

ben news

AUTUMN 1980

BON DIXIEME ANNIVERSAIRE

Hartelijk Gefeliciteerd

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敬祝十週年紀念

Feliz Aniversario

"MASAYANG IKA SAMPUNG PAGKATATAG"

TILLYKKE MED JUBILÆT

سالادى بميون مارى اولغ تاھون بىكسفوله

SELAMAT ULANG TAHUN KA-SEPULOH

Herzliche Glückwünsche zum Jubiläum

HAPPY 10TH ANNIVERSARY

10周年おめでとう。

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10TH ANNIVERSARY
BEN LINE CONTAINERS LTD

10 YEARS AFTER — 2 MILLION MILES AND ½ MILLION BOXES

It was in March 1970 that Ben Line decided to become directly and fully involved in containerisation and set up Ben Line Containers as a separate company with the brief of introducing and developing containerisation within the Company.

Prior to that date, they had made trial shipments of containers on conventional vessels and their interest in the concept of containerisation dates back to January 1966 when they joined with Blue Star Line, Ellerman Lines, The Cunard Steam-Ship Company and Harrison Line to form Associated Transportation Limited (ACT).

One of the first major decisions that had to be taken was ordering ships and it was decided to have three of the largest, fastest and most modern container ships in the

world, each capable of carrying 2804 TEU's and having a service speed of 26 knots.

The 1000-foot long "Benalder" began her maiden voyage from Hamburg in October 1972; the "Benavon" started hers in January 1973; and the "City of Edinburgh" completed the trio when she entered service in November 1973.

The three giants have steamed more than two million miles and carried nearly half a million TEU's between Europe and the Far East in this period. At various times they have been joined by smaller feeder container ships to extend the BLC service to a growing number of container ports in the Far East.

"Delicia", for example, pioneered the spur service between Hong Kong and Manila, which was later operated by "Benrines".

Second in importance to the ships are the containers themselves. BLC has a "fleet" of some 11,000 containers in a range of configurations augmented by hired boxes to cope with fluctuations in the trade. International Container Control in Edinburgh keeps track of these thousands of boxes as they travel to and from their



Not too many years ago, a seafarer coming upon this imposing scene in Hong Kong might have been forgiven for thinking he was on another planet. But now the container concept with its efficient gantry crane loading and unloading procedures has revolutionised cargo movement and is as familiar as sailing ships were of old.



The powerful engines that speed the modern BLC container ships to their destinations are complex and reliable pieces of machinery which are operated from main control panels such as the one pictured above.

different destinations and proudly boast that they have never lost a single box.

With the steeply rising costs of fuel which began in the late 70's, important decisions were taken to minimise the financial effect of this factor. First, all three of BLC's container ships were equipped with Satellite Navigation systems to provide constant and accurate information on the ships' positions and to allow the Master to maintain smooth and economical speeds.

Secondly, and more drastically, all three



The ubiquitous "Ben Box" is to be found in many parts of the world today. The "fleet" of some 11,000 boxes is continually monitored and pinpointed by BLC in Edinburgh. Whether the container is located at one of the network container bases and terminals, such as this one (photo on left) at ACT Services' facilities at Barking Containerbase, on board a ship, on the streets of downtown Hong Kong (right) or one of the other exotic ports of call in the Far East.



The mighty "Benalder" (above), one of the largest purpose-built container ships in the world, is photographed at Singapore. This 73,000 tonne giant is capable of carrying more than 2,800 TEU's.

And if it doesn't fit into a container? BLC will still see that the cargo gets to its destination as is the case (right) when a double-decker bus was loaded on "Benalder" at Southampton for the Far East.

vessels have now been booked in for an "engine transplant", with their steam turbine engines being replaced by MAN diesel engines. Work will start on the first ship in October 1980 and within 12 months all three vessels will have been converted.

As BLC celebrate their 10th anniversary, they look back with pride at their accomplishments and look ahead with optimism and enthusiasm to the next decade.



On the bridge of the "Benalder" officers are assisted by advanced equipment such as Satellite Navigation systems, radar and automatic controls which help them maintain smooth and economical speeds, providing maximum safety and security for the vessel and its cargo.

NOW AVAILABLE

In the Summer issue of "Act News" we reported on the forthcoming book, "Ben Line Fleet List and Short History", being published by The World Ship Society and covering the history of Ben Line and the ships owned and operated by them from 1825 to the present day.

The book is now available and includes illustrations and particulars of nearly 200 vessels.

To obtain a copy of this interesting publication, please send a cheque in the amount of £3.30 (\$7.00), payable to "The World Ship Society", to the following address:

The World Ship Society (Dept. SB)
1 Burehaven Drive
Christchurch
Dorset BH23 4BS
England



BLC AND CUSTOMERS AT TATTON PARK



Hundreds of customers from the Birmingham, Leeds, Liverpool and Manchester areas were entertained by BLC during the Tatton Park Weekend which was attended by 9,000 people.

Among the most popular events were the Horse Driving Trials, which were sponsored by BLC for the sixth year running.

In the photograph (above), Bettina Lady Thomson of Ben Line presents a Quaich (Scottish drinking vessel) to George Bowman, winner of the four-in-hand class.

In the photo (right) one of the competitors on the beautifully laid out course.



Getting Documents There Quickly

Robin Galloway of ACT Services was the principal speaker at a conference organized by World Couriers at the Baltic Exchange in London. He spoke on the importance of getting shipping documents to their destination quickly and efficiently.

Mr. Galloway, who is part of the Management Services team at ACT Services, looked at the advantages of data transmission, air freight and couriers.

In the photograph, Robin Galloway (right) talks with three of the guests attending the conference, (left to right) Mr. Max Bacon of Killick Martin & Company Limited; Mrs. Janice Rennie, Salen U.K. Ship Management Limited; and Miss Bridget Hynes of ANZECS Executive Limited.

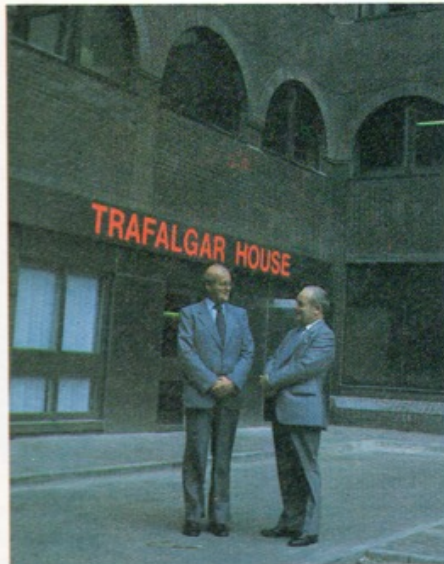


CUNARD/C.A.M.E.L. MOVE TO NEW OFFICES

The Cunard Steam-Ship Company Limited and the Cunard Arabian Middle East Line (C.A.M.E.L.) have moved from their offices near Marble Arch in London to a completely new purpose-built building in Hammersmith.

With finishing touches still being put on the outside of this modern structure in the photo (left), Mr. William Slater (right), Managing Director of The Cunard Steam-Ship Company Limited, Director of ACT Limited and Deputy Chairman of ACT Services Limited, discusses final details with Mr. John Joyce, Managing Director of Cunard-Brocklebank and Director of ACT Limited.

In the photo (right) some key members of the C.A.M.E.L. team get an explanation on the working of the new computer, which keeps track of the location of every container, from Andy Murray (right) Assistant Container Manager. They are (left to right) Bob Winlo, Assistant Operations Manager; Neville Phillips, Sales and Marketing Manager; Alastair Macvean, Operations Manager; Mike Lockhart, General Manager, C.A.M.E.L.; Tony Hope, Commercial Manager; and Graham Whitney, Assistant Marketing Manager. Seated at the consoles are Nancy Tyler (foreground), Assistant Equipment Controller, and Jade Lansdale, Container Control Clerk.



BRITAIN'S PIONEERING SPIRIT LIVES ON

Deep in the Antarctic, excitement and activity are mounting daily at the winter camp of the Transglobe Expedition as everything is made ready for the beginning of Phase 2 of the expedition when a three-man team will begin the longest crossing ever of the Antarctic.

Only one other crossing has ever been made of the Antarctic Continent and that

THANK YOU EHCL

The following signal was received from Expedition Leader Ranulph Fiennes by EHCL:

I am sending you this signal from our winter camp at 6,000 feet above sea level on the edge of the Antarctic ice plateau some 270 miles inland from the ice cliffs where our ship left us with some 300 tons of cargo.

In October, when the polar darkness ends, we will attempt the 2,000 mile crossing of Antarctica.

I would like to stress how grateful we are for the invaluable and totally efficient support Ellerman Harrison Container Line and Ellerman & Bucknall have given to this endeavour over the last three years, including the advice and industry of your specialist Ronnie Blows. Despite the complex and changeable nature of our cargo transport requirements to remotest parts of the world, and even when we have given extremely short notice of alterations, Ellermans have always coped with immediate response and without fuss.

My sincere thanks and best wishes.

was the Commonwealth Trans-Antarctic Expedition of 1956-57 headed by Sir Vivian Fuchs ably seconded by Hillary.

After having spent the winter at Ryvingen Camp where 24-hour darkness has limited



Winter camp has been established in the Antarctic by the Transglobe Expedition and there is much to be done before 24-hour darkness sets in. A "Skidoo" can be seen in the background.

the group's work mainly to scientific projects, they are raring to go on the 2,000 mile trek with 900 miles of the journey across unknown and previously uncrossed areas. The three-man team, headed by Expedition Leader Sir Ranulph Twisleton-Wykeham-Fiennes, Bt. ("Ran" to members of the expedition), will be making the trip using three "Skidoos".

The Skidoos have a range of approximately 200 miles and will be refuelled en route by a Twin Otter aircraft which has been provided for the expedition. They will cross via the South Pole taking a route which roughly goes along the Greenwich Meridian towards McMurdo Sound and crosses the Ross Ice Shelf.

The group expects to arrive during the second half of January 1981, depending on

conditions. They will meet up with the expedition's ship, "Benjamin Bowring", which will pick up the team and then head north to Auckland where they should arrive in March 1981 and then on to Sydney in

'A SAFE CROSSING'

EHCL responded to the signal received from the Transglobe Expedition as follows:

Thank you very much for your kind message concerning the support given to the Expedition by Ellerman Harrison Container Line and Ellerman & Bucknall.

We have passed on your special message to Ronnie Blows who, in turn, has asked me to convey his thanks and best wishes to you. All of us who have been associated with the Expedition both in the U.K. and South Africa send our greetings and wish you a safe crossing of Antarctica.

Your headquarters in London is keeping us well informed and we are all following your progress with great interest.

April, Los Angeles at the end of May and Vancouver in mid-June.

The expedition will continue on to Alaska where the ship will drop them at the mouth of the Yukon River, and they go up the river to Dawson using one-man rubber life rafts. They will cross over Dempster Highway to the mouth of the Mackenzie River, into the boats again and along the North West Passage 3,000 miles to Ellesmere Island.

The group then takes to skis for some 800 miles to cross the island to Alert near Cape Columbia where they will spend the winter.

ACT(A) and EHCL are contributing to the historic and ambitious expedition and within the next few weeks ACT(A) will be carrying equipment and other cargo to New Zealand.



Discussing transportation of equipment and cargo for the expedition are Ronnie Blows (left), recently retired from Ellermans who is acting as an adviser to the expedition, and Len Fiddock, General Manager - Trade, of ACT(A).

BOTANY BAY—BIRTH OF A WORLD CLASS PORT

Perhaps more than any other major trading nation, Australia depends on the sea for her commerce with the world. International trade is the lifeblood of the country.

The need for a second major port for New South Wales to complement Sydney Harbour and to serve the vitally important trading needs of the populous east coast of Australia was given official recognition in May 1961, when the State Government vested the control and development of Botany Bay in the Maritime Services Board.

Investigations were started into an ambitious multi-million dollar development programme which envisaged the dredging of channels and port basins up to 21 metres deep to take vessels of some 200,000 dwt and the reclamation of 500 hectares of land for wharfage and facilities for handling and transit storage of cargoes.



The first ACT(A)/ANL vessel to use the Botany Bay Container Terminal, "Australian Exporter", inaugurated the new terminal recently. Operated by ANL, the terminal will handle ships engaged in the ACT(A)/ANL service to and from the U.K./Continent and in the PACE Line service to and from the East Coast of North America. When fully operational it is expected to be able to handle a throughput of some 300,000 container movements each year.

The result of that programme, which took 19 years of detailed research, dredging, reclamation and construction, is Port Botany, an ultra-modern maritime facility of 260 hectares centred around one of the largest container complexes in the Southern Hemisphere.

There are six container berths, three of them with ro-ro ramps, situated along the two kilometres of wharfage. The complex is superbly serviced by road and rail links and it is expected to be handling up to 60 per cent of Sydney's container traffic by 1985.

The new port also boasts the most modern bulk liquids berth in Australia, a bulk liquids chemicals storage area and a large expanse of reclaimed land for future expansion.

On April 29, 1770, Captain James Cook set foot on the shores of a bay he described as a "capacious, safe and convenient" harbour "tolerably well sheltered from winds." He called it Stingray Harbour but

later renamed it Botany Bay because of the richly diverse flora he and the crew of the "Endeavour", notably Sir Joseph Banks, found on its shores.

However, 18 years later when Captain Arthur Phillip dropped anchor in Botany Bay he was less favourably impressed and noted in his journal that Botany Bay "though extensive, did not afford shelter to ships from the easterly wind, the greater part of the Bay being so shoal that ships of even moderate draft are obliged to anchor with the entrance of the Bay open and exposed to a heavy sea that rolls in when it blows hard from the eastward."

The accuracy of Phillip's observations had a profound effect on the future of Botany Bay and indeed for over 150 years, as the City of Sydney blossomed into greatness around the shores of Port Jackson to the

more than a hundred years earlier had not diminished in the meantime. Facing south-east, the entrance to the Bay, as Captain Phillip had noted, is open to off-shore storm waves which caused severe disturbances in the Bay's otherwise calm waters.

Modern techniques of hydraulic investigation were brought to bear on the problem, including the construction of the largest hydraulic wave model in the world—a 6,700 square metre replica of the bay, holding 910 cubic metres of water—in which every facet of its behaviour in a variety of conditions, reproduced to scale, could be simulated.

V-SHAPED

It was found that the most suitable method of reducing wave action in the port area would be to dredge the entrance of the bay to a configuration which would divert the course of the waves away from the proposed port entrance to other areas where provision could be made for the wave energy to be expended without causing damage.

The final design for the entrance dredging took the form of a V-shaped channel of variable width with the bottom at 21.3 metres and side slopes at a gradient of 1:50



It took 19 years of research, dredging, reclamation and construction to carry out the programme and in this photograph, the Container Terminal, with six container berths, nears completion.

north, concerted large-scale development passed it by.

In 1889 a jetty known locally as "Long Pier" was built in what is now the suburb of Banksmeadow to handle cargoes of coal from Newcastle and at its peak the coal trade amounted to about 15,000 tonnes a year, but both it and the jetty have long ceased to exist.

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

The cargo was successfully brought ashore by lighter and was the forerunner of other shipments. The port went on to handle 10 million tonnes of crude oil and petroleum and some 300 vessels a year.

Botany Bay's navigational problems which had so discouraged Captain Phillip

from the centre of the channel to the natural bed contours.

When fully operational, it is anticipated that the terminal will be able to handle a throughput of some 300,000 container movements each year.

The terminal buildings include an administration building, cargo sheds, container cleaning area, store, garage and a tarpaulin store and the whole area has been carefully landscaped with lawns, shrubs and trees planted so as to maintain the best possible aesthetic and environmental standards.



A general aerial view of Botany Bay.

CAN'T STOP THE DANCING

The Australian Dance Theatre (ADT) took part in the Edinburgh Festival recently, the first time an Australian group has been included in the official programme of the festival.

They were a resounding success, hailed by the critics and public as one of the freshest and most original groups to come to the U.K. in recent years.

When the sets, props and costumes were being unloaded from the container, carried by ACT(A) on the "ACT 7", at the Royal Lyceum Theatre in Edinburgh where the ADT was appearing, two of the principal dancers, Julia Blaikie and Joseph Scoglio, who were watching the operation, became so enthusiastic that they decided on a little impromptu rehearsal on the street in front of the theatre (photo right).

As it was early in the morning, the only onlookers were (left to right) Anthony Lee and Martin Smith, members of the permanent stage crew who have travelled with the group from Australia who are unloading the container; Ken Rayner, Stage Director of ADT; Ricky Rutherford of Scottish Express International, the shipping agents; and Bill Shand, ACT(A) Sales representative, Scottish Region.

Following their appearances at the Edinburgh Festival, the ADT continued their tour on the Continent.



A BELL FOR THE MAORIS

A small Maori Mission Church tucked away in the beautiful hills of New Zealand now has a church bell after many years without one, thanks to the generosity of a British lady and the co-operation of ACT(A).

It all began in May 1979 when Mrs. Noël Saunders of Ringwood, Hampshire, was visiting two of her children who now live in New Zealand. Let her take up the story:

"My son was showing me the little Maori Mission Church at Toka'anu. Beautifully spick and span, it was painted in white and picked out in terra cotta. It stood under an azure sky in a little emerald green turf graveyard. It was sheltered by a high hill covered by New Zealand bush, such as ti trees, manuka and cabbage trees.

"The inside of the Grace Memorial Church, which was its name, is lit by three stained glass windows over the altar and the altar rails and the rafters are painted in traditional Maori designs and colours. The vestry is a little building a few yards away from the church.

BROKEN

"As we were leaving the church, I noticed a bell on the floor of the porch. It was broken and my son told me the story."

Some 130 years ago, two sisters in Scotland donated the bell to Sir John Te H. Grace to take with him to New Zealand to help in his missionary work. It was installed in the Grace Memorial Church and the Maoris called it Rawiri because it had a loud voice. They were very proud of it, of its loud voice, of its wide mouth, and the fact that it could be heard for miles around.

Its fame spread and people arrived from all over the region to see and hear it. The Maoris were so delighted with it that they rang it and rang it until it cracked. Since then it has rested inside the church, silent and dead. Mrs. Saunders was determined to give them a new bell for the church where her grand-daughter was christened. On her

return to the U.K., Mrs. Saunders began her search and finally found a suitable bell at the John Taylor & Company bell foundry in Loughborough, where she had it refurbished. The problem of getting it to New Zealand was solved when ACT(A) agreed to take the bell to Auckland for Mrs. Saunders.

Her son, John Blount, an ex-Royal Navy Shipwright and now a Chief Ranger in New Zealand, whose daughter was christened in the little church, installed the bell on its arrival.

Its transportation, handled by Blueport ACT (NZ) Limited following its arrival in New Zealand contrasted sharply with the carrying of the original bell from the coast to Pukawa when it was put in a barrel, rolled overland and, where possible, taken by canoe up rivers and across lakes. Then it took many weeks to reach Taupo and the incidents that occurred on that original journey would make a story in themselves.



The old broken bell sent from Scotland 130 years ago sits silent on the floor of the church porch but decorating it with bright flowers keeps it from looking forlorn and dejected.



The Grace Memorial Church is kept tidy and sparkling by its parishioners. The grounds are carefully tended as is the inside of the church, and only the lack of a bell made it incomplete. That has now been remedied.



The bell was delivered personally to Captain Peter Leighton, Master of "ACT 1", by Mrs. Noël Saunders, who is donating the bell to the Maori Mission Church, and she was given a tour of the container ship and invited to lunch on board. On the bridge of "ACT 1" she tells the story of the bell to (left to right) Eric Russell, ACT Services Terminal Manager at Tilbury, Captain Peter Leighton and Sam Garnett, ACT(A) Regional Sales Manager, Southern Region.

ZIMBABWE CONTAINER TRAFFIC GROWING

Following the elections earlier this year, Zimbabwe was welcomed back into the international community and trade sanctions were lifted. EHCL had prepared for this development and were ready to move back into a market where Ellerman & Harrison had enjoyed close ties prior to UDI in 1965.

In November of last year, Max Leipold, Director in charge of Marketing at Ellerman & Bucknall, Cape Town, went on a fact-finding mission to Zimbabwe to re-establish the links with EHCL's appointed agents there, Freight Services Ships Agencies (FSSA) in Salisbury.

During the decade and a half of sanctions, Zimbabwe had not been idle. Lack of manufactured goods from other countries had forced industry to improvise and step up production to the point where they can now provide over 80% of Zimbabwe's internal needs. However, in certain areas such as heavy machinery, machine tools, tractors, cars and industrial complexes it has been a case of making the old continue past its normal lifespan until replacements could be obtained from outside.

This is the most immediate prospect for U.K. exports and already tractors and agricultural machines are moving to Zimbabwe via Durban and Port Elizabeth.

Imports from Zimbabwe started to move almost immediately after sanctions were lifted with tobacco, stored in anticipation, being containerised and shipped to the U.K. Other imports expected include tea, coffee, groundnuts and cotton along with beef, hides and asbestos.

EHCL's agents in Zimbabwe, FSSA, with



On a trip to the U.K., Nigel Doyle of Freight Services Ships Agencies, EHCL's agents in Zimbabwe, held a series of meetings, visited shippers and familiarised himself with EHCL's operations. In the photograph, taken at EHCL's Head Office in London, are (left to right) Stan Curzon of Babcock and Wilcox; Ken Thompson, ACT Services Manager, Barking Containerbase; Noël Kent, Divisional Sales Manager, EHCL; Nigel Doyle; Fred Kirby, Turnbull Gibson; and Jerry Wilson, EHCL's Deputy Trade Manager. Noël Kent explains the history of the bell which was on the "City of Paris" from 1922 to 1956, during which time she was on the U.K./South African service, except for war service during World War II.

headquarters in Salisbury, maintain close liaison with Ellerman & Bucknall in Cape Town. EHCL's representative at FSSA, Nigel Doyle, recently visited the U.K. to meet members of the EHCL team here, establish contact with U.K. shippers and to

discuss ways of increasing trade and commerce.

After 15 years, Zimbabwe is a new and exciting market and EHCL are looking forward to increasing the trade links between the U.K. and Zimbabwe.



Continuing his tour of the British Isles, Nigel Doyle went to Belfast accompanied by Noël Kent, where he made contact with EHCL's agents in Belfast, G. Heyn & Sons Limited, to see their operations first hand and to make various calls which included one to Gallaher Limited who recently imported Zimbabwean tobacco in 40' containers carried by EHCL. In the photo at left Peter Conroy (left), Traffic Manager Leaf Services, Gallaher Ltd., takes them on a tour of their warehouse accompanied by George Hill (right), Marketing Director of G. Heyn & Sons Ltd., and later (photo right) to one of the manufacturing units to see how tobacco leaf is manufactured into the finished product.

EHCL'S OPEN HOUSE AT BIRMINGHAM

EHCL invited a number of customers in the Birmingham area to come to the Containerbase there and see for themselves what happens to their cargo when it arrives at the base.

The shippers expressed great interest in the operations carried out and said they felt it had been an extremely worthwhile exercise.

The first group started their tour with an explanation of the Containerbase concept from John Sheldrake (left), General Manager, Birmingham Containerbase. They are (left to right) David Knowles of Albright & Wilson; Eric Brown, Robinsons Removals; Geoff Tomlin, BUSM; and John Hodgson, ACT Services' Regional Manager.



The operation of a straddle carrier is explained by Iain Kimberley (second from left), EHCL's Regional Sales/Marketing Manager, with John Sheldrake (left) looking on, to (left to right) W. G. Ovens, Europa Link and Steve Gibbons and Georgina Brett, Holt Whitney.



The functioning of the unloading bays is spelled out by Barry Diggle (right), Operations Manager, Birmingham Containerbase, to (left to right) John Hodgson, ACT Services' Regional Manager, and Martin Osborne and Barry O'Neil of Brantford International.

IT TOOK 75 YEARS...

The seven-a-side team of Prentice, Service & Henderson Limited, who represent both EHCL and BLC, has won the Glasgow Ship Owners Football Cup for the first time in 75 years.

Members of the team are (left to right, top row) Keith Shanks, Adam Whitelaw (Goal-keeper), Ian Stewart and David McNeil; Billy Christie (inset) was absent when the photo was taken; (kneeling left to right) John Patrick, Bobby McDougall and Tommy Linden (guest player).

It's hoped we won't have to wait another 75 years for an opportunity to salute the PS&H team.



Direct computer links are maintained with ACT Services' Head Office in Southampton and Daphne Hancock, Section Leader Documentation, ACT Services, shows how the information is transmitted to (left to right) Harry Wilson and Michael Hollyhead, Samuel Platt; and Lorna Lee, EHCL Sales/Marketing Representative.

AUSTRALIAN CHEESE IS BACK IN U.K.!

The first shipment of Australian cheese to the U.K. since December 1972 arrived on the "ACT 1" following a decision by the EEC to permit an annual quota of 3,000 tonnes of Australian cheese to be imported into Britain and Europe.

When the first of the new quota, consisting of some 300 tonnes of cheddar cheese in 19 refrigerated containers, was loaded onto the "ACT 1", there was a reception on board the ship with The Hon. Peter Nixon, M.P., Minister for Primary Industry (Commonwealth); Mr. William Pyle, Acting Chairman of the Australian Dairy Corporation; and other dignitaries attending.

A painting to commemorate the event – a gift for Mr. A. C. A. Keevil, Chairman of Lovell & Christmas, sole selling agents in the U.K. in respect of this new quota – was given to the Master of "ACT 1", Captain Peter Leighton, to be delivered in London.

Following the arrival of "ACT 1" at Tilbury, a ceremony was held at Australia House in London and the painting was handed over to Sir James Plimsoll, Australian High Commissioner, who accepted it and presented the painting to Mr. Keevil.



The first containerload of cheese to leave Australia for the U.K. since December 1972 is loaded aboard "ACT 1". On hand to celebrate the shipment were (left to right) Mr. P. C. Kelly, ACTA Manager in Victoria; The Hon. Peter Nixon, M.P., Minister for Primary Industry (Commonwealth); and Mr. William Pyle, Acting Chairman of The Australian Dairy Corporation.

NEW FACE AT TILBURY

A first-time visitor to Tilbury's Northfleet Hope recently was the "Columbus Louisiana" when she arrived from Australia and New Zealand on charter to ACT(A).

"The company has once again demonstrated its flexibility by chartering this 996 TEU capacity vessel", said ACT(A)'s General Manager – Marketing, Mr. Roy Davis. "It also proves the company's ability to rationalise its service with the resultant cost savings and provide even better and more efficient service to customers", he added.

Following calls at Continental ports and Liverpool, the "Columbus Louisiana" returned to Australasia for ACT(A).



A ceremony was held at Australia House in London on the arrival of the shipment and a painting to commemorate the event was presented to Mr. A.C.A. (Clem) Keevil (second from right), Chairman of Lovell & Christmas (Holdings) Limited. Also in the photograph are (left to right) Mr. Alexander Macintosh, Managing Director of ACT(A); Sir James Plimsoll, Australian High Commissioner; Mr. Robert Moore, Representative in Europe for The Australian Dairy Corporation; Mr. Keevil; and Captain Peter Leighton, Master of "ACT 1".



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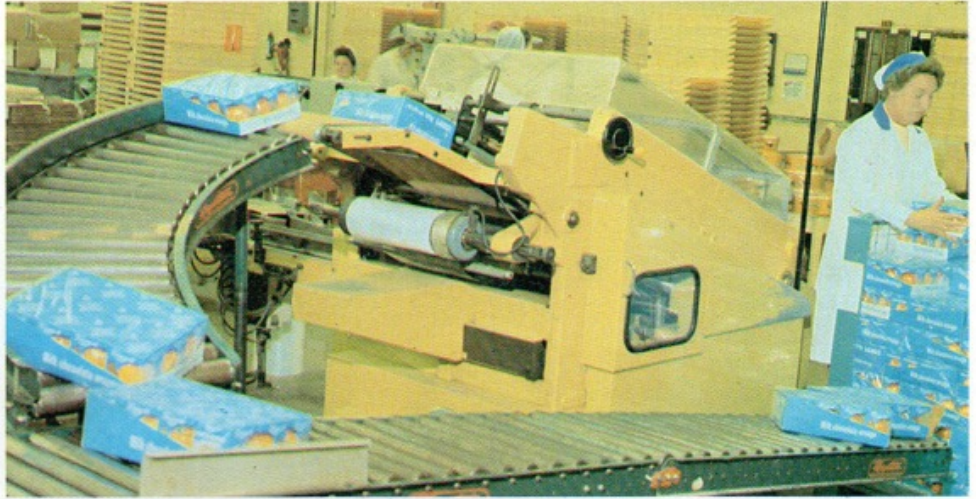
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EXPORTING UK ORANGES AND LEMONS TO AUSTRALIA

You probably have heard about sending coals to Newcastle, but it might surprise you to know that Britain exports oranges and lemons to Australia. Of course they aren't the everyday garden variety of oranges and lemons but Terry's world famous *chocolate* oranges and lemons.

With their universal appeal, they are having spectacular growth and last year's sales were up 27% compared with 1978. The Chocolate Orange range is one of the few confectionery products which continues to show strong growth in unit sales in spite of a generally depressed confectionery market and considerable growth potential still exists for the product.

The Chocolate Lemon is a comparative newcomer to the market having only been



Terry's Chocolate Oranges come off the line and are packaged and loaded onto pallets at their factory in York. They will then be taken to the cold store where they will be kept until needed for shipment. (Photo courtesy of British Cellophane Limited).

contains some of the most modern machinery in the British confectionery industry.

Terry's export to over 80 countries and their export trade has grown over the years, as have sales in the home market, and members of the ACT group carry these fine products to the many markets around the world. ACT(A)'s refrigerated containers have been used for exporting Terry's Chocolate Oranges to Australia for many years as well as many other of the company's products.

Pallets of Chocolate Oranges are stacked in the cold store where the temperature is carefully controlled to maintain the confectionery in perfect condition.



Strict quality control is maintained during the production of Chocolate Oranges and Lemons, as for all of Terry's products. To ensure that they arrive in pristine condition at their destination, every angle is studied. In the photograph, tests are being carried out to make certain that the packaging is adequate for stacking and shipment by Mr. Maurice Pattison, Packaging Engineer, of the Industrial Engineering Department.

launched in January 1979, but it is showing a high degree of consumer appeal and is popular as a gift.

Terry's of York was founded in 1767. At the beginning, the company sold medicated lozenges, candied peel and other sugar confectionery. Many changes have taken place in the trade since those days over 200 years ago, in particular the commencement of the manufacture of eating chocolate in the middle of the 19th Century.

Terry's was among the first companies in England to manufacture eating chocolate and has built up a wide reputation since then as manufacturers of quality chocolates and sugar confectionery and has a one-third market share of all plain and plain-with-milk chocolate assortments.

Terry is still centred in York where the factory complex is located in an attractive setting on a 30 acre site with over 2,500 people employed there. The factory



Loading begins of another container of Terry's Chocolate Oranges which will be enjoyed by Australian consumers. Discussing the shipment are (left to right) Walter Marshall, North-East Regional Sales Manager of ACT(A); Frank Costello, Warehouse Manager, Terry's; John Cooper, Terry's Export Sales Manager; and Barry Rubery, ACT(A) Sales Representative. Harry Marshall, Warehouse Supervisor of Terry's, is driving the forklift truck.