cargo can clearly be seen on the hatch covers. The hatch on Hold 9 (port side) is removed ready for more containers.

9 Captain's eye view from the bridge, looking forward. All the controls necessary for operating the ship when under way are grouped close at hand.

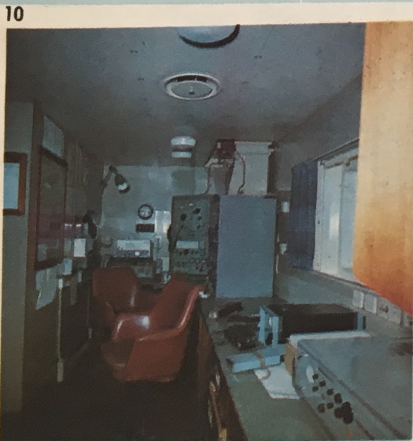
10 The Radio Room is equipped with the latest wireless communication equipment.

11 All crew members have individual, single berth cabins with shower and toilet facilities. Other amenities include a TV room, hobby rooms, games rooms, bar and swimming pool.

12 The officers' dining-room and lounge is run like a club with TV, radiogram, games room and bar among the facilities.



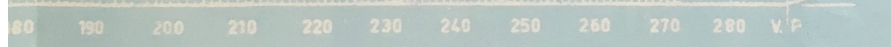
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10



11





Ben money box entering the vaults of Hong Kong bank. Ben Line offices in the Hong Kong Chartered Bank building overlook the scene.

DELIVERY OF NOTE

JUST in time for the Chinese New Year, Ben Line Containers Limited delivered a container-full of new Banknotes to the Hong Kong and Shanghai Banking Corporation in February.

Cuckoo clocks have a safe passage

THE days of crushed and pilfered goods have ended for Delemere Souvenirs Pty Ltd., of Mona Vale, NSW, since they switched to using containers for importing their products.

"We have been using containers for just on two years now and losses through pilferage have been eliminated," says Managing Director, Mrs Sally Vendermeer. "Although some of our goods are quite delicate, we have had no breakages at all during that period. Before we began using containers, it was not uncommon for cartons to arrive crushed almost flat, with some of the contents missing."

The latest shipment to arrive in the company's warehouse was a consignment of cuckoo clocks from the Black Forest of Germany shipped in an ACT 20 ft container.

Each item was individually packed in a cardboard box which was in turn packed, together with several other clocks, inside a larger corrugated cardboard carton. Apart from some scuff marks, the larger cartons were unmarked.

Another firm which has found containerisation a safe, damage-free method of shipping delicate goods is G. L. Macedo Pty Ltd., one of the largest dealers in antique furniture in Australia. They have been using ACT containers for importing antiques since April 1969.

"In fact we had a container full of furniture on the first container-shipment from Britain to Australia," Managing Director George Macedo said.

Kent Harrison, director and partner in the Company, explained that nearly all their antique furniture was early Victorian purchased in Britain and brought to their workshop and showrooms at Brookvale, NSW, for restoration.

Printed in the UK, the notes were containerised door-to-door, movement from Kwai Chung to Hong Kong's Central District being carried out by Ben Line's haulage section under an armed police escort.

This is the first time such a consignment has been containerised to Hong Kong and a Bank spokesman said: "This operation was so successful that future banknote consignments will probably be handled the same way."



JOE'S LAST RUN

SETTING out on his last 'run' for ACT, prior to his retirement at the age of 70, is Joe Jones, one of ACT's original drivers. Joe joined ACT when British Road Services appointed him one of the Service's first contract drivers.

Joe started work at 13 in transport and got his first licence in 1924. Seven years later, he started driving heavy goods vehicles, joining BRS in 1950, when his company was nationalised. He has worked under contract, for ACT since 1969, out of Manchester.

He retires with a 100 per cent clean licence — no mean achievement—and a reputation for always having an immaculate 'rig' and for setting a standard of keenness to other drivers.

CONTAINERISED EXCAVATORS FOR AUSTRALIA



A NEW type of "flat rack" container is being used by ACTA to speed up shipments of HY-MAC all-hydraulic excavators to their overseas customers.

Our picture shows part of the latest shipment.

The containers, which are open at the top and sides, are used to ship the excavators with all ancillary parts — removed for packing purposes — crated in the same container. Already two HY-MAC 580C excavators have been "containerised" for Brisbane, two for Sydney and one for Melbourne, all destined for Tutt Bryant Ltd., HY-MAC distributors in Australia.

Following experimental shipments, HY-MAC plan to make regular use of this method as a means towards reducing the transit period from the works to the customer abroad.

AUSTRALIAN EXPORTER'S DEBUT

IF he looks at home on the bridge of 'Australian Exporter', it should not be surprising for Captain H. P. Jenkins is one of ANL's longest serving masters—nearly 23 years!

Captain Jenkins joined the Australian Shipping Board, ANL's predecessor, in 1948 and was promoted Captain two years later. He has served as skipper aboard most of ANL's vessels and before taking over his new ship, he was master of the 55,000 ton bulk carrier, 'Yarra River'.

Captain Jenkins and the 'Exporter' made their maiden voyage to North America's East Coast last September. She is the fourth vessel to join the ACT/PACE run between Australia/New Zealand and North America's East Coast. Her addition to the fortnightly service brings the ACT/PACE investment in this run to more than £60m.

How does Captain Jenkins like his new command?

"If you had spent the biggest part of your sea-going career on coastal bulk carriers and the iron ore trade, you wouldn't ask!" he says.

His career started as a deckboy in the 'thirties on a 3,000 ton vessel in the New Zealand trade. A far cry from the 'Exporter' with a dead-weight of 26,515 tons and a displacement of 40,070 metric tons!

Captain Jenkins still has one ambition left—to Captain a ship with women in the crew! "Mixed crews seem to work well on other countries' ships, so why not here" he says with a grin.



"Australian Exporter" unloads at Boston after its maiden run to North America's East Coast.

ANL computer sets sail



FIRST stage of a journey from Glasgow to Melbourne for ANL's new computer system. The various components, packed carefully in containers, set sail on February 24 from Liverpool. The £300,000 computer system is destined for use by ANL at their Melbourne headquarters and was shipped aboard the "Australian Endeavour".

The system, which incorporates a Honeywell 2050 computer together with a Datanet 2000 communications processor (which follows later), will be used to control the central booking office for ANL passenger ships. It will also rationalise internal supply and purchase accounting systems and monitor container movements in Australasia.

Eventually, a direct hook-up will be established between the ANL system and another in the headquarters of K Line in Japan. This will enable direct transmission of cargo and container information between the two organisations which, together with the Flinders Shipping Company of Melbourne, operate the Eastern Sea Road service in the Australia-Japan area. The new system is expected to be in full operation by the middle of this year.

Gold in the Hold

AN UNUSUAL cargo, probably worth its weight in gold, was carried by ACTA on a recent run to the U.K. The golden cargo was 23 Gold Record Awards from the Festival Records Company for international recording artist Cat Stevens.

Also included in the consignment was a Gold Cassette award, the first ever to be awarded by an Australian record company, for the recording "Teaser And The Firecat", which is also the first cassette to reach the golden figure.

These awards are presented to artists whose recordings have sold the equivalent of one million U.S. dollars. They consist of a gold plated record mounted on a timber base with a commemorative plaque, or a gold plated cassette box, again mounted on a timber base.

National Advertising Manager for Festival Records, Mr Roy Atkinson, explained that although some US artists have received more awards, this is the most ever presented at one time to a UK artist.

Salisbury lamb on U.K. market in record time

FOUR weeks after leaving Auckland, New Zealand, by refrigerated container, the first of the new season's Salisbury lambs were on display in London's Smithfield Market—a full month earlier than in previous years.

This fastest ever shipment was achieved recently by ACT 5 making the second Northbound sailing to the U.K. in the new container service operated by ACTA/ANL.

The 600 lamb carcasses were slaughtered and loaded into an ACT container at the Westfield freezing works, Auckland, less than a week later. ACT 5, sailing via Panama, arrived at Tilbury exactly a month later and the delivery was completed within a few days of unloading at the container terminal.

'Extremely pleased'

The lambs, purchased by John Manson (Butchers Limited) in South-West London, arrived in excellent condition. Commenting on the outcome, Mr. W. E. Knapman, Managing Director, said: "I am extremely pleased with the condition of the meat which looks clean and is in such good shape it might have been delivered direct from a freezing works half-a-mile away."

The following day some of the lambs from the consignment were displayed in Smithfield Market by W. Weddel and Company, who themselves import some four million New Zealand lamb carcasses each year.

Mr. V. H. Paull, Sales Director, said: "The use of refrigerated containers for lamb shipments ensure that the meat is kept at a constant temperature from the moment the

lambs are loaded into a container at the New Zealand works to the time of delivery, compared with the inevitable changes of temperature at the docks when using conventional means. This method provides an almost certain guarantee that the meat arrives in absolutely perfect condition.

Faster transit

"Additionally, from an importer's point of view the other major value of the new container service is the very much faster transit time, which in the case of New Zealand lamb has almost halved the time from meat works to the customer."

Among those who visited the display was Lord Vesty, who said he was delighted with the clean appearance of the lambs. "This condition would be impossible to match if the lambs had been shipped conventionally," he added.

Travelled well

A senior representative of the New Zealand Meat Producers Board commented:

"The lambs have an outstandingly bright condition and they have obviously travelled extremely well. We are very pleased."

The meat exporters were W. & R. Fletcher NZ Limited, an associate company of W. Weddel & Co., who market their products in the U.K.

Mr. W. E. Knapman, Managing Director of John Manson (Butchers Limited) left, inspects one of the Salisbury lamb carcasses upon arrival from New Zealand by ACT refrigerated container, watched by Mr. R. Bills, centre, Import Sales Manager for ACTA and Mr. E. Naylor, ACT's Meat Superintendent.



First of the new season's Salisbury lambs on display in Smithfield Market just a month after they were shipped by refrigerated container from New Zealand.

Edge to edge carpeting

TWO of the first containers of cargo for ACTA/ANL's direct service between New Zealand and Britain were 40 ft containers of all-wool carpet, being loaded at the Fapatoetoe, Auckland, carpet plant of UEB Industries Limited. The carpet weighed a total 24 tons and was worth \$85,000.

Other cargo containerised in Auckland for the service included 54 20 ft containers of wool, two 40 ft containers of cheddar cheese-making machinery destined for Ireland, five of pelts, two of canned meat, and one mail.

At right, Mr. J. M. Lennox, general manager of UEB Industries' carpet division, talks with Mr. A. W. Coult, marketing and commercial manager for Blue Star Port Lines (Management) Ltd., Auckland agents for ACTA.



The first of the new season's Salisbury lambs being loaded into an ACT refrigerated container at the Westfield freezing works, Auckland, New Zealand, prior to shipment by ACT 5 to the U.K. The consignment arrived in Britain within 4 weeks, halving the time normally taken door-to-door using conventional methods.



ALL BLACKS DOWN LIONS

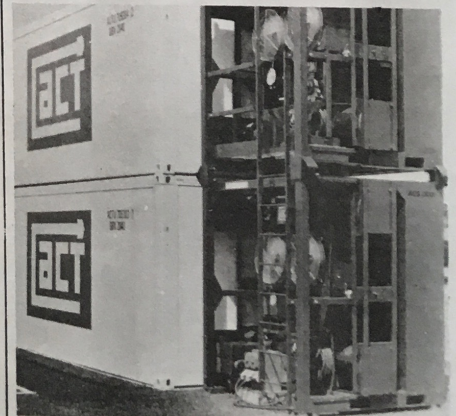
When Ian Kirkpatrick's Rugby tourists took a break from their tune-up for the match against England at Twickenham, they had a pleasant surprise — several cases of the first consignment of New Zealand beer to arrive in Britain, courtesy of the UK agents, Australian Forwarding Agency. Three thousand cartons of the brew — called Lion Super — were shipped in "ACT 1". Picture shows (l to r) Hamish Macdonald, Alistair Scown, Kent Lambert, Andrew Hadden, Ian Ellison and Mark Sayers.

NEW REEFER STACKS

NOW in service at ACTA/ANL terminals in Australia and New Zealand is the EMAIL system for keeping "reefers" refrigerated while awaiting transportation.

Unlike the UK's "HOLIMA" system, the Antipodean version — known as EMAIL TM Services Portable Refrigerated Tower Module — handles four 20ft containers on each tower stack. It was developed in collaboration with ACTA engineers.

The TM system is designed to release the "clip-on" refrigeration unit for its proper role of refrigerating cargo in transit from inland freezing works to terminals.



TRIO service lives up to expectations

Close co-operation by Member Lines pays off

THE Japan/Europe TRIO container service has now been operating for over a year and the frequency of service, to Tokyo, Kobe, Hong Kong and Singapore is already established on a weekly basis. Monthly calls are now made at Kaohsiung (Taiwan) and the container ships are expected to call at Port Kelang (Malaysia) by August this year. The reliability of the service has been such that even the experts were surprised.

For example, the advertised transit time of 23 days direct from Europe to Japan has been maintained each voyage. On average, each ship has spent six days in Japanese waters and handled cargo at a rate of 10,000 Bill of Lading tons per day.

Proud record

Bearing in mind that all ships have been built to the technological limit, that virtually all terminals have been built specially for the service, and that the complex mechanical handling and documentary systems were worked out from scratch, it is a record that the consortium — Ben Line Containers, Overseas Containers, Hapag-Lloyd, Nippon Yusen Kaisha and Mitsui OSK Lines — can be proud of. It is a tribute, too, to the ship designers and builders, the terminal operators and, in fact, everyone connected with the venture.

Throughout, there has been close co-operation between all five TRIO members at all levels. Each has brought invaluable experience to the combined venture and remarkable progress has been made in the technical, legal and commercial administration areas, despite natural differences of opinion and problems of distance and communication.

Healthy competition

The first year's operations have shown the immense value of the TRIO decision to co-operate on ships and terminals whilst retaining individual competition in marketing and inland services—it is in this way that the shipping trade has benefited not only from high frequency, fast sailings but from healthy competition in the important land sectors of Europe and Japan. In Japan, restrictions hinder the introduction of a complete through transport operation where non-Japanese operators are concerned. However, future co-operation by the Japanese authorities should solve this problem.

There are no plans at present to mount a feeder service — the container service will continue to operate on the basis of direct calls. It can, after all, be shown that it is more economic to serve certain areas by direct calls from conventional ships than by containership and transhipment combined.

No small part in the success of

the combined operation has been played by the data processing and communication systems employed. Their primary purpose is to produce Bills of Lading, freight invoices and other customer oriented documents, promptly and accurately. They also produce — and, where necessary, transmit between the Far East and Europe and vice versa — cargo and freight manifests and vital operational information required by terminals and inland transport. A further secondary purpose is the generation of information necessary to enable management to run the business efficiently — container control data, marketing statistics, etc.

Basis of the BLC UK/Europe system is the ACTS computer, information passing between the computer and the European regional offices — the UK container bases and Hamburg and Rotterdam.

In the Far East, the four main areas — Japan/Korea, Singapore/West Malaysia, Hong Kong and Taiwan — operate independently. Bills of Lading and freight accounts being produced on small compu-



The 73,596-tonne "Benalder", seen here at Southampton, completed her maiden voyage—via Hamburg, Rotterdam, Southampton, Singapore, Hong Kong and Japan—before the New Year. Her British-made GEC turbine engines can develop a maximum of 88,000 shp giving a service speed of 26 knots and a maximum of over 30 knots.

ters. This information is then passed to local computer bureaux which produce a magnetic tape for the ACTS computer, which in turn produces all the necessary import documentation.

Already, with the service well established, the shipper is obviously appreciating the TRIO service. The future can only bring expansion and improvement.

Welcome Japanese style



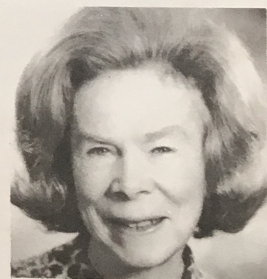
The Master of "Benalder", Captain Kenneth Hardie, receives a bouquet from Miss Y. Orima, dressed in traditional costume at a reception held aboard when the vessel arrived in Tokyo at the end of her maiden voyage from Europe. Those present included Sir Fred Warner, British Ambassador to Japan, representatives of the Tokyo Port and Harbour Bureau, and the Ben Line Manager in Japan, Mr Peter Thompson (extreme right).

'City of Edinburgh' is launched

"CITY of Edinburgh" built by Finkenwerder Yard of H.D.W. in Hamburg for the Ben-Ellerman Far East Service, was launched on March 5 by Mrs D. F. Martin-Jenkins, wife of the Chairman and Managing Director of Ellerman Lines Ltd., and a Director of Ben Line Containers Ltd.

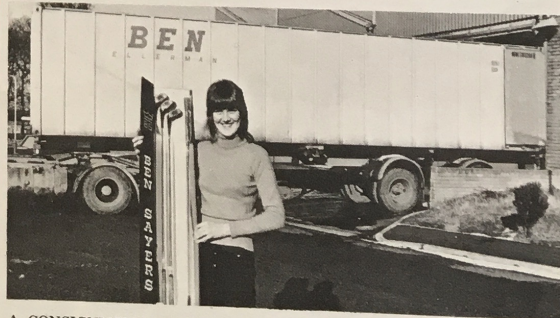
The ship, with a 73,596 tons displacement, will be the fifth to bear the name—the first being a three-masted full rigged vessel built in 1852. Her sister ships "Benalder" and "Benavon" have both done over 30 knots on trials and are now in service between Europe and the Far East. They will all be registered at Leith and fly the BLC flag.

All three containerships are identical and are designed to be among the largest and fastest of their type afloat. The vessels are BLC's contribution to TRIO, a consortium of German, Japanese and British companies, whose fleet will number 17 ships when "City of Edinburgh" enters the service in September.



Mrs D. F. Martin-Jenkins

Ben Clubs in a Ben Box



A CONSIGNMENT of 10,000 golf clubs valued at £35,000 has just arrived in Tokyo after being shipped in a 40 ft container by Ben Line Containers. The manufacturers, Ben Sayers, expect to sell £140,000 worth of these clubs in Japan this year. Our picture shows pretty Dorothy King of North Berwick holding a box of the clubs before packing into the containers. (Photo by courtesy East Lothian Courier.)



LIGHTS IN TOKYO BAY

Looking forward from the bridge of Benalder as she loads at night in Tokyo Bay.