

act news

SPRING 1980



— See story page 2

Romney, Hythe & Dymchurch Light Railway adds 'Sleepers'

Millions of people have ridden on the Romney, Hythe & Dymchurch Railway (RH&DR) since it opened in 1927 and ACT(A) have recently "done their bit" to help keep it running smoothly when they brought several container loads of railway sleepers made of jarrah timber from Western Australia.

Jarrah wood is grown only in Western Australia and "it is very hard, very durable, very strong and requires no preservative treatment," according to Mr. Douglas Kitching, Director of Jakem, who imported the railway sleepers. Jakem has been importing the jarrah since 1930 and selling it to railway companies such as the Great Western Railway as it was known then.

The sleepers are estimated to have a life of 35 to 40 years and jarrah sleepers have been used in the London underground system for 75 years. Last year one was taken out of the London underground after 71 years of use and it was in perfect condition.

The founder of the railway had the ambition of building, in miniature, a working reproduction of a fully equipped, up-to-date main line railway. He succeeded admirably but with the passing of time the RH&DR has



One of the container loads of jarrah wood sleepers for the RH&DR is unloaded at the New Romney Terminal watched by (left to right) Ralph Skinner, ACT(A) Sales Representative, Southern Region; Douglas Kitching, Director of Jakem, importers of the railway sleepers; and Graham Dickinson, Southern Area Sales Representative of ACT(A).



Signalman gives the "green light".

become instead a living survivor of the great days of steam power and perhaps the only place where the flavour of long distance high-speed steam travel is still regularly re-created.

Each year over 300,000 passengers ride on its trains – with nostalgia for the grown-ups and wonderment for the children. The trains carry up to 200 passengers and travel at up to 25 mph on a track laid to a gauge of 15 inches (about a quarter of standard).

The ten steam locomotives used are about one-third the size of versions of main line express power of the 1920's and 1930's and nine of them were built specially for the RH&DR.

There are other railways in Britain and abroad with the same gauge scale of equipment, but none are so extensive or complete, and with a total length from Hythe to Dungeness of nearly 14 miles, the RH&DR is the longest railway of its kind in the world.

And if you are wondering about the photograph on our cover, while a container load of the sleepers were being discharged, one of the engines came along just at that moment and we decided it would make an interesting photograph for our readers.



Complete maintenance of coaches and engines is carried out in New Romney and coaches are built there as well. This is a partial view of the Machine Shop.



Office workers are kept busy answering enquiries, sending out brochures, dealing with requests and despatching commemorative stamps and envelopes.



It's "All Aboard" for one of the regularly scheduled trips over the 14 mile length of railway track from Hythe to Dungeness. More than 300,000 passengers per year are carried by the railway.



EHCL arranged for Mammoet Shipping Company's "Happy Rider" to carry three large pieces made by GEC Turbine Generators Ltd. for Duvha Power Station to South Africa. In the photograph (left) one of the pieces is inspected by (left to right) Capt. Herman Dekkers, Operations Manager, Mammoet Shipping Company; Alan Goldman, Operations Manager, EHCL; Tony Carroll of Seascope Shipbrokers (Dry Cargo) Ltd., through whom the charter was arranged; and Iain Kimberley, EHCL's Regional Sales/Marketing Manager. In the photo (right) the piece is carefully lifted on board the "Happy Rider" by the ship's own lifting gear.

EHCL—DON'T TAKE THE NAME LITERALLY

When two different customers recently came to Ellerman Harrison Container Line, both had similar problems on their minds: how to get their heavy lifts to Richards Bay in South Africa.

"EHCL have one primary goal — to provide the best possible service to our customer", says Noël Kent, Divisional Sales Manager of EHCL. "If something won't fit into a container, that doesn't mean we can't handle it. If a customer needs to have something taken to South Africa, we'll find a way", he emphasizes.

Part of the problem EHCL's Operations Department faced was getting close enough to the point of origin of these pieces which can't easily be transported by road. A second requirement was for the equipment

to be shipped underdeck. A third solution that needed to be found was how to load and unload the pieces, some weighing in excess of 250 tonnes.

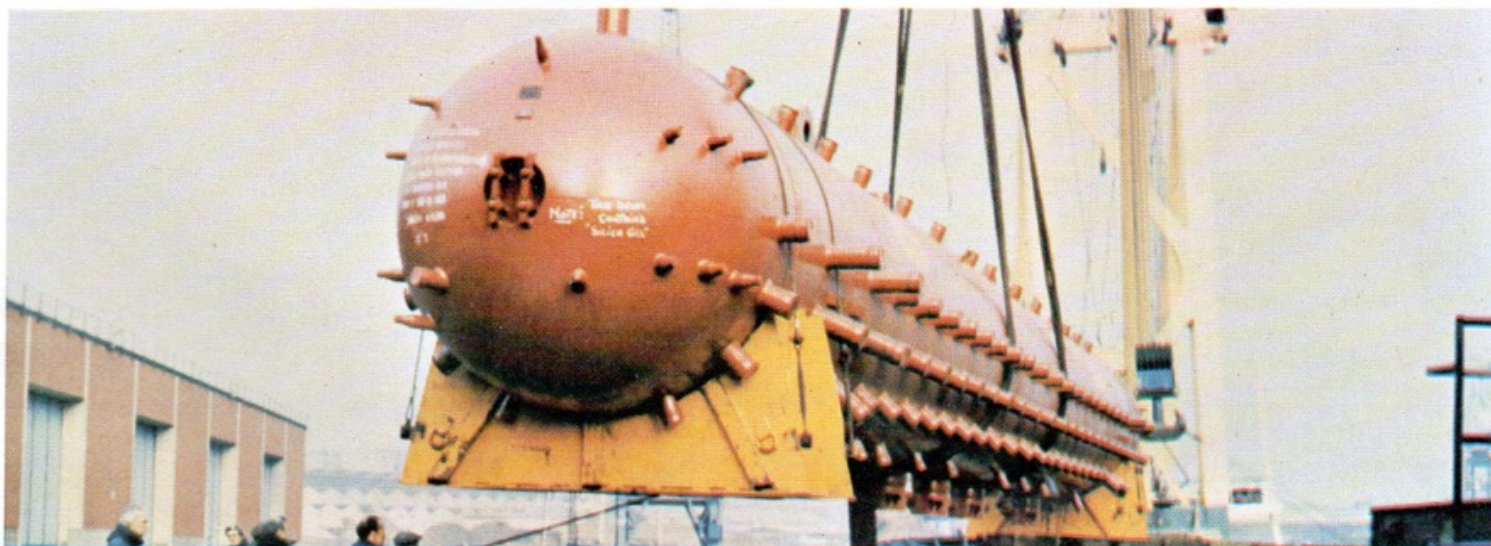
In both cases the answer turned out to be the chartering of specially built heavy lift vessels with their own gear, capable of handling shipments of this type. In one of the cases, the "Happy Rider" came right up the Manchester Ship Canal and in the other, the "Fairlane" berthed at Glasgow's King George V dock, less than a month later.

Both ships have holds which can take this type of equipment, have their own loading gear and are shallow drafted, enabling them to get as close as possible to the place of manufacture and final destination of the cargo.

The Manchester lift was a Generator Set built by GEC Turbine Generators Ltd. for Duvha Power Station in South Africa. The load consisted of a 114.706 tonne HP Turbine Module, a 121.920 tonne Generator Outer Frame Stator and a 266.000 tonne Generator Inner Stator, being major components of one of the six Turbine Generator Sets being supplied for the Power Station.

In Glasgow the piece was a 258 tonne Steam Boiler Drum built by Babcock Power Ltd.'s Renfrew Works for the Matla Power Station in South Africa, one of six ordered by ESCOM from Babcock.

As Noël Kent says, "Every problem has a solution and EHCL will find it!"



This 258-tonne Steam Boiler Drum built by Babcock Power Ltd. for the Matla Power Station in South Africa is loaded aboard the "Fairlane" at Glasgow's King George V Dock.

EHCL'S SOUTH AFRICAN MARKETING TEAM

When EHCL were planning their new container service to South Africa, it was logical that they would appoint Ellerman & Bucknall (Pty.) Limited, with whom Ellerman Lines have had close links over the years, as their General Agents. E&B have brought together a marketing team with a wide knowledge of the South African market and the areas they cover are shown below.



LAURIE TYRRELL
Johannesburg



DON FOWLER
Durban



PETER CORSAR
Port Elizabeth



CLIVE WILLIS
East London



BRIAN SPECK
Cape Town

THREE NEW MEMBERS APPOINTED TO EHCL BOARD

Three new members have been appointed to the Board of Ellerman Harrison Container Line Limited and the Chairmanship has been taken over by Mr. Marcus Graham, Vice Chairman of T & J Harrison Limited, following the resignation of Mr. Dennis Martin-Jenkins as Chairman and Director of EHCL.

Mr. David Lloyd and Mr. Jimmy Sampson have also resigned as Directors.

The new appointees are Messrs. Anthony Dalzell, General Manager Investment Trades, Ellerman City Liners; Alan

Chamberlain, Group Financial Controller, Ellerman Lines Limited; and Howard Dilley, Finance Director, Ellerman City Liners.

Anthony Dalzell has been with Ellerman City Liners for nine years and has been involved with the development of EHCL since its inception.

Alan Chamberlain, who is a Chartered Accountant, joined Ellerman Lines Limited in 1977 after seven years with Lex Service Group Limited. His position on leaving Lex was that of Financial Controller and Director of Lex Hire Transport Limited.

Howard Dilley is an ACMA and joined Ellerman City Liners in 1979 after nine years with Unilever.

Remaining on the Board are Messrs. Gordon Reid, Director of T & J Harrison Limited and Chairman of ACT Services Limited; Alastair Lloyd, Chairman of Ellerman City Liners and Chairman of ACT Limited; Anthony Cooke, Managing Director and Chief Executive of Ellerman City Liners; and Michael Hunton, Director of T & J Harrison Limited.



The first meeting of the newly constituted EHCL Board of Directors was held at the offices of T & J Harrison Limited recently. In the photograph are (left to right) Alan Chamberlain, Gordon Reid, Alastair Lloyd, Marcus Graham, Anthony Cooke, Michael Hunton, Howard Dilley and Anthony Dalzell.

TEESIDE ANNUAL DINNER



EHCL and BLC were well represented at the Second Annual Dinner sponsored jointly by the Institute of Chartered Shipbrokers (Teeside Branch) and the Tees Shipping Association, held at Middlesbrough recently. In the photograph are (left to right) Fred Whitehurst, EHCL Northern Area Sales Manager; Bill Leckie, Manager, Liner Shipping, ICI Ltd.; Ron Gray, Finished Goods Administrator, International Paints, Marine Coatings; Noël Kent, EHCL Divisional Sales Manager; Bob Tookey, Director of Killick Martin; Brian Smith, Director of T.A. Bulmer Ltd.; and Jim Cockfield, Managing Director of T.A. Bulmer Ltd.

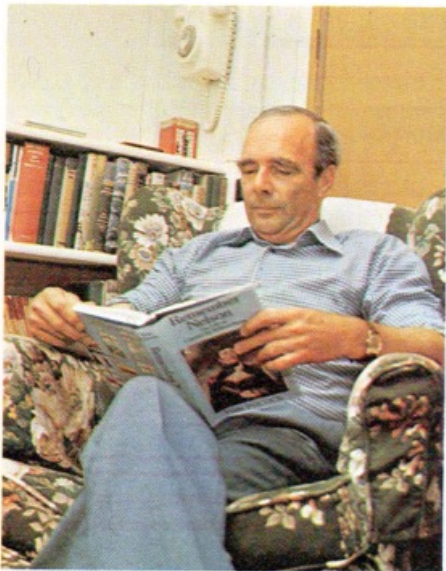
Container Service To Rhodesia Offered by EHCL

With the lifting of trade sanctions, Ellerman Harrison Container Line have announced that they are now offering a Container Service to Rhodesia.

FCL cargo can be accepted for delivery to any of the South African Container Terminals, although EHCL are recommending that cargo be consigned to the City Deep Terminal at Johannesburg. The container and its contents can then be released to receivers or their agents for on-carriage to destinations in Rhodesia.

EHCL's agents in Salisbury are Manica Freight Services Limited, who can advise local shippers about import and export arrangements and take bookings.

U.K. shippers wishing further information are invited to contact any of the EHCL booking offices: ACT Services offices at Containerbases in England; Prentice Service & Henderson Limited in Glasgow; G. Heyn & Sons Limited in Belfast and Container Agencies & Shipping Limited in Dublin.



Pilots spend considerable time "standing by". When they are on duty they must be available for work at any time. This gives Edmund Drew plenty of leisure to read (left) or work in his garden when the weather is fine.



SAFELY IN AND

In spite of all the sophisticated equipment on the modern container ships belonging to ACT(A), BLC and EHCL which help with navigation, engineering, refrigeration and the smooth and efficient running of the ships during the voyage, it is of little or no assistance when coming into port.

Docking these giant vessels where the channels are often restricted, the locks barely large enough to accommodate the biggest of them and the sea could be running high with strong winds, is a delicate task at best and the men responsible for this operation – the pilots – have to rely on their expert knowledge, experience and sharp reflexes to get the ships safely into port.

Typical of the pilots who are entrusted with this responsibility is Edmund Drew, who has been working for ACT since April 1973, guiding ships in and out of the Royal Seaforth Container Terminal at Liverpool with the close co-operation of the masters and crew.

TRICKY

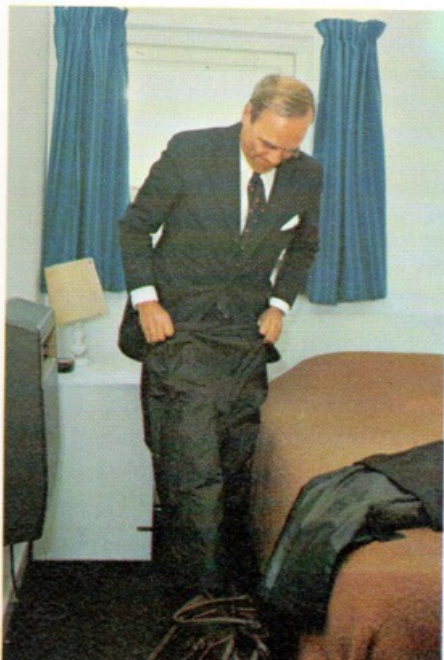
"Liverpool is a difficult port for pilots handling the large container ships," Mr. Drew explains, "as Gladstone Lock is very exposed to the weather and this makes it a tricky job for vessels the size of ACT ships to get into the lock when the weather is bad.

"There is very good co-operation from the tug boats which make fast just outside the lock," he continues. "Docking these large ships is a job of collaboration between the pilot and the tug masters. Four tugs are generally used for ACT ships at Seaforth – one ahead, one on each quarter and one for pushing. Contact is maintained by VHF radio.

"In Liverpool a pilot handles about four ships or possibly more a week. An outward job could be quite quick and the pilot could be home again in six hours," Edmund Drew



Edmund Drew works closely with ACT(A) and ACT Services. In the photograph he talks with Ted Clayton (right), ACT Services' Terminal Manager at Royal Seaforth Container Terminal in Liverpool.



On arrival at the Pilots' Station at Point Lynas in Northern Wales, Edmund relaxes with fellow pilots and has a hearty meal.

Before setting off to bring in an ACT ship, Edmund Drew puts on his wet suit at the Pilots' Station in one of the rooms which is available when needed for sleeping over.

says, "while a long inward job could take 24 hours or more".

"The pilot must be available for work at any time when he is on duty. The Shoremaster takes care of the rota and telephones when he wants a pilot, generally giving three to four hours' notice. Pilots living in the Liverpool area usually take a train to Bangor in North Wales and a taxi to the Pilots' Station at Point Lynas," he explained.

Edmund Drew's ambition was always to be a pilot. "I never wanted to do anything else,"

OUT OF PORT

he says. His father before him was a pilot and his family goes back four generations in the Liverpool Pilot Service. Now 87 and retired, the elder Drew recalls when he did his sea time in schooners on the coast and pilots were put aboard with pulling boats.

Edmund himself started his career when he joined HMS Conway in 1942 and went to sea in 1944 as a cadet with the Bibby Line in the MV Herefordshire. After 12 months at sea there was a vacancy in the Pilot Service and for seven years he was an apprentice in the pilot cutters. He got his 3rd Class Pilot



Keeping a close watch as they approach the channel, the pilot works closely with the Master and officers of the ship.

Licence in 1951 and became a 1st Class Pilot in 1955.

There are about 140 pilots in the Liverpool Pilot Service. Liverpool is unusual in that the pilots serve their time as apprentices to become Liverpool Pilots.

The Liverpool Pilot District extends from Point Lynas to the Isle of Man and from the



Down the ladder and into the launch which will take him out to the ship. There are high seas and strong winds today and it is hard going for the launch, but it is warm and snug inside.

Isle of Man to St. Bee's Head in Cumberland. The Mersey Docks and Harbour Company are the Pilotage Authority and look after the Channel Charts, dredging, etc.

Edmund Drew and his wife Margaret have five sons and two daughters. He says that his wife got accustomed to the odd hours and the disrupted social life early in their marriage.

And the tradition looks like being carried on in the Drew family as one of the sons has been a Pilot apprentice for four years, starting when he was 17 years old. Another son is training as an Engineer Cadet with Ocean Fleets and another is a Purser with Harrison Line. Both daughters are nurses and are married.

Edmund Drew says he enjoys his association with ACT and that one of the things he likes about it is that he makes many new friends among crews of the ships and in the office.

"I find the job very interesting – never boring – as there are a great variety of ships, different nationalities, weather conditions, etc. It's always nice to be aboard a well-run efficient ship like those of ACT. I would recommend being a Pilot as a fine career for a young man," he concluded.



Having reached the ship, it's a long way up the pilot's ladder in the rough weather and they are "tall ships".



Teamwork is vital as the ship comes into the lock area. Contact with the tugs is maintained by VHF radio.



It's a tight squeeze as the ACT ships comes through the lock. With the new generation vessels such as "ACT 7" and "Australian Venture" clearance is measured in feet rather than yards at Seaforth's Gladstone Lock.



After once again successfully bringing the ship safely into port, Edmund Drew and Captain Peter Leighton, Master of "ACT 1", chat while the docking operation is completed.

BLC DINNER AT HISTORIC LINCOLN'S INN

BLC's Annual Dinner for members of the Japanese trading community in London was held in December at The New Hall in historic Lincoln's Inn.

This follows BLC's practice of holding the event in an unusual and historically significant location and these have included Goldsmith's Hall, a Palladian country house and the Tower of London.

Lincoln's Inn is the oldest of the four Inns of Court and its formal records go back continuously to 1422, nearly 80 years older than the other Inns (Middle Temple 1501, Inner Temple 1505 and Gray's Inn 1569), although it is almost certain that it dates back much further than 1422.

The Inns of Court are ancient unincor-



LINCOLN'S INN

porated bodies of lawyers which for more than five centuries have had the power to call to the Bar those of their members who have duly qualified for the rank or degree of Barrister-at-Law.

Lincoln's Inn probably derives its name from Henry de Lacy, Earl of Lincoln who died in 1311 and from his arms the lion of the arms of Lincoln's Inn is derived. The Inn today stands partly on land that the Earl of Lincoln once owned and partly on land that was once owned by the Bishop of Chichester.



Appreciative laughter greeted a joke by Mr. Michael Strachan (standing), Chairman of Ben Line, during his speech at the Annual Dinner. In the photograph are (left to right) Mr. Taizo Yamada of Mitsubishi Corporation, (Mr. Strachan), Mr. Kazuo Yajima of Mitsui & Company, and Mr. Hamish Muirhead, Joint Managing Director of Ben Line.



An interesting talk was given by Mr. T. Yamada of Mitsubishi.

Helping Liverpool Celebrate Its 100th Anniversary

During 1980 Liverpool is commemorating the 100th Anniversary of the Royal Charter which gave it "City" status and (ACT(A) are helping it to celebrate by sponsoring a painting competition among school children.

The theme of the competition is the International Year of the Child which is a project recently completed by the schools in Liverpool. First prize will be £100, second prize £50 and third prize £25. All prizes will go to the schools of the winners.

The Judging Committee will be made up of The Lord Mayor of Liverpool (Councillor Doreen Jones); Mr. Joe Riley, Arts Critic of the "Liverpool Echo"; Mr. K. Antcliffe, Director of Education of Liverpool City Council; and Mr. David Haigh, ACT(A)'s Regional Sales Manager.

ACT(A) will further co-operate by taking the winning paintings to be exhibited in Liverpool, N.S.W., with whom a sister-city relationship has been established.



An assessment of the current trading situation was presented by Mr. David Gravell, Chairman of Killick Martin, Brokers and Principal U.K. Agents for BLC.

AISL PRESIDENT

Mr. Peter C. Siy, General Manager of Citadel Lines, General Agents for Ben Line Containers, Ben Asia Container Service and Ben Bulk Service in the Philippines, has been elected President of the Association of International Shipping Lines (AISL) for the current year.

The Association is composed of shipping lines which operate in the Philippine foreign berth trade which have been admitted as members of Conferences assisted by the Association.



PETER SIY

HIGHLANDERS REVISITED

When 52 container loads of Regimental effects belonging to the 1st Battalion Queen's Own Highlanders were being shipped from Scotland to Hong Kong by BLC recently, Ben Line's Publicity Manager Alec Peill thought it was high time that he paid a visit to his "old Regiment".

He had served as an officer in the 1st Battalion Seaforth Highlanders over 20 years ago but this was the first time that he had revisited the Regiment since the Seaforths combined with the Cameron Highlanders in February 1961 to become the Queen's Own Highlanders.

One of those supervising the loading operation was Major Mike Crowe who had served with Alec Peill in the old days. They had time to reminisce while loading of the BLC containers was going on at Ritchie Camp near Edinburgh, where the Regiment



Admiring the Regiment's solid sterling silver Royal Stag - known colloquially as "Hector" and which is normally used as a table centre piece in the Officers' Mess - prior to being loaded for shipment to Hong Kong by BLC are (left to right) Alec Peill of Ben Line, Colour Sergeant Willie Irving and Major Mike Crowe of the First Battalion Queen's Own Highlanders.

has been based for the past four years, doing spells of duty in Northern Ireland and Belize.

The Queen's Own Highlanders are now moving to Stanley Fort, Hong Kong for a two-year posting and BLC is ensuring the safe arrival of their effects.

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All enquiries should be directed to The Editor, who welcomes comments, suggestions and material submitted for consideration by the Editorial Committee.

Korean Exchange

Members of the BLC team travel to the Far East to monitor developments on the spot and agents come to the U.K. for an exchange of ideas and opinions and to visit customers.

During a three-week visit to Europe recently Mr. M.J. Lee of Dae Yang Shipping Company Ltd., BLC's agents in Korea, met with representatives of companies in the U.K. and continental countries trading with Korea to discuss ways of improving business and strengthening commercial ties.

At Ben Line's Head Office in Edinburgh he talked with Mr. Bill Thomson (left in photograph below), Joint Managing Director of Ben Line.



FIRST BLC BOXES ENTER PEOPLE'S REPUBLIC OF CHINA

Two BLC containers, part of a total consignment of eight, became the first to enter The People's Republic of China when they crossed the frontier at the Man Kam To border crossing.

The 40-foot containers had arrived at Modern Terminals, Kwai Chung from Singapore for delivery to Canton by road. They were speedily cleared by Chinese customs within 15 minutes and were on their way to the television factory in Canton,

175 kilometres from the border, which was their destination.

It took about nine hours for the trip, which involved two river crossings which were made with no difficulty, it was reported by BLC's representative, Tom Wilken, who accompanied the shipment from Hong Kong. He says that about 40 per cent of the route from Man Kam To to the factory is a tarmac road and the remainder is stone with a thin covering of earth and sand.

General traffic flow was light, although

people travelling on bicycles up and down the road were much in evidence.

Un-packing took place at the TV factory with six labourers per container and was completed four hours after arrival. No problems were encountered on the return journey and the BLC containers arrived back in excellent condition.

The Chinese authorities were most helpful generally and Tom Wilken was allowed to take a number of snapshots, two of which accompany this article.



C.A.M.E.L. GROWS—MORE WORK FOR ACTS

The last Strider class vessel of Cunard Arabian Middle East Line (C.A.M.E.L.), the "Saudi Crown", was replaced recently by a new vessel, the "Petra Crown". This new larger vessel represents the latest phase of growth for the line.

In the last year their container carrying capacity has increased by more than 30% and for ACT Services, who act as C.A.M.E.L.'s booking agents in the U.K., that means more space to book and more containers to move through their U.K. transport network.

The new vessel can carry 452 20-foot units and has two travelling gantry cranes which enable the vessel to load and discharge containers independently of shore based facilities. The "Petra Crown" joins the existing fleet of Ranger class vessels, the "Hodeidah Crown" and "Jeddah Crown", which combine to provide a 10-day service from the North European ports of Hamburg, Le Havre, Rotterdam and Felixstowe to Aqaba, Hodeidah and Jeddah.



Latest addition to the C.A.M.E.L. fleet is the Strider class "Petra Crown" with a capacity of more than 450 TEUs.

C.A.M.E.L. Appoint New Sales Agent

C.A.M.E.L. have appointed Hargreaves Fuel and Shipping as their sales agents in Norfolk, Suffolk and Cambridgeshire.

Hargreaves have acted as Cunard's port agents in Felixstowe from the commencement of the C.A.M.E.L. service in 1976. Since that time the service has grown and now offers seven sailings per month to Jeddah from the U.K., three of which load at Felixstowe and also serve the Red Sea ports of Hodeidah and Aqaba. Hargreaves are also the sales agents in East Anglia for the other four sailings each month from Southampton to Jeddah.

Representing Cunard on Hargreaves' behalf is Paul Braybrooke who lives in Felixstowe with his wife and two children. He has been with Hargreaves for nearly three years and is well experienced in the special problems of the Middle East Trade.



PAUL BRAYBROOKE

C.A.M.E.L. Celebrate 100th Sailing

In February Cunard Arabian Middle East Line (C.A.M.E.L.) completed their 100th voyage. The first voyage was less than four years ago in May 1976 when the Strider class vessel, the "Jeddah Crown", left Felixstowe and after calling at Hamburg and Rotterdam, sailed to the Red Sea ports of Aqaba and Jeddah.

The economy of Saudi Arabia, in common with many other Middle East countries, expanded rapidly in 1975 following the rise in oil prices. The rapid rise in imports that resulted threatened to congest the ports by its sheer volume. C.A.M.E.L., anticipating this, decided to use Strider class vessels in that service offering as they did the inherent advantages of containerisation with both a lift-on, lift-off operation and a ro-ro facility by means of an angled stern ramp which did not require a special berth.

DELAYS

These features enabled C.A.M.E.L. to obtain berthing on arrival, a tremendous advantage when berthing delays at the Red Sea ports could have been considerable.

The "Jeddah Crown" was soon joined by the "Aqaba Crown" and the "Saudi Crown", and the ports of call expanded to include Le Havre in Europe and Hodeidah in the Red Sea.

A ship with the same name as the one that made the first voyage, the "Jeddah Crown", but this time a much larger ship, completed the 100th sailing. In fact, the whole Strider class fleet has been progressively replaced by three new vessels, the Ranger class "Hodeidah Crown" and "Jeddah Crown" and C.A.M.E.L.'s most recent introduction, the 452 TEU "Petra Crown".

In all, C.A.M.E.L. have increased their container carrying capacity by more than

30% in the last year, which includes Cunard's marketing space on the TRIO Service on behalf of Ben Line Containers.

New Transport Facilities for ACT(A) Customers

New comprehensive transport facilities which are providing improved service to ACT(A) customers began operating at the end of December.

At that time ACT Services' Southern Region Transport Department, which handles ACT(A)'s transportation requirements, commenced operations from its new offices in the Southern British Road Services Depot at 609 London Road, West Thurrock, Grays, Essex. The telephone number there is Purfleet 2181.

Captain K.W. Allen was appointed to take charge of all transport from the depot and his appointment took effect with the move at the end of last year.

The depot, covering some six acres, is being used as the main container storage and interchange base and provides container and trailer maintenance and repair facilities as well. "By concentrating these activities in one area, ACT Services will be able to provide a much improved service to ACT(A)'s customers," said Bill Campbell, Director responsible for Operations of ACT Services.

"With the comprehensive facilities available, merchants who use their own haulage will also benefit from the move," Mr. Campbell added.

The depot is open 24 hours a day, seven days a week, although any customer wishing to deliver or collect equipment at the weekend should make prior arrangement before 1700 hours on Fridays.

PIRAEUS: THE PORT AND ACT(A)/ANL'S AGENTS

The Port of Piraeus can trace its history back to the 5th Century B.C. when the Athenians transferred their seaport from Phaleron to Piraeus and it became the centre of commerce for the Athenian Democracy. The Port was destroyed by the Romans, which led to its subsequent demise in the first centuries A.D.

It began to develop again when the seat of the capital was transferred from Nafplion to Athens in 1834 and it hasn't looked back since. A safe, natural port free of dangerous

main firm and the shift from conventional to container shipping is a key factor in their present business.

The Head Office is in the Chamber of Commerce Building and for many years W. Morphy & Son have specialized in frozen meat handling which is a highly complex business in Greece because of documentation and interface problems. They also have an office in Patras where Harold Morphy, grandson of the founder, is actively involved.



Partial view of the new refrigeration facilities which include 40 pillars with a capacity for 240 20-foot reefer boxes stacked in bays two high and three rows deep.

winds and storms with no seasonal tides, Piraeus has become the most important port in the country and the city is second only to the capital, Athens.

The Container Terminal, located at Vassiliades Quay, presently covers 120,000 square metres and it is being enlarged and developed. With ACT(A)/ANL's investment in the new refrigeration facilities (as reported in the last issue of "ACT News"), Piraeus



Container Control Department with Petros Rigoutsos and Fifi Soueref.

has become a regular port of call and there appears to be an even greater potential than originally envisaged.

W. Morphy & Son, ACT(A)/ANL's agents in Piraeus, have been closely connected with shipping there for more than 115 years when the company was founded by the present managing director's great-grandfather, W. Morphy, in 1864.

During its long history, W. Morphy & Son have been involved in ship owning and passenger trade as well as in their role of agents and representatives. Today, the company employs some 30 people in the



The Container Terminal at Piraeus with ACT(A)/ANL's "Australian Endeavour" loading in the background. Piraeus is now a regular port of call.



Accounting is an essential part of any operation and (left to right) Takis Skevofilax, Athena Evangelinidou, Nicos Moutafis and Mina Vasila handle this aspect of W. Morphy & Son.



A difficult problem is sorted out by (left to right) Elisabeth Bradney, Administrative Manager; H.J. Pritchard, Partner; and Chris Morphy, Director.



A group of senior managers of W. Morphy & Son hold one of their regular meetings (left to right) Elias Vathis, Manager of the Cargo Department; Romilos Rossano; Richard Morphy, Managing Director; John Bradney, Manager, Container Control; Marie-Jeanne Morphy, Manager, Patras Office; and Christo Varotsis, Financial Manager.

TEAM EFFORT RESULTS IN BETTER, QUICKER AND MORE EFFICIENT WAY TO SHIP CHIPS

Following more than a year's study and experiment, ACT(A) carried the first regular commercial container load of ICI Terylene chips to Melbourne in a specially prepared 20-foot refrigerated container.

This new technology, developed jointly by ACT(A), ACT Services and ICI, together with other member lines of the Conference, permits some 17½ tonnes of Terylene or approximately 16 tonnes of Nylon, to be loaded in a 20-foot reefer box in about 90 minutes.

The container is prepared by lining the floor with cardboard. A polythene bag is then blown up using air and double-sided tape holds the bag in place. Paraweb fencing (made by ICI) is supported by a timber frame bulkhead to contain the material. Then the chips are blown directly into the container with only one man needed to oversee the operation, thus saving considerable time, manpower and money.

GRAVITY

It can be unloaded in about half an hour by placing the container on a tipper trailer and using gravity.

The first load of Terylene is destined for Fibre Makers Australia and will be made into yarn and then used in making clothing. The material is manufactured by ICI's factories in Wilton, Kilroot in Northern Ireland and at their plant in Holland.

ICI estimate they will be shipping about 5,000 tonnes per annum of Terylene from Wilton and Kilroot and when Nylon is added, they should be exporting up to 20,000 tonnes or more per year to Australia, which is over a thousand 20-foot reefer container loads.

This is another example of ACT(A) co-operating with its customers to find better ways of containerising their products.



Newly developed technology permits the loading of this 20-foot refrigerated container with ICI Terylene chips quickly, efficiently and cost-effectively. Lined with a polythene bag which is blown up, it has Paraweb fencing supported by a timber frame bulkhead to contain the material. In the photo (right) the chips are blown directly into the bag, taking about 90 minutes for 17½ tonnes to be loaded. It is unloaded by gravity in half an hour through the two sleeves seen in the lower half of the photograph on the left.



ACT(A)'S ELECTRICAL CONNECTION

The problem of how to ship a million pound power station simulator containing highly sensitive equipment from the U.K. to its destination at the Hazelwood Power Station near Melbourne was solved when the Victoria Agent General in London decided to entrust its carriage to ACT(A).

The simulator, which was ordered from British Electricity International Limited, was carefully crated by Shaw Packing and it filled eight 20-foot open top ACT containers which were shipped under deck on "ACT 1". As they were over height, these containers were

placed on the top of eight stacks just below the hatch covers.

"After careful consideration, ACT(A) was selected for this important shipment," said Mr. Norman Last, Shipping Officer of the Victoria Agent General, who carry out the requirements of the State Electricity Commission of Victoria where the power station simulator is to be installed.

It took 21 months to complete the simulator and it will be accommodated in a special building which is being erected for it at the Hazelwood Power Station.

"This is the first power station unit simulator from the Central Electricity Generating Board (CEGB) for an overseas destination," according to Mr. Jim Johnson, Simulator Training Co-ordinator for the CEGB's North Eastern Region. "The computer incorporated into the unit enables the plant to simulate different types of faults and situations which could occur. If someone does something wrong when training on an actual functioning power station, the resulting damage could run into millions of pounds. The simulator permits men to be trained effectively and safely." Mr. Johnson pointed out.



Explaining the functioning of a Circuit Board Tester which is being crated and loaded at Shaw Packing's premises at Huddersfield is Jim Johnson (right), Simulator Training Co-ordinator for the CEGB's North East Region. Listening to the explanation are (left to right) Paul Gibson of the CEGB, Leeds, Team Leader of the Victoria Project; Howard Cutler, Cargo Superintendent of ACT Services, Leeds; Malcolm Naylor, Sales Director, Shaw Packing; and Walter Marshall, ACT(A)'s Regional Sales Manager.