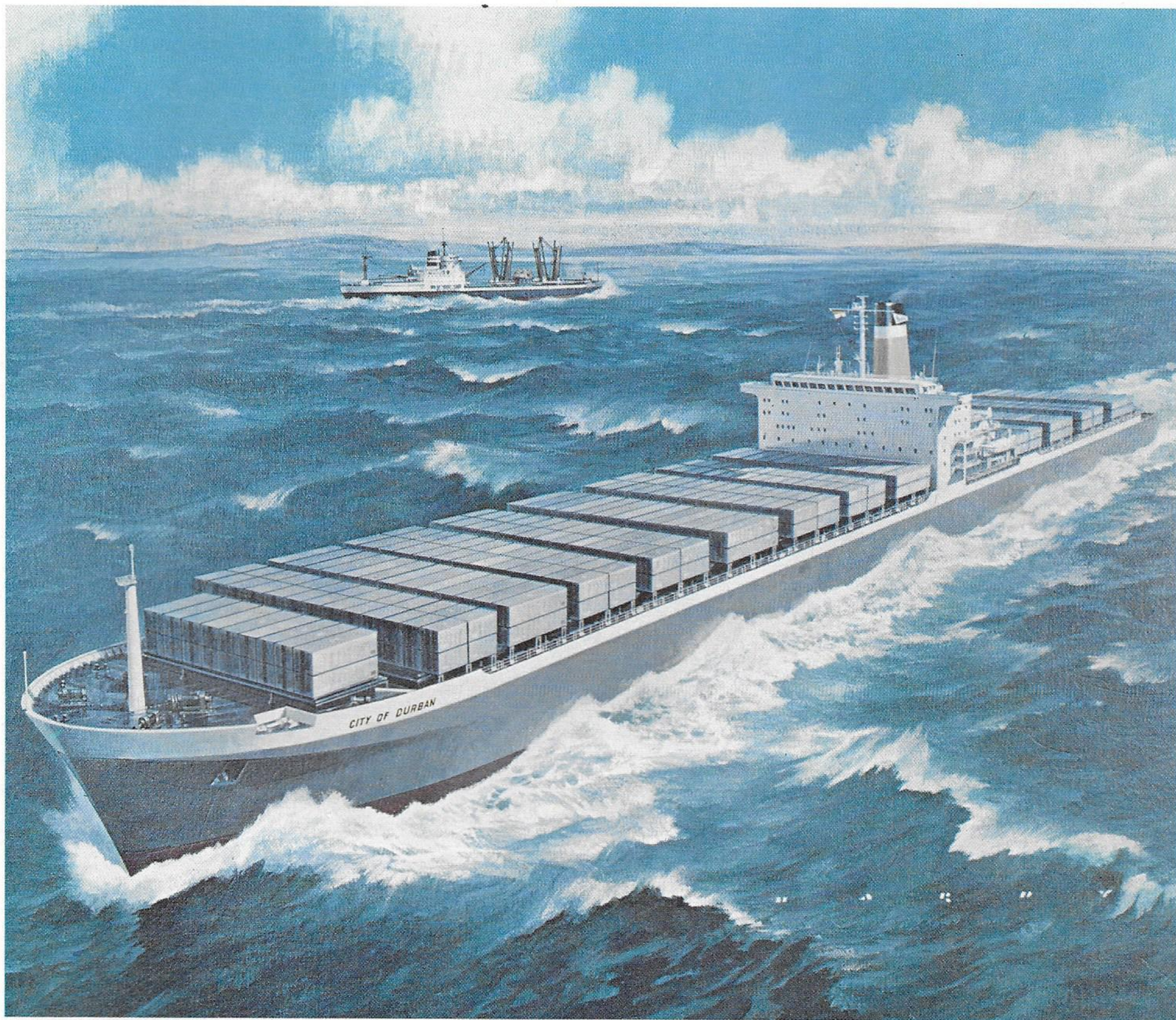


# act news

WINTER 1975



## EHCL'S £40M INVESTMENT

This third generation containership, "City of Durban", with a container capacity of 2430 TEU's, has been ordered by Ellerman Lines and Harrison Line for their new partnership — Ellerman Harrison Container Line (EHCL) — which will provide regular container service to South Africa and is scheduled to start in 1977. Investment in the ship and containers represents a £40 million vote of confidence in the future of containerisation.



## Formation of Ellerman Harrison Container Line —

**T**WO famous names in the South African trade — Ellerman and Harrison — have decided to join forces to develop a fully cellular container service between the United Kingdom, North West Europe and South Africa. With the service due to go operational in September 1977, planning proceeds 'full speed ahead'. Earlier this year the partners ordered a 42,000 dwt third-generation containership capable of carrying 2430 20ft. containers.

The containership — to be named 'City of Durban' — along with over 5000 containers, represents a capital investment of some £40m. This huge commitment by the two British shipowners is a restatement of their confidence in the concept of containerisation as the most economic new transport technique for major cargo trades such as the South African and Australian.

The Ellerman Harrison ship will operate in an integrated schedule with nine similar vessels owned by other Conference Lines. The ten ships, operating at a service speed of 21.5K, will call at the selected ports

about every five days. The Ellerman Harrison Container Line will market independently a proportion of the container slots on each ship and will therefore be in a position to offer its customers a five-day frequency of service. The advantage of this type of slot exchange arrangement between independent container operators is that asset utilisation is maximised (most important in such a highly capital-intensive enterprise) without prejudice to the maintenance of a healthy competition between the container operators.

The European terminal ports will be Southampton, Hamburg, Bremerhaven, Rotterdam, a Belgian port and a French port. In South Africa the ports will be Cape Town, Port Elizabeth, Durban and possibly Lourenco Marques. The order in which these ports will be served is still undecided, but the shortest transit time between Southampton and Cape Town would be about 12 days. The Ellerman Harrison Container Line will provide FCL and LCL services in Europe similar to those offered by the Conference Lines in the Australian and Far East trades. In South Africa,

*(Continued on following page)*



*One of the ports to be served by the new EHCL container service to South Africa is Cape Town, seen here with its container berths under construction.*



# Historic Event in the South African Trade

*(Continued from preceding page)*

Depots will be constructed at the terminal ports and Johannesburg (City Deep).

Being one of the last major world trades to be containerised, the South African trade benefits tremendously from experience gained elsewhere. Ellerman and Harrison are especially well placed to impart this experience, combining as they do nearly a decade of practical operational container involvement with an intimate knowledge of the special characteristics of the South African trade.

## FOUNDER MEMBERS

Both Ellerman and Harrison are founder members of ACT. This has involved Ellerman in the planning and operation of ACT (Australia) in the container trades between Australia and Europe/USA and that of Ben Line Containers between Europe and the Far East. Ellerman also operates a fleet of eight small containerships between North West European ports and various Mediterranean destinations. The Harrison Line is launching a new container service from the United Kingdom and North West Europe to the West Indies and Central America in July 1976, in conjunction with three Continental partners (the four partners having formed CAROL-CARIB OVERSEAS LINES). Two 23,400 dwt (1200 TEU) cellular container vessels are under construction and will run in a six-ship service to and from the Caribbean.

## RAPID TURN-ROUND

Modern deep sea container operations depend for their success (as already mentioned) on high utilisation of assets. This means the rapid turn-round of ships and containers. Contingent to high productivity is the rapid transfer of a large amount of information between and within the two ends of the trade. A requirement of this kind almost inevitably calls for computers. As readers will know, computers can produce major problems if improperly used. The Ellerman Harrison Container Line, which will use computers extensively, is particularly fortunate to be able to call on the proven and working systems developed by the ACT Services for ACT(A) and BLC. For shippers and consignees in the South African/Europe trade, this means rapid production of Bills of Lading and maximum notice of incoming containers.

Overall control of the Ellerman Harrison Container Line will be performed by Ellerman City Liners



## R. ALASTAIR LLOYD

*Mr. Lloyd has overall responsibility for the development of the Ellerman Harrison Container Line. He is Deputy Chairman of Ellerman City Liners, Chairman of Associated Container Transportation Services (ACTS) Ltd., Director of Associated Container Transportation (Australia) Ltd. (ACT(A)) and Director of Ben Line Containers Ltd. He spent six years as Executive Director of ACT(A) Ltd.*

(General Managers of the service) from their headquarters in London. Ellerman & Bucknall (Pty) have been appointed General Agents in South Africa and are fast building up a container team based on their Cape Town head office and branch offices in all the main South African centres. They have brought in a number of experts from overseas and are putting existing staff through intensive training programmes involving visits to Europe, Australia and U.S.A. To ensure a smooth transition, containers are now being offered on conventional ships and a cargo handling advisory service is available to exporters requiring assistance with container stowage. The Ellerman Harrison Container Line believes it will only attract business if its service is first class and the price asked is reasonable. It is therefore investing heavily in people to produce that service and in containerisation to help insulate freight rates against inflation.

## Information on EHCL's City of Durban

Owners — Ellerman Lines Limited and The Harrison Line.

Purpose — For operation by Ellerman Harrison Container Line Limited in the South Africa/North West Europe Trade.

Type — Fully cellular containership.

Builder — AG Weser of Bremen.

Delivery — November 1977.

Length overall — 258.5 metres (848.1 feet).

Breadth extreme — 32.3 metres (106 feet).

Draught — 13 metres (42.7 feet).

Container Capacity — 2430 TEU (1,542 general purpose, 888 reefers).

Main Engine — 2 MAN Diesel.

Speed — 21.5 knots.



# The Container Division of Ellerman & Bucknall (Pty.)



**CAPT. E. G. HIME**  
General Manager

Capt. E. G. Hime is General Manager of The Container Division of Ellerman & Bucknall (Pty.) and Mr. M. A. A. Leipold is the Deputy General Manager.

In 1960 Capt. Hime accepted the position of Sales Manager in the Durban office of E. & B. and moved through Assistant Branch Manager to Manager of E. & B.'s Durban office.

Capt. Hime, who holds a Master's Certificate, has studied containerisation in England, Australia, Hong Kong and various European centres. His present main activity is working alongside Safmarine on the various committees which the European Conference have set up to plan South Africa's containerisation.

Mr. Leipold obtained a Bachelor of Commerce degree at Wits University, Johannesburg, following this with a post-graduate diploma in business administration in Italy in 1963. This was followed by 11 years in the computer industry with I.B.M. in various technical and sales activities, becoming I.B.M.'s Cape Town Branch Manager.

In 1974 Mr. Leipold joined E. & B. as deputy to Capt. Hime. His present main activity is planning the personnel requirements and operational procedures of the Container Division and re-organising the South African Sales Team.



**M. A. A. LEIPOLD**  
Deputy General Manager

## ACTA/ANL To Use Botany Bay in 1977

ACTA/ANL containerships will be using the new Botany Bay Container Port by the end of 1977 when the first of three berths will go into operation.

The project is scheduled to be completed by 1980, including all necessary back-up areas, and Australian National Line is spending \$A26 million on the development.

### PRESSURE

The new terminal will permit ANL progressively to reduce the volume of container traffic through its present Morts Bay berth in the port of Sydney. The volume of trade has long outgrown this facility and the Federal Government has been under increasing pressure to reduce the amount of traffic through the narrow approach streets.

In due course, the present Sydney terminal will be converted to a passenger berth.

## (Future) PORTS OF CALL Number 12

### Botany Bay — Sydney's Second Container Port

**B**OTANY BAY, a port which has been used principally by oil companies in recent years, is scheduled to play a major role in relieving the overload of container traffic at Sydney when its conversion to a major deepwater port is completed.

Container movement to and from Australia has grown by an average of nearly 35% per year between 1969 and 1974 — from 1.33 million tons to more than four million tons. Sydney has only five container berths at present and the planned terminal facilities at Botany Bay are vital if Sydney is to cope with the still-growing container trade.

The decision by the New South Wales Maritime Services Board to develop Botany Bay came after years of intensive research and evaluation and signalled the most dramatic development to occur in the Bay's 200 years of recorded history.

Botany Bay first entered Australia's history in April 1770, when Captain Cook landed at Kurnell, on the South-East section of the bay, to claim New South Wales for Britain. Cook spent eight days in Botany Bay, which he at first called "Stingray Harbour". He described it in his Journal as being "capacious and safe".

However, when Captain Arthur Phillip arrived some 15 years later to establish the first colony, he was less impressed.

He commented that the Bay "though extensive, did not afford shelter to ships from the easterly wind". He added, "that the greater part of the Bay being shallow, ships of even moderate draught are obliged to anchor with the entrance of the Bay open and thus exposed to a heavy sea that rolls in when it blows hard from the eastward".

The Bay's shallowness and exposed position, plus the shortage of sufficient fresh water to sustain a settlement, are believed to have contributed to Phillip's decision to found the first settlement at Sydney Cove.

To Captain Phillip, Port Jackson was "the finest harbour in the world". While Sydney became the hub of the nation's development and Australia's major port, Botany Bay in contrast remained virtually unchanged for more than 100 years, apart from becoming engulfed in the city's suburban sprawl.

In 1880, a jetty known locally as "Long Pier" was built in what is now the suburb

*(Continued on next page)*



## Botany Bay

(Continued from page 4)

of Banksmeadow to handle cargoes of coal from Newcastle. At its peak, the coal trade amounted to about 15,000 tons a year but has long since ceased. The jetty itself, which was in an area to be reclaimed, has been removed.

A turning point in the Bay's history came in 1930 when the Australian oil company, H. C. Sleigh Limited, established a terminal on the banks of the Alexandria Canal. In September of that year the company arranged for the m.v. 'Mexico' to bring a shipment of petrol to the Bay.

### PIPELINE

The cargo was successfully brought ashore by lighter and was the forerunner of other shipments. Today a submarine pipeline is used to carry bulk petroleum ashore from ships at anchor.

The next major development in the use of Botany Bay as a seaport came in 1948 when an oil refinery was established at Matraville. An underwater pipeline was used to carry crude oil from tankers to the refinery.

Perhaps the most significant event in Botany Bay's history as a port came in 1955 when a refinery was established at Kurnell. This project involved building a road through virgin bush and sand dunes from Cronulla to the tip of the Kurnell Peninsular, thus opening up extensive areas of land.

The refinery project also involved the construction of a jetty and the dredging of a turning basin and approach channel for the tankers bringing crude oil to the refinery.

### DREDGING

Since 1955 the refinery has expanded appreciably. Considerable additional dredging has been carried out to accommodate larger tankers.

The progress on the development of the Bay as a major port and industrial complex means that Sydney is in a unique position to cope with the maritime needs of the future, including those of the container trade.

Botany Bay is believed to be the first port development in the world to use specially designed large-scale configuration dredging as a means of controlling waves. Configuration dredging has been used instead of an earlier proposal to construct massive breakwaters near the heads of the Bay. Apart from cost, this latter proposal had major navigational disadvantages.

Research indicated that the most suitable configuration for dredging the Bay's entrance was a V-shaped channel with a depth of 213 metres (70 feet) along the entire centre line and side slopes of 1 in 50. This work will turn waves away from the entrance to the port basin and direct them against the armoured embankment at Bumborah Point.

## ACT(A) TRANSPORTS INTERPOOL'S GOLDEN CONTAINER TO AUSTRALIA



Interpool's 50,000th container arrived at Tilbury to be loaded aboard 'ACT 5' bound for Australia. The gold-painted container carried an export order of construction kits for model airplanes and ships from Airfix. On hand for the occasion were (left to right) R. Harris of Fowlie, Chapman & Deekes Ltd., the consignee's shipping agents; Mrs. D. M. True, Export Sales Office Manager, Airfix Ltd.; Mr. R. L. Davis, Marketing Manager of Associated Container Transportation (Australia) Ltd.; and Mr. P. B. Wharton, General Manager of Interpool (U.K.) Ltd.

## Jenner Appointed Chairman of Australian Shipping Commission

MR. NEVILLE GEORGE JENNER has been appointed the first full-time Chairman of the Australian Shipping Commission. He had been acting Chairman, in a part-time capacity since January 1974.

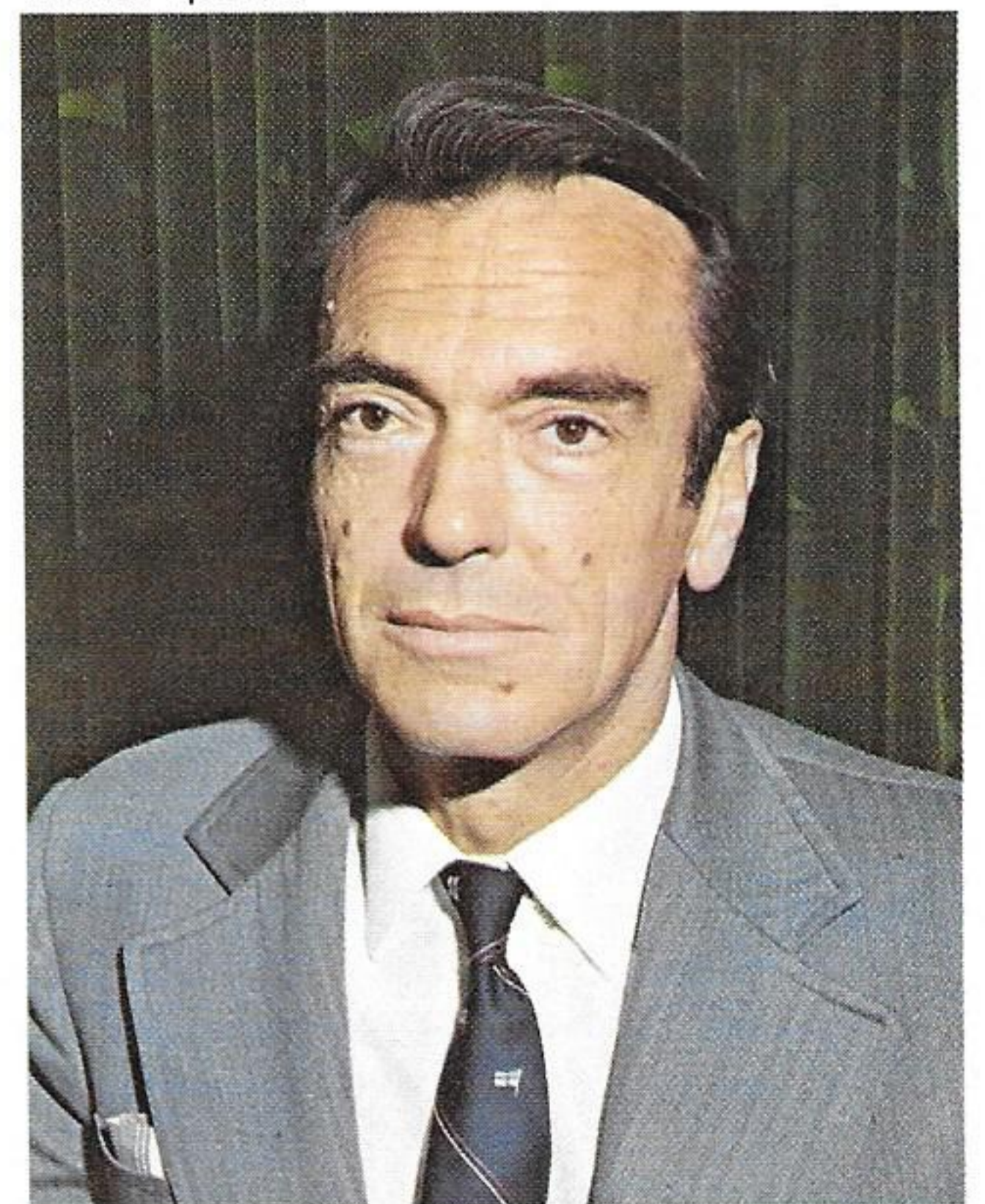
A Commissioner of the Australian Shipping Commission since 1970 (when it was known as the Australian Coastal Shipping Commission, Mr. Jenner was Deputy Secretary of the Surface Transport Group of the Department of Transport when appointed to full-time Chairman.

He was educated at King's School, Rochester, Kent, and H.M.S. Worcester, Greenhithe, before becoming a Deck Officer with P & O in 1942. Mr. Jenner, a Master Mariner (London) 1951, remained with P & O until 1951.

From 1952 to 1954 he was with the Australian Shipbuilding Board and was Local Representative and Senior Resident Officer of the Australian Stevedoring Industry Authority from 1952 until 1967.

In 1968 and 1969, he was Assistant Director Exports Transportation, Department of Trade and Industry.

Mr. Jenner is married with one daughter. His hobbies are sailing and motor sports.



**N. G. JENNER**



# Introducing the Chairmen of t

## D. F. Martin-Jenkins, T.D.—Ellerman Lines

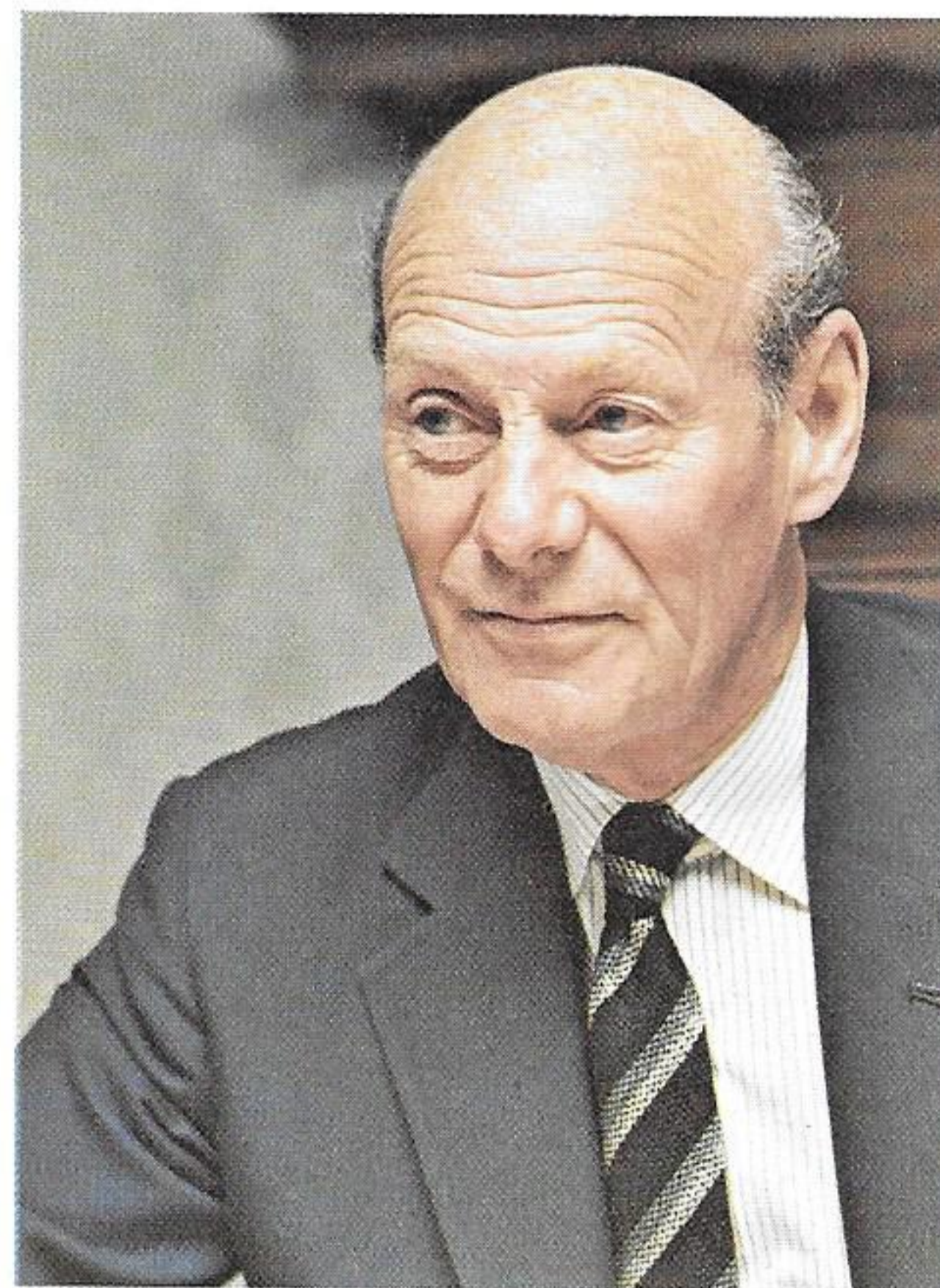
Mr. D. F. Martin-Jenkins was appointed Chairman and Managing Director of Ellerman Lines in 1967.

After completing his education at St. Bede's School, Eastbourne, Marlborough College, Lausanne (Switzerland) and Saarbrücken (Germany), Mr. Martin-Jenkins went to work in an insurance broker's office. He joined a subsidiary company of Ellermans in 1935 and was appointed a Director of Ellerman Lines in 1950.

Mr. Martin-Jenkins served with the Royal Regiment of Artillery from 1939 to 1945, attaining the rank of Lieutenant-Colonel.

He participates actively in public life and has served as President of the Chamber of Shipping of the United Kingdom, Chairman of the International Chamber of Shipping, Chairman of the London General Shipowners' Society, Chairman of The Merchant Navy Officers Pension Fund, and a long list of etceteras.

Mr. Martin-Jenkins is married and he and his wife have three sons, two employed by Ellerman Lines, and one who is a cricket commentator of BBC (Radio). Mr. Martin-Jenkins has been a keen games player all his life and played cricket actively until last year. He continues to play golf as often as time allows.



## V. C. Matthews —Cunard Steam-Ship Company

Mr. V. C. Matthews became Chairman and Chief Executive of the Cunard Steam-Ship Company in 1971.

Mr. Matthews served with the R.N.V.R. from 1939 to 1945, taking part in the first ever combined operations Commando Raid on the Lofoten Islands and several other raids, including Dieppe.

Following demobilisation, he joined Trollope & Colls, a 200-year-old City of London building firm as a trainee. Subsequently he became a Contract Manager and one of his most memorable jobs in this capacity was the re-construction of the Guildhall following the damage done to it during the blitz.

In 1960 he ventured out on his own and acquired Bridge Walker Limited, which was later sold to Trafalgar House Investments. Mr. Matthews assumed responsibility for all the construction companies in the Trafalgar House Group and was appointed Managing Director in 1968.

Mr. Matthews is married and he and his wife have a 13-year-old son. He owns a 600-acre farm and spends his leisure time there where he breeds race horses.



## M. F. Strachan — Ben Line

Mr. Michael Francis Strachan has been Chairman of The Ben Line Steamers Ltd. since 1970.

Mr. Strachan enlisted in the Army in 1939 and saw service in Norway, North Africa and Italy. He reached the rank of Lieutenant-Colonel and received an MBE in 1945. Following demobilisation in 1946, he joined Wm. Thomson & Co. of Edinburgh, Managers of Ben Line.

He was made a partner in 1950 and in 1964 was appointed Joint Managing Director of The Ben Line Steamers Ltd. He was Chairman of ACT from 1971 to 1975.

Mr. Strachan is married and he and his wife have two sons and two daughters. In his leisure time he is a keen silviculturist and enjoys country pursuits.

He was educated at Rugby and Cambridge and has published two books. He is Chairman of the Board of Trustees of the National Library of Scotland and a Member of the Queen's Bodyguard for Scotland.





# The Five Member Lines of ACT

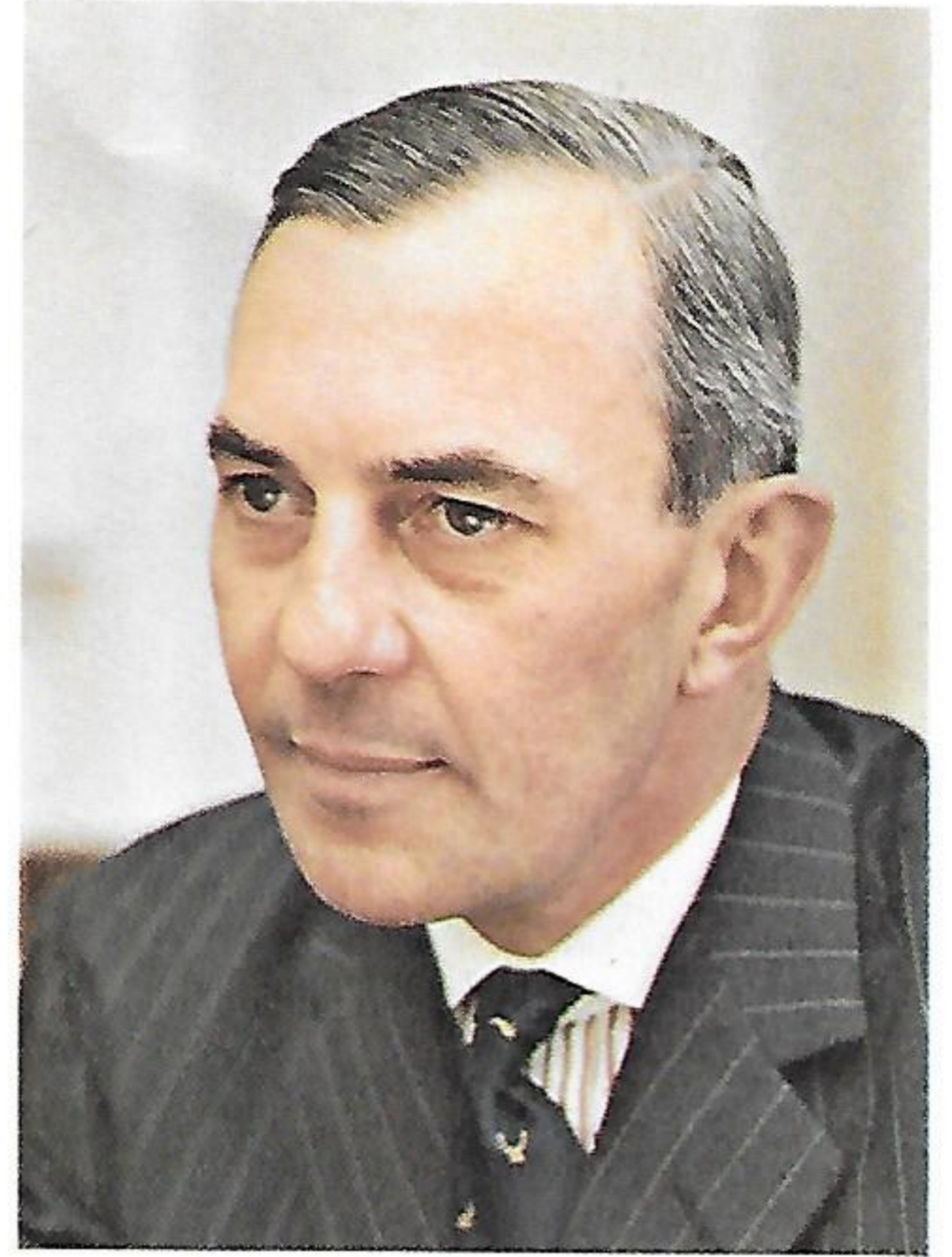
## E. H. Vestey — Blue Star Line

Mr. E. H. Vestey was appointed Chairman of Blue Star Line in March 1971.

Following his military service from 1950 to 1952, Mr. Vestey spent seven years travelling and working, getting to know all of the companies in the shipping and meat side of the family business. He spent one year in New Zealand, two years in Australia, two years in South America, and the remaining time in Europe and the Far East, Canada and the U.S.A., the Caribbean and South Africa.

In 1959 he returned to the U.K. to work in London, and worked more and more closely with his father in both the shipping and meat fields. His family got into shipping to carry eggs from China, and later meat from South America and fruit from the West Coast of North America. As the business grew, the company gradually built up a fleet of its own ships.

Mr. Vestey is married and he and his wife have four sons, aged 14, 13, 11 and 7. He met his wife in New Zealand (she was the daughter of the British High Commissioner there) when he was doing his apprenticeship in New Zealand. He lives in East Anglia and has a second home in the North of Scotland where he spent much of his childhood. He is a keen breeder of cattle and spends his leisure time looking after his estate and in the winter, hunting.



## P. S. Wilson — Harrison Line

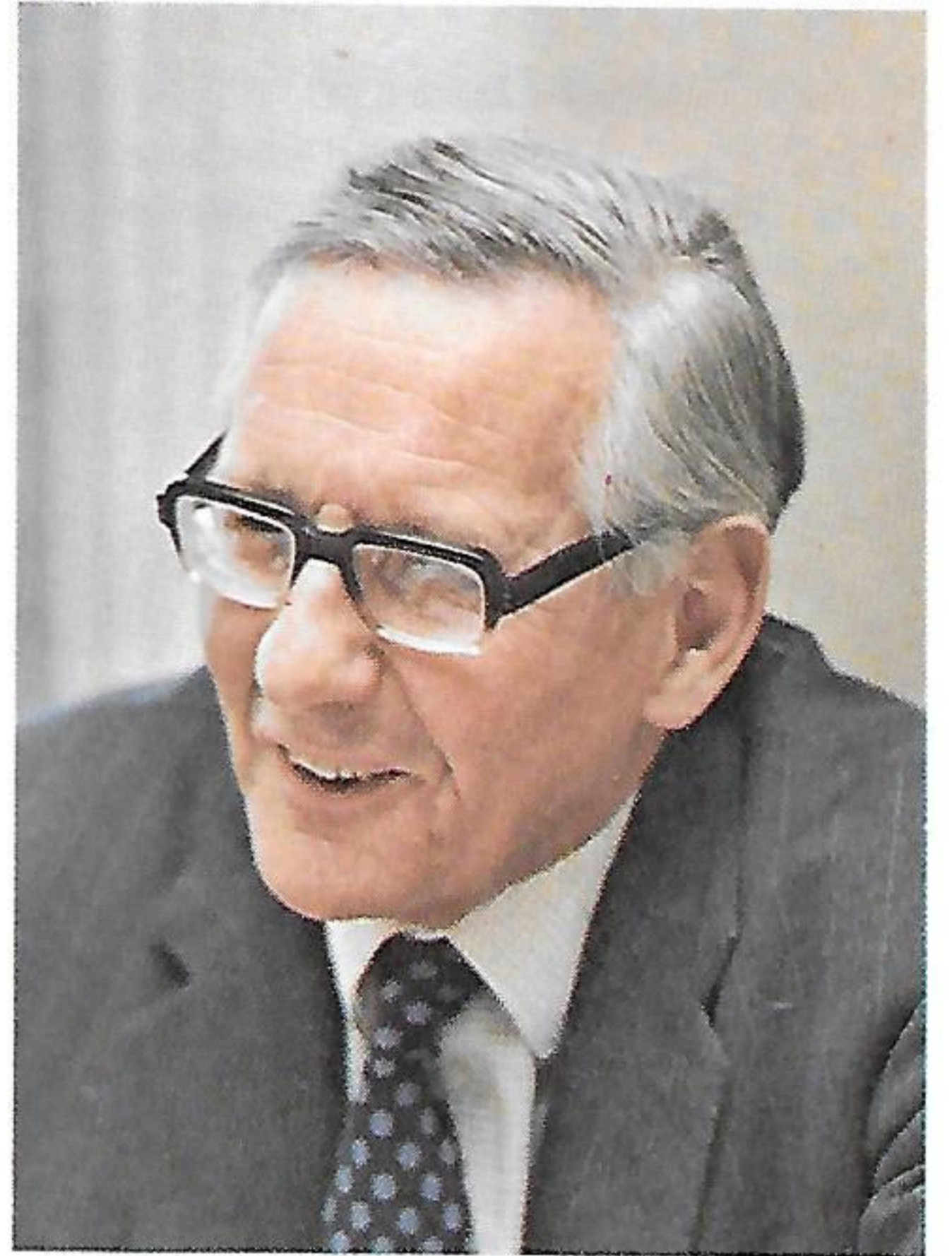
Mr. P. S. Wilson has served as Chairman of Harrison Line since 1968.

On completion of his schooling, Mr. Wilson spent six months at sea and then came to Harrison Line in October 1936 under the four-year office apprenticeship scheme. However, before he could complete the course, he joined the Royal Air Force in 1939.

Following his demobilisation in 1945 he went to sea again "to refresh my memory as to what it was all about". He spent five months as a Purser and returned ashore to become involved in the technical side of shipbuilding and repairing.

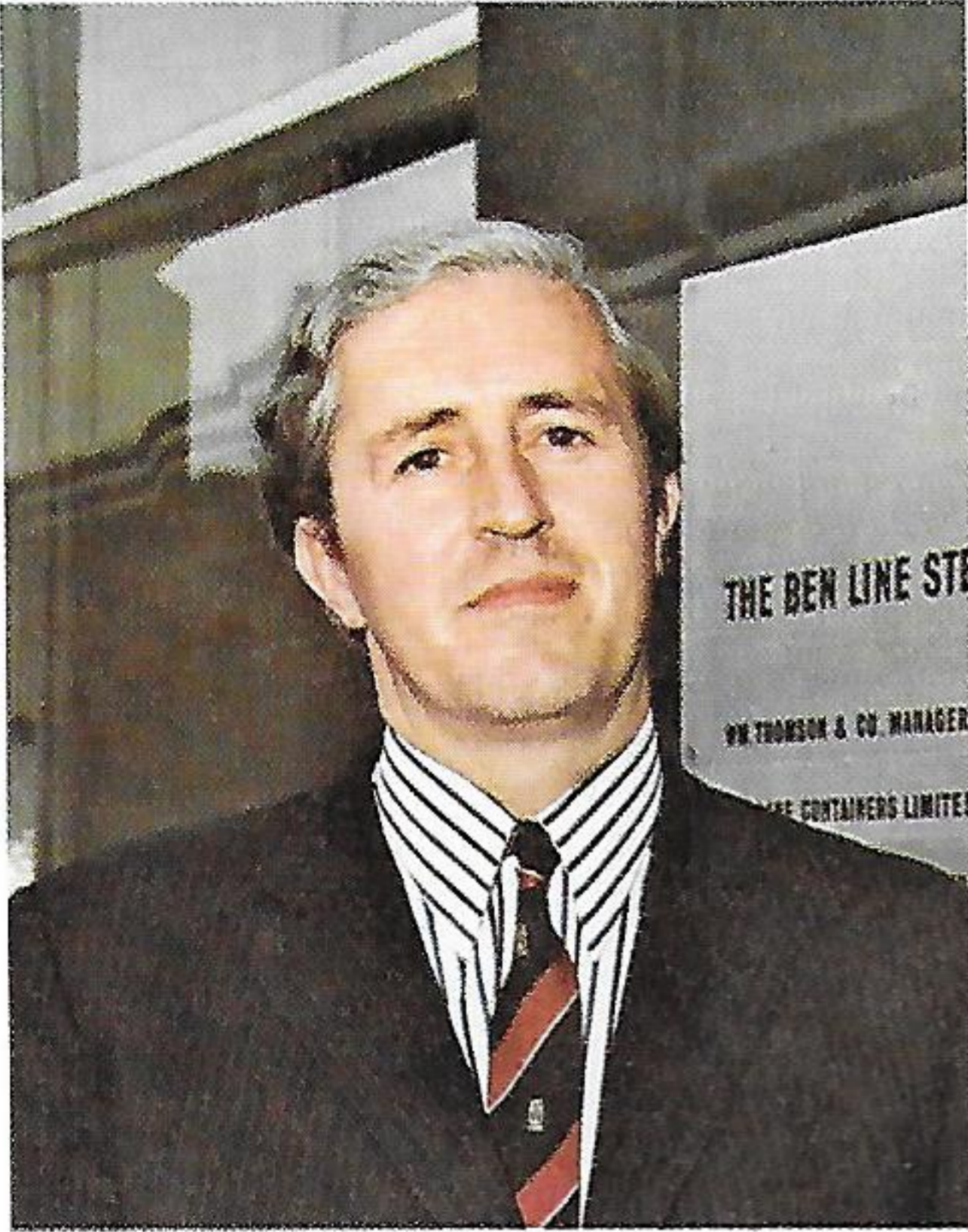
He was Ship's Husband and then transferred to the finance side.

Mr. Wilson is married and in his leisure time is a keen golfer and gardener. He says he comes naturally to shipping as his Father and his maternal Grandfather were in shipping. He finds shipping an occupation "full of interest" and would recommend it to young people trying to decide on an interesting line of work.





# BEN LINE'S MEN ON THE MOVE



**D. W. B. WALKER**

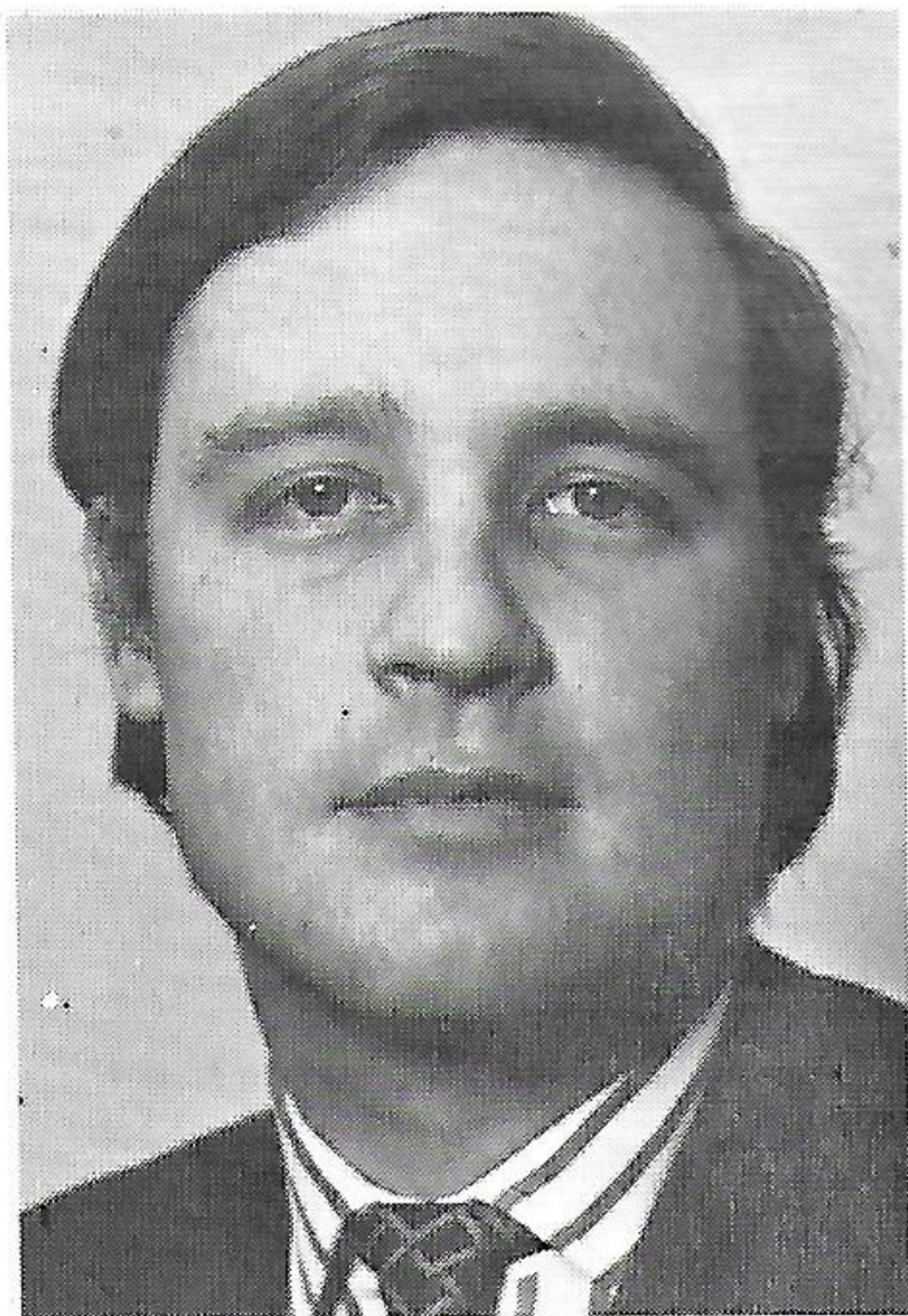
## New Directors

MR. DAVID W. B. WALKER has been appointed to the Main Board as a Director of The Ben Line Steamers Limited. He has been a Director of Ben Line Containers Limited since 1972 and of Ben Line Offshore Contractors Limited since 1974.

Mr. Walker, 40, joined Ben Line in 1968. He is succeeded as Group Chief Accountant by Mr. Thomas S. Crawford.

MR. WILLIAM A. C. THOMSON has joined the Board of Ben Line Ship Management Limited with a particular responsibility for the marketing of this Company.

Mr. Thomson joined Ben Line in 1970 and served in London, Japan, Indonesia and Taiwan before taking up an appointment under the Marketing Director at the Head Office in Edinburgh in 1973.



**W. A. C. THOMSON**

## New Managers

MR. ROGER W. MIALL has been appointed Manager of The Ben Line Steamers office in Bangkok and MR. IAN H. MOYES has been promoted to Manager of The Ben Line Steamers office in Hong Kong.

Mr. Miall, 31, joined Ben Line in Edinburgh in 1964 and after serving in Hong Kong, Malaysia and Singapore was appointed Assistant Manager in Japan in 1973.

Mr. Moyes joined Ben Line in Edinburgh in 1959 and was posted to Singapore as Assistant Far East Co-ordinator in 1963. He served as Ben Line's Indonesian Representative in Jakarta before moving to his present appointment.



**R. W. MIALL**



**I. H. MOYES**



**A. IKENO**

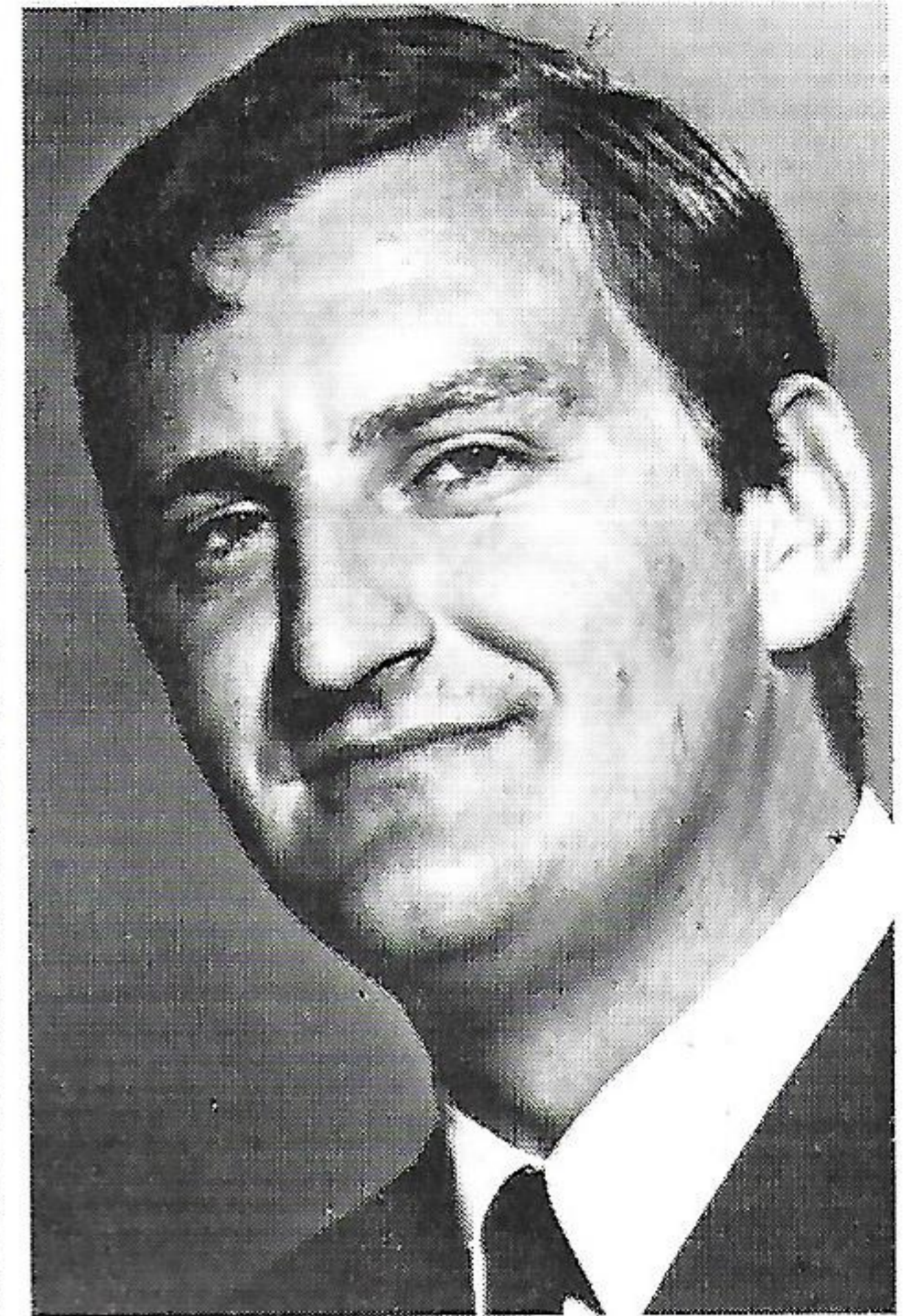


**R. A. RAMSAY**

## New Representatives

MR. ATSUSHI IKENO of Ben Line Containers' Tokyo office has been appointed Liaison Representative for Europe in order to maintain close two-way contact with the European offices of leading Japanese companies.

MR. RODERICK A. RAMSAY has been appointed Ben Line's representative in Indonesia, based in Jakarta. Mr. Ramsay joined Ben Line in 1968 and served in Ben Line's offices in Singapore and Hong Kong before taking up his present appointment.



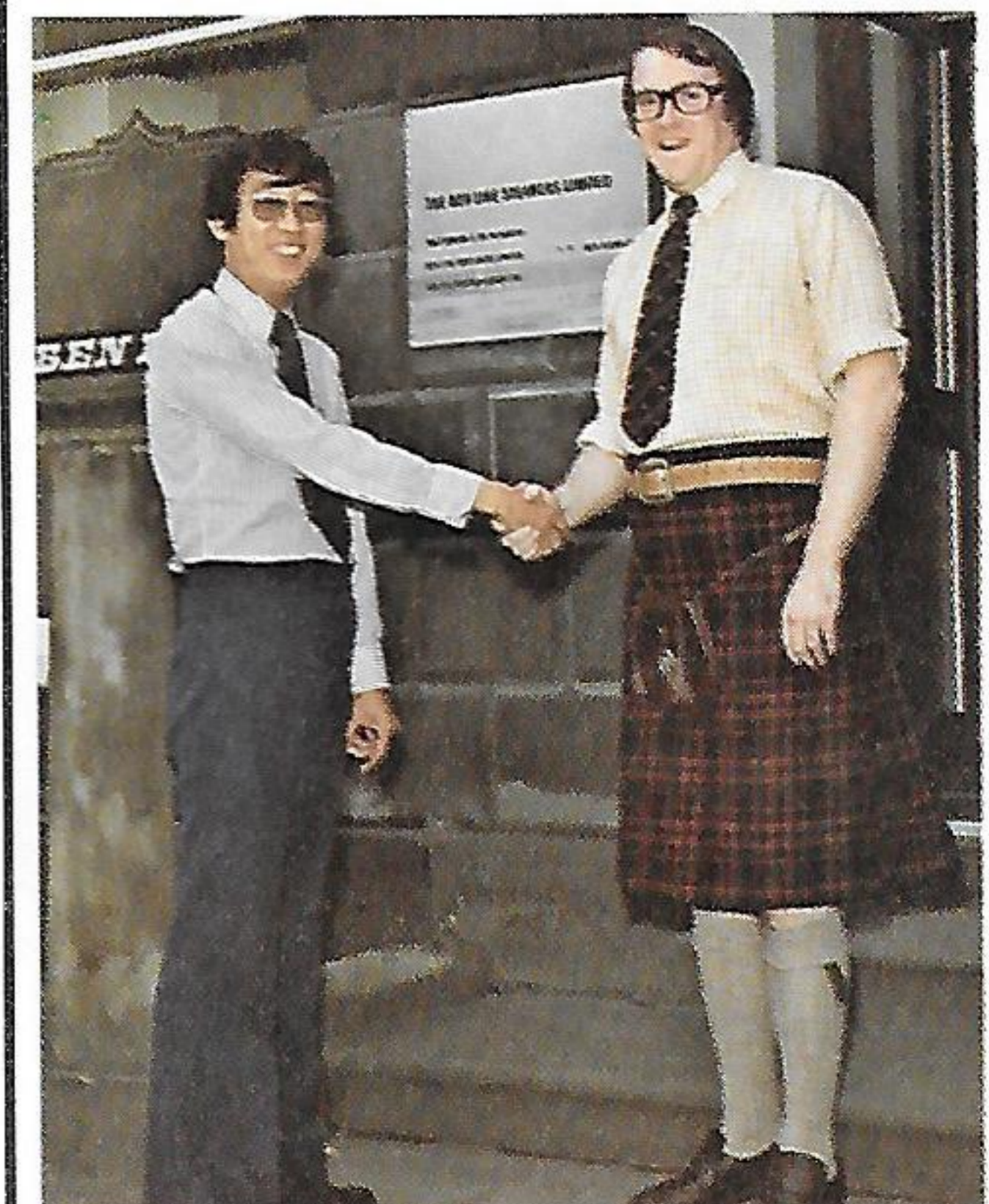
**M. J. ALLWOOD**

## New DGM Far East

MR. MICHAEL J. ALLWOOD has been promoted to Deputy General Manager Far East of The Ben Line Steamers. Mr. Allwood, 31, joined Ben Line in Edinburgh in 1963 and was posted to Bangkok. He was promoted to Manager of the Hong Kong offices in 1971.

## Scottish Welcome

MR. JOHN QUEK, Marketing Officer of the Ben Line office in Singapore, receives a warm welcome at the Head Office of Ben Line in Edinburgh from Mr. Donald McCulloch, Scottish Area Marketing Manager, dressed in a colourful kilt. Mr. Quek was taken to meet businessmen in Scotland to give them first hand information about the Singapore market for Scottish products.

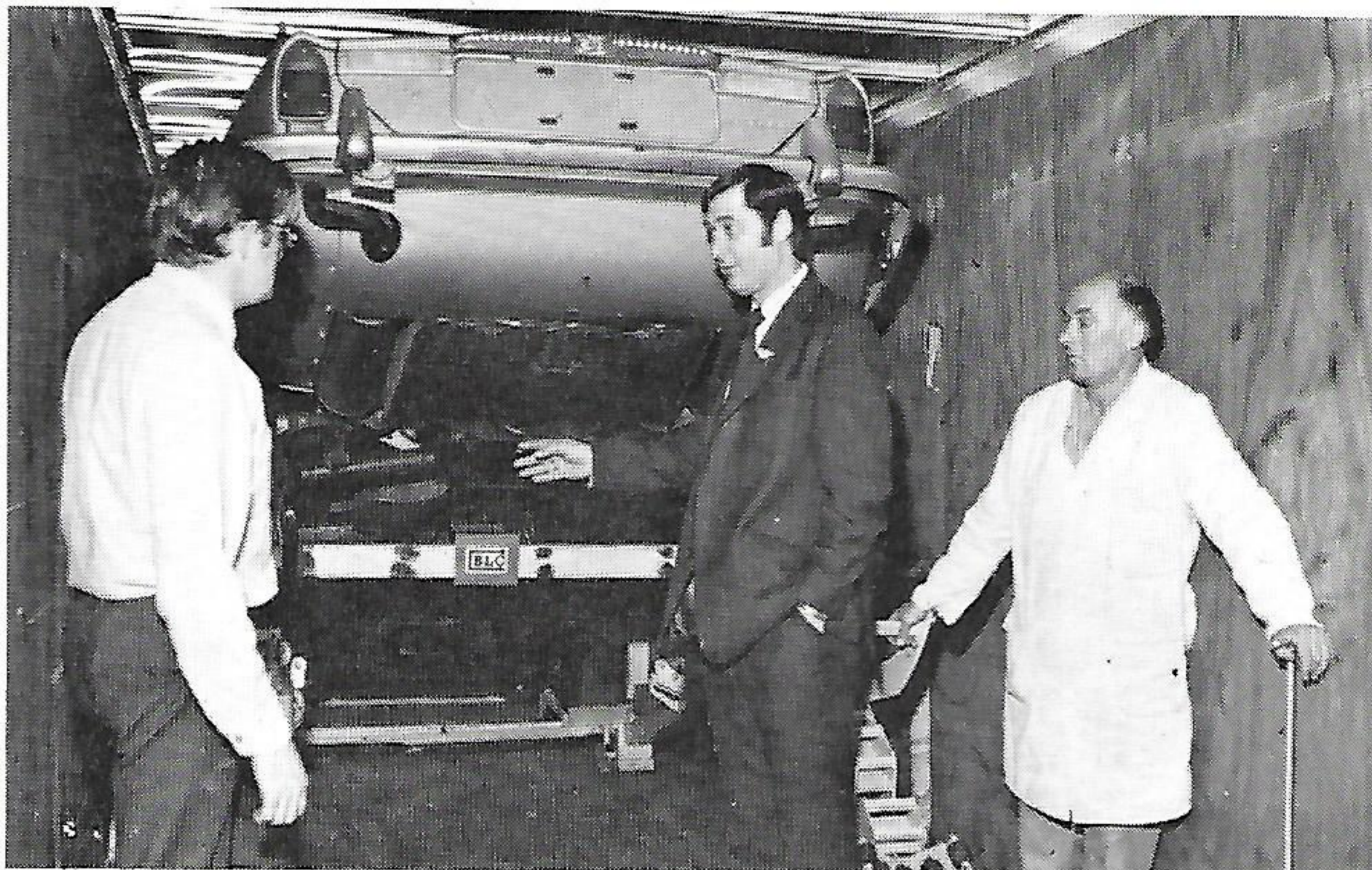




## Ben Gives Daimlers Smooth Ride

DAIMLER motor cars are going 'first class' to Hong Kong in Ben Line Containers. Loaded at an angle of  $17\frac{1}{2}^{\circ}$  in Containerised Automobile's ingenious patented car rack equipment, the Daimlers arrive in perfect condition and are afforded maximum protection.

The photograph on the right is taken at British Leyland's Coventry factory and shows John MacKinnon, a Ben Line Containers' Technical Adviser, talking to Chris Robinson, Chairman and Managing Director of Containerised Automobiles.



## Taking a Biscuit Plant to Japan

A COMPLETE biscuit making plant was shipped to Japan in nine 40ft. open-top Ben Line containers and is being installed at Tohato Seika Co. Ltd.'s new factory at Saitama.

The machinery is from Baker & Perkins of Peterborough and three containerloads were carried by the "City of Edinburgh" and six on "Osaka Bay". The actual devanning and assembly is being carried out by Sankyu, BLC's appointed Inland Transport Operators in Japan. One of the containers is shown in the photograph on the left.

## Malaysian 'Freightliner' Service for Ben

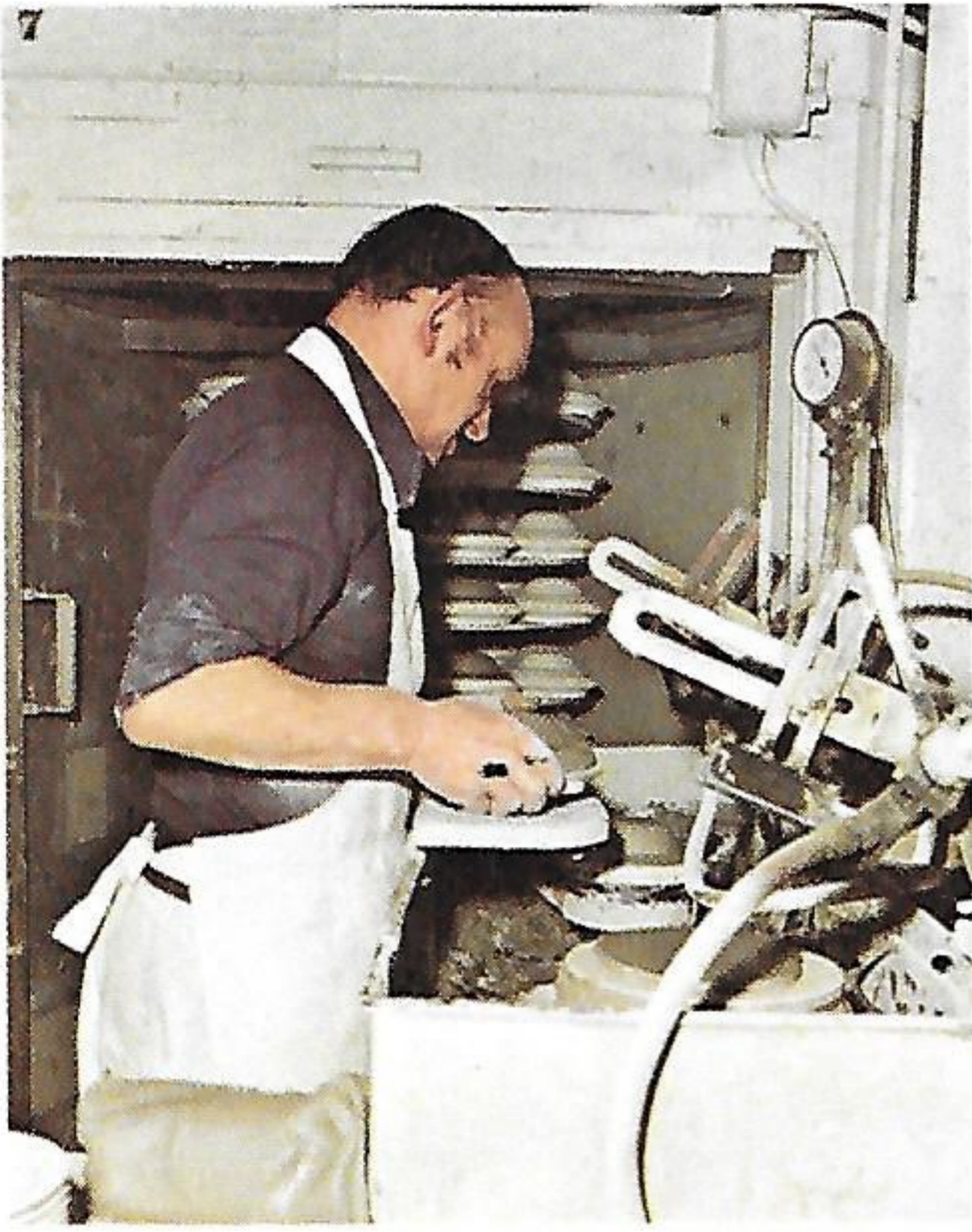
BEN LINE Containers are playing an active role in Malaysian exports. In the photograph at right 15 20ft. containers arrive at the Port Kelang Container Terminal Yard transported by Malayan Railways from Penang. The commodities carried include garments, radios and other consumer items destined for the United Kingdom/North Continent and Japan.

Exports from the industrial areas in the North of West Malaysia are steadily increasing despite marked recession in neighbouring countries and BLC are co-operating in helping West Malaysia maintain her export drive.





# A ROYAL SERVICE FOR



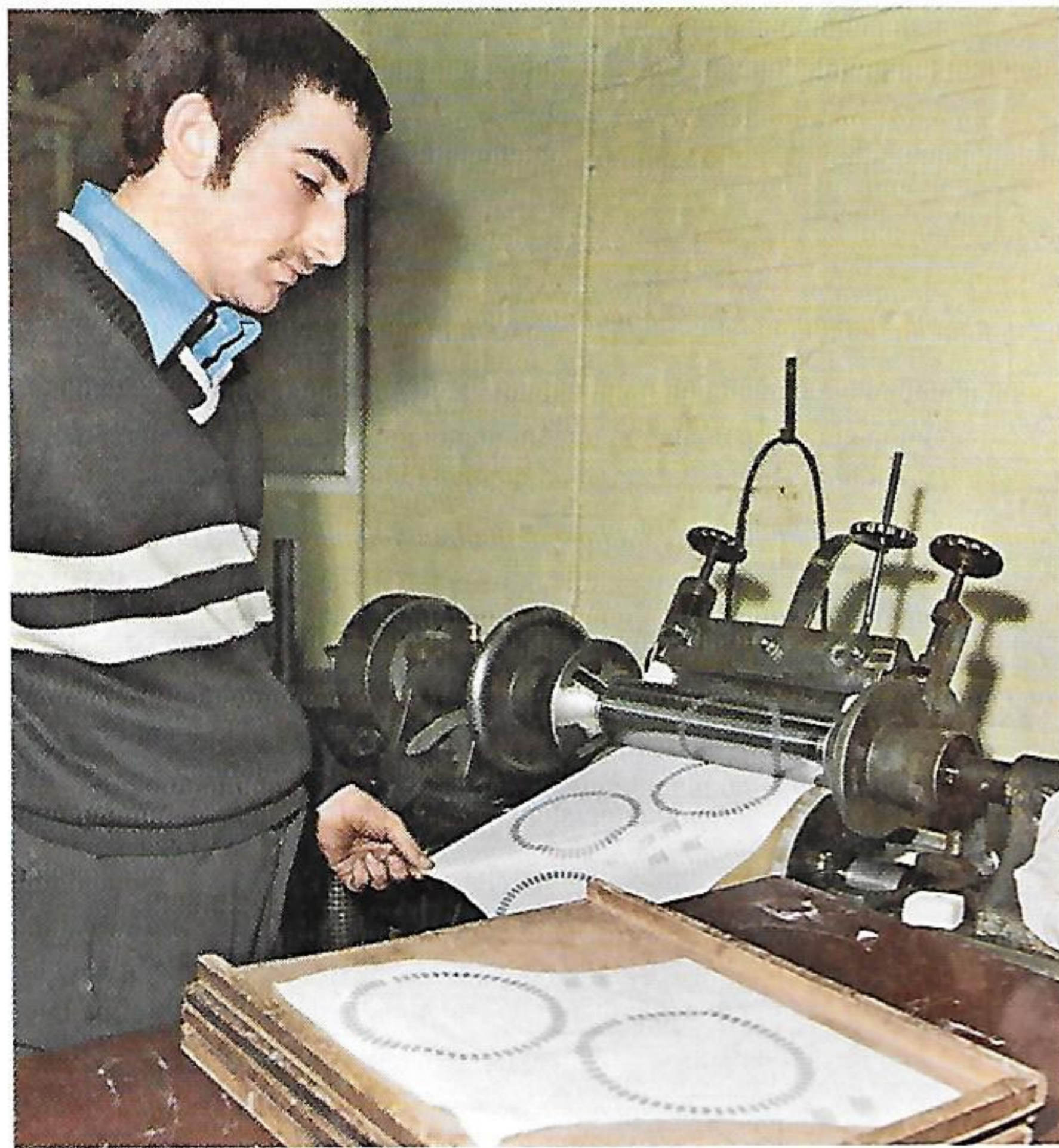
*The clay is shaped and then it is put in the oven for drying.*



*Making ready for firing.*



*Cups are packed in boxes ready for loading into containers.*



*Designs are printed in a wide variety of colour and patterns.*



*Awaiting shipment to Australia.*



*The design is put onto the plate.*



*Another containerload, almost ready to be despatched to the ACT(A) ship, will soon be on its way to Melbourne.*



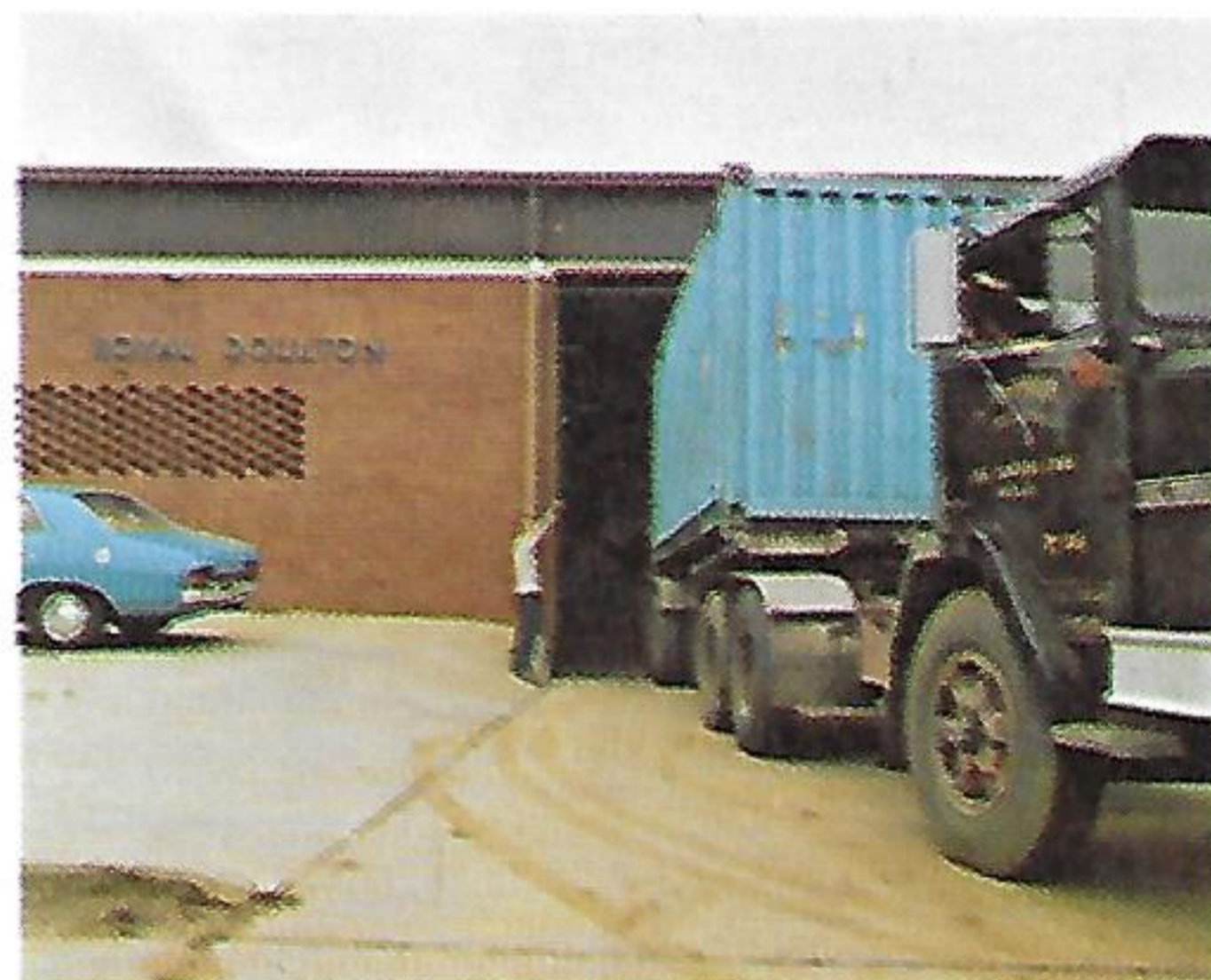
# AUSTRALIAN SERVICEMEN

**A**USTRALIA'S servicemen receive royal treatment, at least at the dinner table. Britain's Royal Doulton Hotelware Division won an order from the Australian Armed Forces' Tri-Services to supply more than 500,000 pieces during a 12-month period.

The order, shipped in ACT(A) containers by Thomas Meadows, the shipping and forwarding agents, was won against keen competition from Australia, New Zealand and manufacturers in other countries. The quality of British china and crockery has long been appreciated throughout the world and Royal Doulton Tableware is one of the leading names in the field.

The order for Ridgway Steelite was manufactured at the Vulcan Works, Stoke-on-Trent, and containerloads were made up for shipment at the works and sent directly to the Royal Doulton warehouse in Melbourne for checking before delivery to the Tri-Services.

The Australian Tri-Services were delighted with the merchandise and service, and Mr. Tim Poole, Export Sales Manager, says that 60% of Ridgway Steelite production is exported and demand throughout the world is increasing.



*Royal Doulton's warehouse in Melbourne.*



*The Ridgway Steelite ware is unpacked and carefully checked before being delivered to the Tri-Services.*



*The container arrives in Australia aboard ACT 4 and is promptly unloaded for delivery to Royal Doulton's warehouse.*



*A 'Royal' setting awaits members of the Australian Armed Forces at this Mess.*



# ACT(A) Expands Its Refrigeration Facilities at Zeebrugge

ASSOCIATED Container Transportation (Australia) Limited have recently expanded their refrigeration facilities at Zeebrugge (Belgium) to cope with the increasing demands of the meat traffic trade from New Zealand and Australia to the North Continent and have installed what is believed to be the first centralised container refrigeration system on the Continent in an effort to offer even better service to shippers and importers.

This mechanical system is able to provide constant temperature conditions for a whole range of products, including meat, fruit and dairy produce. It was manufactured by Grenco of Rotterdam and is the first centralised refrigeration system ever produced by the company.

"ACT(A), with the largest reefer container capacity in the world, will continue to make available our outstanding distribution service to the North Continent", said Mr. Roy L. Davis, ACT(A)'s Marketing Manager.

"For longer hauls, clip-on units will be used to maintain the correct temperature on the trip. With twice a month service to Zeebrugge and with our increased refrigeration capacity there, we will be able to supply a holding and distribution service second to none on the Continent", Mr. Davis stated.



## MORE REEFERS FOR THE ACT(A) FLEET



Maintaining its lead as the world's largest reefer container operator, ACT(A) is carrying out an expansion of its reefer capacity. In the photographs, ACT 3 is having its total reefer slots increased from 556 to 658 at the Bremer Vulkan Shipyard in Bremen (Germany). ACT 5, ACT 4 and Australian Exporter are also having their reefer space similarly increased.