

# act news

AUTUMN 1977



## THE QUEEN REVIEWS THE FLEET

Jubilee Year has had more than a little "naval flavour" to it with the "Britannia" serving as headquarters for the Royal Family on many of their visits at home and abroad, the review of the fleet at Spithead, the Queen's trip down the Thames, etc. ACT salutes Her Majesty in the 25th Year of her reign and offers sincere congratulations.

# The stars at night are big and bright . . . except when there are none (or moon either)

New satellite navigational equipment installed in Ben Line containerships "Benalder", "Benavon" and "City of Edinburgh" is making the running of these ships safer and more efficient.

The equipment, which automatically and continuously informs the watch-keeping officer of the ship's position with great accuracy and precision, is the Magnavox MX 1102 Satellite Navigator. It receives signals when one of six Transit satellites in polar orbit 1075 kilometres above the earth makes a "pass" over the vessel and translates its signals into latitude and longitude.

Containerships run to a very tight schedule. Berth bookings are precise and timekeeping is essential.

## COSTLY

In the past, when a Master wanted to make absolutely certain that his ship arrived exactly on schedule, he would speed close to his destination and then cruise slowly to make sure he got there spot on time. This was costly and not the safest way to operate.

Ideally a vessel should make its journey by the most direct route at a constant speed; in practice this is virtually impossible without accurate information as to the ship's exact position.

Containerships use a great deal of fuel and erratic pacing on a voyage is a costly operation when one considers that to increase speed from 25 to 27 knots is to boost fuel consumption from 320 tons a

day to 430 tons a day. And a ton of oil costs about £45.

Although originally the decision to install the equipment on each of the three ships was based to a large extent on the savings that would be possible in fuel consumption, the most impressive aspect of the new system has been in regard to the increased safety provided to the ships and crews.

Containerships are big, fast and expensive. Obviously, knowing where the ship is at any given time will dramatically reduce the possibility of accident and damage.

Captain MacKenzie, who was master of "Benalder" on the first proving run with the new equipment, reported: "The greatest advantage of the Satellite Navigator is its contribution to the safety of the ship when vessels like these are being run to a tight schedule."

## ACCURATE

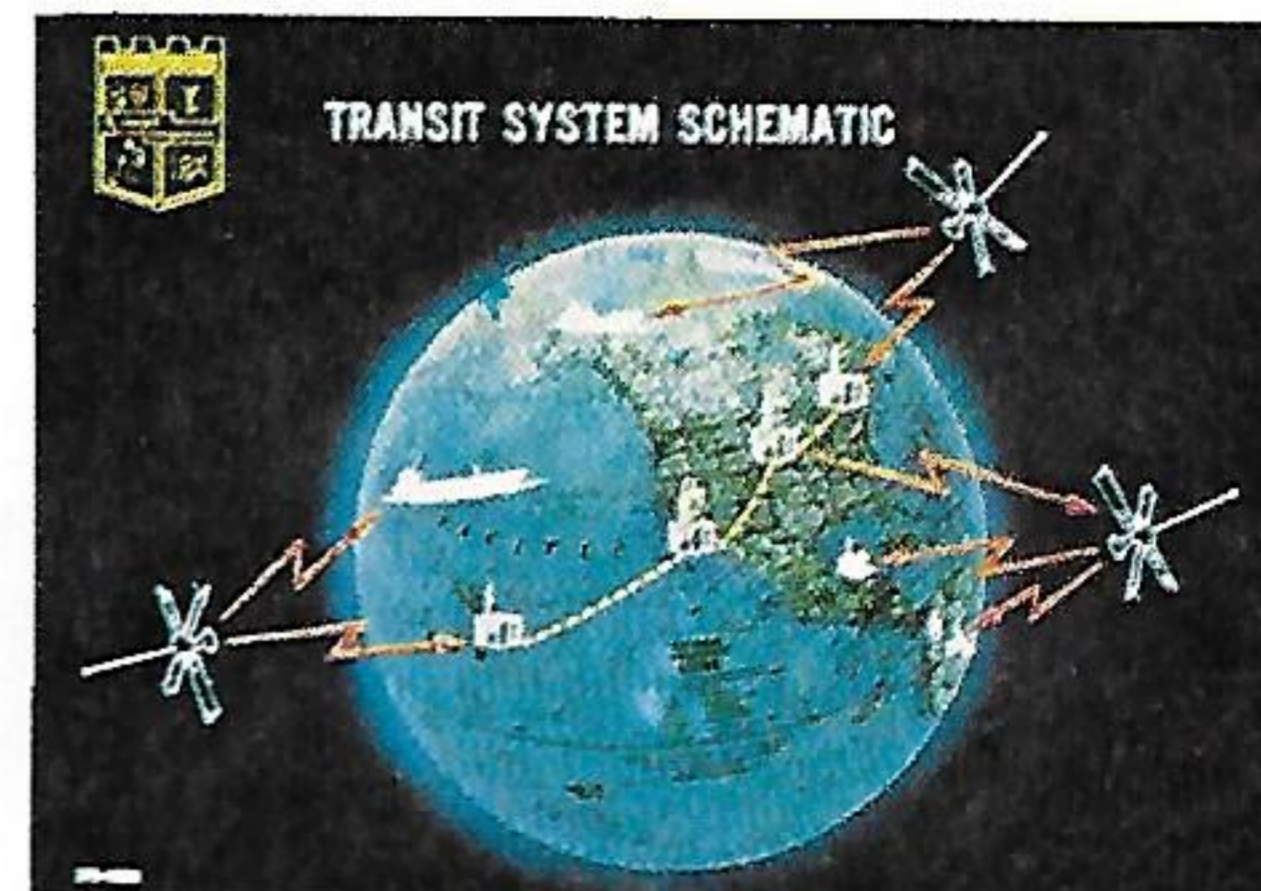
"For example, in the China Sea during the North East Monsoon, it is possible to run from Anamba Island to Hong Kong without seeing the sun or stars and when approaching the Paracel/Macclesfield area, accurate fixes from the Satellite Navigator are invaluable."

The other captains who have had experience with the new equipment have expressed full agreement with this assessment.

The equipment, supplied by S. G. Brown Ltd., of Watford, calculates the

position of the ship in relation to the satellite path and gives the position of the ship in latitude and longitude terms. Over a period of between 10 and 16 minutes the signals are altered by the Doppler Effect — the same system that varies the pitch of an ambulance siren or a train whistle as it passes.

The information is displayed on a panel including latitude, longitude, speed, and the precise time. The time lapse between the "passes" of the satellite over the



The six Transit satellites are in polar orbit 1075 kilometres above the earth as shown in the drawing.

vessel varies according to the latitude — at the equator this could be a matter of hours, with passes becoming more frequent as the poles are approached.

In general, however, the vessel will get a fix based on a satellite pass at least once every watch. In between passes, the equipment presents a continuous positional reading based on dead-reckoning calculations, using details of speed and course fed from the log and gyro compass.

The calculated position is updated with each fresh pass, pin-pointing the vessel's position to within one-half mile. (Using sun/star observations an officer would be doing well to get within two or three miles.)

The new equipment has been welcomed by the men who have to navigate Ben Line's biggest and fastest vessels . . . not as some device which takes over from them but as another tool to give them the accurate information and help them keep on schedule and provide greater safety for their ship and the men of their command.

## BLC ship rescues 25

The BLC containership "City of Edinburgh" rescued 25 crewmen from the merchant ship "Lira" when it caught fire in the Indian Ocean.

Captain Seaton Murray, Master of the "City of Edinburgh", sent a message to BLC's Head Office in Edinburgh saying that the fire had started in one of the holds of the "Lira" and that the crew had abandoned ship.



The MX 1102 Satellite Navigator provides complete, accurate navigation information anywhere in the world, 24 hours a day, in any kind of weather. It computes and displays the ship's position automatically and continuously.



## Two BLC giants side by side at Southampton

Two of the largest and most modern containerships in the world — both belonging to Ben Line Containers Ltd. — coincided at Southampton recently.

The "City of Edinburgh" and the "Benavon" were docked alongside one another for loading and unloading a variety of cargoes from European and Far Eastern ports.

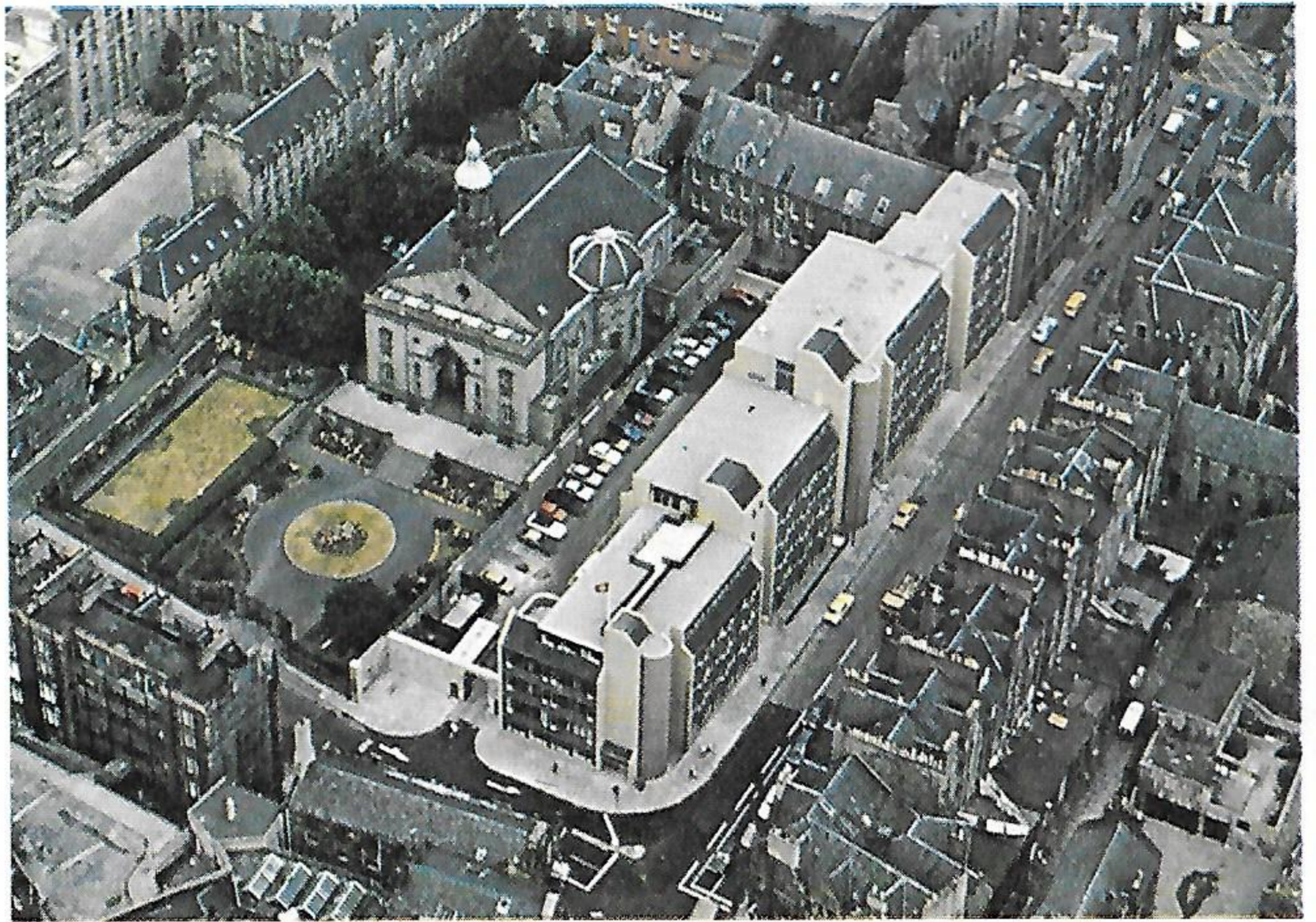
Southampton has grown steadily in importance and has specialised facilities for handling most of to-day's different traffics. In addition to a major deep-sea container port, Soton boasts six roll-on/roll-off terminals, ten kilometers of deep-water quays and a range of general cargo berths.

## BLC's new offices are true British through and through

Ben Line Containers Ltd.'s new offices at 33 St. Mary's Street in Edinburgh are located in the heart of the Old City just off the Royal Mile, the cobbled mediaeval thoroughfare which links Edinburgh Castle with the Palace of Holyroodhouse, the Queen's official residence in Scotland.

The new premises were designed in keeping with the adjacent architecture and where possible British rather than foreign imported materials were used in the construction. The entrance hall, for example, is paved with Caithness Stone, the traditional material for the pavements of Old Edinburgh.

The 18th century Church of St. Patrick's is located next to the new seven-storey Ben Line Head Office which has a total of 55,000 square feet of office space.



## Silver, silver everywhere for Queen's Jubilee

It isn't only in Great Britain that Her Majesty's Silver Jubilee is being celebrated with fervour. Around the Commonwealth there is ample evidence of the loyalty and affection for the Queen.

In Hong Kong, tramcars were decked out in special silver Jubilee livery to mark Queen Elizabeth's twenty-five year reign. In the photograph the gleaming silver of the tram is matched by the sparkling silver of the Ben Line Container alongside.

Although not specially painted silver for the Jubilee, Ben Line containers are a happy reminder of the Jubilee as BLC's fleet of lorries and containers operating in Hong Kong are seen around the colony, joining in the congratulations to Her Majesty.

# ACTS' Management Services Department uses modern computer technology to meet shippers' requirements

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

It has been said that to-day ships sail on a sea of paper, so complex is the documentation required by shippers, port authorities, customs officials and others concerned in the international movement of ocean freight.

The advent of containerisation has not only meant a reduction in round trip voyage times but also a reduction in the time-scale available for the processing of this documentation.

The installation of computer terminals in Regional Offices represents a significant advance in the documentary processing systems for Associated Container Transportation Services' (ACTS) Management Services Department, which has used a computer since 1969.

## DOCUMENTATION

The primary function of the terminals is to enable consignment details to be input directly into the computer systems by commercial staff. Details entered in this way will be used to produce all subsequent documentation such as Bills, Invoices, Manifests, etc.

The terminals will also permit enquiries to be made concerning the whereabouts of cargo and details of the freight and charges which have been calculated.

The financial and commercial implications of such an advance are considerable, particularly in an industry often accused of still using Dickensian methods of paperwork.

The principal concern of the Department is to maintain a smooth-flowing system to meet shippers' every requirement. This is a challenging task which necessitates the most effective use of modern computer technology to achieve maximum success.

## MOVEMENT

Cargo movements are but a part of the information that is needed. Containers move too, and the Company has a vital interest in knowing where each container is to be found at any particular moment, and, more importantly, to know what is to become of them.

In the efficient movements of containers, commercial acumen is tested rigorously. Half full or empty containers do not make money for their owners; in fact, of course, they lose money. So it is imperative that the best possible use be made of them.

Depot managers need to know

whether, for example, containers have to be unpacked or delivered intact to consignees. Considerable detailed information is required on a daily basis for the efficient and profitable management of the container fleet.

Urgent requirements demand prompt attention and the computer stores information on the precise location of each container each day, which is immediately available on demand. There is also a stock forecasting system based upon total numbers of containers being moved, ship schedules, etc.

## EXACT RECORD

The movement of containers within the UK or Australia, for example, is a domestic responsibility, but it is also necessary to keep an exact record centrally of movements at sea and to ensure that the importing country knows what consignment to expect and when it will arrive.

Throughout the business, the computer makes a vital contribution. As well as monitoring container movements, the

computer systems produce all the export and import documentation, Bills of Lading, Manifests, Invoices, Transport Documents and statistical information.

The Department has to provide a substantial degree of flexibility to meet changing circumstances and customer requirements. In this respect the computer accommodates frequent — even daily — changes in tariff, particularly in respect of fluctuations in currency exchange rates.

When a shipper's order has been received in the Regional Office, the booking details are coded and fed into the computer while arrangements are made for transport to the containerbase. The computer produces the container Bill of Lading and Invoice, which are passed to the Regional Office.

## DESTINATION

When the ship sails, the computer provides a Manifest, copies of which go to the relevant port authorities, customs and government statisticians. A magnetic tape of the manifest is flown to the destination country ahead of the consignment, where that country's computer receives the information and advises the consignee.

Alterations to delivery instructions are made by that computer which, four days

*(Continued on page 5)*



Looking over information supplied by the computer are Mr. Del Jenkins (right), Head of Management Services and a Director of ACTS, and Mr. Ian Tomlinson, Deputy Manager of Management Services.

# CAROL'S AMBITIOUS PROJECT

Caribbean Overseas Lines (Carol) was formed in 1973 by Thos. & Jas. Harrison Ltd. (The Harrison Line), Hapag-Lloyd A.G., of Hamburg and the Royal Netherlands Steamship Company of Amsterdam (KNSM). The consortium was joined by the Compagnie Generale Maritime of Paris in 1974.

The four lines operate containership services from the North Continent and United Kingdom to the Caribbean area including Central America.

The first phase of this ambitious project has now been largely implemented. The Service began with the loading of the m.v. "Caribia Express" in Hamburg in December 1976; she was joined by the Harrison vessel "Astronomer" in February 1977, "Hollandia" (KNSM) in May, "Cordillera Express" (Hapag-Lloyd) in July and the second Harrison vessel "Adviser" in October.

## EXPECTED

The sixth vessel, m.v. "Caraibe", to be owned by Compagnie Generale Maritime, is expected to be delivered in April/May 1978.

All six vessels are identical in design. With a capacity of 1202 TEU's, they carry a Liebherr Deck Gantry and cruise at a speed of 21 knots. In due course it is expected to remove the gantry, whereupon the capacity will increase to about 1350 TEU's.

Special provision has been made for the carriage of refrigerated tropical produce through the installation in each vessel of 120 40ft. Conair container slots.

A comprehensive weekly service is planned for the six vessels between Hamburg, Bremerhaven, Amsterdam, Antwerp, London (Tilbury), Le Havre and Liverpool, and Jamaica, Haiti, Dominican Republic, Puerto Rico, Barbados, Trinidad, Curacao, Aruba and the Atlantic ports of Guatemala and Honduras.

Feeder services to and from Belize and the smaller Caribbean Islands are being developed.



The Harrison Line vessel "Astronomer" berthing at Kingston, Jamaica.



The 330 TEU chartered vessel "Diplomat" currently running in the South African trade.

## ACTS' Management Services Department

(Continued from page 4)

prior to the ship's arrival, produces an Import Manifest which meets all local statutory requirements.

It can be seen, then, that the computer has become an essential part of ACTS; it makes the whole container operation more efficient and helps ensure the smooth handling of cargoes around the world.

And ACTS' Management Services Department helps ensure that it is smooth sailing, at least paperwise, for ships and shippers.

## New 600 ADX System: Faster Communication

A new private Telex network installed at ACTS' Head Office in Southampton will provide faster communication for the estimated half million messages to be transmitted over the next 12 months.

This new computerised switching system, the 600 Automatic Data Exchange (ADX), links regional offices and container terminals with ACTS' Head Office and also with each other. There are lines to Continent as well as Inter-Continental lines for direct transmission to North America and Australia and a link-up with Ben Line's Far East Telex network, thus providing world-wide service.

The ADX allows the same message to

be sent simultaneously to as many destinations as required. The equipment can temporarily store messages and is always available to receive messages. Transmission and reception can take place at the same time and if a terminal is engaged, it will hold the message for sending as soon as that terminal is free.

For transmission to destinations not included in the network, the computer is used and much of the time wasted having to establish the connection manually is eliminated.

ACTS' management expects the new system to make a significant contribution towards improving the Company's communications.

# MAIDEN VOYAGE OF ACT(A)'S THIRD



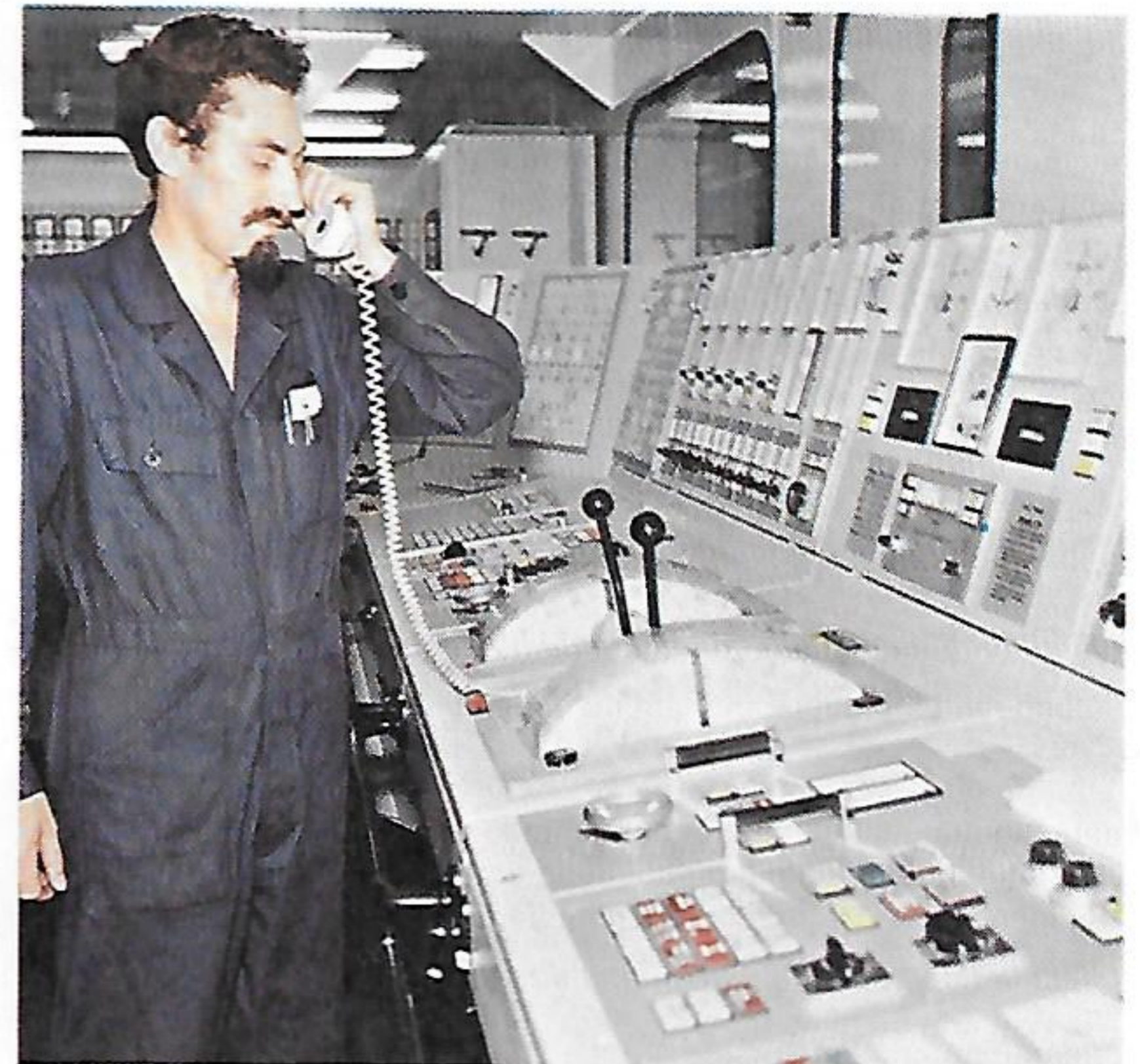
*"ACT 7" ready to start loading at Tilbury Container Terminal before beginning her maiden voyage. In the background is "ACT 1" which is unloading — the first and the newest of ACT(A)'s ships.*



*Two spare propellers for "ACT 7's" sister ship, "Australian Venture", carried on the forward deck.*



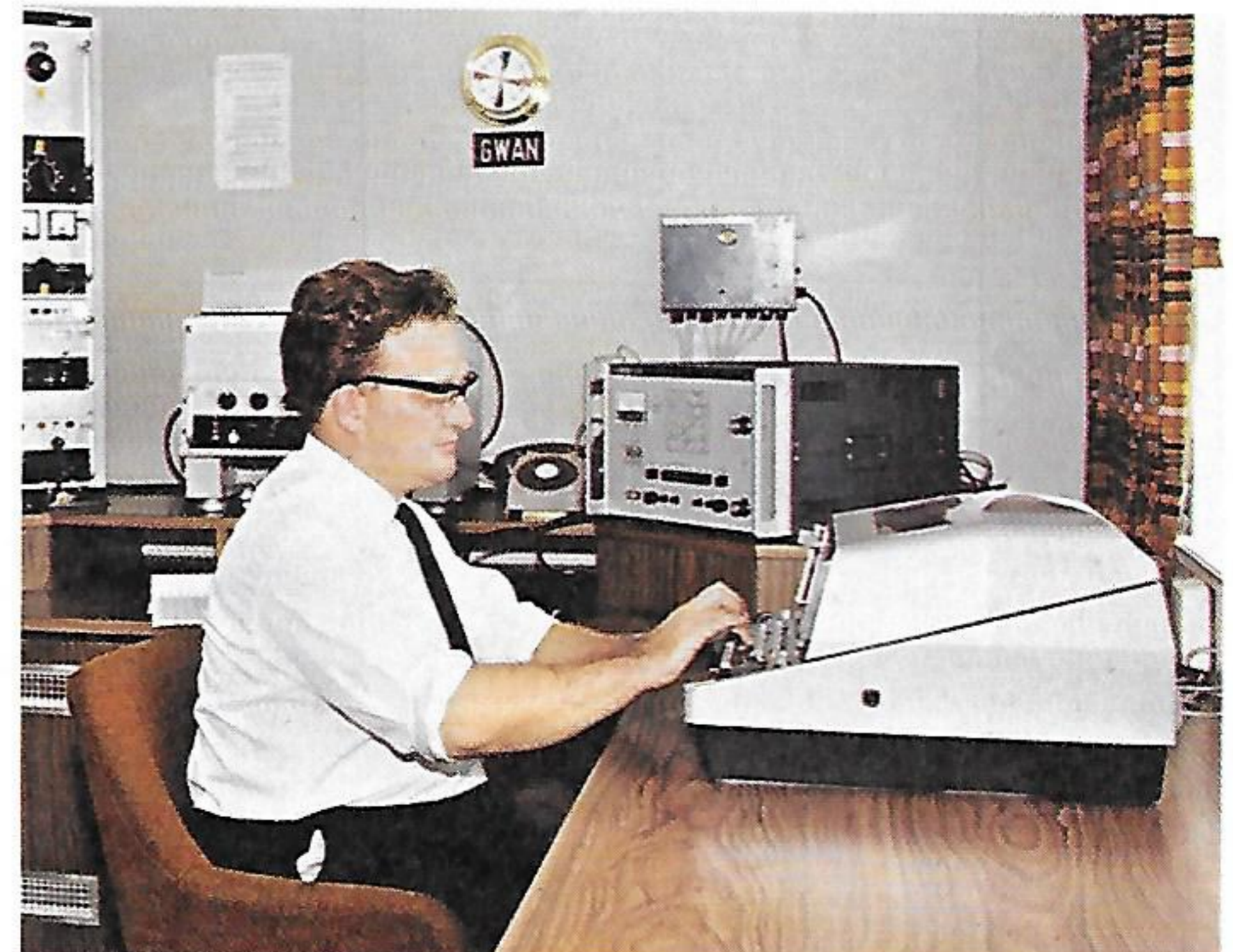
*And then on to Seaforth at Liverpool.*



*Second Engineer E. White takes a call from the Bridge in the Control Room, which is fully automated and includes the latest safety devices.*



*One of the last boxes — a forty footer — is loaded well forward.*

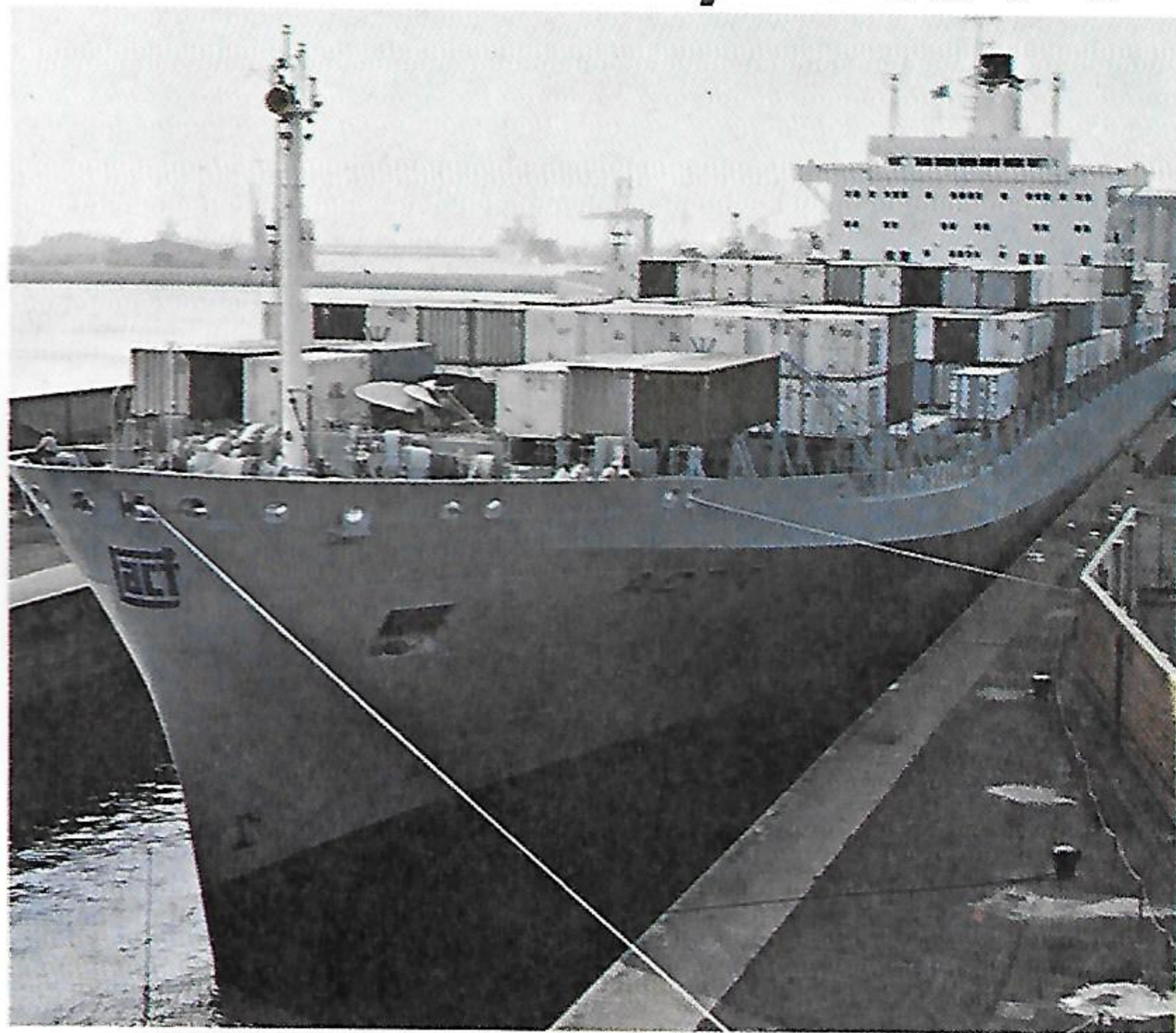


*At the Telex in the Radio Room is Radio Officer J. Ramsay. The "ACT 7's" call letters, GWAN, can be seen under the clock in the background.*

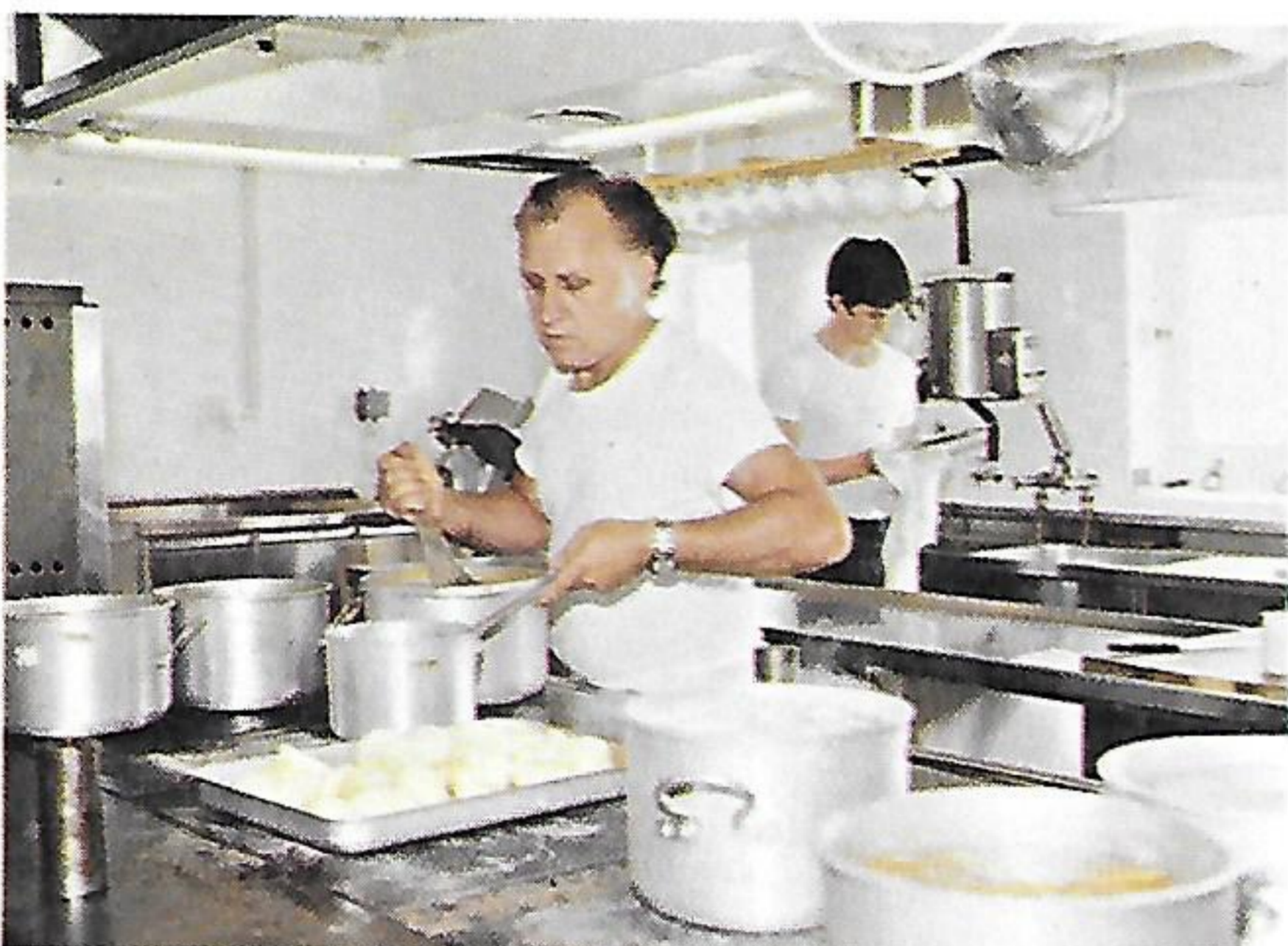
# GENERATION CONTAINERSHIP, 'ACT 7'



The two deck cadets on the Maiden Voyage of "ACT 7" are Andy Hillier (right), 19, of London and Russell Owen, 19, of St. Albans, Hertfordshire. They are shown relaxing a moment on deck with "ACT 1" in the background.



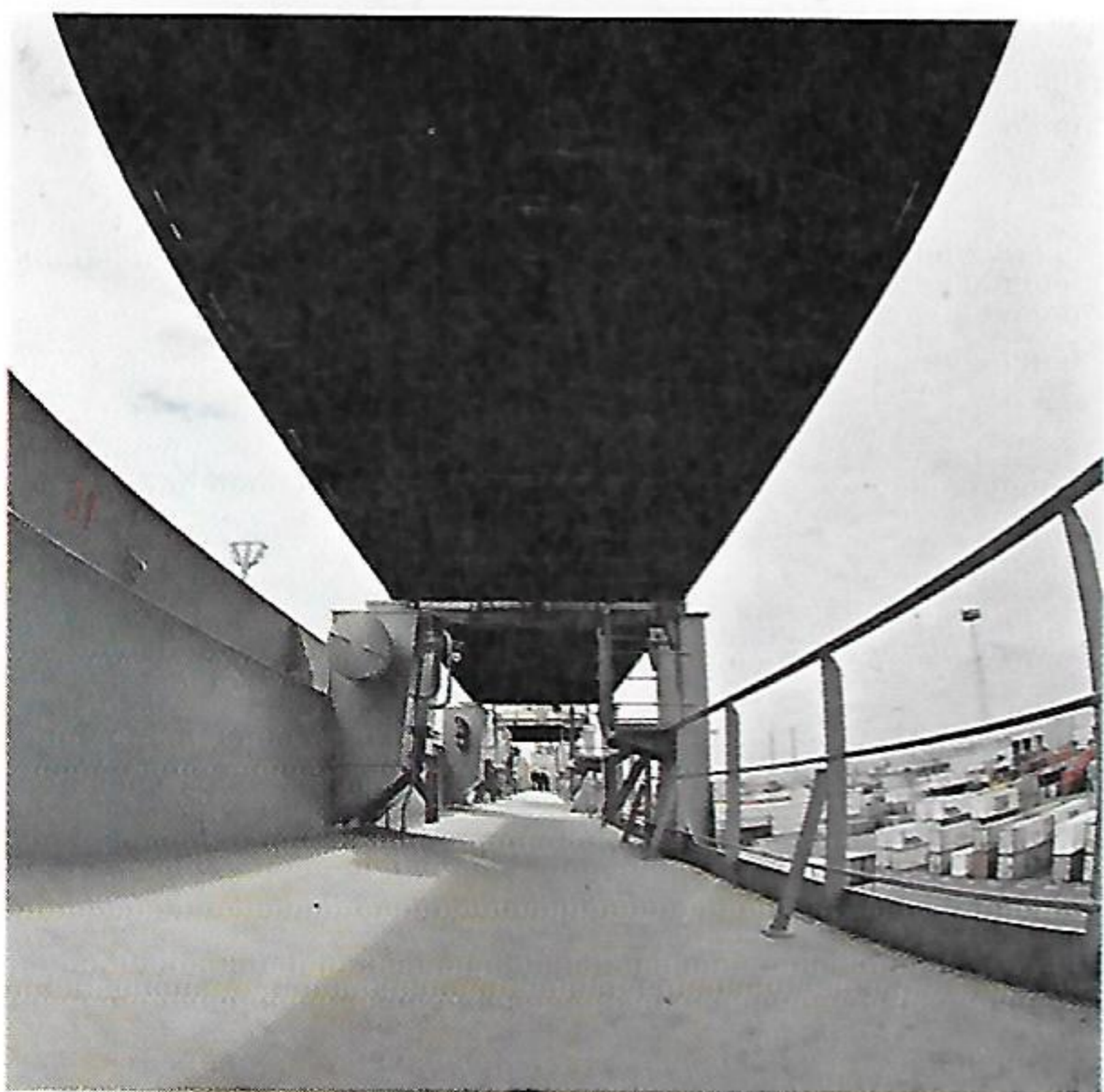
It's a tight squeeze as "ACT 7" goes through the lock at Seaforth as she leaves for her maiden voyage to Australia and New Zealand.



Chief Cook Glyn Jones prepares for the evening meal while Catering Boy Tony Leahy (background) cleans up. ACT(A)'s ships are famous for their excellent food.



Once through the lock, "ACT 7" turns into the river and prepares to go under her own steam.



A partial view of the deck gives an idea of the 815 ft. 7 in. (248.6 metres) length of the ship.



And she sails off into the sunset. . . .

## visit to 'ACT 7' before she sailed



During a visit to "ACT 7" in Tilbury are (left to right) Sir Basil Smallpeice, Chairman of ACT(A); The Hon. Gordon Freeth, High Commissioner of Australia; Captain Donald M. McPhail, Master of the "ACT 7"; and Mr. Michael J. Cook Deputy High Commissioner for Australia.



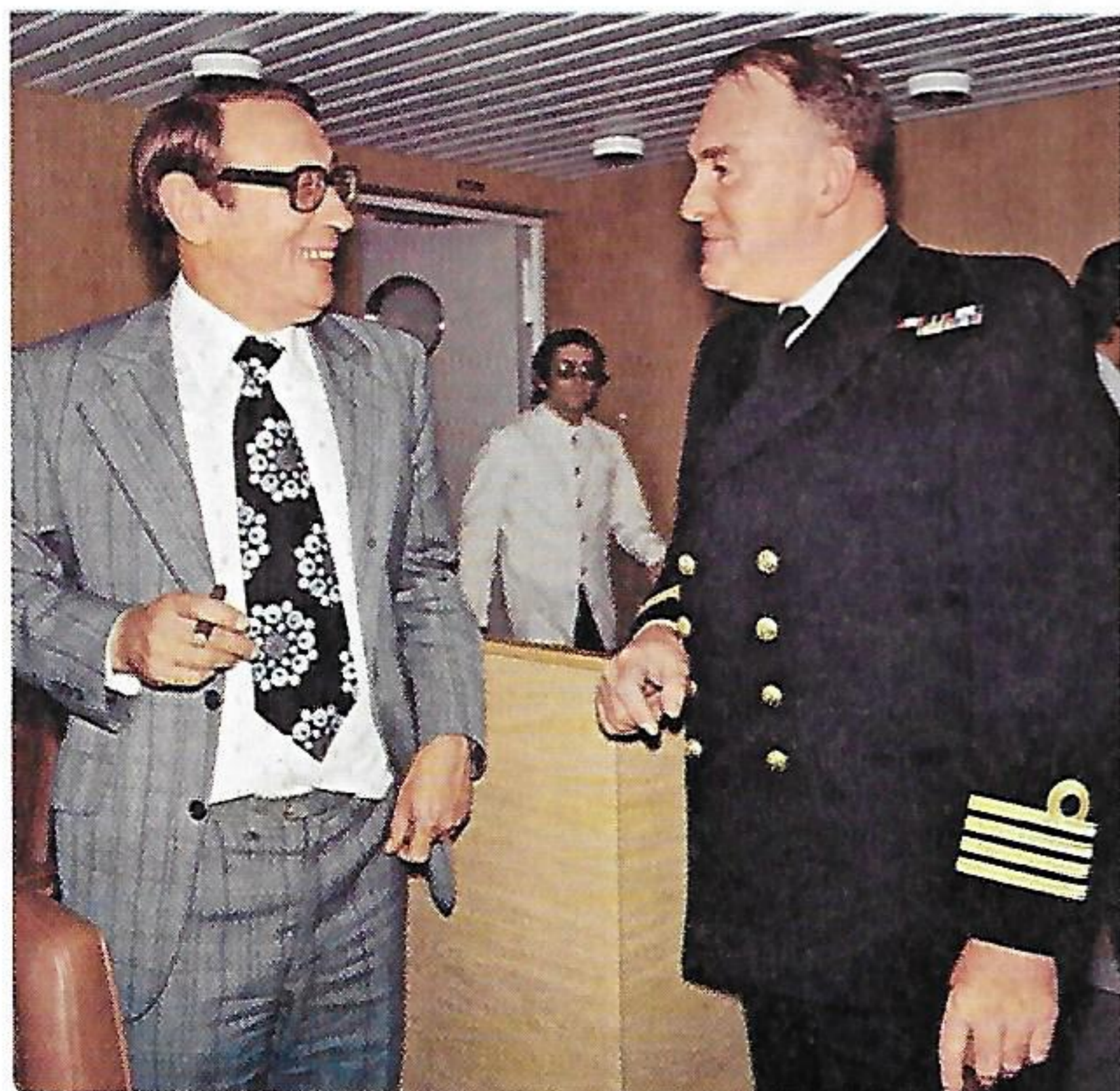
Being shown the ship's advanced radar equipment by Cadet Andy Hillier are (left to right) Mr. J. Walton of Hawkes-Wills Ltd., Mr. G. A. Gray of K. I. Andrews Ltd., Mr. L. H. Jones of the New Zealand High Commission, and Mr. Alexander Macintosh, Managing Director of ACT(A).



On deck after an inspection of the ship are (left to right) Mr. P. C. Fearn of Ford Motor Company; Mr. Alexander Macintosh, Managing Director of ACT(A); Mr. J. D. McKay of Ford Motor Company; Mr. Roy Davis, Marketing Manager of ACT(A); and Mr. William Hardy of Thomas Meadows & Company.



Explanations of the functioning of equipment in the wheelhouse are given by Second Officer A. I. Middleton to (left to right) Mr. E. H. Smith of the New Zealand Dairy Board; Mr. Graeme Dabb, Manager of the Auckland Office of the New Zealand Dairy Board; Mr. A. Hardy of the New Zealand Meat Producers' Board; Mr. R. C. Shaw of the New Zealand Dairy Board; and Mr. Howel Williams, Assistant Marketing Manager.



Captain Donald M. McPhail, Master of "ACT 7" talks with Mr. Roy Davis, Marketing Manager of ACT(A), and recalls some of his experiences during his many years at sea. Capt. McPhail was also Master of "ACT 1" on her maiden voyage.



The control panel is explained to Mr. Peter A. Dexter, Australian National Line's (ANL) representative in the U.K. and Europe, by the Chief Officer of "ACT 7", Mr. John M. Harneis.



# Bradford Wool and Mohair Importers Told of Importance of Containerisation

Speed, ease of handling and greater protection are some of the advantages of shipping Wool and Mohair in containers, importers in the Bradford area were told by Mr. R. A. Lloyd, Director of Ellerman Harrison Container Line (EHCL) and Chairman of Associated Container Transportation Services (ACTS), on a recent visit to that city.

"The prime purpose of our visit," Mr. Lloyd said, "was to acquaint Wool and Mohair Importers in the Bradford area with the benefits of containerisation of wool cargoes from South Africa. These products are already coming to Bradford from other parts of the world with great success."

Mr. Lloyd was accompanied by Mr. A. S. Douglas-Bate, Marketing Director of Ellerman City Liners, and Mr. Peter Corsar, Sales Manager at the Port Elizabeth Office of Ellerman and Bucknall South Africa.

## SECURITY

"With the high price of Wool and Mohair, it is of greater importance than ever to assure the security of the consignment," Mr. Lloyd emphasised. "The first-class documentation which the new era of containerisation has brought with it provides vital protection to the cargo," he added.

A highlight of the visit was a reception held at the Norfolk Gardens Hotel in Bradford and many of the leading Wool and Mohair importers in the region attended.

The EHCL service in Bradford is marketed by Ellerman City Liners' local representative, Mr. Brian Carter. Documentation and transportation are handled by ACTS based at Stourton-Leeds.



Discussing the benefits of containerisation of wool cargoes from South Africa at the Bradford reception were (left to right) J. Allen of the South African Wool Board; E. B. Carter, local representative of Ellerman City Liners; and P. Corsar, Sales Manager of the Port Elizabeth Office of Ellerman and Bucknall (Pty) Ltd.



A group of Wool and Mohair importers from the Bradford area attending the reception given by EHCL were (left to right) D. K. Hardacre, Sir James Hill & Sons Ltd.; N. E. Winterburn, R. Bailey (Brokers) Ltd.; B. Tilburn, G. D. Ashworth (Woolbrokers) Ltd.; K. Jones, A. Dewavrin Ltd.; E. Skinner, Woolcombers Ltd.; K. Turner, British Wool Confederation; and R. A. Bentley, Hart Wools (Bradford) Ltd.



Prentice Service & Henderson Ltd., EHCL's agents in Scotland, were visited recently by Noel J. Kent, Sales Manager of Ellerman City Liners, to discuss the current changes in the Container Service to South Africa. In the photograph are (left to right) Jimmy McDowall, Area Sales Manager Scotland, Ellerman City Liners; Bill Service, Marketing Manager, PSH; Bob Orr, Managing Director, PSH; Noel Kent; Bob Cummings, Office Manager, PSH; and Bill Guthrie, PSH Coatbridge.



*INCREDIBLE AS IT MAY SEEM, this photograph of the "City of Durban" was taken at the A. G. Weser shipyard in Bremen, Germany, on August 22, 1977 — less than four weeks before her launch! Although the ship looked as if it were months away from launch, she was ready dead on schedule.*

## EHCL Launches 'City of Durban'

On September 16th, 1977, Ellerman Harrison Container Line (EHCL), launched one of the most modern and fastest containerships in the world, "City of Durban". The sponsor was Lady Ellerman, widow of Sir John Ellerman Bt., son of the founder of Ellerman Lines.

The new fully cellular containership will be used by EHCL for its regular container service to South Africa. The ship is expected to be ready for sea trials and handing over early in 1978.

Built in Bremen, Germany by A. G. Weser, the "City of Durban" has an overall length of 258.5 metres (848.1 feet), is 32.3 metres (106 feet) wide with a draught of 13 metres (42.7 feet).

The ship has a container capacity of 2430 TEU's, 1,542 general purpose and 888 reefers. Her two MAN diesel engines permit her to maintain a speed of 21.5 knots.

The 42,000dwt third-generation containership "City of Durban" and the necessary containers represent a capital investment of some £50 million.

**Full details and photographs of the launch and celebrations will appear in the next issue of "ACT News".**

## EHCL's mighty 'City of Durban' and the fragile South African flowers

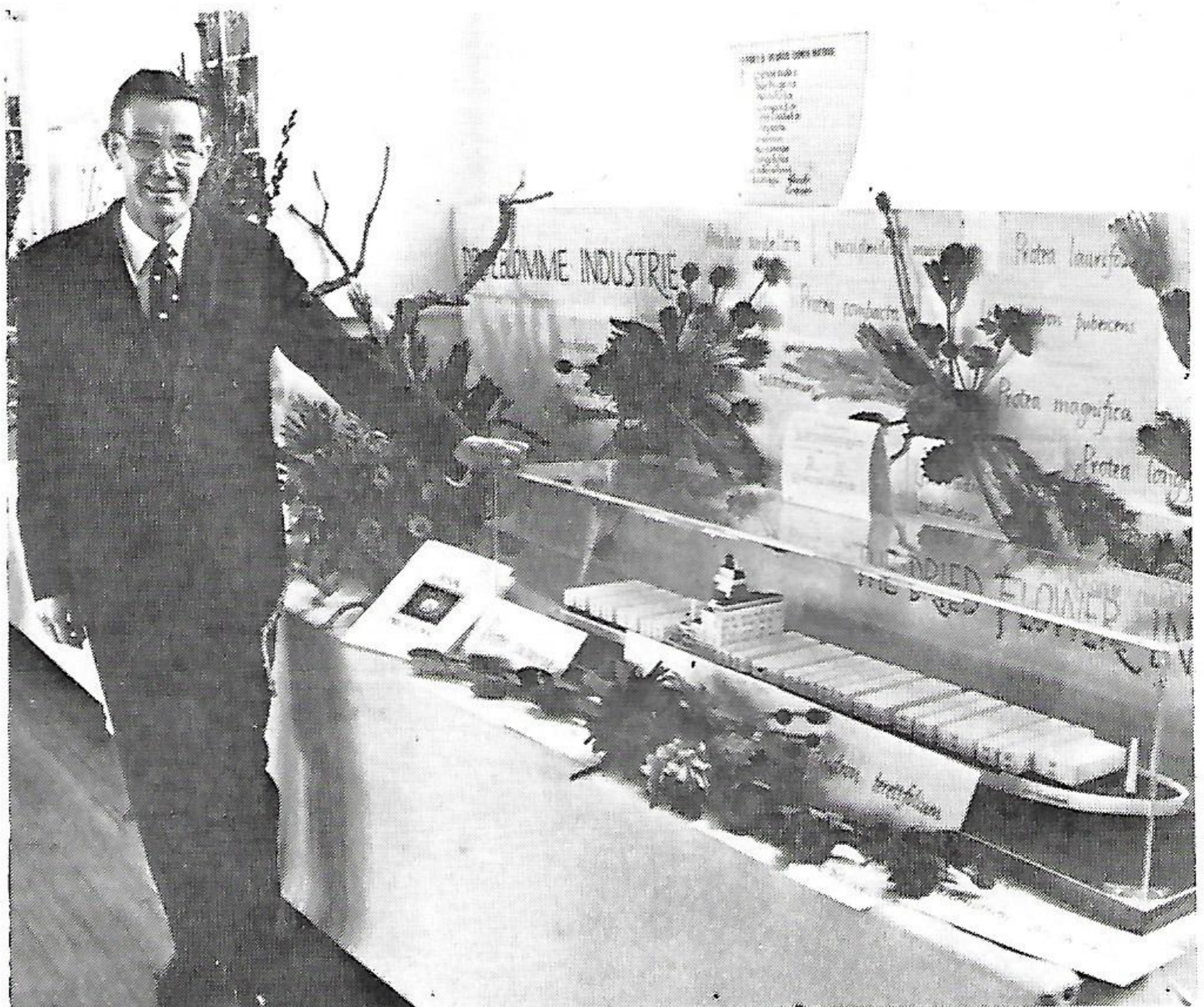
A model of the Ellerman Harrison Container Line's (EHCL) new vessel, "City of Durban" was one of the leading attractions when it was on display at Kirstenbosch National Botanical Gardens in Cape Town.

The display was inaugurated by State President, Dr. The Right Honourable N. Diederichs, to commemorate the Third Definitive Series of South African Stamps.

The stamps, which depict 21 indigenous proteas, were in great demand and there was a continuous stream of visitors admiring the display during the week-long exhibition.

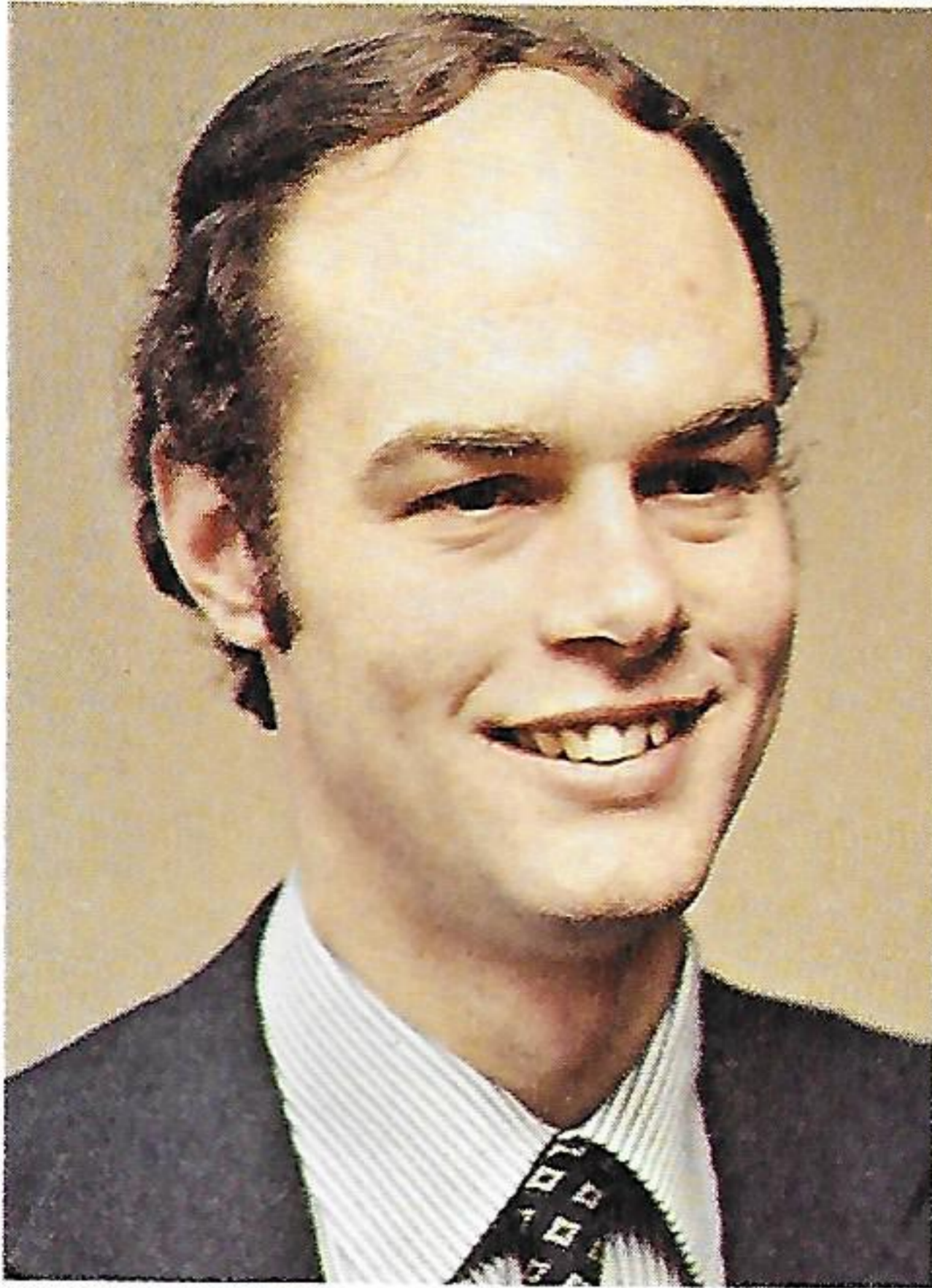
Both dried and fresh South African flora have been exported to many parts of the world in recent years and the container is becoming the accepted mode of transport for this beautiful but fragile commodity. EHCL have played an important part in this development and will continue to assist the South African flower exporters in the future.

In the photograph, Mr. J. C. Barbour of the Cape Town staff of Ellerman & Bucknall, EHCL's South African agents, is shown with the model.



(Photo courtesy of "The Argus").

## Briggs and Griffith Appointed Assistant Operations Managers, ACT(A)



**D. W. BRIGGS**

Mr. David W. Briggs has been appointed Assistant Operations Manager of ACT(A), in charge of Technical Co-ordination.

Mr. Briggs was educated at Wellington College, Berkshire, and joined Pirelli General in Southampton in 1966 with an Industrial Scholarship.

He received a BSc Honours degree in Electrical Engineering from Southampton University and subsequently a Diploma in Management Studies from Portsmouth Polytechnic. Following his training, he gained experience in Production, Marketing and Sales.

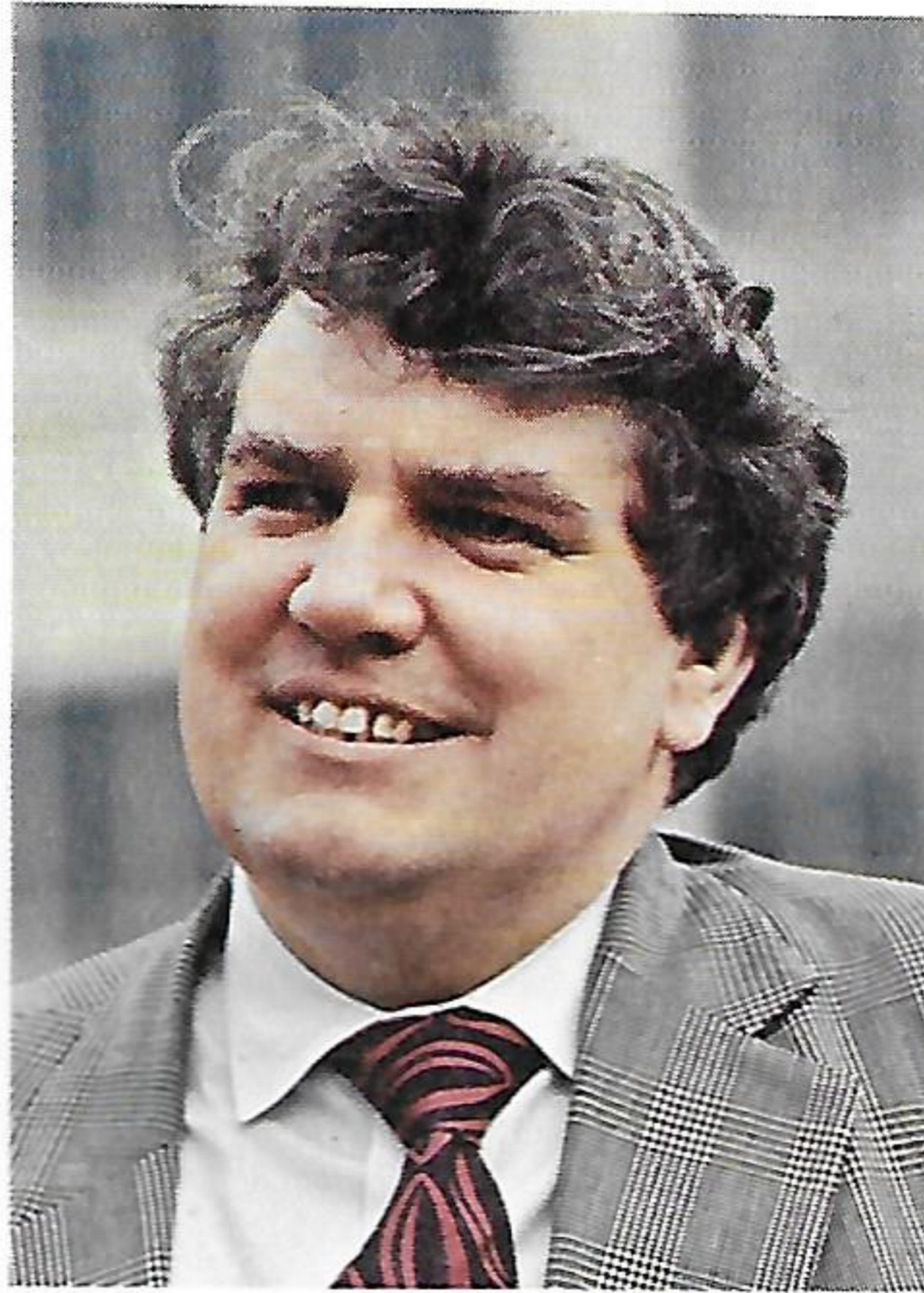
He comes into shipping as a result of a great interest in ships and the sea and with several past family connections.

In his leisure time, David Briggs is a keen sailor and is currently studying for a Yacht Master's Certificate.

Mr. C. John Griffith has been appointed Assistant Operations Manager of ACT(A), in charge of Scheduling, Marine and Terminals.

Mr. Griffith was born in Edinburgh and brought up in, what was at the time, the Cheshire area. He was educated at Sir John Deane's Northwich, and H.M.S. "Conway" before joining Ellerman Line in 1959 as an Apprentice and served with them until 1970. He also has a Master's Foreign Going Ticket.

In 1970 he was appointed Assistant Marine Superintendent of the Manz Line in Montreal, Canada.



**C. J. GRIFFITH**

In 1971 Manz Line merged and formed ACT Canada and Mr. Griffith was appointed Assistant Terminal Manager in Saint John, New Brunswick. He was appointed Terminal Manager in 1975.

## Capt. Watters Promoted

A. M. (Archie) Watters, who was BLC Terminal Manager and Cargo Superintendent at Southampton from November 1970, has been promoted to Marine Superintendent at Ben Line's Edinburgh office.

Captain Watters joined Ben Line as a deck boy in August 1949 and progressed to gain his 2nd Mate's certificate five years later and his Master's certificate in July 1959.

In August 1961 he was appointed assistant to Marine Superintendent, Singapore, returning to Scotland at the end of 1962 where he stood by the building of Benarty in Dundee. In February 1963 he became Cargo Superintendent in London, a job he held for the next seven years.

In November 1970 he was seconded to

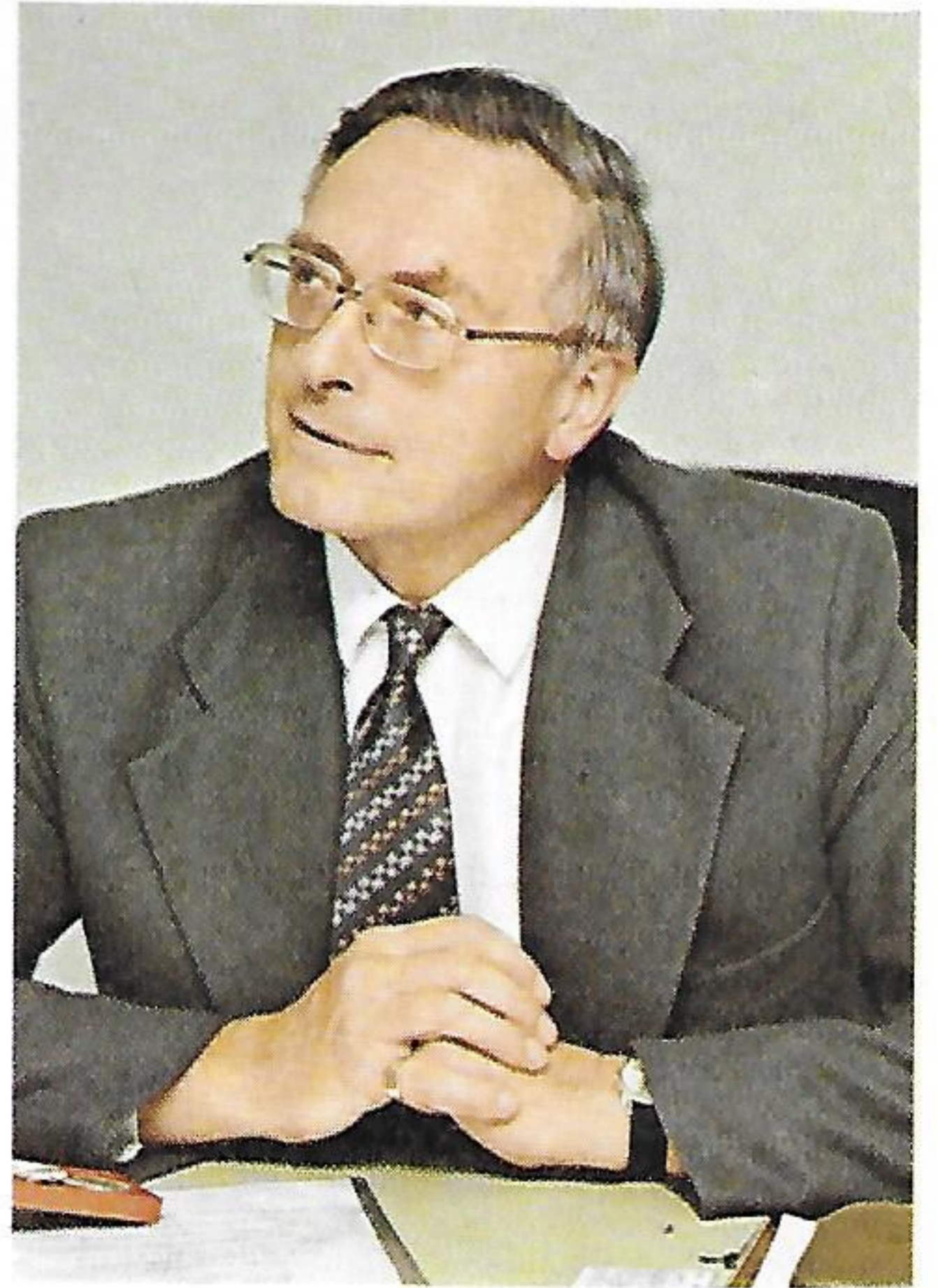
## ACT(A) Trade Manager Awarded The Queen's Silver Jubilee Medal

The official document announcing the awarding of the Queen's Silver Jubilee Medal that came from Buckingham Palace says Leonard Bertram Fiddock on it, but to those who know ACT(A)'s smiling, unassuming and hard-working Trade Manager, Len Fiddock is much more to his liking.

Len joined ACT in 1966 as Assistant Commercial Manager. He later was appointed Commercial Manager and is now Trade Manager for the European/Australian/New Zealand trade.

Before joining ACT, he was with Blue Star Line, having begun there in 1948 ("I'm not a man who likes to change jobs") and he was Assistant Freight Manager for Blue Star when he was asked to join the small specialised team that was setting up ACT.

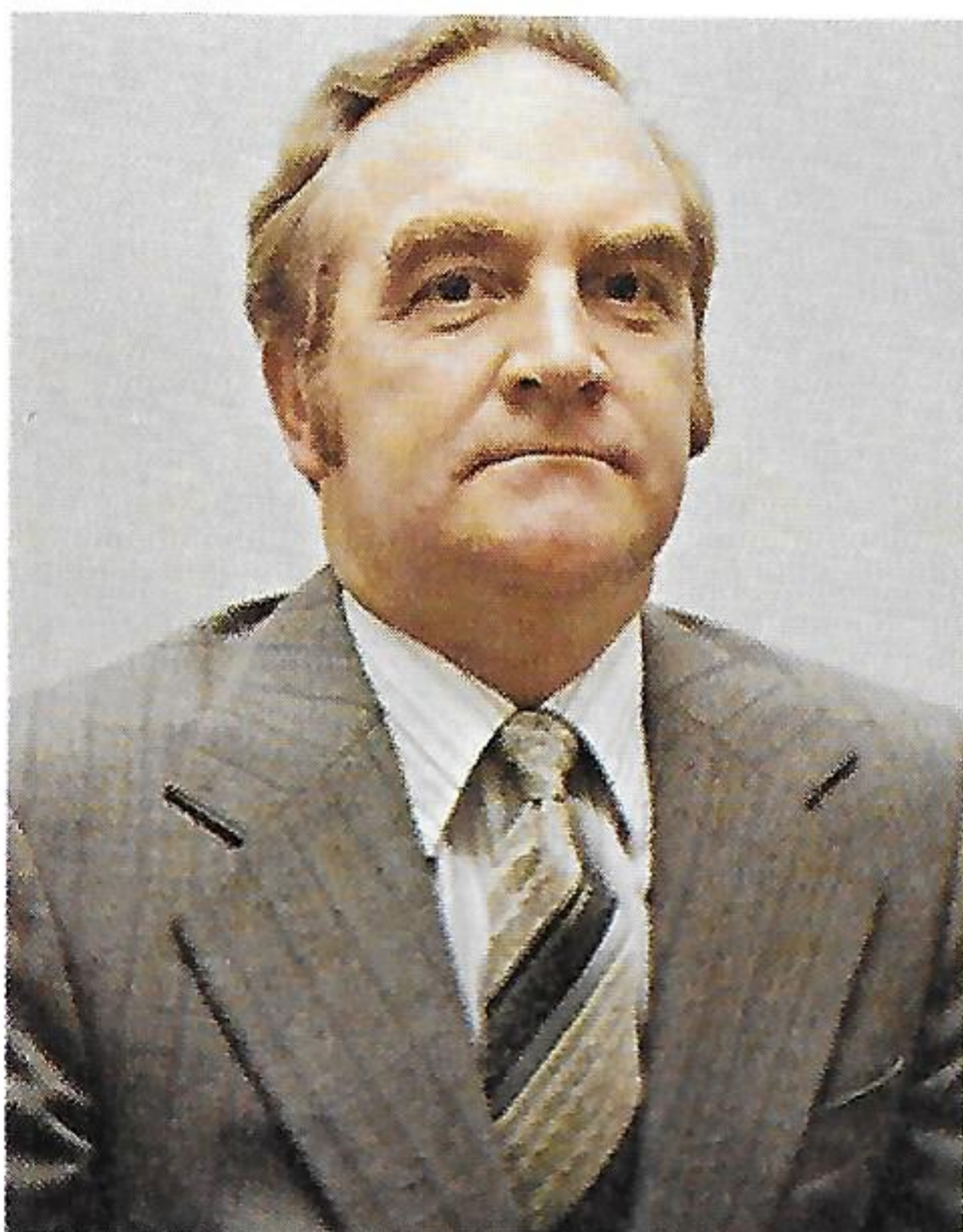
Because of his dedication and contribution to the shipping industry, it came as no surprise to find that he had been selected as a recipient of the Queen's Silver Jubilee Medal.



**L. B. FIDDOCK**

ACT and later to Solent Container Services in preparation for the full scale introduction of containerisation to the Far East Trade through Southampton, taking up the reins of the actual BLC operation in July 1971.

Archie's move has provided him with one colourful link with the past as from his desk (or more correctly, standing on his desk) he can see the Salvation Army building at the foot of the Pleasance where he was billeted at the end of his first voyage with Ben Line more than 25 years ago.



**CAPT. A. M. WATTERS**

## E. A. Bendix & Co. of Copenhagen celebrate their 75th Anniversary

THE well-known Danish shipping company, E. A. Bendix & Co. Ltd. of Copenhagen are celebrating 75 years in shipping and liner agency business this year.

E. A. Bendix are agents for Associated Container Transportation (Australia) Limited (ACTA), Ben Line Containers Limited (BLC), Ellerman Harrison Container Lines (EHCL) and some 30 other major shipping lines and they employ about 55 staff in their offices.

### FUTURE

According to Managing Director Ole Enghave they look with optimism to the future: "We have been with the container concept from its first appearance and to-day we have container and trailer services to most areas of the world.

"We will always be in the front line as regards new, modern and efficient ways of transport — even if these represent complete new ideas as we are



OLE ENGHAVE

constantly trying to adopt the most efficient methods, since our existence is based on the fact that we can always offer our customers the best in any transport and shipping arrangements."

Congratulations to Mr. Enghave and E. A. Bendix!

## Sometimes there are cargoes that get just a little more attention . . .

WHEN one of the last cargoes to be loaded aboard the "ACT 2" at Seaforth arrived at the quayside, there was an unusual amount of interest shown by the dockers, who normally aren't surprised no matter what the cargo is.

This was no ordinary cargo, but 21 'lovable' Connemara ponies and Arab horses which were being shipped to Australia by J. A. Peden Ltd. of Windsor.

The work on board ship was affected too as members of the crew crowded around for a look at their four-legged cargo and the unusual containers in which they were being shipped. Actually, there were two containers "zipped" together for

each group of horses so that there was ample room for them to move around in and allow them to be comfortable on the voyage.

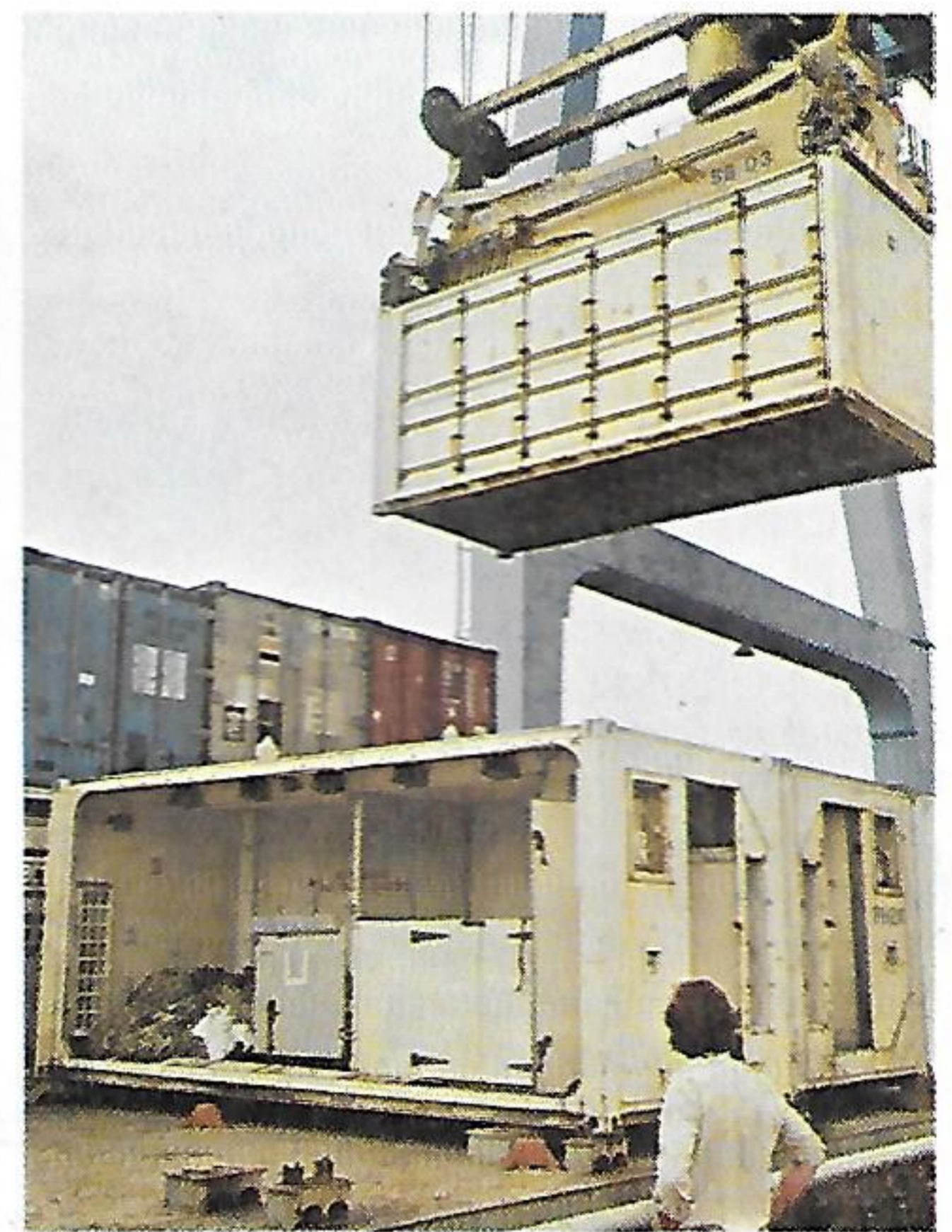
They were accompanied by two experienced grooms who would see that they were fed, cleaned, brushed and kept happy during the crossing.

The shipment consisted of two Arab horses with their foals and 17 Connemara ponies with three foals. Apart from the foals, the horses range in age from two-year-old fillies to eight-year-old mares.

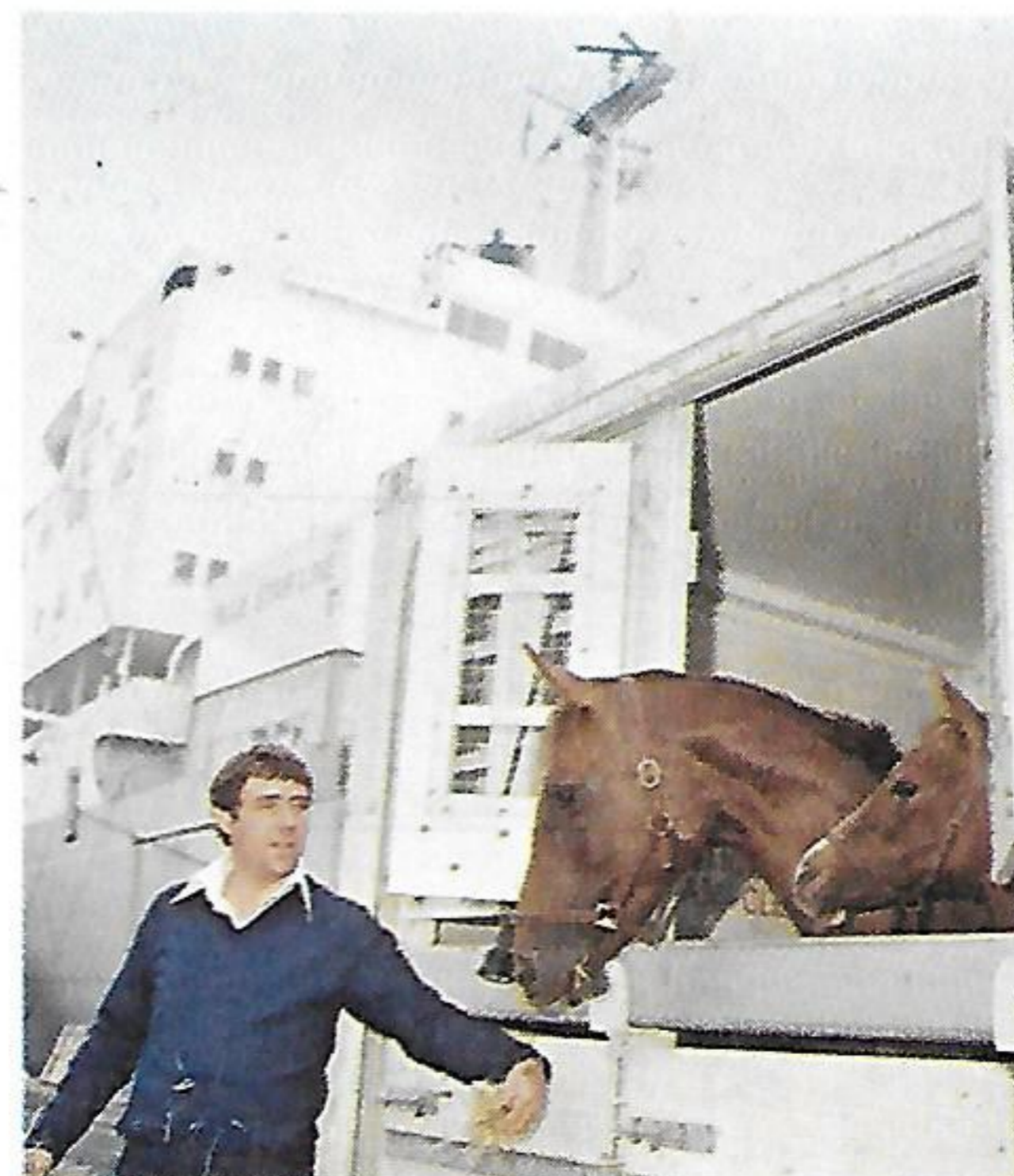
These animals are being shipped to Queensland in Australia, where they will be used for breeding and showing.



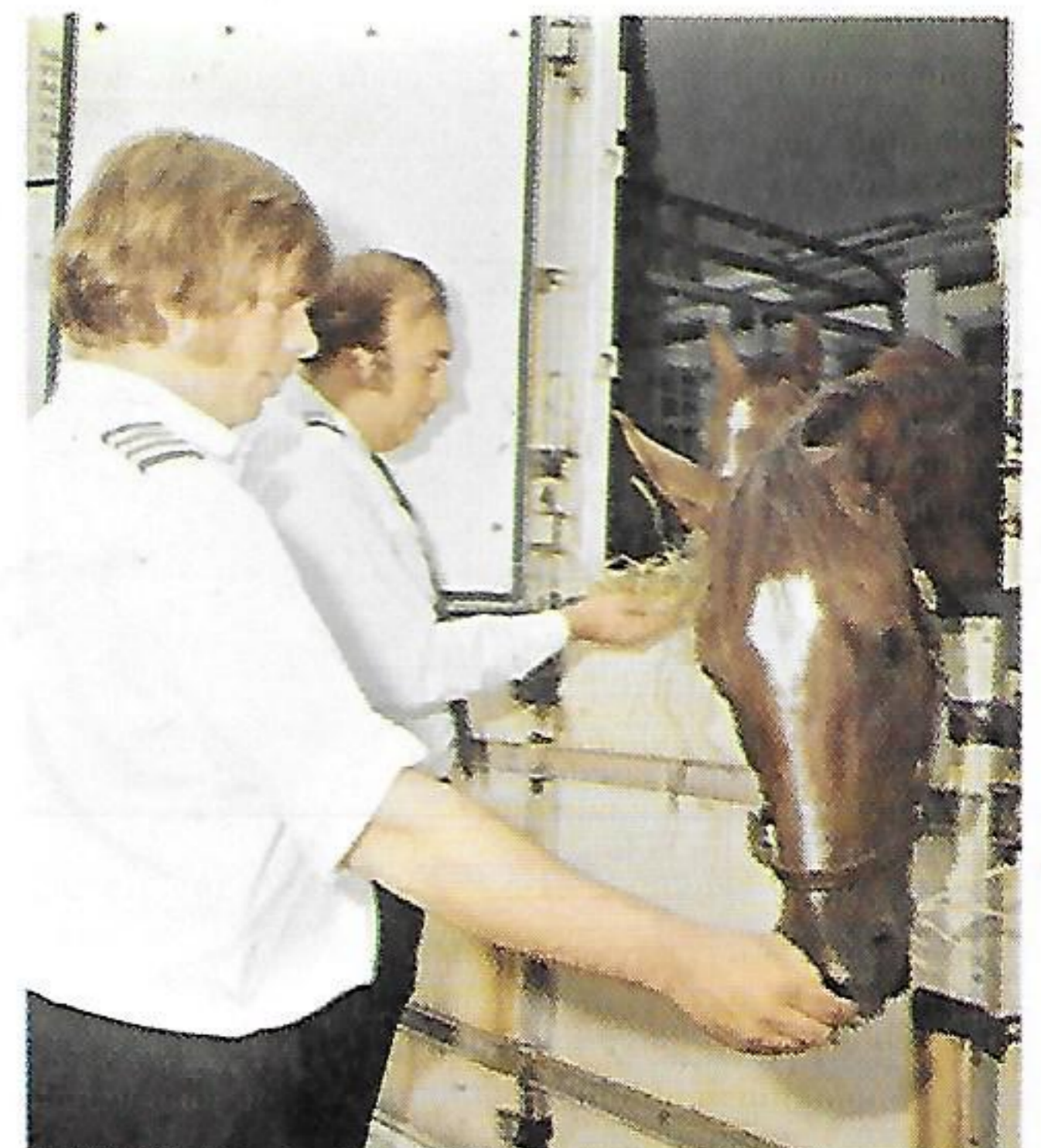
The horses are unloaded from the vans in which they have made the journey from Windsor. They are then loaded into specially prepared containers.



The container with the horses is placed next to another box to which it is "zipped" to give the horses room in which to move around during the voyage.



The dockers were immediately attracted to the unusual cargo and in the photo, one of them feeds some hay to a mare and her colt.



Once settled into position, members of "ACT 2's" crew let the horses try some of the abundant hay being carried as feed.