

act news

SUMMER 1977



ACT(A)/ANL'S EXPANDING FLEET

Final touches are put on the newest addition to ACT(A)'s fleet, "ACT 7", at the Bremer Vulkan Shipyard in Germany shortly before beginning sea trials. The "ACT 7" will make her maiden voyage in July and her sister ship, ANL's "Australian Venture", recently completed her maiden voyage.

ACT(A)/ANL'S EXPANDING FLEET —

'Act 7' — The Launch . . . and The Celebration



"And God bless all who sail in her . . ."



A group of shippers from the Stoke-on-Trent area help celebrate the launch. In the photograph (left to right) are Mr. Hugh Pedley, Sales Manager for the Midland Region, ACT(A); Mr. B. Spedding of Brantford International; Mrs. H. Brassington of James Broadhurst & Sons (Stoke); Mr. Roy Davis, Marketing Manager of ACT(A); Mr. E. Shuttlebottom of ACME Maris Ltd.; and Mr. Rodney Hazlitt, Director of ACT(A).



"ACT 7" slides majestically into the water.



Mr. Alexander Macintosh, Managing Director of ACT(A), welcomes a group of shippers helping celebrate the launch of "ACT 7" at a party in London.



At the party given by Bremer Vulkan Shipyard in the evening, the sponsor, Mrs. Kathleen Mainer Friis, wife of Mr. A. L. Friis, Chairman of the New Zealand Dairy Board, chats with (left to right) Mr. Alexander Macintosh, Managing Director of ACT(A); Mr. Robert Whyte, General Manager of ACT(A)'s New Zealand operations; Mr. Werner Schirmer of Bremer Vulkan Shipyard; and Mr. Friis.



Shippers from the Manchester/Liverpool area talk to members of ACT(A)'s marketing team about the new "ACT 7". In the photograph are (left to right) Mr. K. M. Riley, Assistant Sales Manager, North West Region ACT(A); Mr. A. Barlow, Morganite Ceramic Fibres Ltd.; Mr. R. Clark, William Whittle Ltd.; Mr. C. C. Haigh, ACT(A)'s Sales Manager for the North West Region; and Mr. P. McCluskey, Lindley Shipping Services Ltd.

'AUSTRALIAN VENTURE' AND 'ACT 7'

'AV' — Experienced Men . . . and Modern Equipment



Loading in Tilbury . . .



And in Seaforth



The "Australian Venture" en route on her maiden voyage.



Fully automated control room.



The ship is speeded to her destination by these powerful engines.



Latest navigational equipment is installed on the ship.



The Master of the "Australian Venture", Captain Jones, is one of the most respected in the world.

A GALLANT SHIP: THE END OF

When a former resident of the Queenborough area in Kent now working on the other side of the world heard that the Australian Navy Ship "Queenborough" was going to be scrapped, he thought it would be fitting to try and retrieve a memento to help strengthen the ties between the historical Borough of Queenborough and Australia.

Neil Martin of ACT(A)'s Melbourne office initiated a long correspondence and great interest was shown by Queenborough to have a "relic" to be installed in a suitable location. Eventually it was arranged that the treadplate from the vessel, which was commissioned in the Royal Navy, would be given to Queenborough.

When the treadplate had been obtained, it was carried by ACT(A) to Great Britain and they took charge of restoring it "in all its original glory" after many years of feet tramping on it which started when the HMS Queenborough was launched at Swan Hunter and Wigham Richardson Ltd. in Huller-on-

Tyne in 1942 for the Royal Navy.

The 2,000-tonne destroyer served with distinction in the Arctic, the Mediterranean, the Indian Ocean and the Pacific Ocean during the war years.

She became HMAS Queenborough on October 29th, 1945 when, with four other 'Q' destroyers, she was transferred to the Royal Australian Navy in exchange for five 'N' destroyers which had been on loan to the RAN.

During her services as an HMA Ship, Queenborough steamed a total of 443,236 miles.

The presentation of the treadplate to the Chairman of the Swale District Council, Councillor Richard Barnicott, was

made by Lt. Commander Reginald Forwood, Staff Officer Communications of the Australian High Commission in London, whose first assignment following his being commissioned was on the "Queenborough".

During his speech, Councillor Barnicott said that this gift would help strengthen the links between Queenborough and Australia, which had much in common: "After all, both are islands", he said.

So the long voyage is over for the treadplate, which is being put on display in the Guildhall at Queenborough, and among those present at the ceremony were representatives from countries as far apart as Australia and the United States.

Although the "Queenborough" has been scrapped, her memory will live on among the residents of Queenborough, thanks to the hard work and interest of an ACT(A) employee "down under".



The "HMAS Queenborough" plows proudly through the sea shortly before she was broken up, ending a long and proud record with the Royal Navy and with the Royal Australian Navy.

A LONG VOYAGE



The Treadplate of the "Queenborough" is presented to the Chairman of the Swale District Council, Councillor Richard Barnicott (centre), by Lt. Commander Reginald Forwood (left), Staff Officer Communications of the Australian High Commission in London, while Mr. Roy Davis, Marketing Manager of ACT(A), who arranged for the transportation and restoration of the treadplate looks on.



Guard of honour for the treadplate presentation ceremony was formed by members of the Sheppey Sea Scouts and Sea Cadets. In our photograph Lt. Commander Forwood and Councillor Richard Barnicott formally inspect the Guard of Honour. The commanding officer of the Sea Cadets, Lieutenant Peter Puxty, was by co-incidence at school with ACT(A)'s Neil Martin, the former Queenborough area resident who was the moving force behind having the treadplate brought to Queenborough.

ANOTHER 'FIRST' FOR ACT(A)

When ACT(A)'s 'ACT 2' arrived at Lyttelton, New Zealand recently, it was the first containership ever to call at that port.

This is another 'first' for ACT(A), who in 1972 started the first regular container service to New Zealand and have been calling at the North Island ports of Wellington and Auckland.

"ACT(A) are now extending their services to South Island ports and general/refrigerated cargo will be discharged/loaded at Lyttelton, which serves Christchurch and surrounding areas," said Roy Davis, ACT(A)'s Marketing Manager.

"I am naturally delighted that we are to be first in the field to open up full container services to and from the South Island. I look forward to monitoring the progress of the service on my visit to New Zealand later in the year," he added.

"This is one more example of ACT(A)'s continuing efforts to provide the broadest and best possible service to its customers", Mr. Davis said.

U.K. SHIPYARDS COULD SOON GET MORE WORK

British shipyards could soon be getting more work because the falling rate of exchange has made it much more expensive for British shipowners to build ships in Germany, Mr. Alexander Macintosh, Managing Director of ACT(A), said in a speech given at the launch of "ACT 7" in Bremen, Germany.

The "ACT 7", which like all other ACT(A) containerships was built at the Bremer Vulkan shipyard in Bremen, will be the biggest British Flag containership serving the Australian/New Zealand Trade, with a capacity of more than 2,000 20ft. equivalent containers, including 913 refrigerated containers.

"In ACT(A) — the world's largest reefer container operators — we have pioneered refrigeration techniques for containers, for shore installations to serve containerships, and to enable containers to be carried at sea on deck," Mr. Macintosh stated.

"The technical advances of containerisation have opened up new horizons for shippers of refrigerated cargoes. It is now possible in our trades safely to carry new types of perishable cargoes which 10 years ago could not have been expected to arrive in good condition," he emphasised.

"Although we may be large in the world of refrigerated containers, ACT(A) are the Avis rather than the Hertz of container shipping. In their advertising, Avis say they try harder. What we try to do is to understand in as much depth as we can how our customers' businesses work, so that we can originate ways in which to improve our service to our customers", Mr. Macintosh stated.

CONTAINERISING A NEW TRADE: ADAPTING TO CHANGE

To those who observed international liner shipping in the early 1960's one factor stood out a mile: things simply could not go on as they had been.

Remorseless economic pressures dictated the need for a new technology which would be as capital intensive as the existing one was labour intensive.

The answer was containerisation or, as the Dutch called it at the time, "containeritis," an invigorating curative which, if it didn't remove all the ills, certainly pumped new life into the then flabby body of liner shipping.

Since the late 1960's, the seaborne routes that connect northern Europe with North America, Australia, the Far East, the Caribbean, New Zealand and now South Africa, have become dominated by the giant cellular container ships that now carry so large a share of the world's general cargo.

TRANSITION

Typical of what has happened on other trades will come about with the commissioning of the first of the nine cellular container vessels that will maintain sailings between South Africa, the Mediterranean and northern Europe, will signify the transition from conventional cargo liners to through transportation.

For South Africa, this will also mark the first of what will certainly be further changes as lines serving its other trades introduce cellular container vessels.

More immediately, containerisation will

Containerisation has changed the whole concept of shipping in little more than ten years. Typical of what has happened on other routes will take place when South Africa's seaborne trade with Britain and Western Europe undergoes an irreversible change with the transition from conventional liner service to through transportation. Stephen Taylor, Editor of "International Freighting Weekly", considers some of the implications.

involve South Africa's shippers in adapting to a technology, the operational logic of which is to bring, if not the vessel to the exporter's factory, the containers that will be loaded into it. Shippers will have to adapt their loading bays and handling facilities; become conversant with new documentation; and, above all, recognise that containerisation isn't a shipping operation but a through transport system.

The early indications are that South Africa's merchants and manufacturers, importers as well as exporters, appreciate that the commercial benefits will far outweigh the effort of adapting to the new methods. Containers offer cogent advantages to the Republic's exporters of canned goods and perishable produce.

Improved security, reduced damage and less likelihood of pilferage, with correspondingly lower insurance claims, are persuasive merits to firms selling in competitive markets.

It has long been apparent that all but a fraction of the cargo that has been carried in conventional cargo liners is suitable for container shipment. Some large indivisible loads will be shipped as deck cargo.

It is also possible that new types of traffic will be attracted. Such has invariably

been the pattern in trades where conventional service has been replaced by containers. The transition in the UK/South Africa trade is being bridged by the sailings of Ellerman Harrison Container Line, both member companies of ACT and both long established on this route.

With its global spread of container services, ACT is confident that whatever problems there are when the Ellerman Harrison vessel "City of Durban" enters service in November, they will be quickly corrected. This view rests not only on ACT's vast operational experience, but on the long and detailed planning that has preceded every phase of the preparation.

Similarly, ACT Services can draw on administrative expertise second to one.

The "City of Durban", now under construction at the famous Bremen shipyard of A. G. Weser, will be able to carry approximately 2,450 TEUs. It will be one of only two British vessels of the nine cellular ships due to enter service in the next 15 months.

REFRIGERATED

Northbound, approximately one-third of the "City of Durban's" 2,450 20ft. equivalents will carry chilled or refrigerated produce.

With a trade as important as that between South Africa and Western Europe about to undergo radical change, it was predictable that the forwarding industry should prepare to adapt its own operations.

During the last year, such notable firms as Brantford International, Moonbridge Shippers, Transtec and the J. Johnson Group, have concluded agency arrangements with forwarding agents in the Republic. For a company such as Brantford International, it has been a question of safeguarding an important segment of business while seeking new opportunities.

EHCL's attitude to forwarders serving South Africa was firmly put by Mr. R. A. Dalzell, manager of Ellerman Harrison Container Line: "We certainly welcome forwarders just as we do any other shippers. We are not in the business of taking away their business," he said.

Those forwarding agents who have concluded agency agreements see the southbound trade as offering particularly good possibilities for the consolidation of groupage traffic.

It has, however, to be noted that South Africa's formerly buoyant overseas trade with Britain and the countries of north-

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Typical of what happens when a new trade is containerised is being demonstrated at the present time in South Africa where merchants, manufacturers, exporters and importers are adapting to the new technology, which they realise will bring tremendous commercial benefits. In the photograph, Ellerman Harrison Container Line load containers on the interim service they are operating in preparation for their fully cellular service later this year.

75 Years in the South African Trade

Thos. & Jas. Harrison began their regular service to South Africa in the year 1902. Prior to that date occasional calls were made at ports on the East Coast of South Africa by vessels en route from Liverpool to Calcutta via the Suez Canal.

In May 1902, a group of London Merchants invited Harrisons to carry cargo outwards to Natal under contract. Harrisons agreed to the merchants' conditions and immediately approached Members of the South African Conference to see whether the establishment of such a direct outward trade would create any conflict of interests.

British exports to South Africa were increasing significantly at the turn of the century, due to the establishment of new industries in the area and the Company was admitted into the Conference on the understanding that it would offer direct sailings to Cape Town, Port Elizabeth, East London and Durban.

COMMITTED

By the end of that year Harrisons were firmly committed to a new major trade, using the services of Staveley Taylor & Co. as their Liverpool loading brokers.

In order to increase their strength in the trade, Harrisons entered into an agreement with J. R. Ellerman of the Ellerman Line to run a joint service to the Cape from Liverpool. The Ellerman-Harrison Line offered a very successful 12-day service carrying some 6,000 tons of cargo each voyage.

Entry into the South African trade intensified changes already taking place in the pattern of cargoes carried by the Company. The firm became increasingly occupied with the handling of engineering products of all descriptions, railway equipment, iron and steel and capital goods. Hence Harrison's early interest in

CONTAINERISING A NEW TRADE

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west Europe has declined notably in the last year. The present indications are that it is beginning to stabilise.

Although the "City of Durban" isn't due to enter service until November, certain statements can be made with confidence. The first is that the transition to a through container operation will lead to a higher level of service.

More will be demanded of shippers, forwarders and the lines themselves, with their huge investment in ships, ancillary equipment and administrative support. Operation of the Ellerman Harrison Container Line in its present interim form will hopefully speed the acceptance of the container concept in the Republic.

This, as has more than once been remarked, begins on the shipper's part not with a long metal box — but with a wider perspective on transportation.



The co-operation between Harrisons and Ellerman Line has been long and successful. In the photograph Harrison Line and Harrison/EHCL containers at Durban in South Africa.

heavy lift cargo and the movement of long lengths/awkward loads.

Harrison's commitment to the African Continent was increased in the year 1910, when the s.s. "Traveller" sailed from Liverpool through the Suez Canal to Port Sudan and British East Africa ports, inaugurating another new service, this time in conjunction with both the Clan and Ellerman Lines.

The following year the Rennie fleet was purchased; better known as the Aberdeen Direct Line, they offered a regular cargo and passenger service from the United Kingdom East Coast to Durban.

Rennies operated seven steamers, including the two passenger vessels s.s. "Intaba", and s.s. "Ingoma" — later transferred to Harrison's West Indies service. Following the sale, John T.

Rennie, Sons & Co. were appointed as the Company's General Agents in South Africa, a position which they hold to this day.

South Africa has become through the years one of Thos. & Jas. Harrison's principal trading areas. The Company now offers regular conventional sailings from Glasgow, Liverpool, South Wales and London to the full range of South African ports and Harrison vessels load in South Africa for West Coast ports of the United Kingdom. The Company's vessels also load Southbound at North Continental ports such as Hamburg, Bremen, Rotterdam and Antwerp.

REPUTATION

The Harrison Line has won an enviable reputation in Southern Africa for their fine heavy-lift vessels operating in the trade — names such as the m.v. "Craftsman", "Adventurer", "Magician" and "Historian" to mention but a few, easily identified by their distinctive red and white funnels and the red Maltese Cross which is their House Flag.

With the advent of Containerisation on the world's major sea routes and with all the advantages of scale which this system offers, Harrisons once again turned to their early partners in the trade with the formation in 1976 of the Ellerman Harrison Container Line.

The third generation containership, m.v. "City of Durban" is now under construction; meanwhile, the chartered vessels "Diplomat" and "City of Pretoria" are offering a three-weekly container service from Tilbury to the Cape Town-Durban range of ports.

After 75 years of close co-operation, a permanent link between Ellermans and Harrisons will ensure a first-class service to South African shippers in the container age.



The m.v. "Benefactor" sailed recently from Cape Town, South Africa, with 41 containers on deck.



FIRST CONTAINERISED ONIONS FROM S.A.

The first commercial shipment of containerised onions to leave South African shores were shipped on EHCL's Interim Container Service aboard the "City of Pretoria" by Mr. Sidney Lamkin of Pan African Commercial Corporation, which over the years has been South Africa's largest onion exporters.

South African onions have been exported to the United Kingdom for many years, but due to various factors, space offered on breakbulk vessels has always been on an irregular basis.

With this in mind, when EHCL introduced their Interim Container Service, they investigated the possibility of shipping onions on flat rack containers.

The photographs show a flat rack being loaded with onions and then being put on board the "City of Pretoria" in Cape Town Harbour bound for Tilbury.

PICNIC FOR S.A. GROUND NUTS

A trial shipment of Ground Nuts from South Africa for use in Cadbury's Picnic Bars came through with flying colours and they will now be shipped regularly in containers.

When the initial shipment of two containerloads was made on the "City of Pretoria" by the Overseas Farmers Co-operative Federation Ltd. of London on behalf of Cadbury's, a degree of uncertainty was expressed as there was fear that without adequate ventilation within an enclosed container, a certain amount of sweating would take place.

This did not prove to be the case and both Overseas Farmers and Cadbury's said they were delighted with the shipment.



CONTAINERISATION OF SOUTH AFRICAN CANNED TRADE

Southern Canned Products (Pty) Ltd., Shippers for Collendale Cannery (Pty) Ltd., pictured here loading a container prior to its cross country run to East London Harbour, have been regular breakbulk shippers of canned fruit for many years.

They were quick to realise the advantages of containerisation, and when EHCL introduced their Interim Container Service, they booked 28 containers on the first voyage of the "City of Pretoria" for the large, well-known supermarket chain, Sainsburys.

Since the first voyage they have supported all vessels on EHCL's Interim Service and have been instrumental in ensuring the smooth changeover from breakbulk to containerisation of the canned trade in South Africa.



Killick Martin's Bob Tookey: From 'lad' to director and many friends along the way

BOB TOOKEY has been in shipping since he left school — a choice he does not regret as it has provided him with an interesting life and a host of friends all over the world.

He began as a junior in 1951 in Killicks and, in common with the habit of the day, started work on the Counter — doing all the odd jobs and taking the blame for anything that was out of place! It was a method of training which meant you really did start at the bottom and were at everyone's beck and call.

Today he is a Director of Killick Martin with BLC responsibilities and additionally serves on a UK Containerbases Committee. He is presently Chairman of the Far East Freight Conference (FEFC) UK Advisory Committee and also serves on the Conference Eastbound Tariff Committee.

BOOKINGS

Despite Killick Martin's broad interests in shipping, Bob Tookey has been involved in the Far East Trade all his working life. He soon graduated from the Counter to the Bill of Lading Department and then to the Ben Planning Department where the daily bookings of cargo for the conventional service was his particular task.

National Service in the Army took him away from shipping from 1953-1955. However, this service had considerable influence on his future life as he spent most of it in Germany. This gave him some insight into the country and its people.

As a result, he has maintained close links with Germany ever since, which has

been of considerable help in dealing with Continental shipping business.

On his return to civilian life he worked again in the Bill of Lading Department and then took charge of the Far East Secretariat.

The Far East Secretariat was the beginning of two-way canvassing with the East. Market information was fed to Killick Martin to gain an overall picture of trade between Europe and the Far East and to assist Ben agents worldwide to secure additional cargo.

It started small but has grown into a very large and important part of the Killick Martin operation.

FAR EAST

In 1959 Bob Tookey went to the Far East for a year working in the Ben Line offices in Singapore, Port Swettenham (now Port Kelang), Bangkok and Kuala Lumpur.

When he returned to London and the Far East Secretariat, he was put in charge of London Canvassers. In 1963 he was seconded to Ben Line for a year, who were then restarting their service to Japan, which had ceased at the end of the Korean War.

Ben had been concentrating on Singapore, Bangkok and Hong Kong and they sent Bob Tookey to Japan where he worked closely with Cornes & Co., then Ben Agents in Japan, to help restart the Ben Line service and assist the resident Ben Line representative in Japan.

When he returned to London once again, he assisted in marketing for Ben Line and became involved in preparing



BOB TOOKEY

various exhibitions and helped with exhibitions in Japan and Bangkok.

In the late sixties Bob Tookey played an important role in the build-up of the Ben Line Container Service and was active in all phases of this venture.

At the end of 1971 the BLC service started and Killicks decided that a central department was needed to cater for any difficulties that arose in the context of the tariff and operational fields and iron out the inevitable teething problems.

This central department would have to exercise control throughout the UK and the Continent and liaise with Principals and ACTS.

VITAL LINK

In order to stress right from the start that the purpose and object of the new department was to control the marketing of the containers it was christened Container Marketing Control (CMC) and it is now a vital link in the BLC organisation.

Bob Tookey started it and is still responsible for its overall functioning which means that he works closely with the BLC Container Department in Edinburgh and ACT Services.

"The marvellous thing about working for the Ben Line Organisation is the number of friends I have made in Europe and the Far East," says Bob Tookey.

"It's almost like a club and eventually they all 'home in' on our office in London."

For Bob Tookey that is just one more rewarding aspect of his fascinating and enjoyable job.



Ben Line Containers are a familiar sight in the Far East and their modern technology often contrasts with the more traditional sights. In the photograph a BLC container is seen in front of the Cathedral in Manila, Philippine Islands.

Technical expertise and management skills are provided by ACTS' Technical Services Department

This is the first in a series of articles on Associated Container Transportation Services Ltd. (ACTS) and the services they provide to member lines. A second article will appear in the next issue of "ACT News".

The specialised and vital task of procuring containers, trailers and related handling equipment, maintaining them efficiently and providing a battery of support technical engineering and linked management skills is the province of the Technical Services Department at ACTS.

The work of the Department is divided into three sections, covering various specific areas but all linked in a total service.

When a Line in the ACT group seeks ACTS' assistance in obtaining containers, which is a frequent task for the Department, the Design Engineering Section embarks upon a thorough and carefully planned procedure which, on average, will take some four months to complete.

QUOTATIONS

Armed with the Line's specific requirements, the Section sets out to obtain quotations, whether for 20' or 40' flats, open tops, general purpose, refrigerated or specialist containers.

Where to buy is influenced by many other factors too. For example, where are they to be delivered, and can the manufacturer deliver on time strictly to specification?

How many quotations are sought is a matter for careful commercial judgement, not least determined by past knowledge and experience with individual suppliers around the world. When the Section has considered its tenders, the time has arrived to submit recommendations.

SPECIFICATION

The invitation to tender will have contained probably as much as 90% of the specification, but, armed with a short-list or even a single choice of supplier, it is now necessary to finalise the detailed specification, check again, if required, to ensure that the final choice of supplier is fully capable of handling the job, and place the order with a letter of intent subject to the contract specification.

At that point, the Section moves to ensure that the order receives the attention which it deserves. Before a supplier meets the order, it is necessary to accept a prototype, for which there has to be exhaustive testing so that the Section is completely satisfied that what is to be delivered is exactly what the Line wants.

By the time a prototype has been built and passed as suitable — under close section supervision throughout — on average only three months will have elapsed since the initial instruction to ACTS.

Most jobs take a further month to tool-up before production is possible and the Section keeps a wary eye on this stage too, supervising any in-production problems which may arise; for example, a supplier may encounter difficulties in obtaining raw materials.

The Design Engineering Section also handles the technical demands arising from the design of lashing equipment, trailers and other similar items, and has a general commitment to meet any other engineering requirements.

Refrigeration equipment, however, provides the exception, for all such equipment is handled by a separate Refrigeration Section, responsible for the acquisition, supervision and maintenance of these specialised items.

The work pattern is very similar to that followed by the Design Engineering Section, but the Refrigeration Section is interested in equipment such as land and marine clip-on-units, liquid nitrogen clip-on-units, mechanical refrigeration wall units, generators and refrigerators spares for them all.

The section has important maintenance systems, involving essential records on the manufacture and performance of individual items of equipment.

M&R' are the initials for the Maintenance and Repair Section, which does just that: working through a central team and, in the field, Surveyors and Container and Equipment Inspectors, whose task is to look after Shareholders' containers and equipment, including trailers, the burdens pulled by lorries.

PROCEDURES

To do this there are carefully conceived systems and procedures involving standards which are strictly followed.

The work entails regular checking on containers, which are valuable and expensive items of capital equipment that should be made to last as long as possible. New legislation insists that the containers be checked every two years, but many companies prefer to inspect more frequently. These inspections are additional to the usual checks after every journey.

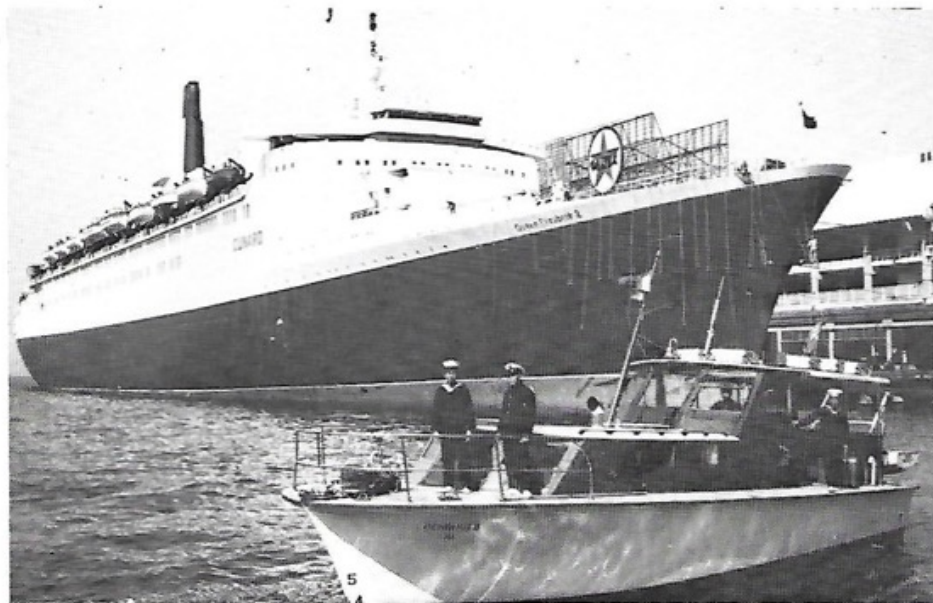
Maintaining and repairing the containers is a time-consuming task. For example, ACTA has some 22,000 boxes

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Proper maintenance of containers is an important function of ACTS' Technical Services Department. In our photograph an inspection is carried out by (left to right) Mr. John Ormiston, Technical Services Manager, ACTS; Mr. Roy Blanchard, Executive Director of Containercare Southern Ltd.; and Mr. Alan Stockdale, Engineering Design Manager of ACTS.

BRITISH AND BEAUTIFUL



"FANCY MEETING YOU HERE" — Britannia still rules the waves with her elegant, well appointed and immaculately maintained ships and these two British vessels met recently in Hong Kong Harbour. The larger of the two is Cunard's "Queen Elizabeth 2" and the sleek launch is Ben Line's "Benhui II".

ACTS' TECHNICAL SERVICES DEPARTMENT

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currently in use and is also leasing some 7,000-8,000 more, for which it is responsible during the hire period.

The section inspects the containers and the equipment, makes a report on their condition, assesses damage, determines the nature, extent and cost of the necessary repairs, supervises the work and checks the results.

There are three grades of repair based on expense: repairs for under about £35 may be handled without first recourse to the section, more expensive repairs must have section approval beforehand, and the most expensive jobs — over £140 or so — will be authorised first by the shareholder, before the section implements them.

STANDARDS

It authorises invoices for proceeding only when completely satisfied that all is well. The ensuing certificates are subject to standards set by international law and at Lloyd's in London.

Back in the head office, the section provides shareholder managements with a vital documentation on their containers, based upon an international responsibility for the maintenance of those managements' containers and equipments.

The section is a clearing house for procedures and custodian of an impressive library containing nearly 50,000 files, each one recording the total history of an individual capital item, container or equipment, under such headings as damage, labour, transport and types of repair.

ACTS APPOINTMENTS

Mr. William Campbell — To Assistant General Manager of ACTS. He was appointed to the Board of ACTS in January 1976. He became Operations Manager in 1969.

Mr. Del Jenkins — Member of the Board of ACTS. He joined ACTS in 1970 as Head of Management Services. Mr. Jenkins has a broad background in management consulting, accounting and the computer field.

Mr. John H. Ormiston — To Technical Services Manager of ACTS. He joined the Company in 1973 as Engineering Design Manager. He was previously Technical Sales Manager for Crane Fruehauf.

BLC APPOINT EUROPEAN MARKETING REPRESENTATIVE

Mr. Yasuo Iida has taken up the post of Marketing Representative Europe for Ben Line Containers and is based at Killick Martin's office in London.

Not only does his experience of Ben Line in Japan begin well before containerisation, but also as he was in the UK in 1965, he is no stranger to the European scene. His assistance to the trade promises to be significant.

Ben Line Containers' connections with Japan go back through Ben Line Steamers for many years. Part of their success is due to the close personal links formed between the European and Japanese staff.

As Japanese trade is very much in the forefront of people's minds these days it was decided to help in this sphere by having an experienced senior Japanese shipping man in the UK, who could help the Japanese companies here and on the Continent.



YASUO IIDA



Ben Line's offices in Hong Kong recently held an Eastbound Chinese Dinner Party which proved to be a "sensational success" according to shippers attending. In the photograph are (left to right) Mr. S. T. Chan and Mr. B. C. Chong of ICI and Mr. Norman MacDonald, Assistant Manager of Ben Line Steamers, Hong Kong.

NEW PRESIDENT OF THE IFF

Sir Basil Smallpeice, Chairman of ACT(A), has been elected President of the Institute of Freight Forwarders for the year 1977/78 in succession to Sir Humphrey Browne, CBE, Chairman of the British Transport Docks.

Sir Basil's personal achievements and position in the U.K. shipping industry underline again the close complementary relationship between shipowners and freight forwarders.

At the Annual General Meeting, Sir Basil (centre in the photograph) was officially invested and immediately after the ceremony congratulations were extended by (left to right) Mr. J. F. Smith, Vice-Chairman of the Council of the IFF; Mr. J. M. Fetherston, Chairman of the Council; (Sir Basil); Sir Humphrey Browne, retiring President; and Mr. C. W. G. Wilson, Director General of the Institute.



50,000,000th MARS BAR TO AUSTRALIA

The world famous Mars Bar manufactured in Slough is as popular in Australia as elsewhere around the globe and this delicious confectionery is as fresh and tasty when it arrives "down under" as when it leaves the factory thanks to ACT(A)'s refrigerated containerisation.

The 50,000,000th Mars Bar was shipped to Australia recently and in the photograph Mr. V. Mentzel, Mars' U.K. Marketing Director, holds up "Number 50,000,000" before it is loaded into the ACT container at Slough.

In the group are (left to right) Mr. Roy Davis, Marketing Manager of ACT(A); (Mr. Mentzel); Mr. W. L. Scott, Australian Trade Commissioner in the U.K.; and Mr. Gwyn Gwilym, who played a key role in setting up Mars' operation in Australia.

TILBURY CONTAINER TERMINAL RIGHT ON TARGET

The first phase of construction work on the major new Thameside container terminal being built at Tilbury has been completed dead on schedule and work is under way on the second phase.

The development, which will absorb ACT(A)'s operations currently carried out at the multi-user berth, is due to be completed in mid-1978. The second phase includes driving of sheet piling to form the face of the quay wall and sinking the main load-bearing piles.

Inspecting progress at the development recently were (left to right) Mike Morse, General Manager, ACT(A); C. S. Cullen of ACT(A)'s Australian Office; and Capt. Robert Guille, Chief Executive of Tilbury Container Services (TCS), which will operate the new container terminal.

