

act news

SUMMER 1975



ACT IN TULIPLAND

ACT and its member companies can be found practically everywhere in the world and with the container concept becoming universally accepted, one can spot containers almost anywhere. In the photograph, a container sails through a colourful sea of tulips in Holland.

'OLD MATILDA' WALTZES HOME



OLD MATILDA, a steam engine that first saw the light of day nearly 70 years ago, has returned home to England from Australia to be put in working order by a steam engine enthusiast, Mr R. Stevenson.

This engine was built by Allchins of Northampton in 1907 and was the first of its kind to be constructed. It is understood that there is only one other of this type still in existence.

It was found at an old gold mine near Cairns in Northern Queensland, and was probably used for hauling timber for use as fuel in the mine.

The picture shows the engine being lifted from an ANL flat container at the village of Grayswood in Surrey.

New drillship taking shape

THE Dynamically Positioned drillship to be named Ben Ocean Lancer is taking shape at the Cartsdyke Yard of Scott Lithgow.

The DP system enables the drillship to hold a pre-determined position at sea without the use of anchors. This is achieved by two propellers on the stern and five transverse thrust units which are operated and controlled by computer.

The Ben Ocean Lancer is due to be launched later this year and completion is scheduled for next summer. The vessel, which is being built for Ben Odeco Ltd at a cost of about £20m, will be capable of drilling in depths of up to 3,000 feet.

Ben Line have a majority holding in Ben Line Offshore Contractors Ltd (BLOC), which is a 50 per cent partner with Ocean Drilling and Exploration Company of New Orleans in Ben-Odeco Ltd.

50 years at sea



Our picture shows Mr Francis Mair who has served as an able-seaman and bosun, being presented with a cheque by Mr Roderick MacLeod, Managing Director of the Ben Line Steamers Limited, during an informal ceremony at Ben Line headquarters.

Francis Mair, who first went to sea in 1925, joined the Ben Line as a AB in 1949. He has served on most of the ships in the Ben Line fleet. The last ship on which Mr Mair served was the heavy lift motor vessel Benarty.

The portrait in the centre of the picture is of Alexander Thomson, one of the two founders of Wm Thomson & Co which was established in 1825.

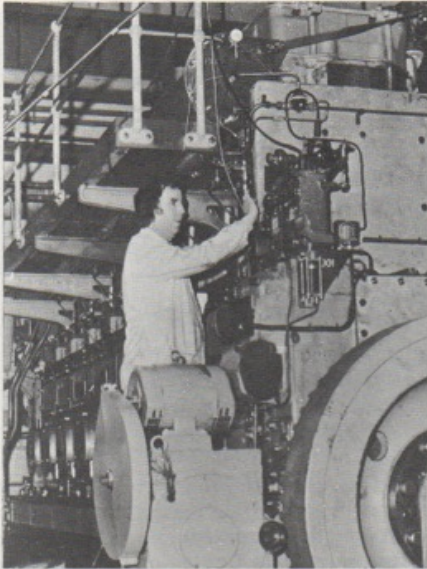
Ben goes into cold storage

PART of the consignment of Dexion Drive-In Pallet Racking System for use in the Shek Pai Wan Cold Storage Complex in Hong Kong being unloaded from a Ben Line 20ft open top container.

This complex is part of the

Dairy Farm Group of Hong Kong who awarded a substantial contract to Engineering Equipment Co Ltd, on behalf of their Principals, Messrs Dexion Ltd, UK manufacturers and world leaders of a wide variety of storage equipment.





The final touch

AN ENGINEER checks the governor of a Mirrlees Blackstone, eight cylinder, K major diesel engine, prior to the Ben Ocean Service shipping it from Liverpool to Padang in Indonesia.

This diesel engine, when coupled to an alternator, produces over 2,500 KW and is destined to play an important role in the Indonesian electricity generating industry.

The vessel on the Ben Ocean Service is, in this instance, Blue Funnel's "Eumaeus".

ACT(A) BRINGS HOME THE MAIL



The GPO is one more shipper regularly relying on ACT(A)'s dependability and good service. In the photograph two of ACT(A)'s 20ft containers with mail from Australia and New Zealand are loaded onto a GPO lorry at Stratford Containerbase in East London.

WEIGHT LIFTING BY BEN'S BENARTY



THE BEN LINE heavy lift ship Benarty recently carried a mammoth pressure vessel from Middlesbrough to South Korea.

Because the Benarty has a Stulcken derrick it could self-load the 167 ton pressure vessel, but considerable skill was needed by the dockers to help with the loading because of the enormous dimensions — 177 feet long and 16 feet 5 inches in diameter.

The huge pressure vessel, manufactured by Davy Powergas, will eventually be used in a British-designed methanol plant in South Korea's Kwangyang province.

SMILE!

A seaman on one of ACT's container vessels received this letter from his wife on arriving at Sydney:

"I have been in bed with the doctor for weeks and he doesn't do me any good. If things don't improve, I will be forced to send for another doctor."

(Future) PORTS OF CALL Number 11

EHCL grows with Durban

Ellerman & Bucknall (Pty) Ltd, appointed general agents for Ellerman Harrison Container Line, will have offices in the Durban depot and on the terminal to ensure close supervision essential to providing a high standard of service to shippers and consignees.

The offices will be in direct communication with an advanced computer system to be installed at their Head Office in Cape Town. While relying on Cape Town for essential support and guidance, the Durban Office, as in the case of other regional centres, will largely operate as an autonomous unit.

Ellerman & Bucknall (Pty) Ltd are shortly to celebrate the Golden Jubilee of their establishment in South Africa which will coincide with the commencement of the EHCL container service in 1977.

DURBAN EXPANDS INTO THE CONTAINER AGE

DURBAN, the most advanced port in terms of container development in South Africa, is scheduled to go into service in mid-1977 and by the end of 1978 it is expected that 255,000 TEU's will be handled there.

During 1969 a site for new conventional berths was chosen on the bluff side of the existing harbour and by 1972 it had been decided to convert the programme to take account of the expected new transport technique.

Some 1,500 metres of quay has since been built and a land area behind reclaimed from mangrove swamp to the extent of some 50 hectares (125 acres). In its final form, Durban will provide four container quays capable of berthing the largest type of cellular vessels with provision for eight single-lift container gantry cranes and a straddlecarrier-served container park.

In addition, rail connection will be installed with a four siding yard and at least two overhead cranes. Adjacent to the ocean terminal and block train rail head there will be a container depot offering some 15,000 sq metres of covered working and storage area capable of a throughput of about 500 boxes per week.

Navigable access to the berths is within sheltered waters unencumbered by the long estuaries and locks common in Europe.

By the end of 1978 it is expected that Durban will be handling in the order of 255,000 TEU's of which almost 100,000 will be to or from UK and NW

Continent. The proportion of LCL is expected to be about 25 per cent for Import and Export. Conference vessels calling at Durban will be alongside for about two days and will discharge and load in the region of 1,500 containers — 22,500 tons of cargo.

The ocean and rail terminals, as with other South African ports, will be operated by the South African Railways and Harbours. The Container depot will be managed by a depot consortium consisting of four major stevedoring concerns.

The Port of Durban serves a hinterland stretching in a wide arc from the Swaziland border to the North and Southwards to Umkomass. This also encompasses the great industrial area of the Reef centred round Johannesburg and absorbing raw materials and heavy machinery to produce South Africa's manufactured products.

Moving out through Durban are the primary products, fruit, processed ores, timber, paper and hardboard to mention but a few of the many export items.



Partial view of the area where the new Durban container port will be located. It is presently under construction and scheduled for completion by mid-1977.

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SCOTTISH REGION (left to right) Messrs D. A. MacKechnie, J. S. McLatchie, R. C. Harkins (Sales Manager), G. B. Napier and D. H. McGregor.



NORTH-EAST REGION (left to right) Messrs R. J. Kershaw, I. Oliver, W. R. Marshall (Sales Manager), J. M. Greenwood, B. Rubery and E. S. Sunderland (Assistant Sales Manager).



NORTH-WEST REGION (left to right) Messrs A. S. F. Davies, D. Brookfield, S. W. Warrick, D. C. Haig (Sales Manager), K. M. Riley (Assistant Sales Manager) and K. R. Sidwell.



MIDLAND REGION (left to right) Messrs M. C. Hodson, D. A. Estcourt (Assistant Sales Manager), J. Hall, H. D. Pedley (Sales Manager), B. G. Watkins, N. M. Hodgson and A. G. Wills.



SOUTHERN REGION-1 (left to right) Messrs D. E. Richardson, L. J. Kingdon, D. H. Williams (Sales Manager), D. Clark, R. E. Skinner and M. A. Garnett (Assistant Sales Manager).

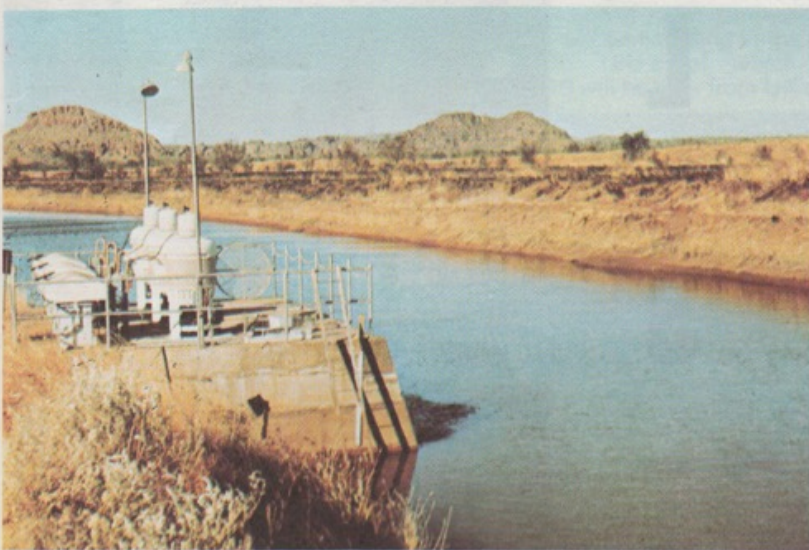


SOUTHERN REGION-2 (left to right) Messrs G. J. Austin, P. D. Taylor, F. B. Gardner, D. H. Williams (Sales Manager), M. J. Lambard and R. C. Howes.

ACT(A) HELPS THE NEW



This is where it all begins — the lush fruit orchards of Australia.



Pumping stations like the one in the photograph help supply the water needed for the fruit trees.



The fruit is hand-picked to ensure that it is not bruised and that it is selected at its peak.

ASK most British housewives about the product they probably wouldn't have a clue. Ask them and they would probably be able to give you a complete answer: why they buy this product and why they purchase it.

Why should they know about Australian brand name for Australian canned fruit launched in the UK.

In 1971 the Australian fruit producers for the UK Ltd with responsibility for UK distribution of Canned Fruit, incorporating such well-known brands as Letona, Riverland, Henry Jones and Tom Pate.

It was subsequently decided that there were too many housewives could buy throughout the UK, Australian Gold was the name chosen and the product is pouring into the UK and backed by special advertising and a top marketing organisation, sales are increasing. ACT(A) plays an important part in getting the product to the UK quickly, efficiently, safely and economically.



A typical scene in a peach cannery with many workers working together to produce a top quality product.

The process is carefully controlled (top photo), and packaging are ready to be loaded onto the ship.

AUSTRALIAN GOLD RUSH

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The container arrives at Seaforth Containerbase in Liverpool and it is opened and inspected by (left to right) Mr Alan J. Hanson of The Mersey Docks and Harbour Company, Mr John Adams, Associate Director of Australian Canned Fruit (IMO) UK Ltd, and Mr A. R. E. Bills, UK Import Sales Manager of ACT(A).



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The Australian Gold arrives at the supermarkets and store shelves, where it is attractively displayed for the housewife's selection.

Hoe! Hoe! Hoe! — No weeds

WEEDS are no laughing matter for most people with a garden, so anything to help with the back-breaking task of weeding is welcome news.

Over the past three months ACT(A) have shipped some 50,000 'spintillers' — a New Zealand-invented home gardening tool — worth nearly £200,000 from Auckland to the United Kingdom. This revolutionary hand-pushed rotary hoeing and weeding tool was designed by an Auckland engineer, Mr John McCoomb.

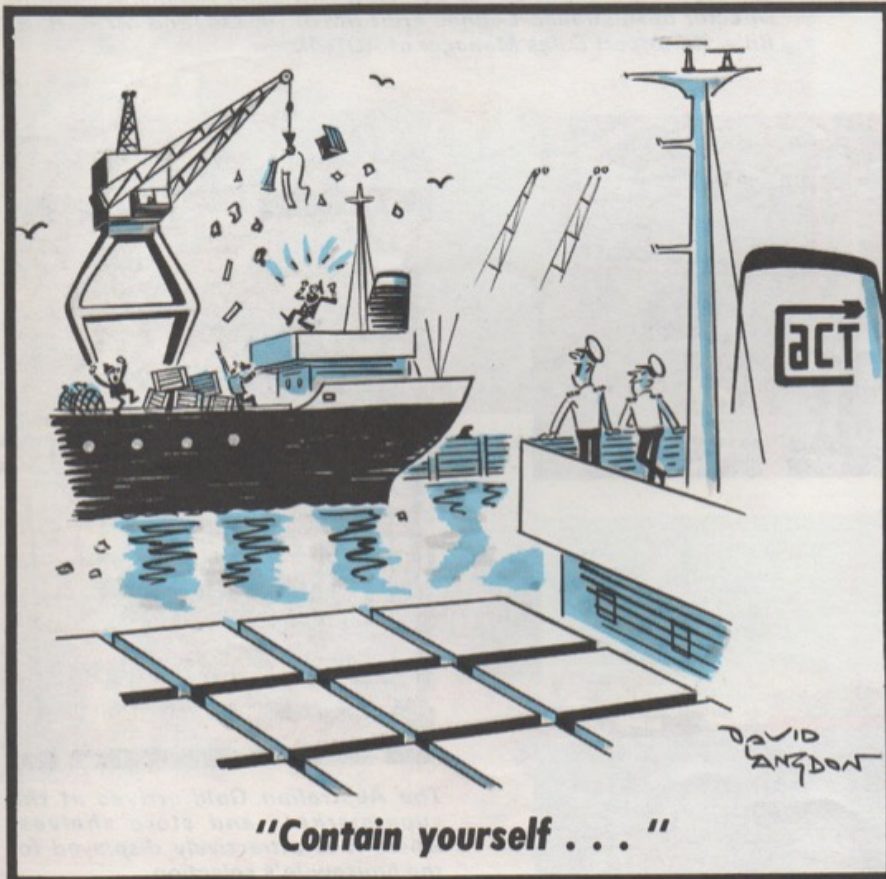
THREE YEARS

Mr McCoomb, General Manager of the Spintiller Manufacturing Company Limited, told 'ACT News' that over the past three years 56,000 spintillers have been sold in New Zealand and a further 20,000 were bought in Australia during the past year.

He says he hopes his company, which is marketing his invention in partnership with Ceramco through Spintiller International Limited, will shortly be able to expand its exports into Europe — with the help of ACT(A) of course!



Mr John McCoomb (centre), General Manager of the Spintiller Manufacturing Company in Auckland, takes the tally as export cartons of his home-gardening rotary hoeing and weeding tool are loaded inside an ACT(A) container bound for the UK.



13 miles of wire rope from Scotland to Japan

TWELVE 60-ton drums of 3½in diameter wire rope, comprising 13 miles, have been shipped from Scotland to Japan.

Carried on board the Ben Line heavy liftship 'Benarty', the shipment is believed to be the largest of this type ever to be exported from Britain. It was manufactured by Martin, Black & Co (Wire Ropes) Limited and has a breaking strain of over 500 tons.

LARGEST

The wire rope is designed to provide the anchor lines for the largest semi-submersible drill rig in the World currently being built for Odeco in Japan. Odeco is Ben Line's partner in Ben-Odeco.

The 'Benarty' loaded the huge drums with her own Stulcken derrick at Grangemouth.



China to China

NOT quite coals to Newcastle . . . but Ben Line Containers recently carried a consignment of Tuscan China to Hong Kong, exporting to a market where the quality and value of china is recognised and appreciated.

Good china is now associated with the Potteries area of England although the word and the process of manufacture originate from the country of China. James Richards of Hong Kong obtained an order for this bone china and their aggressive marketing programme is again responsible for furthering British exports.

Slot Chartering

BEN ASIA Container Service (BACS) and Interasia Lines Ltd have reached a slot exchange agreement to increase the frequency of their service on the Japan/ Straits route.

The announcement was made in Tokyo by Mr Peter Thompson of Ben Line and Mr K. Yakushigi of Interasia. Each line will make a number of slots available to the other on their respective vessels, Ben Line's 'Moirá' and Interasia Line's 'Asian Princess.'

These will now be scheduled to provide shippers with a regular service about every 12 days between Japan and the Straits. Ports served are Kobe, Yokohama, Singapore and Port Kelang.

"With the growing trend to containerisation in the Japan/ Straits trade, the increased and more even coverage that this agreement will provide to shippers and consignees will be very welcome," the official announcement from the two companies stated.

IT'S A WINNER!

A 242 POUND RACING BOAT 'sailed' more than 12,000 miles to Australia and then went on to win the Contender World Championships.

Three of the British team competing, including the eventual winner, David Pitman, approached ACT(A) and shortly afterwards, their 16-foot dinghys were safely packed and on their way to Brisbane aboard the ACT(A) chartered 'Moreton Bay'. The timing of the arrivals was critical and ACT(A) delivered

the boats on the same day as the helmsmen arrived.

Pitman, sailing 'Grenadier', indicated the shape of things to come by winning the Australian Open Championship in the week prior to the World Championships. Competitors in the 53-strong fleet came from Germany, South Africa, the United States and Brazil, as well as the British contingent.

An outstanding victory for David Pitman who obviously knew how to choose a winning container company — ACT(A).



TOUGH COMPETITION highlighted this year's International Contender World Championships in Australia. Sailing 'Grenadier', Briton David Pitman added the World title to his long string of successes and ACT(A) delivered his boat — and those of two other members of the British contingent — safe, sound and on time.

Doubly secure with Ben Line Containers

HONG KONG SECURITY LIMITED have ordered nine highly sophisticated security vans from the UK for a total contract value of over £66,750 and Ben Line Containers have been chosen to transport these vehicles. (The photograph shows the first of the nine being unloaded).

EXPERTS

The security company, before ordering the vehicles, engaged a team of experts to study and investigate the requirements for carriage of money and other valuables in Hong Kong.

The study group decided that Land Rovers met all the problems raised, and so nine bullet-resistant vehicles were ordered, each incorporating many of the most up-to-date security devices.



ACT TEAMWORK



Working together in partnership to provide the best possible service to customers is a basic concept of the ACT consortium. A typical example of this 'togetherness' and teamwork is shown in our photograph taken at the Manchester Containerbase. Regional Manager of ACTS, Mr E. "Wally" Walshaw (centre), shakes hands with two of his colleagues at the Manchester Base, Mr R. Kaye (left), Director of Henry Tyrer and Co Ltd (Ben Line's Agents), and Mr Keith Riley, Deputy Sales Manager of ACT(A).

ACT(A) places order for new containers

ASSOCIATED Container Transportation (Australia) Limited's first order placed in S.E. Asia for ISO containers has been awarded to International Containers Limited of Hong Kong.

ICL have recently produced 400 x 40ft by 8ft by 8ft 6in aluminium alloy clad exposed post dry freight containers for the ACT(A)/ANL independent service. A notable feature of the design is, although the containers are 8ft 6in in height, ACT(A) have not specified a gooseneck tunnel.

CORROSION

The side and front wall panelling is of pre-painted aluminium alloy sheets stiffened externally by extruded aluminium alloy top and bottom longitudinal rails and "hat section" side wall posts.

To ensure a maximum operating life, ACT(A) and ICL have paid great attention at the design stage to eliminating corrosion traps in the steel end frames and to insulating all dissimilar metal joints between aluminium and steel where the likelihood of electrolytic corrosion may occur.

To afford maximum protection for the steelwork, the completed end frames, which are capable of withstanding stacking loads of up to 67.5 tons, are zinc enamel paint coated.

Egged on by Ben

OVER one and a half million eggs were recently carried by Ben Line Containers from Malaysia to Hong Kong — and not one was broken.

The whole consignment was shipped in eight 20ft boxes, each with specially constructed crates for the delicate load. The journey from Port Kelang to Hong Kong took only 3½ days, and 12 hours after the vessel had docked the fragile cargo was delivered to the customer, Messrs Ng Kee Hong and Co of Hong Kong.



FAR EAST CARGO TO LONDON

THE FIRST ship in the Ben Ocean Service to bring cargo from the Far East arrived in London recently. The Glen Line's "Flintshire" brought handicrafts from the Philippines, tea from Sri Lanka and other Oriental products including liquid latex.

This service from the Far East is being provided by the conventional ships of Ben Line, Blue Funnel and Glen Line, whose day-to-day commercial management is conducted by the Ben Line Steamers of Edinburgh. The Principal Agents in the UK are Killick Martin and Co Ltd of London.



Getting to know the customer

GETTING to know the customer and his needs is as important as making known the services offered by the shipping company. To this end Ben Line Containers are planning a number of receptions throughout the UK providing BLC agents with an opportunity to strengthen links with customers.

The first gathering, held at Stockton, was well attended by Yorkshire shippers who met representatives from their agents and head office in Edinburgh.

The photograph shows (left to right) Janice Fittall (Killick Martin), Mr W. A. C. Thomson (Ben Line, Edinburgh), Mr J. Somerville (Patons and Baldwins, Darlington), Mr R. W. Carr (ICI, Middlesbrough) and Mr J. W. Cockfield (T. A. Bulmer, Middlesbrough).



Service to shippers stressed at ACT(A) Sales Conference

ACT(A) will continue its efforts to give value for money and the best possible service to its shippers, Marketing Manager Roy L. Davis said at the Fourth Annual ACT(A) Sales Conference held in London.

Pointing out that in 1974 there was "an unparalleled upsurge in trade



Speakers at the ACT(A) Annual Sales Conference included (left to right) Mr P. W. Yarwood, Managing Director of ACTS; Mr A. J. Macintosh, Managing Director of ACT(A); Mr E. Wicks, Physical Distribution Manager of Massey Ferguson (UK) Limited; and Mr R. L. Davis, Marketing Manager of ACT(A).

which brought increased tonnage problems," he commended the ACT(A) sales team for "once again providing shippers with all the proof necessary that ACT(A) cares".

"This year the pendulum has swung in the opposite direction," Mr Davis said. "We have to retrench and ensure that the platform of shipper trust and goodwill is turned into a 'Launch Pad' for our activities in months to come."

We all know that 1975 is not going to be an easy year for anyone, Mr Davis said, but this gives us an even greater responsibility and is a challenge for us to continue to offer our customers the best possible service.



Holding a 16 pound shot and Scottish hammer, like an orb and sceptre, is Captain Rex Lymn aboard Ben Line's 'Benreoch' shortly before leaving for Indonesia.

HIGH JINKS IN JAVA

Expatriate Scots and their friends in Indonesia are going to compete in the Highland Games to be held in Jakarta this Summer.

Mr Rod Ramsay, of Aberdeen, who is the Ben Line representative in Jakarta, is assisting the Java St Andrew's Society in organising a Highland Gathering, but the Society was short of the traditional equipment of the Games: the hammer, the shot and the caber.

Help was forthcoming from Ben Line, who arranged that these pieces of

equipment would be there on time and were carried, care of the master, Captain Rex Lymn, aboard the Benreoch. The shot weighs 16lb and the hammer is fitted with a wooden shaft and a cannon-ball head.

The caber is 18 feet in length, and came with advice from Scotland that if it was too long for the locals, a few feet could be sawn off in the time-honoured manner! Mr Ramsay pointed out that local trees are too heavy for caber tossing.



Mr A. J. Macintosh (fourth from right), Managing Director of ACT(A), during his speech at the Sales Conference. At the head table are (left to right) Mr M. Morse, Mr F. Williamson, Mr P. W. Yarwood, Mr I. R. Weatherston, Mr D. G. Hollebhone, (Mr Macintosh), Mr R. L. Davis, Mr P. R. A. Bainbridge and Mr L. B. Fiddock.