

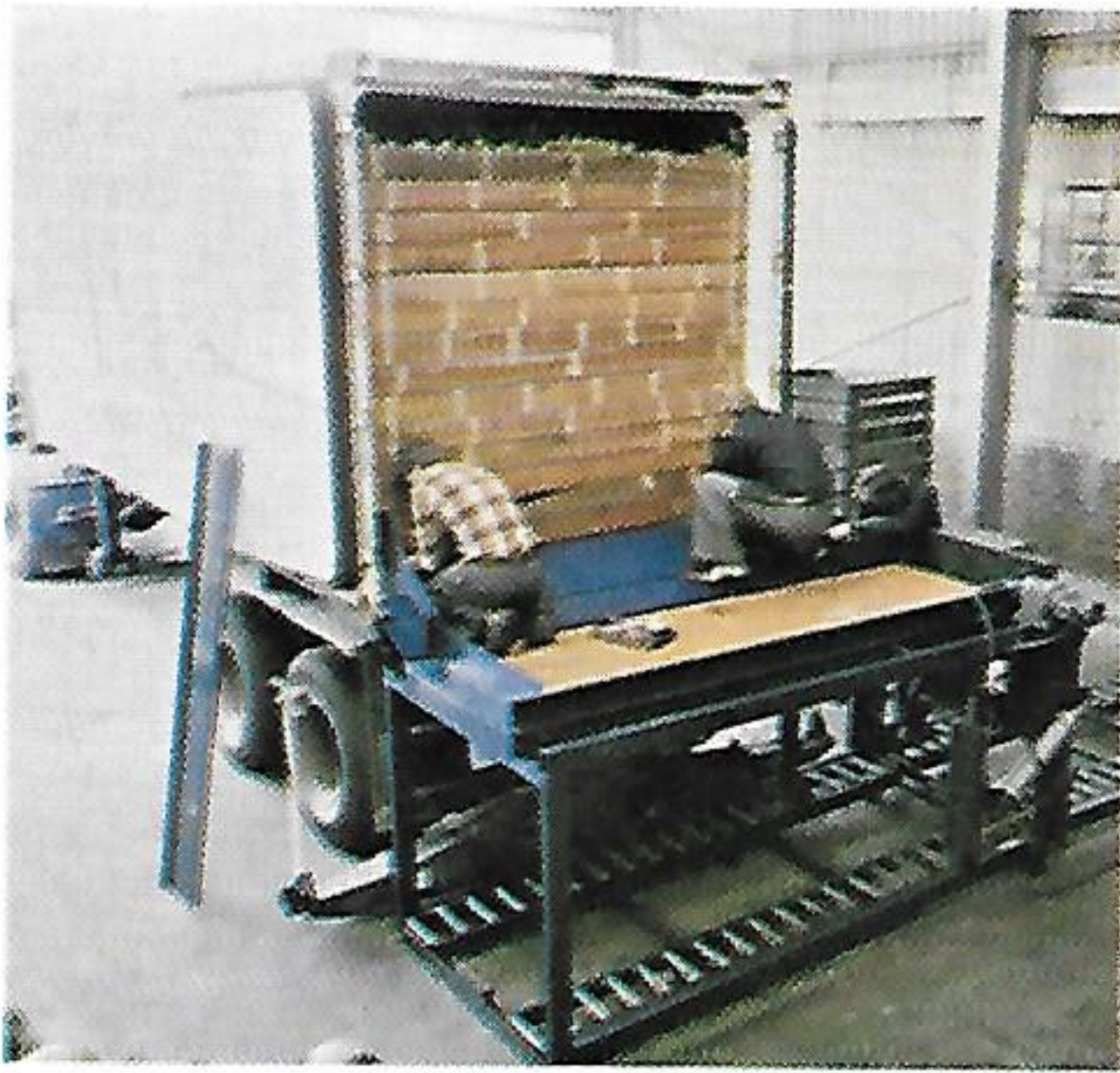
act news

AUTUMN 1979



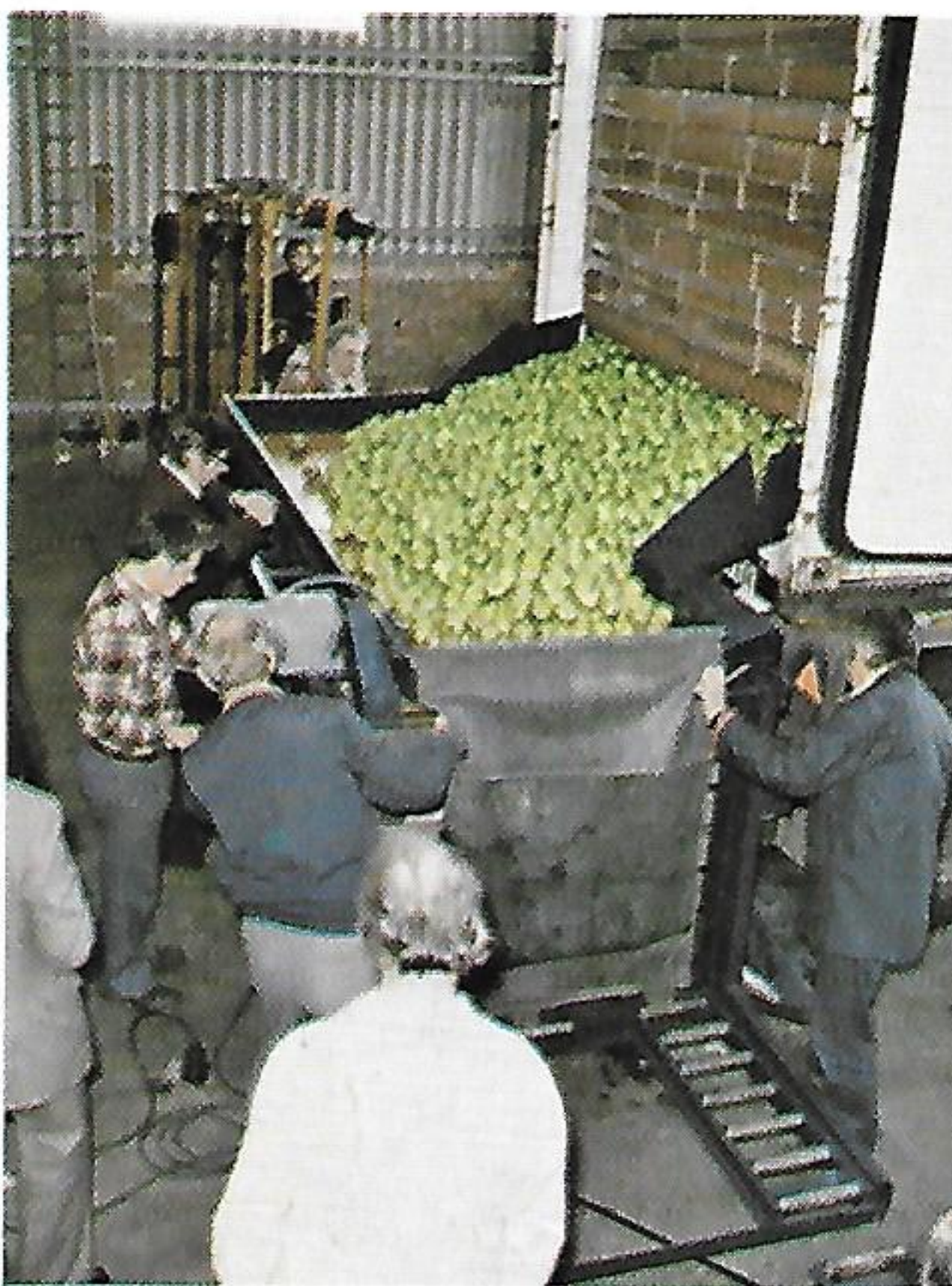
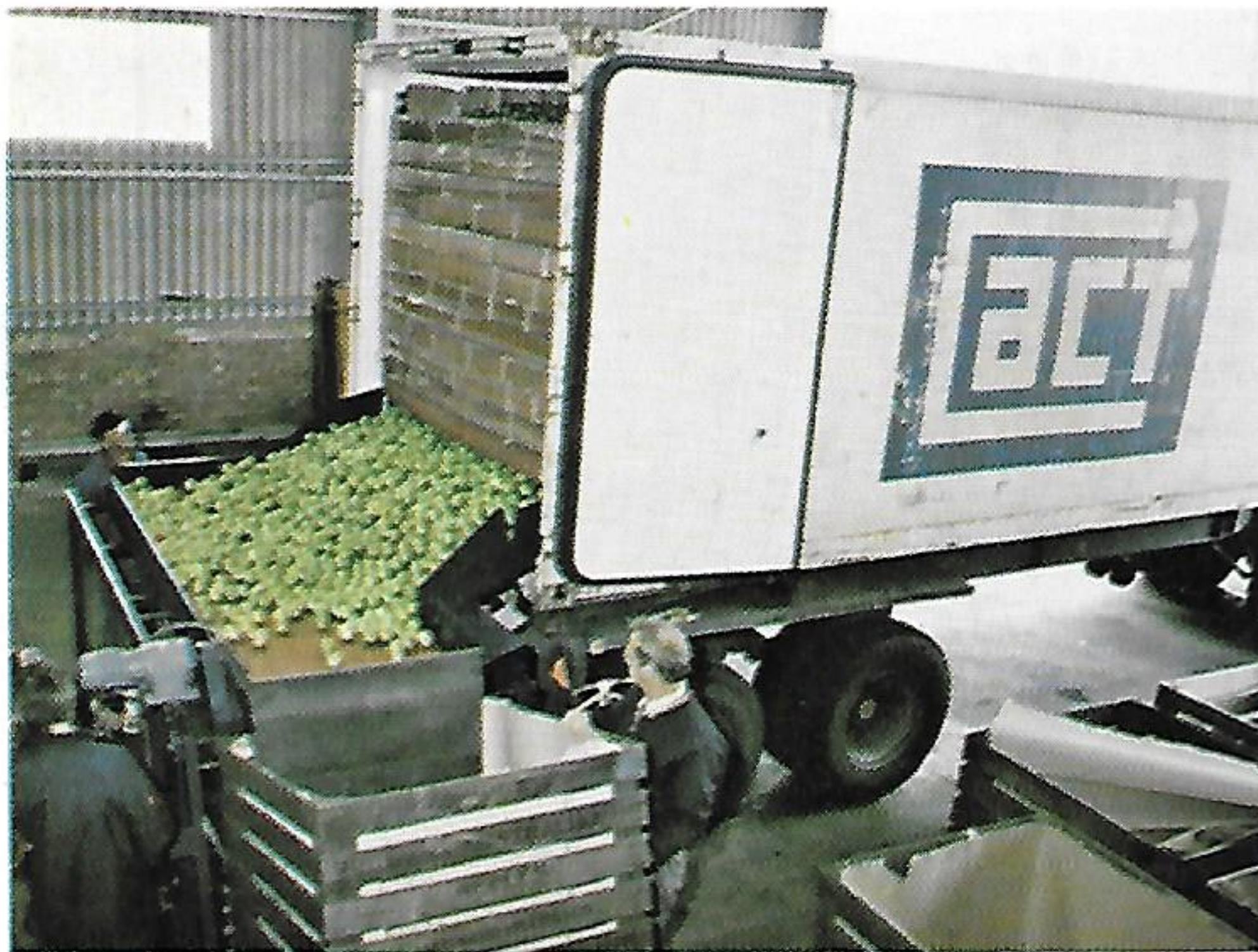
**What's happening to Granny Smith's apples?
It's something revolutionary! Please turn the page for details.**

THE GREAT AUSTRALIAN APPLE



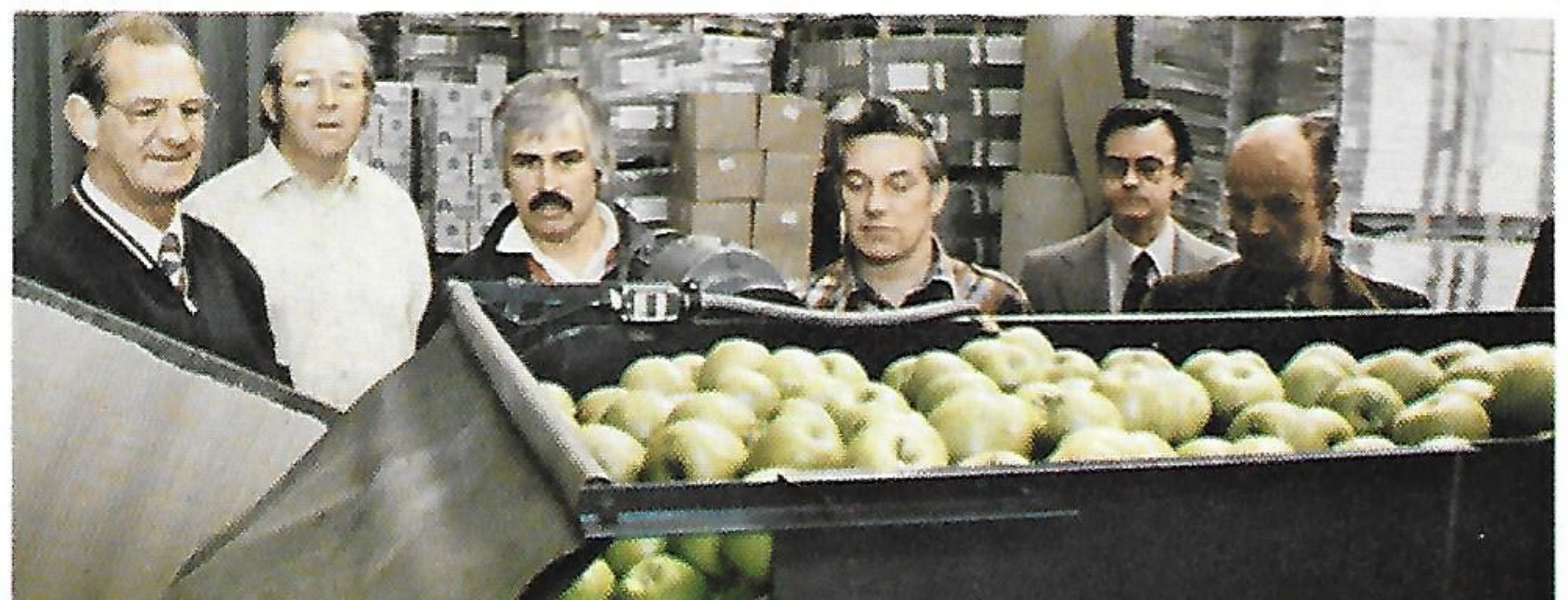
Preparing to remove the bottom slats of the bulkhead so that the apples can be released.

"Let 'em roll!" — The apples begin flowing out smoothly.



When the bin is full, it slides underneath the conveyor belt and is taken away by a fork lift truck.

Flowing gently and continuously, the apples are kept in perfect condition.



A revolutionary experiment which could affect the future of apple imports to the U.K. was successfully carried out when more than 120,000 apples were brought in bulk from Australia in a 20-foot refrigerated container by ACT(A).

This bulk shipment of Granny Smith's meant that 40% more apples were carried than when the fruit is shipped in a container in cartons and was equivalent to approximately 775 bushels or 31,000 pounds of apples.

A bulkhead was fitted into the back of the container and when the box was opened the bottom slats were removed allowing the apples to flow out smoothly. At a later stage the container was raised on a tipper trailer and this ensured an even rate of discharge without damaging the fruit.

SUCCESS

Specially designed unloading equipment, also carried by ACT(A) on an earlier ship, permitted the fruit to be discharged into 29-bushel bins at the rate of one bin each two and a half minutes.

The results of the trial have been a resounding success, according to the "father" of the experiment, Mr. Stan Hardisty of the Australian Ministry of Agriculture. He explained that 90% of the apples were classified as Class I and 10% as Class II, which is more or less the same percentages as when the more traditional methods of shipping apples in containers are used.

SPIN-OFF

"The trial with the Granny Smith apples could have a spin-off value for other horticultural products," Mr. Hardisty pointed out. "This could include pears, potatoes and onions," he said.

The unloading took place at the premises of H. & W. Arnold Farms Limited at Chartham near Canterbury where the apples were stored for several weeks to ensure absolute quality control and to find out if there had been any bruising before the apples were placed on the market.

REVOLUTION

"Many people have been involved in this experiment," said Richard Bills, Assistant Marketing Manager of ACT(A), "and rarely have I seen such enthusiastic co-operation achieved from people with such a broad spectrum of interest as has been the case with the apple bulk container loading exercise."

Stan Hardisty himself has worked long and hard on this project and the Hardisty bin is becoming popular in certain sectors. He has served almost 30 years with the Australian Department of Agriculture, specialising in fruit, and he is no stranger to the U.K., having been stationed in London for six months in 1969 as Fruit Officer.

CONTROLLED

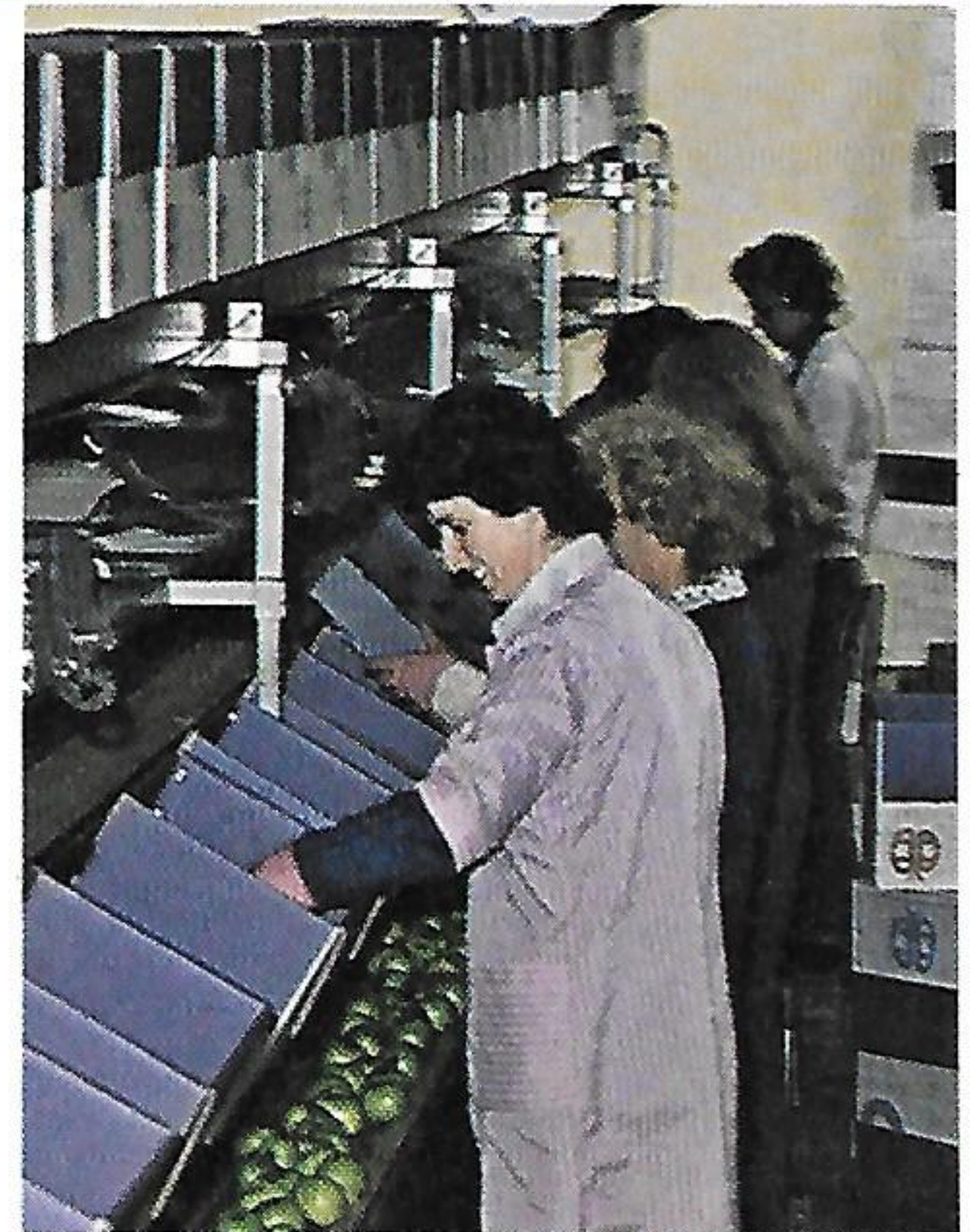
The special unloading equipment was designed and constructed in consultation with Mr. David Elford of Maddington, West Australia, and includes a wide conveyor belt which can be controlled by a fork lift truck.

Others praised by Mr. Hardisty for their co-operation were the Reserve Bank, Commonwealth Special Research Grants, Australian Apple & Pear Corporation, ACT(A), Westrail, Bunning Brothers, W. & H. Arnold Farms and many individual Department of Agriculture officers who worked long hours with special thanks to the Manager of the Stoneville Research Station, Mr. D. Johnston, his senior officer, Mr. M. Turton, and the Officer-in-charge of the Midland office, Mr. G. Godley.



The apples are discharged into 29-bushel bins at the rate of 2½ minutes per bin.

The apples are carefully boxed by expert packers at W. & H. Arnold Farms at Chartham near Canterbury.



It's all aboard for the Transglobe Expedition

Final preparations are being made for the Transglobe Expedition's three year circumnavigation of the world on its axis and to kick off the venture an exhibition was held at the World Trade Centre in London in which ACT(A) — one of the sponsoring companies — participated and which was opened by His Royal Highness, The Duke of Kent.

The expedition will leave from London in September and travel down the Greenwich Meridian, through France, across North Africa to Lagos and thence by sea via Cape Town to Sanae, a South African base in the Antarctic.

A three-man team will cross the Antarctic in 1980 and travel north via New Zealand, Los Angeles and Vancouver to Alaska to cross the Arctic Ocean via the North Pole, returning to the U.K. in 1982.

The journey will be undertaken by a small British Army team who have been planning the expedition for some years. The organisation is backed by a number of distinguished individuals and the Patron of the expedition is HRH The Prince of Wales.



HRH The Duke of Kent (second from right) visits ACT(A)'s stand at the Transglobe Expedition Exhibition and discusses the company's participation with (left to right) Eric Sutton, Director and Company Secretary of ACT(A) and Chairman of the London General Shipowners' Society; Sam Garnett, ACT(A)'s Southern Area Regional Sales Manager; and Sir Ranulph Twisleton-Wykeham-Fiennes, Bt., Expedition Leader.

ALL THE WAY WITH A-C-T-A

As part of their container service between Europe and Australia/New Zealand, ACT(A)/ANL offer a substantial transshipment service which enables their customers to ship their cargo to many world ports.

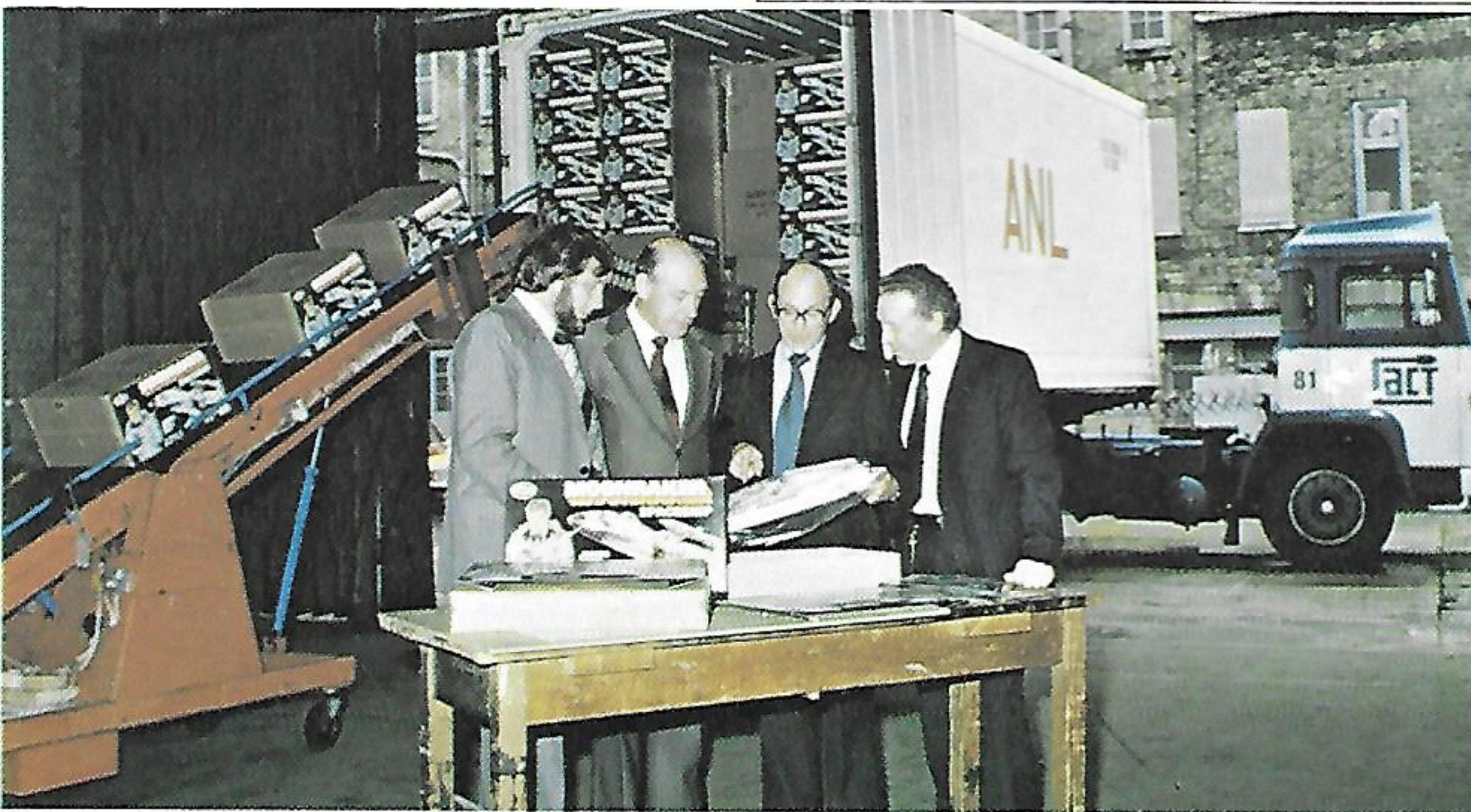
The transshipment service mainly functions on the Northbound trade. Cargo oncarried includes meat, dairy produce, wool and general cargo and some representative items have been car batteries to Lagos, rabbits to Las Palmas, irrigation sprinklers to Tripoli and Australian wine to Lattakia.

These transshipment arrangements are organised in London by the ACT(A) Trade Department with the guidance of the Operations Department of ACT(A) and ACT Services. Expert Graham Swan liaises very closely with a number of oncarrying lines and finds the quickest and most economical route on which to ship the cargo.

This cargo may be a full container load (FCL) where the same container is used all the way from the point of departure in Australia or New Zealand to the final destination or less than full container loads (LCL) might be oncarried which would mean that goods moving from Australia or New Zealand in containers would be unpacked in Europe and sent on their way in the second carrier's containers or perhaps breakbulk.

Since ACT(A)/ANL first offered transshipment facilities the service has grown steadily as customers have become aware of its availability.

READY FOR LIFT-OFF

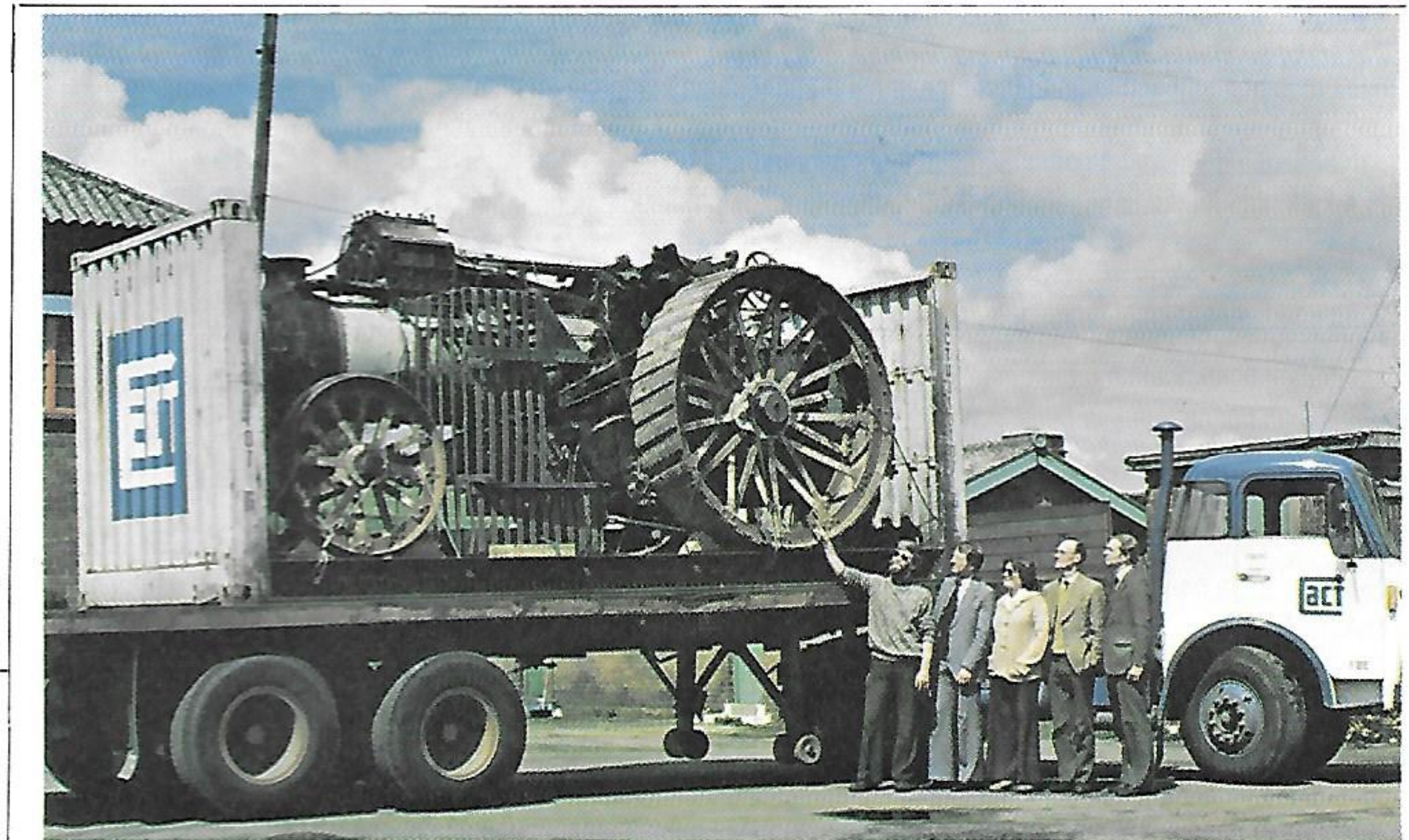


Part of a shipment of Moonraker Spaceship models which were rushed to Australia for the opening of the new James Bond film "Moonraker".

In the photograph, a model is inspected by (left to right) Ray Grist, Export Manager



Six containers of New Zealand cheese were transhipped to Lisbon recently and discussing the shipment during loading on Ellerman City Liners' "City of Lisbon" at Victoria Deep Water Terminal are Graham Swan, ACT(A); David Miller of Ellerman City Liners; Carol Scott, ACT Services' Basildon Office; and Grahame Smith of MacAndrews & Company Ltd.



HOME AGAIN!

This 1905 Foden Road Locomotive was made to last and it has done its job well, first in the U.K. and then in Australia. Now it has come home to a well earned rest.

The 13-ton steam traction engine was originally built for road haulage and it pulled between one and five trailers.

In the photograph the engine is about to be unloaded from the ACT container in which it travelled from Australia. Its new owner, Mr. Brian Hardy (left) of Sheffield, explains how it functions to (left to right) Mr. Walter Marshall, North-east Regional Sales Manager of ACT(A), who transported the engine; Miss Lyn Ward, Mr. Hardy's Assistant; Mr. John Fitton, Transport Manager of Lep Transport, Grenoside, where the road locomotive was off-loaded; and Mr. Ian Oliver, ACT(A) Sales Representative.

of Airfix; Peter Goldsmith, Sales Representative of ACT(A); who are carrying the shipment; Bill Chittock, Shipping Manager of Airfix; and Roy Harris, Australian Shipping Controller of Hawkes Wills, the confirming house.

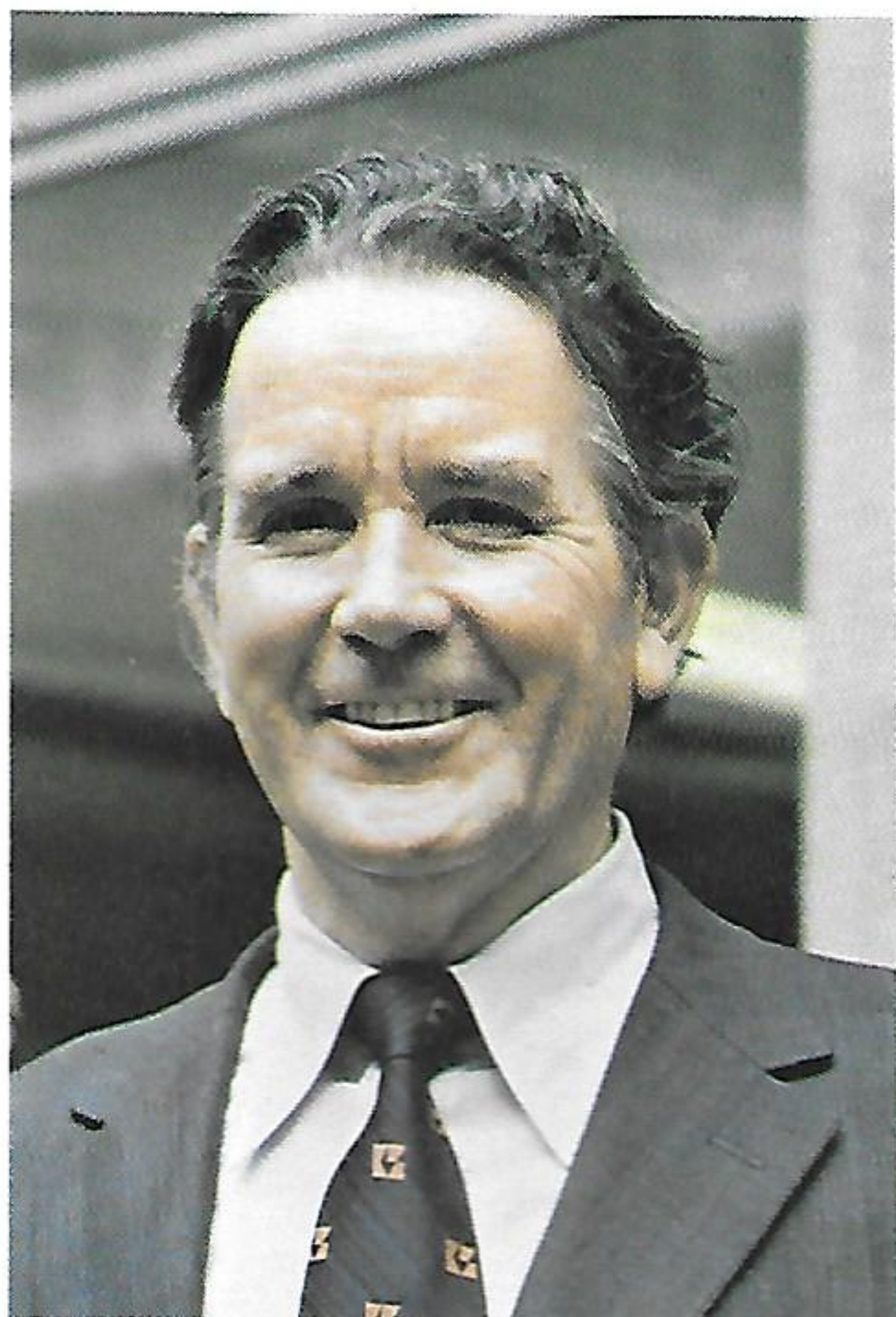
Griffiths appointed regional director for U.K. and Europe

Mr. Guy Griffiths has been appointed Regional Director, U.K. and Europe, for The Australian National Line (ANL).

Born in Lancashire, Mr. Griffiths went to sea as a Marine Engineer with Ellerman Lines and later Blue Star Line following the completion of an apprenticeship with Harland and Wolff shipyard, Belfast.

He joined Lloyd's Register of Shipping in Australia in 1950 as an Engineering Surveyor and after qualifying as a Ship and Engineer Surveyor to Lloyd's Register he was appointed Superintendent Engineer of ANL in 1957, shortly after its formation.

During his career with ANL Mr. Griffiths has served as Marine Manager from 1967 to 1969; Assistant General Manager (Operations) from 1969 to 1974; Regional Director, South East Asia, Korea and Hong Kong, based in Manila, during the early development of the ANLINE Service, from 1974 to 1976; and Regional Director, South East Asia, based in Singapore, during the early development of the ANRO Service, from 1976 to 1978.



GUY GRIFFITHS

He is a Fellow of the Chartered Institute of Marine Engineers, Royal Institute of Naval Architects and Chartered Institute of Transport.

Guy Griffiths is married and he and his wife have four children, the eldest, Graham John, seems to be following in his father's footsteps as he is now a seagoing Marine Engineer with ANL after a period of service with Blue Star, U.K.

Guy Griffiths' predecessor, Mr. Arnold Richard Clarke, has returned to Australia to take up an appointment in ANL's Melbourne Office.

ROY DAVIS APPOINTED ACT(A)'s GENERAL MANAGER - MARKETING



ROY DAVIS

Mr. Roy L. Davis has been appointed General Manager — Marketing of ACT(A).

"This appointment adds emphasis to the increased importance placed by the company on customer relations and the marketing of the ACT(A)/ANL service in Europe," said ACT(A)'s Managing Director Alexander Macintosh in making the announcement.

Roy Davis has had 40 years' experience in shipping and he was Assistant Traffic Manager of Ellerman Lines before coming to ACT more than ten years ago as Marketing Manager.

Mr. Davis' home is in Crawley, Sussex, where he has been involved in local government and community affairs for many years, serving as Mayor from 1969 to 1970.

Roy Davis is married and he and his wife have two children. His leisure time interests are golf, tennis and bridge. He is President of the Crawley Lawn Tennis Club and Governor of one of the local schools.

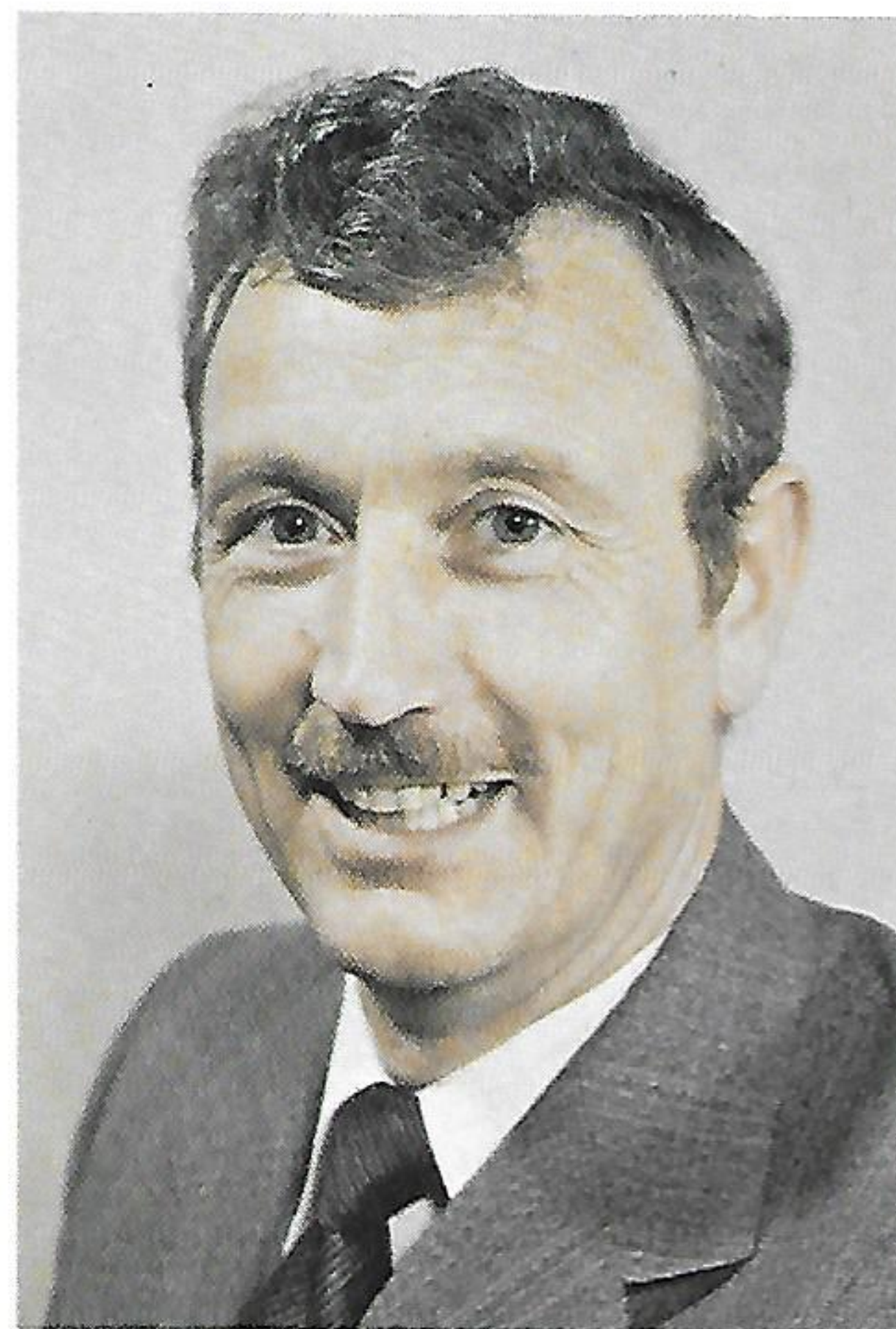
ACT(A) appoints new cost control manager

Mr. E. ("Wally") Walshaw has been appointed Manager responsible for the Operations Cost Control Centre in ACT(A)'s London Head Office.

Mr. Walshaw has had a long career in shipping which began in his early school days in HMS "Worcester". He joined Port Line as a cadet in 1951 rising to Chief Officer with a Master's Certificate.

In 1960 he came ashore as Cargo Superintendent, transferring to ACT in 1967 in charge of cargo handling. He was appointed ACT Services' Regional Manager, Manchester, in 1971.

As part of ACT Services' management contract, in 1976 he was appointed Terminal Manager, Sharjah Container Terminals Ltd. in the Gulf and later went to Damman, Saudi Arabia.



WALLY WALSHAW

Faster documentation for BLC customers

A new documentation system that will provide a quicker service for processing BLC cargo and freight data in the U.K. is being installed at ACT Services' Head Office in Southampton and should be in operation by the end of the year.

The new system is a more advanced version of the documentation system presently in operation and will mean that the transfer of information between BLC's U.K. agents and ACT Services in Southampton will be faster and more accurate resulting in a quicker availability of bills of lading and freight invoices.

The Honeywell 2600 computer introduced in 1972 is being replaced by a Burroughs B6700 computer. The documentary system will operate "on-line" using Visual Display Units (VDU's) at the regional offices which are linked direct into the ACT Services computer at Southampton via private leased telephone lines.

With the new system any errors can be more quickly identified at the input stage and corrected. Documents can be produced that day and printed out in the regional offices.

HELPING MAKE IT SAFER ON

Chances are that you have arrived safely at your destination at one time or another thanks to someone who has received instruction on one of Redifon Simulation Limited's trainers or simulators.

These are used in a wide range of activities including railway trains, marine navigation, ship handling, naval tactics, air

traffic control, air defence and flight training.

Part of the giant Rediffusion Group, Redifon Simulation are one of the "big three" in the field and they have earned an outstanding reputation since becoming involved in electronic equipment and training devices in the 1930's. Today they make some of the most sophisticated

systems in the world and their current order book is well in excess of £50 million.

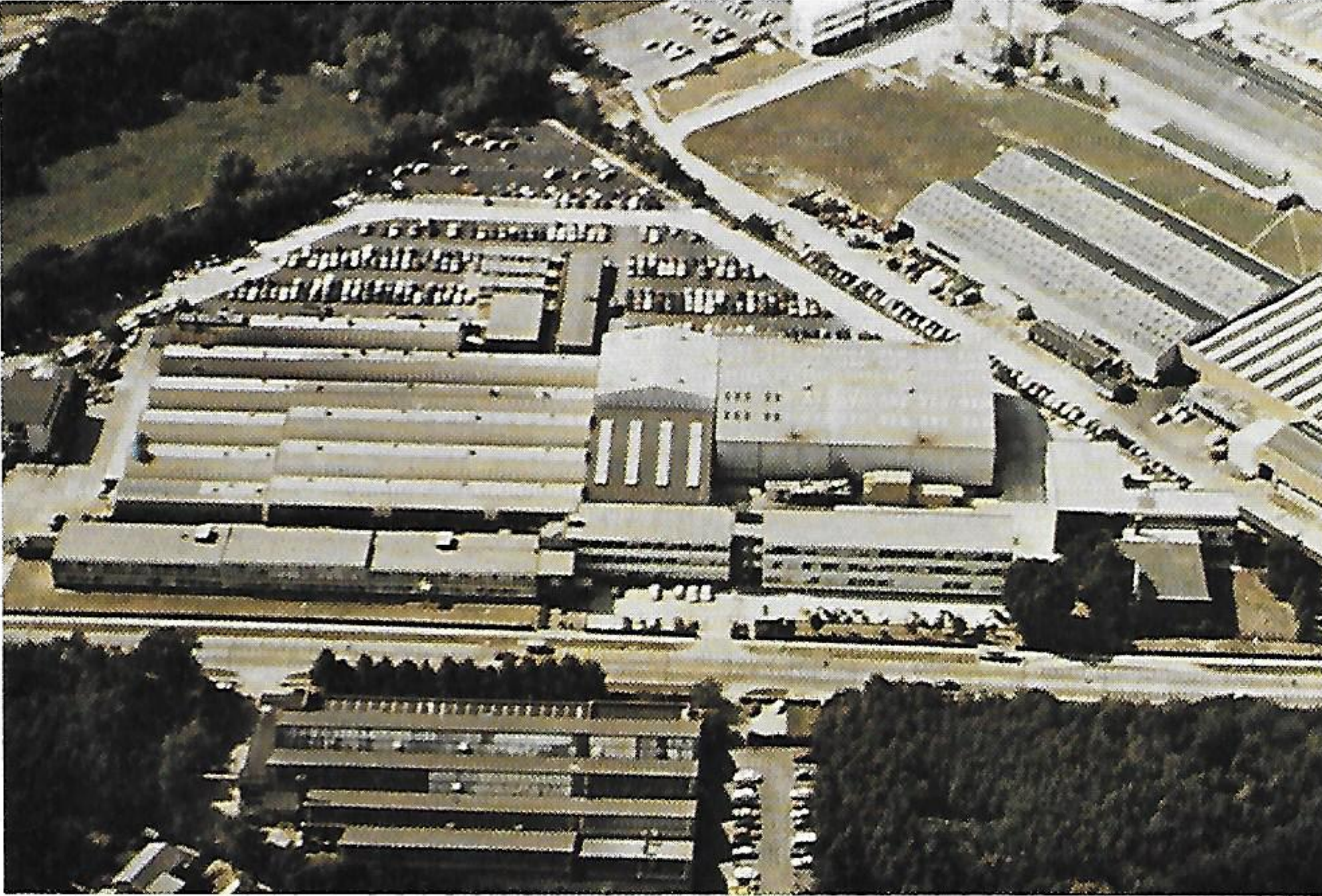
Two of the principal reasons for using simulators and trainers are safety and savings. It is expensive and risky to train pilots in modern jet aircraft, for example, so flight simulators are used.

The simulators and trainers can be used day or night and in any kind of weather. They free instructors from limitations imposed by traditional methods and enable students to progress by trial and error in absolute safety to themselves and others. They also provide far more comprehensive training than can safely be accomplished in actual situations.

TRAINING

Flight simulators, for example, provide training without crowding the already tight airspace. Vital systems such as engines can only be shut down to standby whilst flying, giving unrealistic responses but in a simulator, total failure of systems can be achieved and hazardous weather conditions can be reproduced at the flick of a switch.

These are complex machines that normally take at least two years to complete. They are highly realistic replicas of an aircraft flight deck with many of the instruments and much of the equipment identical to that in the real plane. When looking out of the "windows" the scene changes when the computed position, attitude and altitude change. At the same time there are in-flight and on-ground



An overall view of Redifon Simulation's Plant No. 1 located at Crawley in Sussex.



Partial view of the Main Shop with flight simulators being built for various airlines. Redifon Simulation exports 80% of its production.

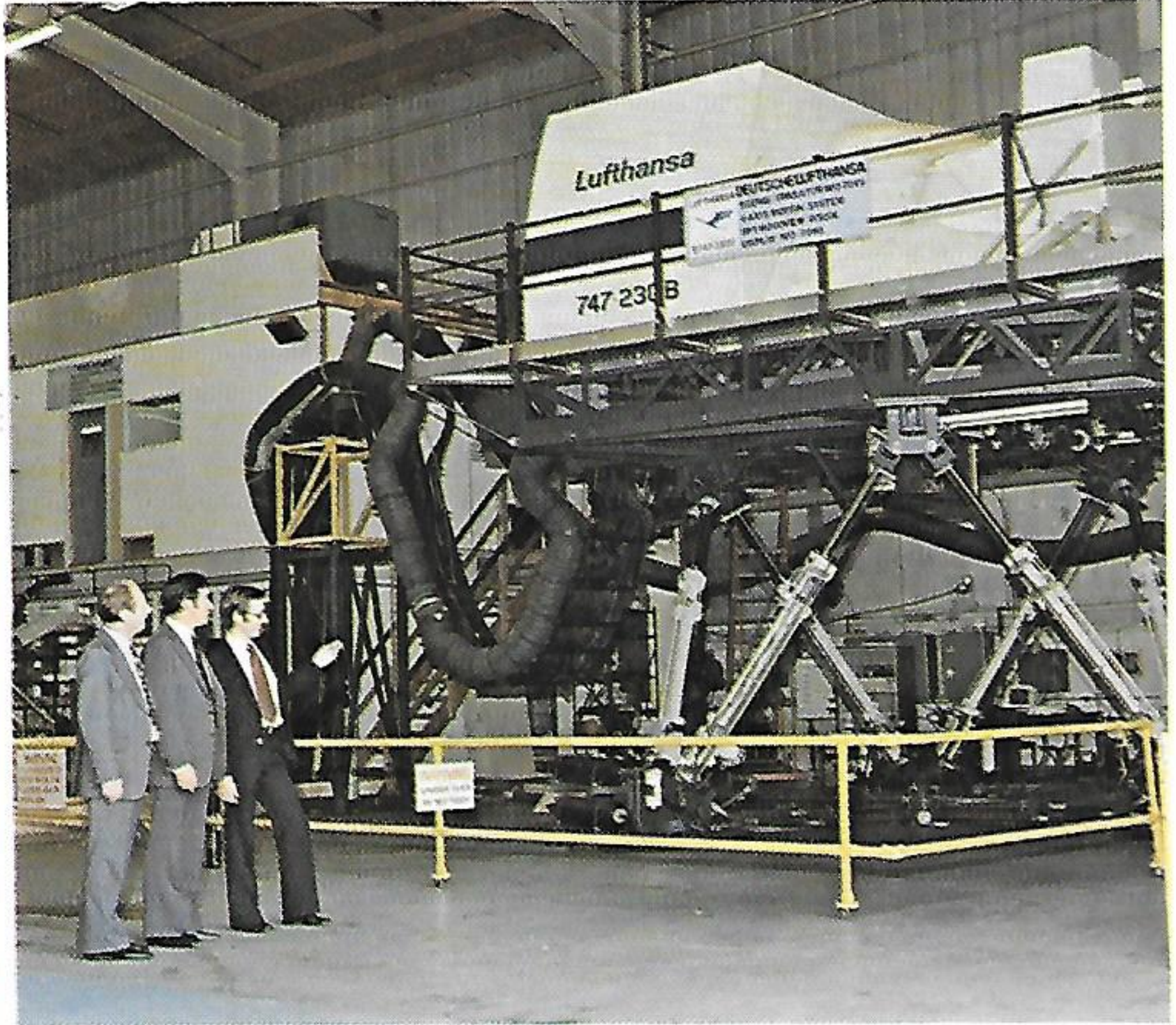
AND, AT SEA AND IN THE AIR

motion sensations that are fully coordinated with the instrumentation and visual system.

To keep up with rapidly-changing technology, Redifon Simulation employs more than 1800 people, many of them highly skilled technicians, engineers, computer experts and other specialist personnel. They may be working on trainers and simulators of helicopters, oil rigs, ships and even submarines.

Orders are received from military establishments, private companies, governments, airlines and training establishments. One of the latest flight simulators delivered was ordered by Trans Australia Airlines (TAA) for training of their pilots and this was carried to Australia by ACT(A).

Located in Crawley, Sussex, Redifon Simulation exports 80% of its production and growth has been continued and sustained. The future looks very bright for this leader in the field of simulation.



Top photograph: Maritime simulator provides training without restrictions at any time of the day or night.

Middle left: Exact replica of aircraft flight deck.

Middle right: Observing the testing of a finished flight simulator, ready for delivery are (left to right) James Stewart, Public Relations/Exhibition Manager, Redifon; Derek Mitchell, ACT(A) Sales Representative; and John Walters, Deputy Commercial Manager of Redifon who negotiated the TAA contract.

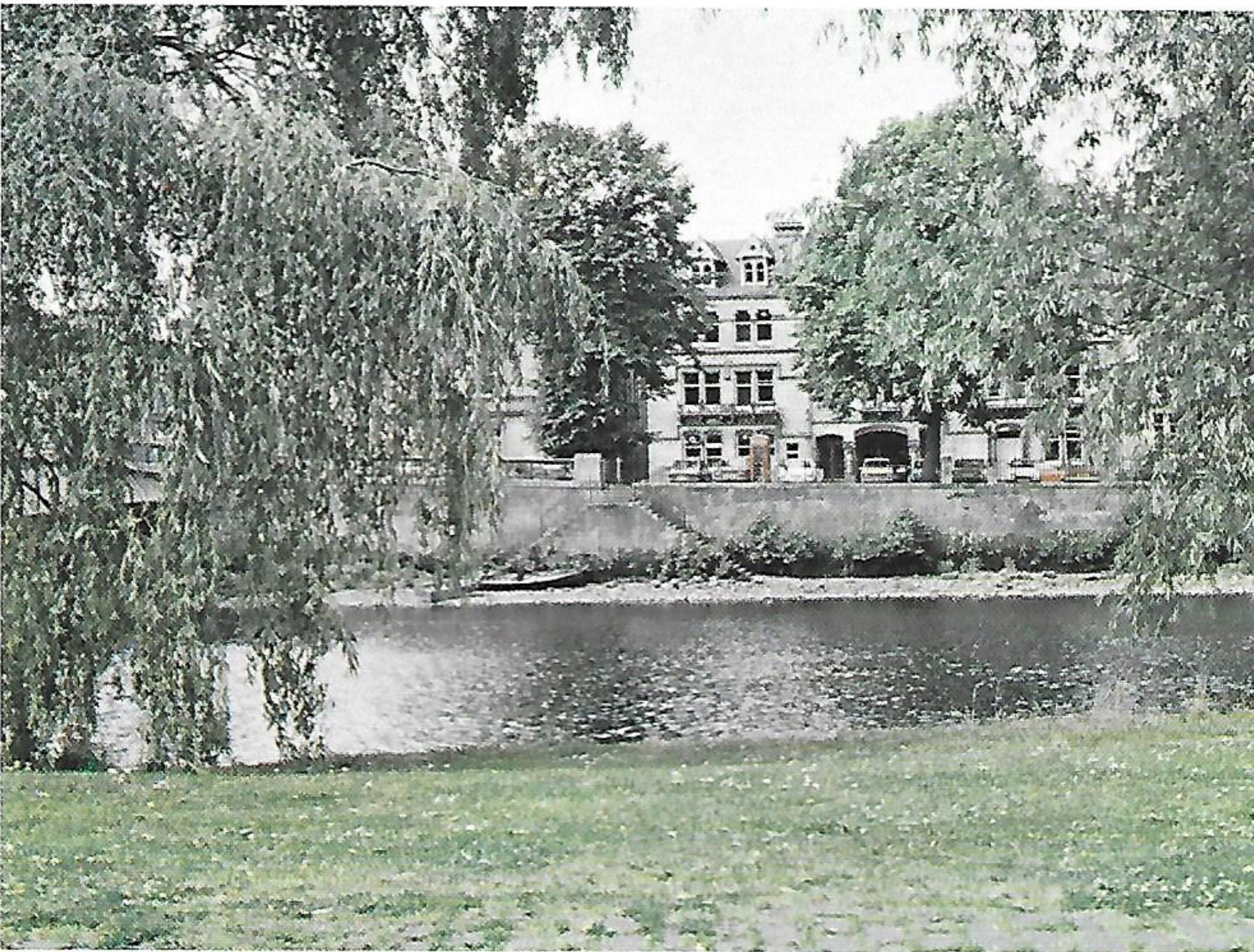
Right: The TAA simulator is loaded aboard the "ACT 6" watched by (left to right) David Attrell, Redifon Shipping Manager; Eric Russell, ACT Services' Terminal Manager, Tilbury; and Derek Mitchell, ACT(A) Sales Representative.



THE BEN LINE SHERRY TRADITION IS ALIVE AND WELL IN 1979



Inspecting the two casks of Ben Line sherry which have recently completed their round voyage are Mr. Stewart McKenzie (right), Managing Director of R.B. Smith and Son Ltd., agents for Valdespino Sherry who have traditionally supplied Ben Line with Solera 1842, and Mr. Allan McLellan, Bonded Warehouse Manager.



This is the Head Office of R.B. Smith and Son Ltd. in Perth. Tradition is strong in Ben Line but also for R.B. Smith & Son whose building dates back hundreds of years. They will be bottling the sherry following its voyage on the "Benavon".

In the last century Ben Line began sending their sherry to the Far East and back to the U.K. to improve its quality and today it continues the tradition.

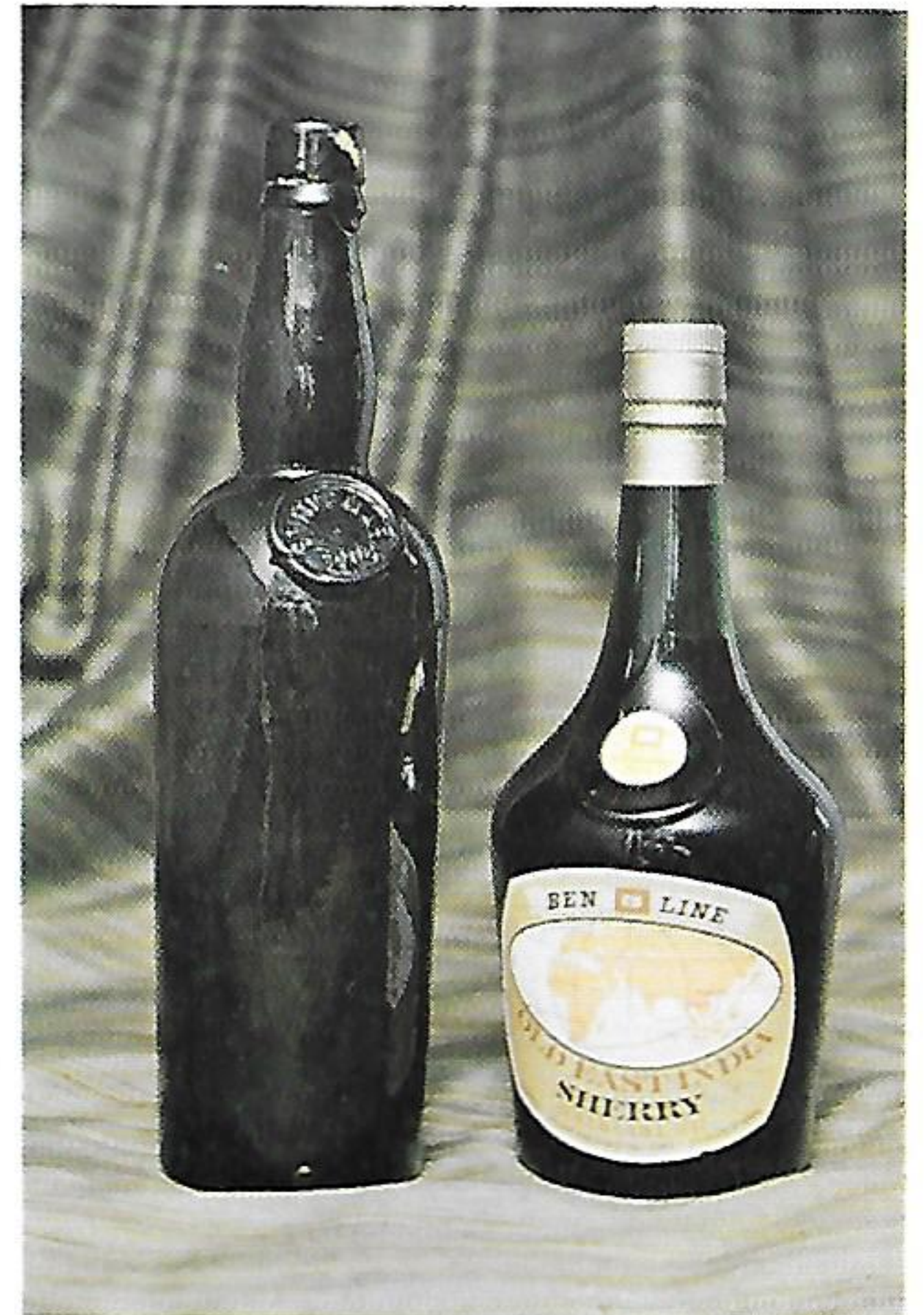
Two casks of Valdespino Solera 1842 have just completed the voyage on BLC's modern containership "Benavon" and it is now ready for bottling at the premises of R. B. Smith & Son Ltd. in Perth. The bottles will carry the name of the ship and the year of the voyage as is customary and it will be presented to selected customers in Europe and the Far East.

TOSSING

Ben Line insists that the Far East voyage improves the wine and their study of the tradition goes back to the great Roman naturalist, Pliny the Elder (A.D. 23-79), who wrote that if wine were strong enough to stand up to it, the tossing of the sea voyage could double its quality. And Ben Line have made experiments and tests over the years which would seem to back up this claim.

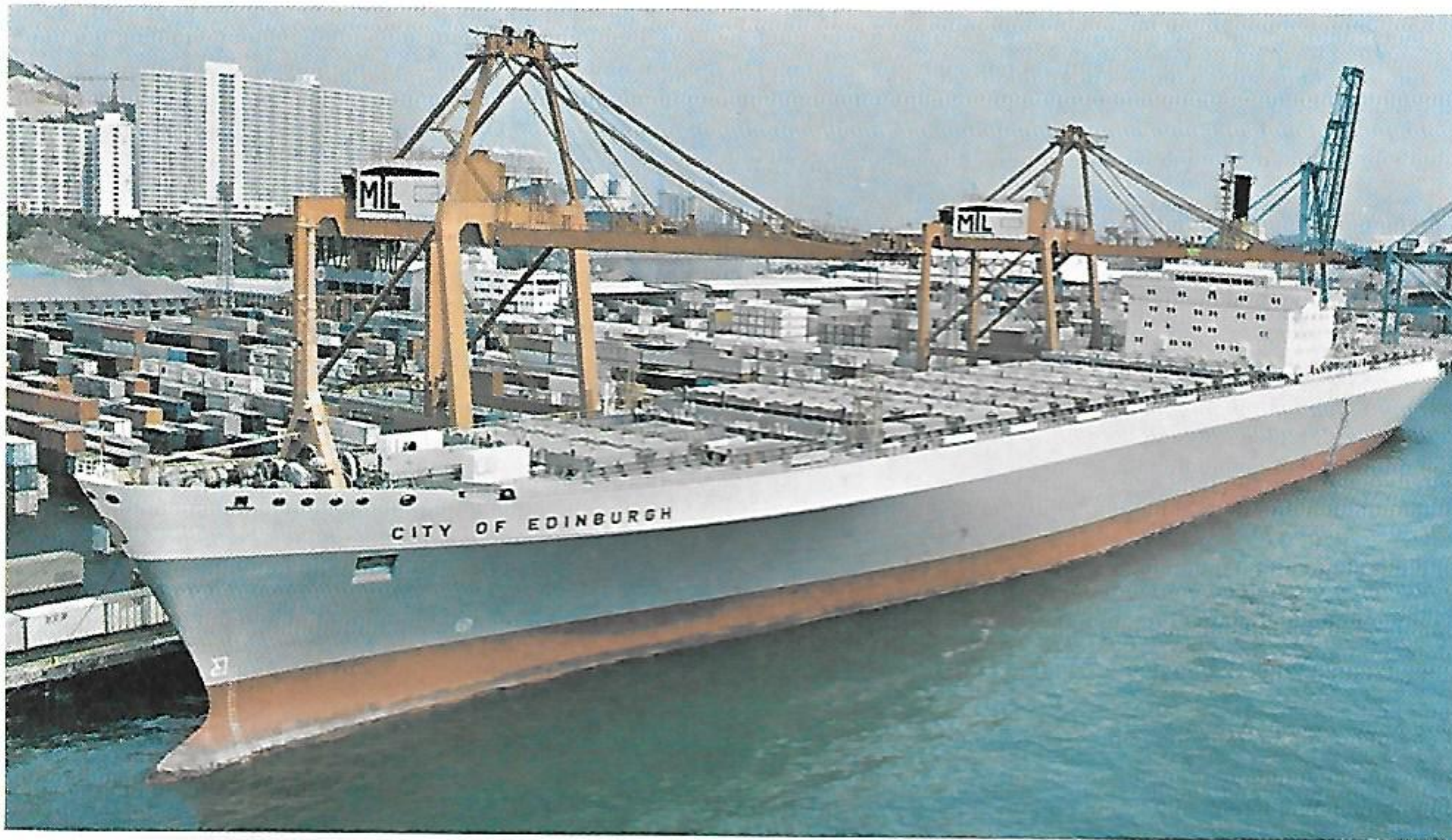
It became a regular practice in the early 1600's to send sherry voyaging on vessels of the East India company and later on the tea clippers.

So today, as over the centuries, a marvellous transformation has taken place with the Valdespino Solera 1842 sherry which has just returned from its voyage on the "Benavon" and some lucky BLC customers will be savouring its delicious bouquet in the near future.



Although it's the same fine sherry inside, the bottles used have changed over the years. The one on the left dates back to 1904 and was taken on its voyage by the "Benlarig", while on the right is the bottle used today.

WHEN THE TABLES ARE TURNED



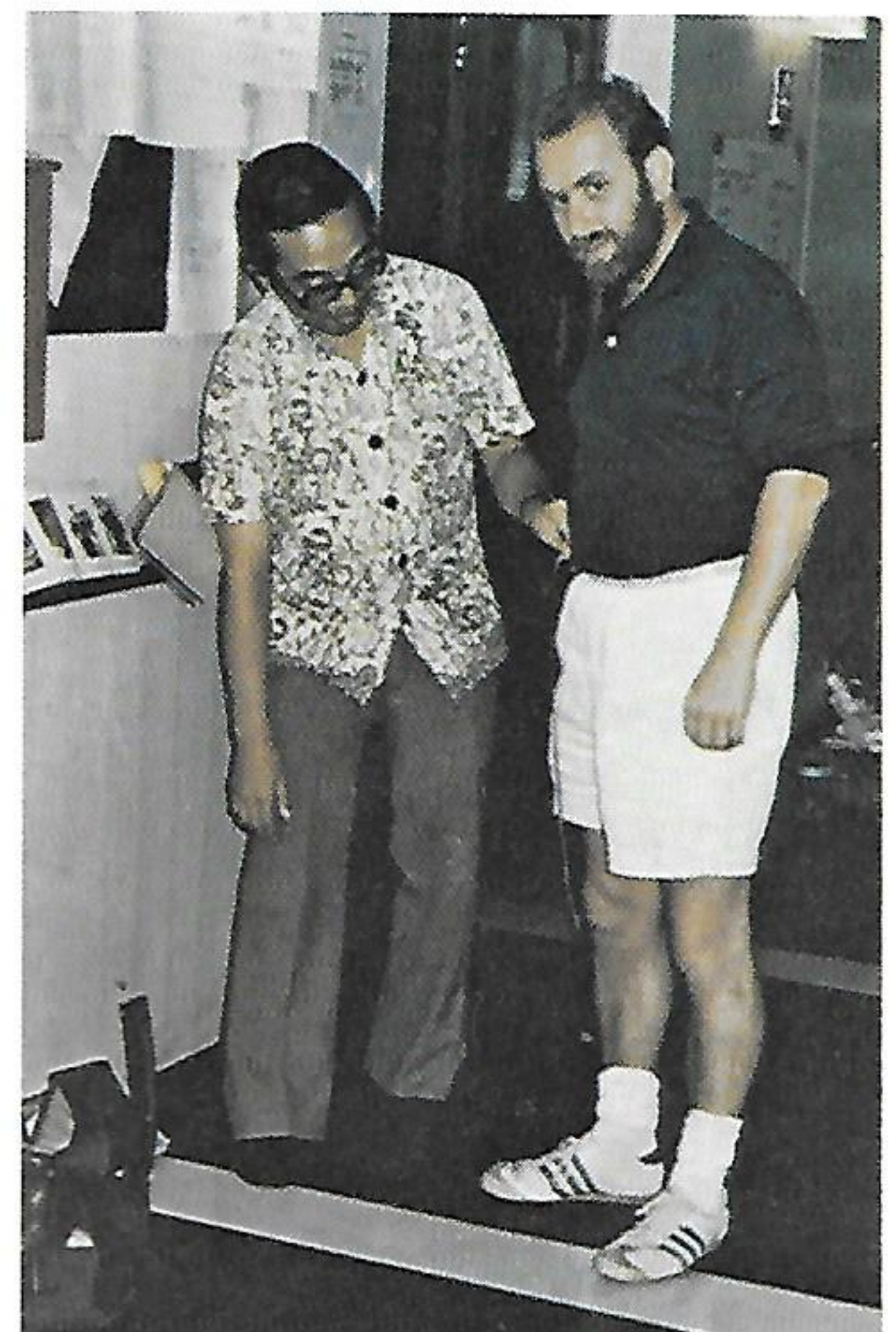
BLC's modern containership "City of Edinburgh" alongside the Kwai Chung Terminal for rapid discharging and loading of containers. There's also plenty of other "activity" on board as can be seen in the photographs on this page.

When ships call at Hong Kong it is customary for local tradespeople and friends of the crew to come aboard. A cheerful and "swarming" service is provided — from helping out in the kitchen and sewing on buttons to measuring one for a suit of clothes and selling Oriental crafts and other merchandise.

These days when ships stay in port a short time — often only a matter of hours — discharging and loading containers, and some distance from the shops, the services provided by some of the well-known characters in Hong Kong are welcome and colourful.



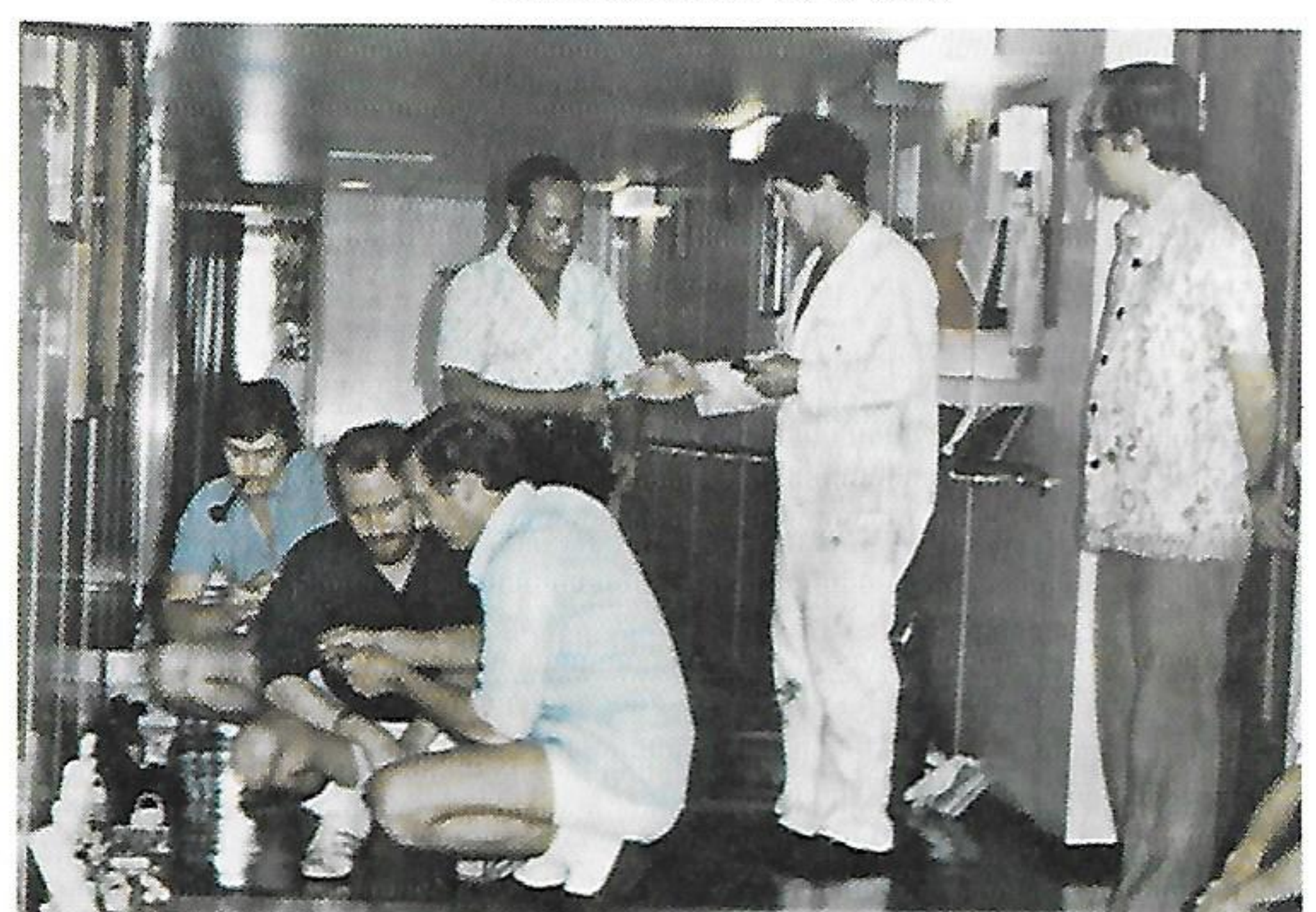
Mary and her husband offer a wide range of watches and have a reputation for quick delivery. In the photo K. Mack, First Electrician, takes his time in making a selection.



Sang Cheong is a popular tailor who guarantees "after sales service". Here he is taking measurements of Third Engineer D. MacDonald for a suit.



Mary Chan sets up her "shop" on the Officers' Deck. She offers Swatow embroidery, knitwear and other similar products. Second Engineer Clive Southern buys a gift to take back home.



Ivory Chan trades in wood and ivory carvings. His popular merchandise is inspected by First Electrician K. Mack, Third Electrician D. MacDonald, Second Engineer Clive Southern and Chief Engineer Peter Laurie.

EHCL a winner at English Golf Classic

When it was decided to hold the Lada English Golf Classic at The Belfry in Sutton Coldfield near Birmingham, there were any number of problems to be solved regarding participants, accommodations, prize money, officials, tournament conditions, etc.

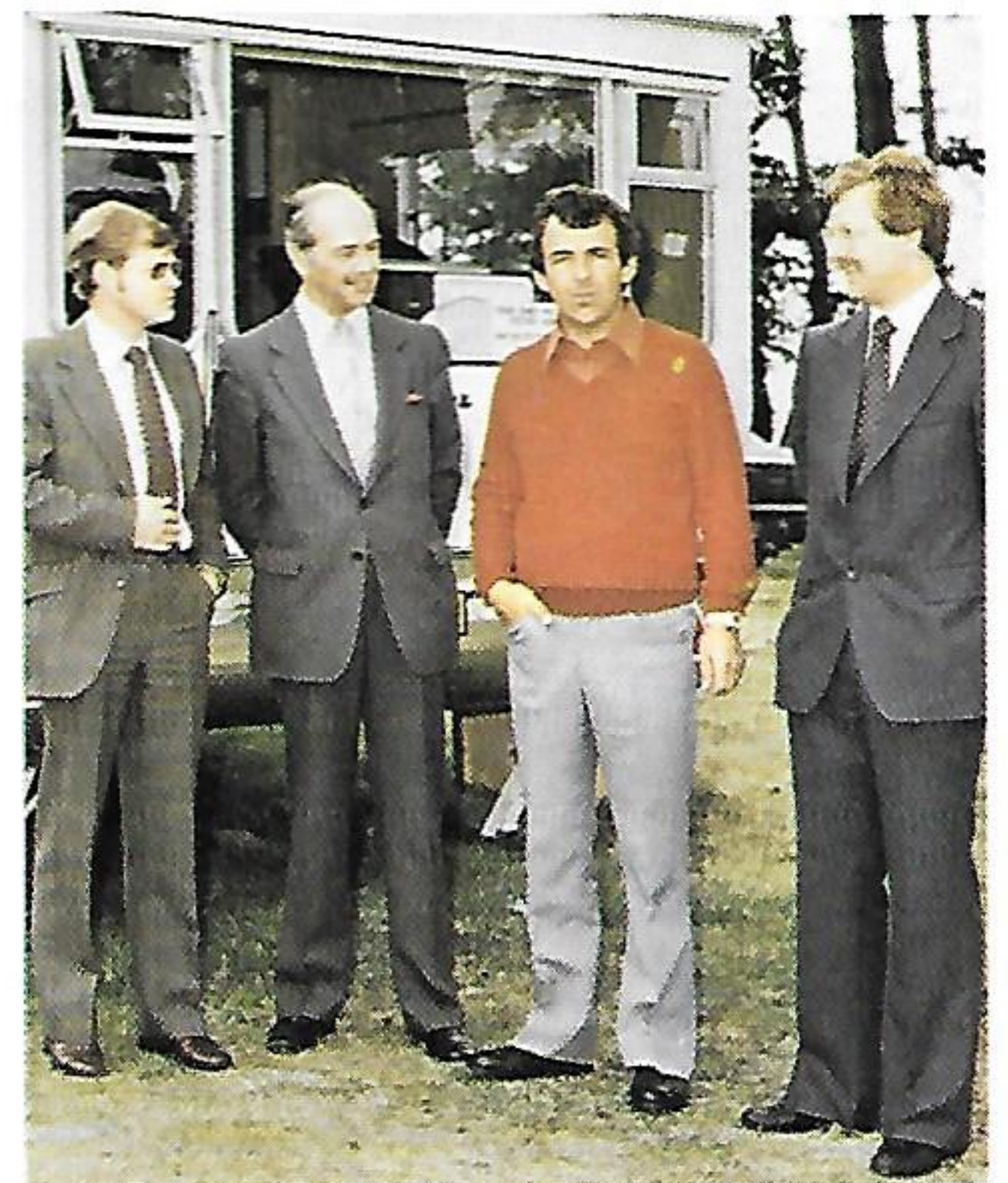
There was another major problem to be faced as well: storing the food for the thousands of people who would require catering facilities when they came to see

such notable golfers as Nick Faldo, Tony Jacklin, Neil Coles, Severiano Ballesteros, Bernard Gallacher, Tommy Horton, Manuel Pinero, Simon Owen and a host of others.

The problem was solved by the use of two refrigerated EHCL containers with their large capacity and carefully controlled temperatures. They were placed so that it was convenient for the catering staff and "they were a real life



Watching some of the beautifully prepared food being unloaded from an EHCL container are (left to right) Iain Kimberley, Midland Area Sales Manager, EHCL; Tony Cook, Director of Brantford International Ltd. for Birmingham; Martin Abel, Head Chef, and R. Brunet, Executive Head Chef, of The Belfry; Roger Haigh, General Manager of The Belfry; and John Hodgson, ACT Services' Regional Manager, Birmingham.



Chatting with golfer Tony Jacklin (second from right) shortly after he completed his round are (left to right) John Hodgson, Regional Manager of ACT Services, Birmingham; Tony Cook, Local Director of Brantford International Ltd., Birmingham; and Iain Kimberley, EHCL's Area Sales Manager for the Midlands.

saver" according to Roger Haigh, General Manager of The Belfry.

The operation, carried out in conjunction with ACT Services, provided a great deal of publicity for EHCL with many people having an opportunity to see a container close up and getting a good look at them for the first time.

INTERNATIONAL CONFERENCE



Current problems and long-range plans were discussed when international ACT(A)/ANL general managers met recently near London.

After ten years of operating successfully in the European and American trades with Australia and New Zealand, where does ACT(A) go from here? Many exciting and challenging ideas were put forward for consideration, but one thing that is not scheduled to change is ACT(A)'s determination to continue offering an outstanding personalised service to customers of the ACT(A)/ANL through-transport container services.

In the photograph taken during the meeting are (left to right) Alan Booth of ANL, Melbourne; Harley O'Regan and Christopher Cullen of ACTA Pty Ltd., Sydney; Don Chakas from the U.S.A.; Peter Bainbridge, Rodney Hazlitt and Michael Cartwright from the U.K.; Michael Northern from the U.S.A.; Ian Weatherston and Peter Pike from the U.K.; Bob Whyte (partially hidden) from New Zealand; and Alexander Macintosh and Eric Sutton from the U.K.

ACT(A) brings first New Zealand dairy produce to Anchor Foods' new plant at Swindon



THE first delivery of New Zealand dairy produce to the new £10 million Swindon packing plant of Anchor Foods Limited was made recently when three ACT container loads of butter from the "ACT 7" — the vessel launched in March 1977 by the wife of the Chairman of the New Zealand Dairy Board — arrived at the modern facility.

ACT(A) pioneered the use of container vessels from New Zealand in 1972 and, since then, have carried substantial tonnages of butter and cheese and other dairy products under strict temperature control conditions to the UK for the New Zealand Dairy Board.

On hand to witness the arrival of the first consignment were (left to right) Stan Murphy, European Representative of the New Zealand Dairy Board; Len Brown, General Manager, Anchor Foods; Norman Cooper, Regional Manager, ACT Services; Chris Hall, Operations Manager of Anchor Foods; Brian Ellis, Factory Manager of Anchor Foods; Murray Gough, Managing Director Designate, Anchor Foods; Richard Bills, Assistant Marketing Manager of ACT(A); and Harry Smith, New Zealand Dairy Board.

Call ACT(A) for personal service

The telephone numbers for ACT(A)'s regional offices are:

Basildon	(0268) 3993
Birmingham	(021) 356 9151
Bristol	(0272) 211251
Glasgow	(0236) 27371
Leeds	(0532) 712211
Manchester	(061) 748 4077

The London Head Office number is: (01) 626 3233

HIGH LEVEL CONFERENCE



During a break in a conference held to discuss BLC operations at Ben Line's Head Office in Edinburgh, talks are continued on the roof of the building, outside the Board Room, by (left to right) Fred Anderson, Container Controller; Michael Pretty, BLC Company Secretary; James Young, Director of BLC; James Kirsop, Director of BLC and ACT Ltd., and John Middlestein, BLC's Operations Manager.

Ben Line's modern offices at 33 St. Mary's Street in Edinburgh, are located in one of the most historic areas of the Scottish capital, situated off the Royal Mile halfway between the castle and the Palace of Holyroodhouse. The famous Salisbury Crags, in the Queen's Park, can be seen in the background.

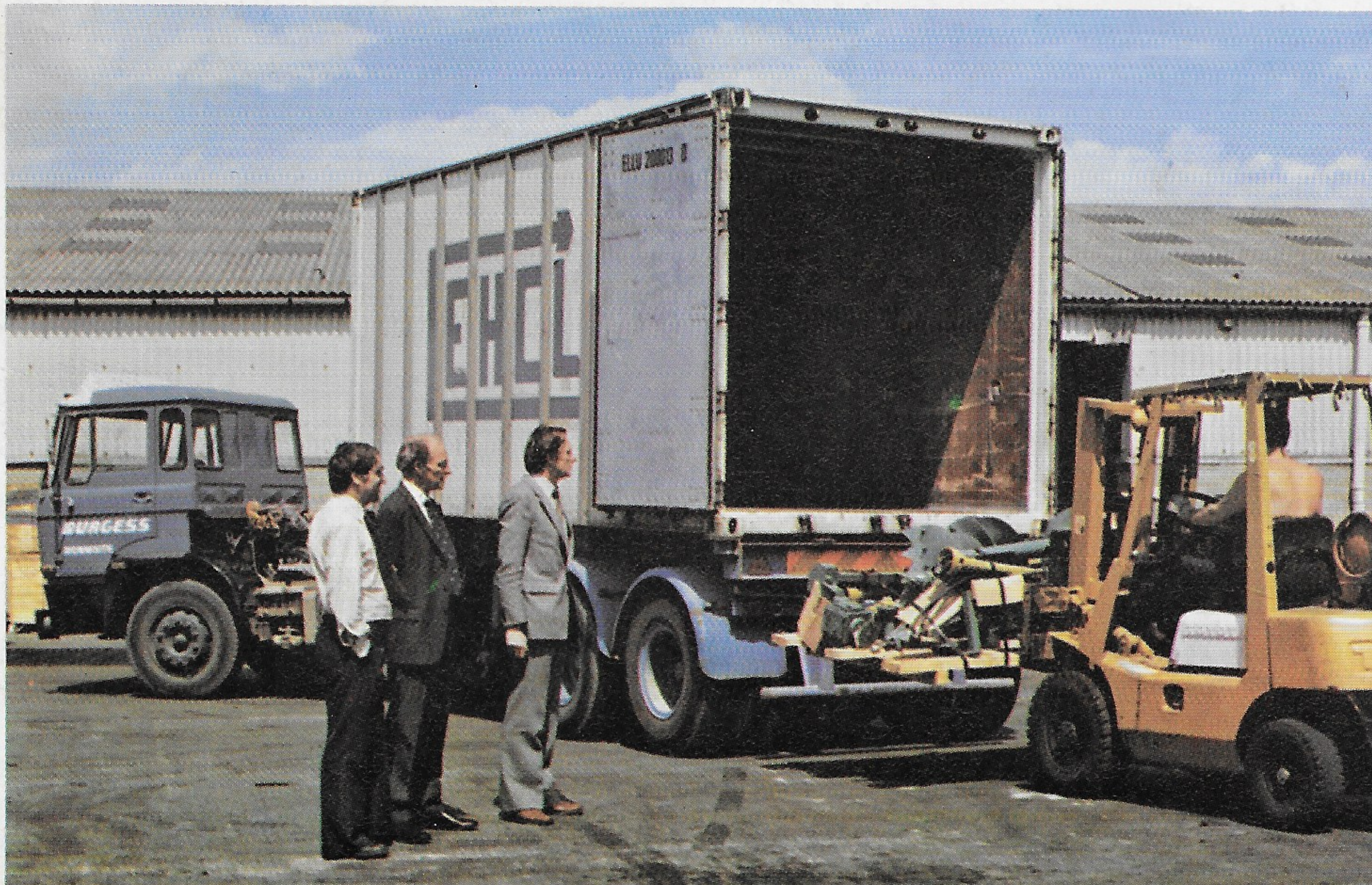
A distinctive feature of the Queen's Park is the 850ft high Arthur's Seat. The park is open to the public throughout the year and contains three lochs and a famous bird sanctuary — all in the heart of Edinburgh.



EHCL's inland clearance depot at Avonmouth



An EHCL container arrives at the Inland Clearance Depot at Avonmouth where LCL shipments to South Africa will be consolidated and sent on to Southampton for loading on EHCL's "City of Durban".



When Ellerman Harrison Container Line (EHCL) launched their interim service to South Africa in 1976 and were preparing for their fully cellular service, they quickly appreciated the necessity for an LCL facility in the West Country. Consequently, arrangements were made with William Burgess (Bristol) Ltd., at Avonmouth to cater for the reception and consolidation of groupage cargo.

Furthermore, EHCL were not slow to realise the importance of this area and decided therefore that one of their Senior Sales/Marketing Representatives should move into the West Country to provide that extra bit of experience and stability which is so important in the fast moving world of containerisation. Therefore, in January 1978 Stanley Armstrong moved from EHCL's London Marketing team to take up residence in Monmouth.

PRESENCE

Stan has been with Ellerman Lines Ltd. for over 29 years and has spent time with many of the different companies under the Ellerman Banner. Said Iain Kimberley, Midlands Area Sales Manager for EHCL, "the appointment of Stan in the Bristol and South Wales area fully emphasizes the importance we attach to this region. Stan has great experience in all aspects of shipping and has certainly been extremely active in establishing our presence in the area. We have been most pleased also with the development of the Bristol ICD in the South African trade and our operation at William Burgess (Bristol) Ltd., has proved a great success."

The base is strategically located only minutes away from the M4 and M5 motorway interchange and is the only ICD in the West Country. "We are geared to move goods through fast and we have Customs on site," said Mr. Gordon L. Palmer, Managing Director of the Bristol ICD. "We cater mainly for the South West, South Wales, South Midlands and West of London," he pointed out.

William Burgess (Bristol) is extending its present buildings and when completed the Bristol ICD will have approximately 45,000 square feet of covered warehouse space in addition to office buildings and workshops, all situated on a three acre site. This is apart from the separate 2½ acre trailer compound nearby.

Centre photo: An EHCL container is placed onto a trailer at the ICD, Avonmouth.

Loading begins of a container whose destination is South Africa. Observing the operation are (left to right) Robin Smith, Operations Manager, William Burgess (Bristol) Limited; Stan Armstrong, EHCL Sales/Marketing Representative; and Gordon Palmer, Managing Director of the Avonmouth ICD.