

# act news

SPRING 1981



**TO THE RESCUE! — See page 2**

(Photo courtesy of Department of Trade — Crown Copyright Reserved)

# SAVING LIVES – HM COASTGUARD IS ON THE JOB!

The British Coastguard service will be celebrating its 160th anniversary next year and its history is full of examples of valour and sacrifice.

More than 500 officers and 8,000 auxiliaries of HM Coastguard are stationed around Britain's coastline at 28 main coast stations and 300 smaller ones. Their job is to co-ordinate all marine search and rescue operations along the coast, hundreds of miles out into the Atlantic and occasionally even a mile or two inland.

In times of emergency they are there to bring help to the scene of an incident with a minimum of delay and a maximum of effectiveness.

"It is a comforting feeling to know that the Coastguard is on duty 24 hours

To carry out a rescue activity may involve calling up a large number of organisations: ships within reach summoned, lifeboats sent out, aircraft and helicopters deployed and many other craft able to float or fly enlisted.

Behind all this are the back-up services - police, ambulances and hospitals; Air Traffic Control Centres, Post Office Coastal Radio Stations, Fishery Department, Trinity House, Lloyd's of London and the Coastguard's own coast and cliff search and rescue crews and equipment.

But it wasn't always like that with the

undoubtedly had a great deal of sympathy and support from the local population.

By the end of the Napoleonic Wars in 1815, it was estimated that half the wines and spirits drunk in this country had been smuggled in without duty being paid. Smugglers were as numerous as the rewards were great. Operations were well planned and carried out with as many as 100 men involved.

Despite the difficulties, the Coastguard gradually gained the upper hand and 25 years later smuggling was no longer as profitable nor as widespread. Under the Coastguard Act of 1856, control was transferred to the Admiralty to make better provisions for:

- defence of the coasts of the realm
- ready manning of the Navy in case of war or in emergency
- protection of the revenue

The Coastguards had provided 3,000 men for the Royal Navy during the Crimean War and the Admiralty considered the force as a suitable reserve. But the Act made no specific provision for the saving of life and it was not until the Merchant Shipping Act of 1894 that the Board of Trade was empowered to take any steps necessary to help the preservation of life and property in cases of shipwreck or distress at sea.

Where Coastguards were stationed they were to help the local volunteer

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Constant watch is kept day and night at the Coastguard Rescue Headquarters. Information is fed in by telephone, telex, the Distress Frequency on radio telephony and a special VHF radio channel. It doesn't matter whether the incident is large or small, far out to sea or inshore, once alerted the Coastguards make sure that rescue services are quickly on the scene.

a day and that a distress call will be answered immediately", remarked a Merchant Navy Officer recently. "They have the back-up and modern technology to 'find 'em and save 'em' and to do it quickly", he added.

Coastguard.

When the first Coastguards were appointed by His Royal Highness the Prince Regent in 1822 to combat smuggling, there were 3,000 men and their weapons were pistols, muskets, bayonets and cutlasses.

The original intention was for the force to be drawn from experienced seamen, but in reality they were of a poor standard. And no wonder - their rates of pay were low and their working hours long, often 16 hours from dusk to dawn with only one night off in ten. Many could be bribed to "look the other way", hardly surprising when often the only alternative was to be driven off or even killed.

The smugglers did not see themselves as "criminals" but rather as "free traders" satisfying the law of supply and demand. And in this belief they



Discussing safety at sea with Captain Thomas G.F. Ward on the bridge of 'ACT 2' is Coastguard Station Officer Forrest L. Bird (right) of the Marine Rescue Co-ordination Sub-Centre, Thames, at Walton-on-Naze, Essex.

'ACT News' is published quarterly on behalf of Associated Container Transportation Limited (ACT) who comprise Ben Line, Blue Star Line, The Cunard Steam-Ship Company Limited, The Ellerman Lines and Harrison Line, by RG Public Relations, 11-17 Ludgate Hill, London EC4M 7AE, Editor: Robert Guggenheimer (Tel: 01-248 1975).

Printed by The Matfield Press Ltd., 102 Camley Street, London NW1 0PF, and typeset by Robert G. Tuthill Associates Limited, 54/56 Scrutton Street, London EC2A 4PQ.

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

## Keeping watch on world's busiest international waterway

Every day an average of 300 ships pass through the Dover Strait. Add to this up to 250 ferry crossings and you have the busiest - and potentially the most hazardous - international waterway in the world.

Watching over the armada of ferries, war ships, liners, tankers and small craft plying their way through the 75-mile Strait are the Coastguards of the Maritime Rescue Co-ordination Centre, Dover, located at Langdon Battery.

This is the centre of the Channel Navigation Information Service, designed to contribute to the safety of navigation in and through the Dover Strait. This service arose out of a greater awareness in the 1950s and 60s of the need for more discipline in the routing of ships in the Strait.

### WORLD'S FIRST

As a result, a Traffic Separation Scheme was started in 1967 - the first introduced anywhere in the world. This means that today all ships - irrespective of nationality - have to keep to two one-way lanes.

Helping to make sure that they do, the Britten Norman Islander aircraft shown in photograph on right operates identification sorties, and "rogues" are reported back to Langdon, who can then warn other shipping of the potential hazard.

This scheme has been a resounding success and where there were 35 to 40 contraventions of sea lanes every day in 1972, today the number is almost down to single figures. Most of these

are of a minor technical nature and the number of flagrant offences is small.

Much more important, however, is the reduction in the number of collisions. These have fallen off significantly and in 1978, during which there were one quarter of a million movements through and across the Strait, there were only three collisions. These were minor ones involving no loss of life and no pollution.

The Centre at Dover as well as that at Brixham are also "reporting-in" stations for ships with bulk liquid and gas

cargoes and vessels which, because of their hampered conditions present a hazard to other users of the Dover Strait Traffic Separation Scheme.

One day in the future it is believed that the whole length of both sides of the Channel will be covered by radar - not just the Strait - but the Master is still the best judge of the situation and control must be left to the bridge. With experienced and responsible Masters such as those on the ACT Group ships, the goal of a zero-accident rate can become a reality.



## SAVING LIVES — HM COASTGUARD IS ON THE JOB!

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forces as much as they could, provided this did not interfere with their own defined duties.

This meant that although the local life-saving volunteers had the equipment, it was often only the Coastguard who had the full knowledge and experience in how to use it. Before this problem could be resolved, however, the First World War broke out and most of the Coastguard was mobilised into the Royal Navy, leaving the Army to guard the coast.

Many Coastguards were sent to man obsolete ships used on guard and patrol duties. Three of these, the "Cressy", "Aboukir" and "Hogue" were sunk by the same submarine within the space of one hour. More than 1,400 lives were lost, most of them Coastguards. Two more ships, also with large

numbers of Coastguards in their crews were lost in the Battle of Coronel.

As one result of the war, it was decided that the Coastguard should no longer be regarded as a reserve of manpower for the Navy and a new force was then formed which provided for the recruitment of future entrants from retired naval seamen. This force continued in being until it was transferred to the Board of Trade.

In 1922 a committee was set up to look into the whole question and as a result a year later the control of the Coastguard passed to the Board of Trade with life-saving as its dominant role. A particularly important feature of this change was that for the first time a service was formed and manned by specially trained personnel whose duties were primarily devoted to coast-watching and life-saving.

The Second World War inevitably saw

great changes in personnel and additional duties. Large numbers of volunteer auxiliaries were recruited in 1938 and at the outbreak of war helped to maintain a constant watch around the coast.

Following the fall of France, the Admiralty again took over control of the Coastguard, the danger of invasion requiring that the watch on the coasts be intensified and the number of stations increased.

Extra duties included guarding against enemy landings, watching for enemy mine-laying and drifting mines and carrying out daily searches on those parts of the coast where enemy agents or saboteurs might be likely to land.

In October 1945 the Coastguard reverted back to the Board of Trade (now the Department of Trade) where it has remained ever since.

# ACTA WINS CARGO HANDLING AWARD

ACTA has won the prestigious S.E. Pike Memorial Trophy presented by the Australian Institute of Materials Handling in the transportation section.

The trophy was awarded to ACTA for its part in a revolutionary experiment in transporting onions to Europe which could play an important role in the development of transporting bulk vegetables in refrigerated containers.

The bulk onion project followed the resounding success achieved by ACTA in another experimental movement involving the first shipment of bulk apples from Australia to the U.K.

Normally, onions from Australia to Europe are bagged and shipped in insulated containers. The cost of handling, the bags themselves and the load-

tonnes in an insulated 20-foot container. The bulk method allows 15 to 16 tonnes to be loaded and in half the time, resulting in considerable savings in freight costs and packaging costs.

An internal wooden bulkhead and polystyrene flooring for the container were designed to prevent the onions from bruising. Loading was done from a conveyor belt with an adjustable head. When the cargo arrived in Belgium, similar equipment was on hand to unload the onions, which arrived in excellent condition.

The shipment was handled by ACTA's Belgian agents, Container & Shipping Agency N.V. (Conship) for Messrs. Delhaize, the receivers. The container, which was unloaded at the premises of

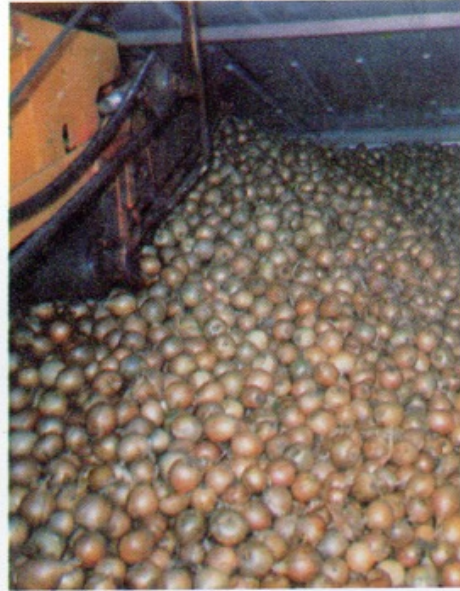
Messrs. Inskoop at Maldegem, was emptied in only 35 minutes. The onions were loaded into bins for examination by health inspectors and bagging for market sale.

The two pioneering experiments with apples and onions in bulk show that handling methods for some commodities can be improved. ACTA is constantly studying the needs of its shippers to see where more cost-effective and profitable methods can be used.

Mr. Roy Davis, General Manager — Marketing of ACTA, said that the company welcomes the opportunity of studying the present packaging and container stowage procedures of its customers and is happy to provide a "no charge" appraisal at any time.



*The bulk onions are loaded by a conveyor belt with an adjustable head which carries them directly into the container.*



*The onions are allowed to fill the container gently and smoothly with the height of the conveyor being adjusted as necessary.*



*Once loaded, a wooden bulkhead is installed inside the container to keep the onions firmly in place and to prevent bruising.*

ing adds up to a considerable amount. Add to this the actual cost of shipping the container and the total makes it difficult for Australian onion growers to be competitive in the European markets.

Mr. Peter Gilham of Vecon Pty. Limited in Tasmania asked ACTA to investigate the feasibility of carrying onions in bulk in refrigerated boxes. Bob Husband, ACTA's Manager of Cargo Services, and the ACTA team put their heads together and came up with an innovative cargo handling system for the onions.

The aim was to pack more of the product into a standard insulated container and maintain the quality of the onions until they arrived in Belgium for distribution. The more onions packed, the more significant would be the saving, especially taking into consideration the speed and ease of loading and unloading.

The normal shipment of onions packed in 20 kilo bags amounts to 12



*Mr. Bob Husband (left), ACTA's Manager of Cargo Services, and Mr. Harley O'Regan, Chief Executive Director of ACTA, with the S.E. Pike Memorial Trophy presented by the Institute of Materials Handling.*

# ACT(A) APPOINTS TWO NEW DIRECTORS



**MICHAEL CARTWRIGHT**

Mr. Michael R.F. Cartwright and Mr. Peter G. Pike have been appointed Directors of ACT (A).

Mr. Cartwright, who has been General Manager - Commercial Planning, will continue with responsibilities in this area with particular emphasis on the European Trade and Mr. Pike, who has been General Manager - Operations, will continue to direct the Company's international operations.

Michael Cartwright joined ACT in 1967 in Computer Systems following seven years with A.E.I. in Manchester, first as a graduate engineer and later working on engineering and computer systems.

In 1970 he went to New York to help set up computer systems for the PACE trade. He returned to the U.K. in 1972 and headed up ACT Services' Container Control Department. The following year he transferred to ACT(A) as Commercial Manager and two years later took over the Commercial Planning Department.

A graduate of Pembroke College Cambridge, Michael Cartwright is married and has three children. He met his wife, who comes from Guernsey, in New York. In his leisure time he plays squash.

Peter Pike, who is a Master Mariner, joined ACT in 1968. He came to ACT following a career in the shipping industry which he began following studies at the University of Southampton's School of Navigation at Warsash.

He joined Ellerman Lines as a Cadet in 1954 and served with them until 1968.

In 1969 Mr. Pike helped develop and subsequently managed ACT's port and transport operations at Rotterdam and Antwerp. A year later he became ACT's Terminal Manager at Tilbury. He was Planning Manager for Solent Container



**PETER PIKE**

Services in Southampton from 1971 until 1974 when he joined ACT Services as Assistant Operations Manager (Terminals and Marine) for Europe.

Following a year as Operations Manager for Tilbury Container Services during the development of Northfleet Hope Container Terminal, he transferred to ACT(A) in 1977 to head up the Operations Department.

Peter Pike is married and has two sons. In his leisure time he enjoys music and reading.

## NEW ACT(A) TRAFFIC MANAGER

Mr. David Hooper has been appointed Traffic Manager of ACT(A).

He joined ACT in 1970 in Container Control and then transferred to ACT Services' Operations Department. In 1972 he joined ACT(A) in the Commercial Department and worked on schedules, tariffs and Conference matters.

Before coming to ACT, David Hooper spent six years with the Tate & Lyle Group involved in road haulage and short sea container operations.

His hobbies, which include table tennis, darts, reading and cricket, led to his recent marriage. When he broke his nose on the cricket field he was taken to hospital where he met his wife, a nurse from Trinidad, who was working there.



**DAVID HOOPER**

## BRIGGS APPOINTED COMMERCIAL MANAGER

Mr. David Briggs has been appointed Commercial Manager of ACT(A).

He recently returned from Australia and New Zealand where he spent nearly a year on secondment to ACTA Pty. Limited and Blueport ACT (NZ) Limited to broaden his experience.

David Briggs joined ACT(A) in 1977 as Assistant Operations Manager following 11 years with Pirelli General in Southampton. A year later he became Assistant Commercial Manager. He holds a BSc Honours degree in Electrical Engineering from Southampton University and a Diploma in Management Studies from Portsmouth Polytechnic.

A keen sailor, David is a member of the Bembridge Sailing Club in the Isle of Wight and plays tennis and squash.



**DAVID BRIGGS**

## CONGRATULATIONS...

To Captain Peter Leighton, Master of "ACT 1", and his observing officers who have been named by the Marine Division of the Meteorological Office as one of the three ships which gained the highest marks for their meteorological log books during the year 1979.

# IN THE RIGHT PLACE AT THE RIGHT TIME A

Keeping track of more than 50,000 containers which can be almost anywhere in the world and knowing precisely where each one is at a given moment is a mammoth job in itself. But add to that the responsibility of ensuring that you have enough boxes where they are needed, when they are needed, and it's enough to make the mind boggle.

Yet that's exactly what the Container Control Departments of the Lines are required to do with the able assistance of ACT Services' Container Control Department in Southampton, which looks after the U.K. and Continent for ACT(A) and handles BLC, EHCL and C.A.M.E.L.'s containers in Britain.

Container Control is essential to an efficient—and profitable—operation.

## TRACKING ASSETS

ACT Services' sophisticated computer system is vital to the operations of the Lines' container services because monitoring or "tracking" of containers means looking after £150,000,000 worth of assets. With over two million containers in the world, it is essential that the ACT Lines keep track of their own 50,000 units.

The various tracking computers talk to each other directly or by the freighting of magnetic tapes, and local offices are connected to the central computers by remote computer terminals. About 2,500 container movements or changes of status are recorded every working day.

Having the most modern ships, ter-



BLC's International Container Control boasts, "We have never lost a container yet!" Part of the team are shown in the photograph, with a model of BLC's "Benalder", (left to right) Fred Anderson, International Container Controller; Mario Notarangelo, responsible for liaison with leasing companies; Joyce Pender, Assistant; Mike Galloway, BLC Operations; and Cameron Bowie, Trainee.

minals, equipment, know-how and personnel is of little value if the boxes aren't there for the shipper to load his cargo.

Container Control must forecast accurately where and when the containers will be unpacked from imports and where and when they should be for exports and then get them there without last-minute panics involving costly moves or having to lease large numbers of expensive boxes.

With modern computer technology, the job is made easier and daily updates are feasible and necessary.

The proper movement and storage of containers can cut costs by thousands of pounds and, conversely, if they are improperly controlled and forecast, thousands of pounds can be lost.



Accurate forecasting of container requirements is vital, and part of the ACT(A) Container Control team work out future needs and produce a new International Forecast to decide on move of containers between zones and any leasing activity. Pictured are Stephen Percival (seated at machine), in charge of forecasts, (and left to right standing) Barry Smith, in charge of equipment; Olive Pottle, in charge of invoicing; and Brian Condon, Equipment Manager.

Massive storage of empty containers at a terminal or base where storage costs are extremely high (purposely so, because the operators want them moved) for an extended period could be devastating.

Where containers are concerned, "a box is a box is a box" just doesn't hold true. There are 20' and 40' general cargo and refrigerated containers, open tops, half heights, flat racks, bulk tanks, etc. So it isn't merely a case of moving "a container" but the right type of container.

U.K./Continental exports are more heavily weighted in favour of general cargo whereas a large portion of Aust-



Checking a printout on container locations at C.A.M.E.L.S.'s Head Office are Andy Murray, Assistant Container Manager, and Sandra Bull, Container Controller.

ralian/New Zealand exports need refrigerated boxes, for example. So having hundreds of containers of one kind when a different type is required is of no help.

The more advance notice Container Control has the better, allowing the most economical method of movement to be selected from the most economical surplus area. Sometimes it may be better on inland journeys to move boxes by road while at other times rail is more suitable, especially where there



Accurate records which are updated daily help the EHCL Container Control team keep the boxes flowing smoothly. In the photograph are (left to right) Jeff Austin, Container Control Assistant; Richard Palmer, Container Manager; Caroline Squibb, Container Control Assistant; and Danny Hallahan, Container Controller.

# ND AT THE LEAST EXPENSE



Programming new container monitoring system at ACT Services' Head Office in Southampton is Mrs. Joyce Bailey, Senior Computer Programmer. Looking on are Ian Massie (left), Container Control Manager of ACT Services, and Alan Gray, Project Manager, Container Monitoring.

may be vacant slots on contract trains that can be used for empties.

When a container needs repairing or refurbishing, it is monitored by Container Control so that it can be brought back into "active" container stock as expeditiously as possible.

ACT Services is responsible for all activity once an import container sails from an overseas country, and tracks it through the import discharge terminal, the loaded move to the Containerbase, out to the importer, back empty to a

storage yard, out to an exporter and eventually to an export loading port.

When a ship leaves the European Zone bound for Australia/New Zealand/South Africa/Middle East/Far East, etc. the responsibility is then handed over to the country of destination and the overseas container control people there take charge. But Southampton still keeps all the international information up-dated and available to the Lines.

This is especially important when ACT(A)/ANL are operating ten ships on the Australia/New Zealand/U.K./Continent/PACE trades plus slot chartering



ACT Services' sophisticated computer system is vital in keeping track of the more than 50,000 containers belonging to the ACT Lines. Ian Massie (right), Container Control Manager, talks to John Elkins, Computer Shift Leader, about the latest printout.



Visual audit of containers at Brain Haulage's yard in Southampton by Peter Thompson (left), Monitoring System Controller, and Ian Massie, Container Control Manager of ACT Services.

on other vessels and chartered ships from time to time; when BLC within the TRIO service can offer space on some 20 ships and EHCL takes space on half a dozen or more SAECS vessels.

It is obvious, then, that container control and forecasting is a complex but essential function in container movement.

With the dedicated Container Control personnel in the Lines and at ACT Services, the help of computers and making use of the maximum amount of information fed in from each area worldwide, the containers will be in the right place at the right time and at the least expense.

## TWO NEW DIRECTORS JOIN BOARD OF ACT LIMITED



C.D. JOHNSON

Mr. Michael Hunton and Mr. C.D. Johnson have become directors of ACT Limited representing The Charente Steam-Ship Company Limited. They succeed Mr. Marcus Graham and Mr. Gordon Reid who retired at the end of February.

Michael Hunton, F.C.A., who is a director of The Charente Steam-Ship Company Limited and of Thos & Jas Harrison Limited, joined Harrisons in 1961 in the Accounts Department following eight years with Chalmers Impey & Co., who are auditors to Harrison Line.

C.D. Johnson, who is a director of The Charente Steam-Ship Company Limited and Thos & Jas Harrison Limited, joined Harrisons in 1956 in the Freight Department in the London Office. During his career he has spent 12 years abroad for the company with postings in East Africa, West Indies and South Africa.



MICHAEL HUNTON

## TWO LARGER SHIPS FOR C.A.M.E.L.

C.A.M.E.L. has introduced two larger capacity vessels to its North Europe-Red Sea Container Service in keeping with its plans for expansion and innovation.

The new vessels, "Aqaba Crown" and "Hodeidah Crown", can each carry 414 TEUs compared with the 372 TEU-capacity ships they replace.

Both self-sustaining, the vessels have perpetuated the names of the earlier ships because, as a C.A.M.E.L. spokesman put it, "The names "Aqaba" and "Hodeidah" apart from being ports of call, are now associated

very firmly in shippers' minds with the company".

The new ships have a deadweight of 12,628 tonnes and a speed of 17 knots. They carry two 35 tonne fixed cranes and one 22 tonne Stulken Derrick.

Soon to celebrate its fifth anniversary, C.A.M.E.L. now offers, in conjunction with Ben Line on the TRIO service, an unequalled number of sailings to Jeddah from the U.K. and North Europe. Regular calls are also made every ten days to North Yemen and Jordan (with oncarriage to Iraq), while more calls are anticipated on the new monthly service into the Sudan.



ALASDAIR MACVEAN

### NEW C.A.M.E.L. GENERAL MANAGER

Captain Alasdair MacVean has been appointed General Manager of C.A.M.E.L. succeeding Mike Lockhart who has become a Director of Cunard-Brocklebank Limited.

Captain MacVean, who has been C.A.M.E.L.'s Operations Manager, joined Thos & Jno Brocklebank as a deck apprentice in 1961 and he spent the next 12 years at sea serving at various ranks aboard Cunard vessels.

In 1973 Captain MacVean came ashore as Cargo Superintendent in Liverpool, transferring to London two years later. He joined the C.A.M.E.L. team on the line's formation in 1976.

## SCOTTISH TRADITION POPULAR IN SOUTH AFRICA

For many years Ellerman & Bucknall, EHCL's South Africa agents, have had a close association with Bells whisky. Before the days of containerisation, Ellermans' vessel "City of Perth" plied the Europe/South Africa route carrying amongst other cargoes, Bells whisky.

In fact, vessels with the name "City of Perth" have been sailing under the Ellerman flag for almost as long as Bells whisky has been produced. The original City Line ship "City of Perth", which was a sailing ship, was launched in Glasgow in 1857.

Bells, with a history going back to 1825, is the largest selling whisky in Scotland and is exported to markets all over the world.

As a memento of the close connection between Bells' South Africa agent, E.W. Sedgwick, and Ellerman & Bucknall, a picture of the "City of Perth" was presented to Sedgwicks.

Sadly, this ship no longer sails, but she is remembered for the part she played in helping South Africans carry out the age old Scottish tradition of having "A dram afore ye go".



A picture of Ellermans' most recent "City of Perth", built in 1949, is presented to Mr. Anthony Sedgwick (left) of E.W. Sedgwick, Bells' South Africa agents, by Mr. John Barbour (centre) and Mr. Reg Lewis of Ellerman & Bucknall.





**FAR EAST TOUR**

BLC's Cargo Superintendent Ted Travers recently spent five weeks in the Far East visiting Ben Line offices and agents in Japan, Korea, Hong Kong, Taiwan, Philippines, Singapore, Bangkok, Kuala Lumpur, Penang and Colombo.

Much of his time was devoted to container safety inspection and in the photograph are (left to right) Chris Wong, Mak Wing Kai, Charles Patton of Ben Line Hong Kong, Ted Travers, and Peter Lam of Container Aid Limited who are one of the firms in the Far East who carry out maintenance of Ben Line containers.

**WHEN EAST MET WEST(WOOD)**



*Tony Westwood of Killick Martin visited Hong Kong recently to hold discussions with members of BLC's Eastbound Marketing team. In a relaxed moment during the talks, several members of the team were photographed with Tony (left to right) Allan Lau, Paul Loo, Tony Westwood, Ernest Yung and George Ng.*

**First call of 'ACT 5' at Gothenburg**

When ACT(A)'s containership "ACT 5" called at the Swedish port of Gothenburg, it was the first time she had visited there and to celebrate the event, ACT(A)'s Agents, Scandinavian Shipping & Transport AB (SST), organised a reception on board.

Attending the function (photograph at right) were major shippers, representatives of the Port of Gothenburg Authority and the Stevedoring Company.

During the reception, a piece of crystal with a motif from the port was presented to the ship by the Port of Gothenburg to be kept on board as a souvenir and Mr. Ivan Damberg of SST presented the Master with a typical Swedish "good luck charm"- a Dalecarlian horse in wood brightly painted in colours from folklore drawings in Dalarna - an old tradition in Sweden, said to bring good luck.

A total of 330 containers were loaded

onto "ACT 5" during the 13 hours she was in Gothenburg's Skandiaport.



**EHCL APPOINTMENT**

Mr. Brian A. Croft has been appointed Assistant to the Sales Manager of EHCL.

Brian Croft joined Ellerman Lines in 1949 and has spent most of his time with them in the Documentation Department. He moved to EHCL in 1979 in the Operations Department.



**BRIAN CROFT**

# AUSTRALIAN AND SOUTH AFRICAN WINES

For many centuries British wine connoisseurs considered that only one country produced wines that were fit for consumption – France.

As the years went by they would grudgingly come to accept that some German and Italian wines were passable and later might even include a few Spanish, Portuguese and other European wines, but that was about as far as they were prepared to go.

It has finally become recognised that some of the “newer” wine-growing countries are producing excellent and even outstanding wines and two of the nations whose products are becoming more and more appreciated are Australia and South Africa.

Thanks to the modern skills of wine-makers, Australian wines travel the 12,000 miles to the U.K. and Continent



*The vine leaves fly as a mechanical grape harvester picks some of the crop in the 1980 Australian vintage. Nearly three-quarters of Australian vine-grapes are now harvested by machines.*



*Technician at work in the laboratory at the Yalumba Winery in the Barossa Valley of South Australia. Scientific research is essential to fine wines.*

with ease. Wine production in Australia is increasing every year and millions of dollars are being invested each year in new vineyards, establishing companies, buildings and equipment.

The average vintage in Australia during the past three years has been 456,000 kilolitres (more than 100 million imperial gallons) and continues to grow steadily.

Wine is produced commercially in five of the six Australian States: South Australia, New South Wales, Victoria, Western Australia and Queensland. Vines have also been planted on small allotments in the island State of Tasmania

About 60 per cent of Australia's annual vintage is used to make table and sparkling wines. The rest goes into

the production of fortified wines and brandy. The total area of wine grapevines in Australia is 695 square kilometres (268 square miles) of which 635 square kilometres (245 square miles) are of bearing age.

Although Australia consumes most of its wine production, annual exports amount to about 6,000 kilolitres (some 1,320,000 imperial gallons) with a value of about A\$7,500,000. Australian wine is exported to more than 70 countries with Canada, Britain, Scandinavia and the United States being some of the best customers.

Good wine demands the best that modern technology and scientific research can offer. Most Australian

wineries have their own laboratories and the bigger establishments have extensive scientific departments equipped with modern apparatus and staffed by experts. In addition to work done by wine-makers, the State Department of Agriculture conduct extensive research programmes.

The first vines were brought to Australia by Captain Arthur Phillip in 1788 and he ceremoniously planted the vine cuttings on a spot at Farm Cove, which is now part of Sydney's Botanic Gardens. Although they struck, the yield was no indication of today's Australian wines which regularly take prizes in open international wine competitions.



*Demonstrating a typical Australian “wine cask” to Mr. Richard Bills, Assistant Marketing Manager of ACT(A), is Mr. Richard Fyffe (left), Direct Sales Representative of London's Australian Wine Centre in Frith Street. The cask is placed in the refrigerator and allows one to enjoy chilled wines at any time at the push of a button.*

## GAINING IN POPULARITY

After Captain Phillip's vines bore grapes and the first Australian vintage was crushed, fermented and racked from its wooden vats, it was pronounced "tolerable" by the founders of the Australian wine industry and that was about the best they could say of it.

Captain Phillip persisted, however, and three years later he established a second vineyard of three acres in Parramatta, west of Sydney. This time the climate and soil lent themselves more readily to wine production and the vines established themselves during the next ten years and the Australian wine industry was on its way.

### OVER 300 YEARS

In 1955 the South African wine industry celebrated its 300th anniversary commemorating the date that the com-

attempting to find his own outlets.

South African wine production, method of processing and conditioning are to a large extent controlled and regulated by legislation. This also pertains to quality standards, distribution and marketing as well as to the importing and exporting of wines, brandy and other liqueurs.

Legislation covers such areas as recognition and protection of wines of origin, control of the technical aspects of wine production and limitation of production.

Only ten years after the first vine had been planted at the Cape, the Dutch settlers entered the export trade by sending quantities to the East. By 1790 the Cape was producing the famous Constantia wines which for two hundred years have been among the most



*Grapes growing in South Africa's Hex River Valley. The ideal climate and soil permits South Africa to grow large quantities of grapes for winemaking.*

mander of the first Dutch settlement at the Cape of Good Hope planted the first vines in the gardens of the Dutch East India Company in 1655.

What was then a minor horticultural experiment has since become the major agricultural activity in the southwestern districts of Cape Province.

Because of the ideal climate and soil, South Africa has long produced much larger quantities than needed for local consumption of fine red, white and sparkling wines, sherries, brandies, ports, liqueurs, etc. Wine producers depend heavily, therefore, on export and they ensure strict quality control for their products.

In contrast to most other wine-producing countries, the South African wine industry is highly organised on the producers' level and the Co-operative Winegrowers' Association of South Africa exercises stringent controls and enables producers to enjoy the benefit of collective negotiation and marketing instead of each individual producer



*On one of South Africa's lovely beaches a couple enjoy a succulent lunch complete with chilled South African white wine.*

sought-after dessert wines in Europe.

South African wines are now exported to some 29 countries with Britain and Canada being the two largest customers and Norway, Finland, Switzerland, The Netherlands and Sweden also being important markets.

There is an increasing demand for South African wines in the Far East and America and exporters are looking to these markets as significant future growth areas.

All South African wines and brandies must be approved by a government quality control board prior to export. The excise control of brandy is probably the strictest in the world. All brandy shipped from South Africa is accompanied by a certificate showing age, method of distillation and maturation.



*Discussing one of the 160 brands of South African wine stocked at the Cape Wine Centre in London's Great Marlborough Street are Miss Annemarie Gerrys, Information Officer of the Centre, and Mr. Howard Doree, EHCL Sales/Marketing Representative.*

## A 24,000 MILE TRIP THE SPEEDOMETER WON'T RECORD

The 1925 Rolls-Royce in the photograph was shipped from Australia to the U.K. where it will be completely overhauled and refurbished, including motor, chassis and body work. The valuable car was entrusted to ACT(A) for its safe transport and it was carried in a 20-foot ACT container and unloaded at Birmingham Containerbase.

The renovation of the vehicle, which will take approximately 18 months to complete, is being done by J.N. Harley Engineering Limited of Stratford-upon-Avon, who are specialists in vintage motor cars.

In the photo (left to right) are Mr. J.N. Harley, Managing Director of Harley Engineering; Mr. Derek Estcourt, Assistant Regional Sales Manager of ACT(A) for the Midlands; Mr. Alan Glew of Harley Engineering and formerly with Rolls-Royce, who will be supervising the work; and Mr. Mike Anderton, Import Clerk of ACT Services in Birmingham.



## American Conference Lines Hold NZ Cargo Against Outsider

New Zealand's meat and dairy exports are to stay with ACT(A) and the other shipping lines serving the East Coast of North America who have been carrying this produce for many years.

The New Zealand Meat and Dairy Boards have shut the door firmly on the offer from another shipping line to carry some of New Zealand's produce at a lower freight rate.

The Boards recently made it clear that after studying the situation care-

fully they had decided that any immediate monetary gain would not compensate for the fragmentation and competitive disadvantage they would suffer if they accepted the fairly small price advantage offered by an outsider.

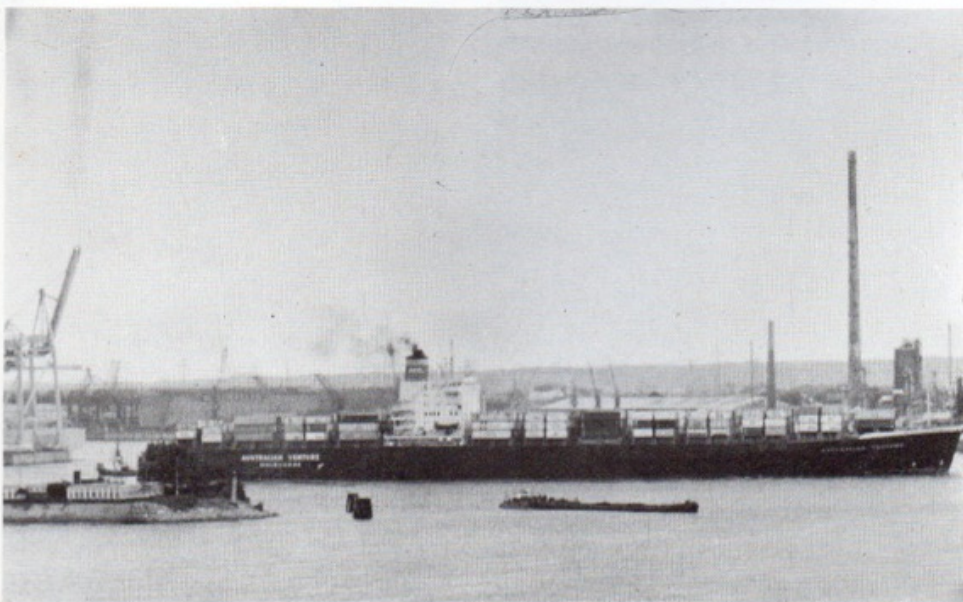
In a statement issued by the New Zealand Meat and Dairy Boards in Wellington, they said they had "examined closely the possibility of awarding a portion of the trade to another carrier at lower freight rates. There are obvious

attractions to this proposal but it became clear as the result of our deliberations that the immediate monetary gain to New Zealand would be outweighed by the heavier costs that would then be incurred in the balance of the trade.

"Of transcending importance, however, are the advantages of a totally integrated service", the statement continued, "which can be programmed with some precision to clear produce from New Zealand when we need it cleared, and timed to reach our North American markets when they are yielding the best prices", the statement said.

The decision reached came after consultation with leaders of the Meat Exporters' Council and with their full concurrence, according to the statement, and the agreement with the lines covers the years 1981 and 1982.

## HEAVY LOAD, STORMY WEATHER



When ACT(A)/ANL's "Australian Venture" left Hamburg late last year, there were very bad and stormy weather conditions. She was carrying a cargo of more than 23,000 tonnes; there was not an empty box on board; and her draft was 12.06 metres, but she sailed smoothly down the Elbe River.

During her 18-hour stay in Hamburg, 784 containers had been loaded and unloaded - an average of 43.6 boxes per hour. This third generation containership was built in West Germany's Bremer Vulkan Shipyard in 1977 and is a sister-ship of "ACT 7".

### IN THE FARMERS' INTEREST

In a subsequent television interview, Mr. Adam Begg, Chairman of the New Zealand Meat Board, said, "It's a well-known fact that the cheapest service is not always the best", commenting on cut-price offers reported to have been made to the Meat and Dairy Boards.

"The Board is there to make sure that the farmers whose products are being shipped get the best possible deal", he declared.

"You know it's a strange thing that the Wool Board, the Dairy Board, ourselves, and for that matter, the Australian Meat and Livestock Corporation, have all come to the same decision, and none of us are in the business to make profits. We're in business to look after the interests of our producers", Mr. Begg emphasized.