

The World of



THE WORLD OF ACT

Trade is not only pounds and pence. It is food to eat, clothes to wear, drugs to heal, wheels to turn. The stuff of life itself.

It is for trade that Associated Container Transportation Limited (ACT) was created – an act of faith on the part of five famous British shipping organisations, combining together in a giant commercial venture to help preserve Britain's shipping industry as a major contributor to the nation's trading economy.

Time has fully justified that faith. In little more than a decade ACT has

grown into a multi-million pound organisation providing export earning jobs for more than a thousand people – and indirectly for thousands more.

It is carrying goods and materials across the seas to the markets of the world more speedily, more securely and more reliably than was ever before possible.

In 1966 when ACT was born, the simple idea of moving goods in a box all the way from the factory door into markets around the world was spoken of as 'revolutionary'. Today this concept,

called Containerisation, has become fully accepted and is now applied to a far wider range and variety of goods and materials than had ever been imagined in those pioneering days.

Containerisation has restricted the rise in shipping costs through the many economies it has effected. It has also greatly reduced the risk of losses through theft and damage, and has generally increased both the speed and reliability of export deliveries.

From a single company enterprise ACT has grown into an operational

family, each member having responsibility for the particular needs of those customers shipping to and from specific market areas of the world, backed by a highly sophisticated administrative arm (ACT Services) which provides vital support services to members.

Today the ACT organisation and all the people who are members of it are engaged in a wealth creating occupation making a vital contribution to Britain's overseas trade.

This booklet tells you how.

IN LITTLE MORE THAN A DECADE

Associated Container Transportation Ltd was created to develop internationally the relatively simple idea of door-to-door container transport, a system that first saw light of day in America in the mid-1950's.

This simple idea called for a huge, complicated undertaking, for vast sums of money to be invested in new, purpose-built ships, port facilities, inland depots, road and rail transport, containers by the tens of thousands, sophisticated computer systems to handle all the documentation and accounting. It called also for considerable

technical and commercial knowledge and skills, and for a wealth of experience of world shipping.

The container age – with its greater speed, reliability and security, its much reduced handling costs – had arrived.

The realisation of what was involved caused five major British shipping organisations to tackle this new transport system jointly. Between them they had hundreds of years of shipping experience; between them too, they operated cargo liner services virtually world wide.

The five who came together to form ACT, and are still its members, are:

BEN LINE
The Ben Line Steamers Ltd.
(Managers, Wm. Thomson & Co.)

BLUE STAR LINE
Blue Star Line Ltd.

THE CUNARD STEAM-SHIP CO. LTD.
(Port Line Ltd., a subsidiary of The Cunard Steam-Ship Co. Ltd)

THE ELLERMAN LINES
Ellerman Lines Ltd.

HARRISON LINE
The Charente Steam-Ship Co. Ltd.
(Managers: Thos. & Jas. Harrison Ltd.)

In January 1966 Associated Container Transportation Ltd. was officially born. The object of the company was – and still is – for the members "To share matters of mutual interest and to evaluate the feasibility and viability of container services on trade routes in which they are interested."

The decision was taken to start with the UK/Europe to Australia service and the first ACT staff



Ben Line

Blue Star Line

The Cunard Steam-Ship Company Ltd.

The Ellerman Lines

Harrison Line

were recruited; three managers – general, development and accounts – helped by supporting staff from the five members. An Australian company, Trans-Ocean Containers Pty. Ltd., was registered in all the Australian states. Management studies were started to test the proposal as a commercial reality. Essential technical details had to be worked out: what size and how many ships? How many containers? How many for refrigerated cargo? What speed was required? How frequent a service? What ports to use? It took 14 months of intense research and preparatory work, as well as sea-going experi-

ments with trial container cargoes, before the decision was reached in March 1967: ACT would set up a container service between the UK and Australia, but jointly with another group of British shipping companies, Overseas Containers Ltd. (OCL).

Earlier, another decision was reached which significantly shaped the development of ACT. It was that those members already operating in a particular trade would, between them, finance and operate the container service for that trade. Each operating company would have to work out the method of

operating which best suited the circumstances of the individual trade.

Associated Container Transportation (Australia) Ltd.

Blue Star, Ellermans and Port Line joined together in August 1967 to form Associated Container Transportation (Australia) Ltd. (ACTA), so creating ACT's first operating offspring. In July 1967 orders were placed for three ACTA container ships. Meanwhile the Australian Government's Australian Coastal Shipping Commission wished to participate in the con-

tainer trade through its Australian National Line (ANL). One of the three ships was therefore sold to ANL to become the AUSTRALIAN ENDEAVOUR and to operate with the ACTA ships, ACT1 and ACT2.

In a container service the ships are only a part of a total transport chain that stretches across land and sea. On land a network of inland depots for through-transit, storage and packing/unpacking of part container loads were established at Birmingham and Orsett (near Tilbury), followed by others at Glasgow, Leeds, Liverpool and Manchester.

In Australia, Trans-Ocean Containers – now renamed ACTA Pty. Ltd. – itself built similar depots in Sydney, Melbourne, Adelaide and Fremantle.

In the meantime shippers and agents in the UK and Australia were being consulted by ACT to find out what they needed and wanted from a container service.

One of the issues that arose was frequency of service and this led to another grouping, that of the British ACTA and OCL, with German, French, Dutch and Italian



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1 Containers on deck of ACT 1 on completion of inaugural voyage to Australia.



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2 ACT 1 class vessel approaching Sydney Harbour Bridge.



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3 The first ship in the ACT fleet is launched.

shipping groups, to form the Australia Europe Container Service (AECS). This new group offered 13 ships providing a five-day service.

ACT 1 sailed on her maiden voyage on March 22, 1969.

Attention was also given by ACTA to other trades and to planning a service between Australia/New Zealand and the east coast of the USA and to Canada. Here again, the Australian National Line became a partner with one ship, the AUSTRALIAN EXPORTER, with ACTA providing three-ships, ACT 3,

4 and 5. This service is the Pacific America Container Express (PACE Line) which was inaugurated with the sailing from Melbourne of ACT 3 in August 1971.

Prior to this, ACTA joined with Australian interests and the Swedish Trans-Atlantic Steamship Company, to offer a container/unit load service between Australia and west coast ports of the USA and Canada, employing three purpose-built roll-on/roll-off vessels, operating in a joint schedule. ACTA owns one of the three ships, the DILKARA.

The creation of the Europe - Australia service had been an immense undertaking and its successful introduction a great achievement.

However, on November 1, 1971, ACTA and ANL announced their withdrawal from the multi-national Australia Europe Container Service to provide, independently, the first regular round-the-world container service. This new service would include New Zealand and, with the addition of ACT 6, would employ an ACTA/ANL fleet of eight ships, four for each of the two routes - UK / Europe to Australia / New

Zealand and New Zealand / Australia to East coast of USA and Canada. The ships would interchange as trade conditions required.

So, the ACTA/ANL independent service was introduced in September 1972, with Tilbury and Seaforth (Liverpool) as the UK terminal ports and with ACTA and ANL together establishing their own terminal at Melbourne, Australia. Terminal facilities were obtained at Auckland and Wellington and ACTA/ANL started the containerisation of the Europe/New Zealand part of the service. This was

developed, helped by chartering in extra containership capacity, until 1977 when, with the addition to the fleet of ACT 7 and AUSTRALIAN VENTURE, the ACTA/ANL contribution to containerising the Europe/New Zealand trade was complete.

The fleet now comprises 10 containerships and the ro-ro vessel DILKARA.

BEN LINE CONTAINERS

Simultaneous preparatory work was under way to introduce container shipping between Europe and the Far East - another major trade route which ACT members



1 'Most things can be shipped in a box'.

2 HODEIDAH CROWN on the C.A.M.E.L. Service

3 Packing a container

were already serving. In this case the members of ACT involved were The Ben Line Steamers and Ellerman Lines.

The name chosen for the Europe/Far East service was Ben Line Containers Ltd. (BLC), formally set up in March 1970 and giving ACT its second operating offspring.

BLC, with headquarters in Edinburgh, had to repeat the same kind of operation undertaken by ACTA in setting up the UK/Australia service but in different places and in similar yet different ways. In the UK an additional Containerbase

was constructed at Barking; at Southampton a terminal operating company, Solent Container Services Ltd., was established and financed; in conjunction with OCL a contract for Freightliner Services was agreed. In the Far East a terminal operating company, Modern Terminals Ltd., was set up in Hong Kong; a network of services and agencies was built up, based on seven ports of call.

Three container ships were ordered by BLC – The BENALDER, BENAVON and the CITY OF ENDINBURGH, which came into service progressively from August 1972.

They are now among the largest and fastest afloat.

BLC elected to operate this service as a founder member of TRIO – a combination of British, German and Japanese shipping organisations, linked in a giant co-operative effort to provide integrated sailings with each member sharing the container space on each ship in the service.

Today, TRIO's powerful combination offers shippers a total of 19 similar ships, with a combined carrying capacity of more than 42,000 containers.

TRIO members operate their ships in one service but compete with each other for cargo by independent marketing. BLC marketing in Europe is co-ordinated by Killick Martin & Co. Ltd., an agency which has acted for Ben Line for many years.

Ellerman Harrison Container Line

In March 1974 the decision to introduce yet another container service was taken jointly by two of the ACT members – Ellerman Lines and Harrison Line. Named Ellerman Harrison Container Line Ltd. (EHCL) it has operated a

regular container service from the UK and Northern Europe to Cape-town, Port Elizabeth and Durban since mid-1977.

EHCL owns the CITY OF DURBAN, one of nine container ships in an integrated Conference service providing sailings every seven days. She carries 2436 20-ft containers or their equivalent including 176 refrigerated containers for deep-frozen cargo and up to 710 chilled containers for the fruit trade.



1 Container Terminal at Southampton.
 2 One of the ACTS transport fleet in the U.K.
 3 Typical Freightliner Terminal.

CARIBBEAN OVERSEAS LINES

Harrison Line is also the British partner in Caribbean Overseas Lines (CAROL), formed jointly in 1973 by Thos. & James Harrison Ltd, Hapag-Lloyd A.G. of Hamburg and the Royal Netherlands Steamship Company of Amsterdam. In 1974 the Compagnie Generale Maritime of Paris became a fourth partner. CAROL is designed to provide an integrated container service between UK/Scandinavia and the Hamburg/Gibraltar range and the Caribbean – including the Caribbean coasts of South and Central America. Phase One, to

the Caribbean Islands and Central America, became operative in 1976. Phase Two, serving the Atlantic ports of Venezuela, Colombia and Costa Rica, is expected to become operational in the early 1980's. The four members of CAROL each market their own share of the trade and supply their own containers and road haulage equipment.

CUNARD ARABIAN MIDDLE EAST LINE

To complete the ACT story to date, The Cunard Steam-ship Company Limited operates a container service between North Europe and

ports in the Red Sea. Known as Cunard Arabian Middle East Line (C.A.M.E.L.) it was one of the pioneers of containerisation to the Red Sea, calling at ports not normally served as part of a fully developed container trade. Special arrangements have been made to ensure priority discharge of the vessels, together with safe on-carriage of containers to their ultimate destinations throughout the Arabian Peninsula.

ASSOCIATED CONTAINER TRANSPORTATION SERVICES

ACTA, BLC, EHCL, CAROL and

C.A.M.E.L. all rely to varying degrees on ACT Services Ltd (ACTS) to provide common support services. These include handling an enormous amount of computer documentation, collection of payments due from shippers and keeping track of many thousands of containers. It organises and provides UK and continental road and rail transport between shipper and ship and maintains a worldwide communication network linking all member companies and their overseas colleagues. It undertakes research and studies into new projects. From its Southampton base ACTS and the more than

700 people it employs form the hub around which most of the ACT organisation revolves.

In the brief space of time since 1966, over £240 m has been invested in ships, containers, terminals, depots, computers and other basics and the time taken to move goods between nations has been drastically cut. More has been accomplished than was previously achieved over several generations.



1 Containers being loaded on board ship.



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2 Out of gauge cargo arriving at Southampton for shipment to the Far East.

THE FLEET

17 containerships totalling nearly 600,000 tons gross make up the fleet of the ACT consortium.

ACTA

ACT 1, ACT 2 and AUSTRALIAN ENDEAVOUR are 25,000 tons gross, 713 ft overall and have a service speed of 20.5 knots. They can carry 1414 20-ft container units – 454 of them refrigerated ('reefers').

Similar to them in size and with a service speed of 21.5 knots are ACT 3, ACT 4, ACT 5 and AUSTRALIAN EXPORTER but with a capacity of 1294 20-ft container units – 658 of them reefers. ACT 6, similar again in size and speed, carries 1326 20-ft container units – 586 of them reefers.

The 1977 buildings, ACT 7 and AUSTRALIAN VENTURE, are 44,000 tons gross, 817 ft overall with a service speed of 23 knots and a capacity of 2002 20-ft container units – 933 of them reefers.

The UK/Continent to Australia/New Zealand service is normally operated by ACT 1, ACT 2, ACT 6, ACT 7, AUSTRALIAN ENDEAVOUR and AUSTRALIAN VENTURE. The Australia/New Zealand to East Coast USA/Canada (PACE) service is normally operated by ACT 3, ACT 4, ACT 5 and AUSTRALIAN EXPORTER. When required, ships of the fleet are interchanged between the two services.

DILKARA operates in the PAD service between Australia and West Coast USA/Canada. A

roll-on/roll-off ship of 15,000 tons gross, 621 ft overall and speed of 22 knots, she is a mixed cargo vessel with capacity for refrigerated and general cargo containers.

BLC

BENALDER, BENAVALON and CITY OF EDINBURGH, 58,000 tons gross, 947 ft overall, are among the largest and fastest of the world's container ships with a capacity of 2804 20-ft container units including refrigerated. They operate between the UK/Continent and the Far East with a 65-day round voyage time.

EHCL

CITY OF DURBAN, 53,790 tons gross, 848 ft overall and service speed of 21.5 knots, operates on the Southern Africa/Europe service. Her capacity is 2436 container units – 886 temperature controlled.

CAROL

ASTRONOMER and ADVISER. Two sister ships of 27,868 tons gross, 671 ft overall and speed of 21 knots, with a capacity of 1412 20-ft equivalent units including 120 40-ft refrigerated containers, operate on the Europe/Caribbean (CAROL) service.



- 1 BLC's BENALDER bound for the Far East.
- 2 ACT 2 on passage in the English Channel.
- 3 EHCL's CITY OF DURBAN.

MOVING THE BOX

The aim of the door-to-door container transport system is to deliver goods speedily, safely and economically.

Its achievement by the ACT group has come from a grand design being carried through by thorough and careful planning, the use of the best available electronic and mechanical aids, great attention to detail, good inland transport networks, and the marrying of many different skills and contributions.

The physical movement of goods, say from the UK to Australia or Japan, is straightforward:

1. A shipper says he has cargo to send.
2. If he has enough to fill a container, it is sent to him from the nearest ACT regional depot by road, for packing and sealing. It is then collected and either goes direct to the terminal port or is taken back to the base and sent on from there, usually by Freightliner train, to the port.
3. If the consignment will not fill a container, the goods are collected and delivered to the nearest Containerbase and packed into a container with other compatible loads, before being railed to the terminal port.
4. At the port the container is marshalled with others, ready to be loaded aboard the next outward ship.
5. On arrival at the port of discharge the container is off-loaded from the ship and the inland process is reversed: it goes by rail to the appropriate inland groupage depot and then the container or part-load is delivered by road to the person awaiting the consignment.

A simple enough process to describe but very involved to carry through.

The operating companies within ACT handle the marketing function with their own staff or through agents – advertising, informing shippers of sailing schedules, selling ships' space, establishing and keeping up good relations with shippers and forwarding agents and providing them with advice and guidance.

The actual movement of containers to and from the ships, the immense amount of paperwork and figure-work involved, the close liaison with customs, health and port authorities, all this is handled by ACTS, which is organised in

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1 Special lifting equipment is required to handle containers in and out of containerships.

2 The ACTA/ANL Melbourne Container Terminal and Freightbase depot.

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five divisions: Technical Services, Operations, Management Services, Finance, and Administration.

Here briefly, in words and pictures, is how they fuse together and how cargo is moved from one side of the world to the other.

ACTS TECHNICAL SERVICES is a specialist group of engineers and other experts who look after the international purchase, construction and maintenance of trailers, refrigeration equipment and no less than 50,000 containers. They carry out research and lay down specifications for the design of all types of containers, terminal refrigeration

layouts, on-board lashing systems. All the effort put into initial planning pays handsome dividends later in operational performance. They co-operate fully with manufacturers to develop, for example, refrigeration systems to meet particular operating needs. The department, in conjunction with refrigeration and equipment manufacturers, has been in the forefront of the development of clip-on-units for marine applications and, in particular, the use of electronic controls for the safe carriage of temperature sensitive cargoes. The development of the liquid nitrogen clip-on units now

so successful in the long distance inland movement of Australian beef across America is another of its achievements.

ACTS OPERATIONS is the largest of the divisions, with a head office staff co-ordinating the work of the UK, Republic of Ireland and Continental regions. An example of the co-ordination undertaken at head office concerns the centralised control of dangerous cargo. A team of experts deals with the booking requests from all over Europe. They are responsible for ensuring that this cargo is properly classified in accordance with inter-

national regulations. They then have to ensure that space is available on the particular ship, the owner of the ship agrees to accept the cargo and that there is no infringement of port regulations.

Considerable local responsibility lies with the regional managers. This is the work on the ground: where transport is hired from contractors for moving containers by road within the region; where, at the Containerbase, full containers are marshalled for customs clearance; where part loads are packed; where bulk movements of containers ready for shipment are

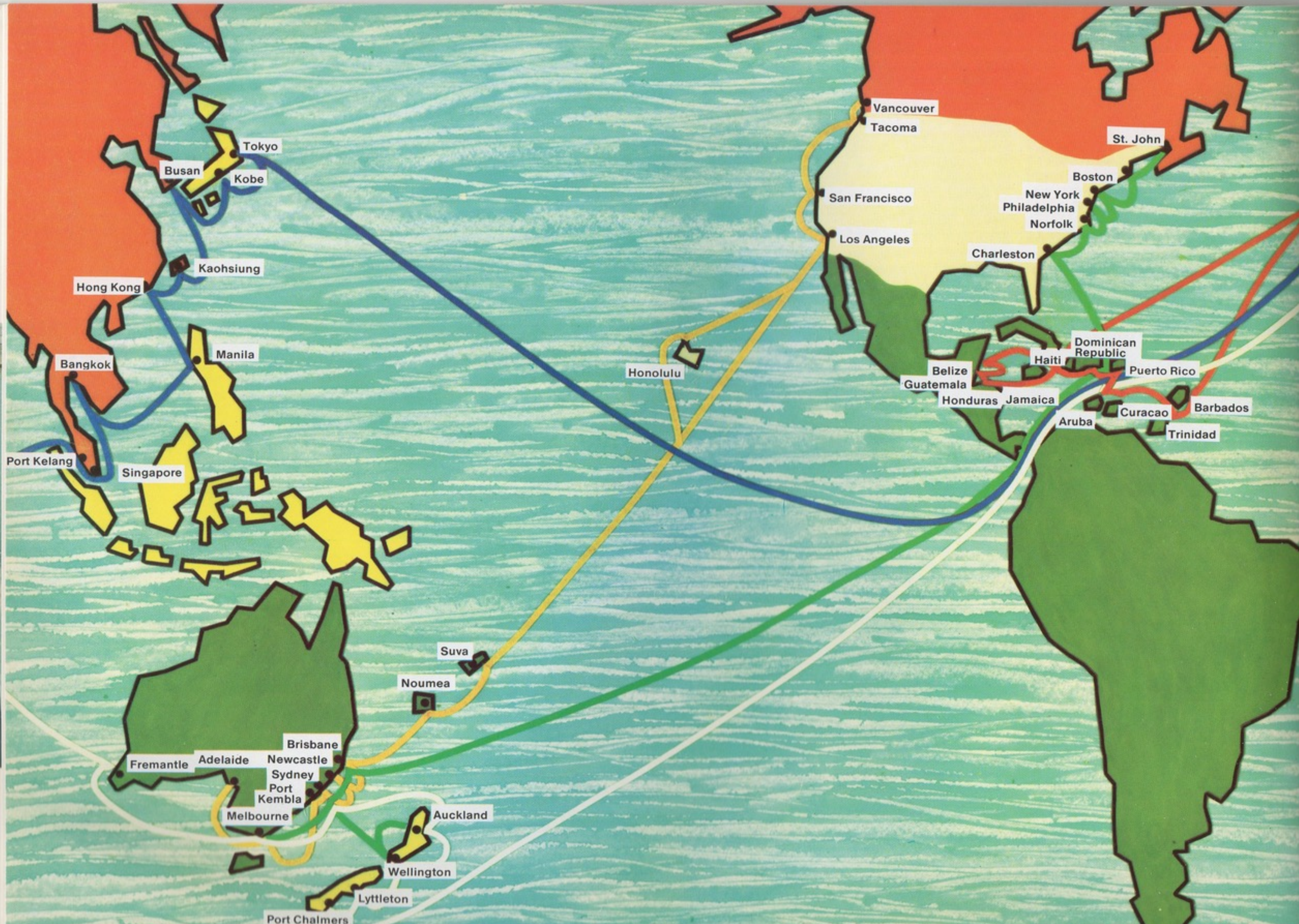
railed to the port terminal; where at the terminal, the ship's loading is controlled in co-operation with the port authority.

The regions also prepare the initial documentation which records the shipping instructions and cargo descriptions together with weights and measurements and ports of loading and discharge.

This basic shipping information is then transmitted to Southampton head office for further processing.



- 1 The vertical guides for container stacking in a modern cellular containership.
- 2 Sydney – one of the first ports to be served by ACTA.
- 3 An ACTS contract Freightliner train for BLC and EHCL seen at Southampton.
- 4 Captain D. E. Packwood with a party of overseas visitors on the bridge of ACT 2.





This processing is carried out by ACTS MANAGEMENT SERVICES which provides a data processing facility for the whole organisation. At its core is the computer with its staff of specialists. The computer is linked to many UK, continental and overseas offices; it processes the information it receives and produces the mass of documentation required for container transportation – Bills of Lading, freight invoices, manifests, ledger accounts, revenue reports and management information. Using the relevant data provided by the computer, the documentary services section becomes responsible for

disseminating and reconciling it. They despatch all cargo details to overseas destinations as well as to UK and continental offices. Ship's manifest data on cargo and containers is sent to termini in Australia, New Zealand, South Africa and the Far East to await the arrival of the containerships at the ports they serve, ensuring port authorities, customs officials and consignees all receive advance notice of cargo in transit.

About half the total ACTS FINANCE DEPARTMENT staff is based at Head Office, the remainder being located throughout the

Regional Offices. Responsibilities cover a wide variety of tasks which include the collection of payments from customers and paying suppliers for the numerous goods and services bought. Other essential functions include the provision of financial and management information on a regular basis and liaison, both at home and abroad, with other organisations connected with the business of the individual operators.

ADMINISTRATION is the department within ACTS whose broad tasks and responsibilities reach across the whole organisation and,

in one way or another, touch directly on every individual member of the staff. It includes the Company secretariat and has an overall responsibility for creating the conditions and providing the equipment necessary to ensure the organisation's smooth and efficient operation – to the benefit of staff and customer alike.

A further responsibility is the provision of efficient communications so vital to the global reach of the company's activity. In this the telephone and postal services play their important part but the heart of the ACTS communications

network is a sophisticated telex message switching installation. It is a central computer through which the stream of telex messages are received and automatically distributed to destinations around the world by the fastest and most economical routes, 24 hours a day, seven days a week.

Personnel department completes the team and is concerned with staff recruitment and welfare, industrial relations, health and safety at work and terms and conditions of employment.



1 BLC's BENA VON approaching Hong Kong harbour.

2 A Ben Line container en route to its destination in Malaysia.

- 1 Richmond House, Southampton, the ACTS Head Office.
- 2 Typical Regional transport department.
- 3 Up-to-date equipment in Documentary Services Department, Southampton.
- 4 Reception area, Richmond House.

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- 1 ACTS offices within the Containerbase at Coatbridge, Scotland
- 2 Hazardous Cargo Section, Southampton.
- 3 Booking cargo at a Regional Office.
- 4 Telex Control Room, Southampton.

- 5 Staff interview, Southampton.
- 6 Print Room, Southampton.
- 7 Documentary Services, Southampton.



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1 Technical Services, Southampton.

2 Refrigerated containers awaiting loading on to containership.

3 General view of refrigeration stack at Southampton.

4 Data Preparation room, Southampton.

5 Staff training course in session at Southampton.

6 General view of Computer Room, Southampton.

7 Typical refrigeration system installed in a containership.

8 Management Accounts, Southampton.

9 Operations Department, Southampton.



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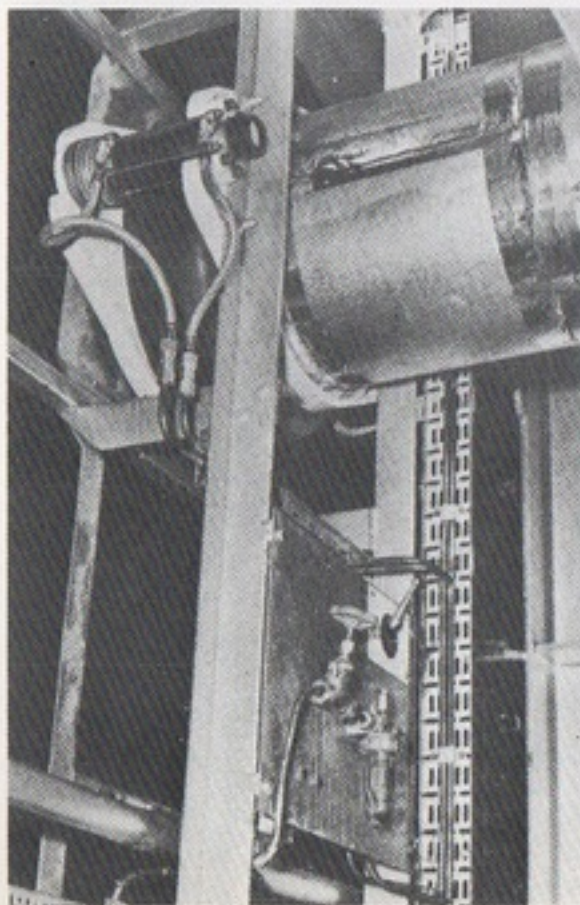
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WHO'S WHO & WHAT'S WHAT

ACT
Associated Container Transportation Limited, a company established jointly by five major British shipping groups – Ben, Blue Star, Cunard, Ellermans, and Harrison – to develop long distance container transport services.

ACTS
Associated Container Transportation Services Ltd., the company which provides such back-up services as inland transport, documentation, accounting and communications to the operating companies. Responsible also for research and long term planning.

ACTA
Associated Container Transportation (Australia) Ltd. operates the Container services between Europe and Australia/New Zealand and between the East coast of the USA/Canada and Australia/New Zealand; owned jointly by Blue Star, Ellermans and Port Line (a subsidiary of The Cunard Steamship Company Limited).

ANL
Australian National Line, the Australian government line providing containerships to operate within the ACTA services.

BLC
Ben Line Containers Ltd., the ACT operating company providing ships and container services be-

tween Europe and the Far East. Financed jointly by Ben and Ellerman Lines.

EHCL
Ellerman Harrison Container Line Ltd., the ACT operating company providing one ship and container services for the Europe to South Africa trade. A joint Ellerman Lines and Harrison Line company.

PACE
Pacific America Container Express, the ACTA/ANL line operating between the East Coast of USA/Canada and Australia/New Zealand.

PAD
Pacific Australia Direct, a roll-on/roll-off container service operating between the West Coast of USA/

Canada and Australia in which ACTA has one of the three ships.

TRIO
A group of British, German and Japanese shipping organisations – of which BLC is one – providing an integrated container service between Europe and the Far East.

CAROL
Caribbean Overseas Lines, a consortium of European Shipping companies serving the UK/Europe – Caribbean trade. Harrison Line is the British partner.

C.A.M.E.L.
Cunard Arabian Middle East Line operating a container service between North Europe and the Red Sea ports.



THEY SPAN THE WORLD

The histories of the five members of ACT are woven deep in the story of Britain's 19th and 20th century growth as a great trading nation. They tell also of initiative and enterprise, and of the courage to cross frontiers into new trading territories.

Yesterday's merchant venturers, with their tiny sailing ships, could not have foreseen that their ventures would lead directly to the giant containerships of today.



BEN LINE

Ben Line can trace its origins back to 1825 when Alexander and William Thomson set up in partnership in Leith, soon thereafter acquiring a sailing ship to bring marble from Leghorn in Italy to Leith, for the fine new Georgian houses then being built in Edinburgh.

By the late 1850's the barque ARABY MAID, 365 tons and only

117 ft long, had made an exploratory visit to Chinese and Japanese ports, and other William Thomson & Co. ships carried tea from China and wool from Australia.

When William Thomson took his sons William and James into partnership, they persuaded him to build steamships, the first being the 1,557 tons BENLEDI in 1871. By this time it was company policy to name all ships with the prefix 'Ben' – Gaelic for mountain.

With the opening of the Suez Canal in 1869 a regular service was developed to the Far East and both the size and number of the Ben Line ships steadily grew. Trade was extended into the Baltic but this side of the business ended with the 1914–18 war. In 1919 The Ben Line Steamers Ltd. was formed to amalgamate all company interests.

The depression of the inter-war years hindered rapid further growth, but by the outbreak of war in 1939 the fleet numbered 20 ships.

At the end of 1945 only six ships of the pre-war fleet were still in service. In addition a few Government owned ships that had been managed by Ben Line were re-

tained and the task of re-building the fleet and re-establishing trade got under way.

By 1971 Ben Line had a fleet of 33 ships including 11 very fast passenger cargo liners primarily trading between Europe and the Far East. With the introduction of the BLC container service many of Ben Line's conventional ships were sold and today only Indonesia is served conventionally to and from Europe, with occasional calls at other ports in the Far East.

In addition to the BLC service operating between Europe and the Far East, Ben Line have diversified into offshore drilling and chemical tankers and at the same time increased the number of modern bulk carriers and container ships within the fleet.



BLUE STAR LINE

The Blue Star Line owes its origins to the growing appreciation, at the beginning of this century, of the

benefits of refrigeration for all kinds of foods.

Vestey Brothers Ltd. – a subsidiary of the world-wide Vestey trading group – was set up in April 1909 as a shipping company. By 1911, when the name was changed to Blue Star Line Ltd., there were three refrigerated cargo ships. Two years later, when there were eight ships, all trading with China and Singapore, their names carried the prefix 'Brod' such as BRODHOLME and BRODVALE.

Despite the first world war, with its inevitable losses, there were 12 ships by 1916, when the now famous service from the UK to South America began. It was not until 1918, with a fleet of 15 ships, that the 'Star' names were adopted.

Throughout the first half of the 1920's the Blue Star fleet consisted entirely of refrigerated cargo vessels, operating from the UK and Europe to South America. By 1927 four new refrigerated cargo ships, each of about 11,000 tons, had been launched for the chilled meat service from the River Plate.

At the same time a new, first-class passenger service was introduced between London and South America. Five ships, 14,000 to 15,000 tons each – they also

carried cargo – came to represent the very best in passenger travel. One of the ships, the ARANDORA STAR, was withdrawn from the South American service in the early 1930's and converted to become one of the world's most luxurious and famous cruise liners.

Blue Star opened services to New Zealand in 1931, Australia in 1934, South Africa in 1935 and to the West Indies in 1938. At the beginning of the 1939 war the fleet totalled 39 ships; by the end only 12 were left. With the 27 sunken ships, including all the passenger liners, 646 officers and crew lost their lives.

Blue Star Line now operate Liner services between UK/Europe and East Coast South America; refrigerated ships operating in a free international market (about 20 vessels plus charters); a container service between Australia/New Zealand and Middle East; a container service between New Zealand and West Coast North America; a container service between UK/Europe and West Coast North America; a refrigerated shipping service between East Coast South America and Middle East; heavy lift ships; ship agencies; container leasing; air freight forwarding; travel agencies.



ELLERMAN LINES

The custom of naming Ellerman ships after cities started with a Glasgow company, George Smith & Sons, whose fast clippers carried thousands of migrants to Australia and returned to the UK in record times with the Australian wool clip. They also carried the bulk of the tea crop from Calcutta. This company was but one of several famous lines which traded in almost every part of the world since the early 19th century and make up the present-day Ellerman Lines.

In 1901 the first Sir John Ellerman bought the City Line – as it was then called – followed soon afterwards by the acquisition of the Hall Line of Liverpool, with its strong trade with India. Other companies that came into the Ellerman fold included Papayanni Line and Westcott & Laurance Line both with extensive Mediterranean interests.

With the takeover in 1909 of the Bucknall Steamship Company, Ellerman Lines gained a big stake in the rapidly expanding trades from Europe to South and East Africa, together with many cross-trades between USA, Australia, New Zealand, India and the Far East. Bucknall Brothers, forerunners of Bucknall Steamship Company, had started regular monthly sailings from New York to Far Eastern ports in 1907 and, following the acquisition by Ellermans, operated increasingly to such ports as Singapore, Hong Kong, Shanghai, Kobe, Yokohama and Penang returning via the Philippines. Many company records of this period were unfortunately destroyed during the second world war but it is known that this was a flourishing trade and that contracts included the shipment of rolling stock and other materials for building China's railways.

The service was extended to Canada in 1915, when a regular service was also introduced from the Far East to the UK. By 1919 an outward service from the UK and northern European ports was started. An Ellerman and Bucknall passenger service from the UK to the Far East was also introduced but was brought to an end in 1928 because of the difficulty of holding to a fixed passenger schedule. The

freight side of the business continued until, in 1967, after the closure of the Suez Canal and in readiness for the introduction of the container ships, Ellerman Lines combined most of its Far East sailings into joint services with those of Ben Line.

In 1973 the operations of the separate Ellerman shipping companies were joined together into one shipping division and named ELLERMAN CITY LINERS. In addition to their participation in ACTA, BLC and EHCL, Ellerman City Liners operate a fleet of containerships to Portugal and several Mediterranean countries. They also operate modern conventional ships capable of carrying containers to East Africa, India and The Gulf. They also manage DILKARA on behalf of ACTA and CITY OF DURBAN on behalf of EHCL.



HARRISON LINE

In July, 1853, the partnership of Thomas and James Harrison was formed in Liverpool to act as owners of a fleet of wooden sailing vessels, engaged in the Continental and deep sea trades.

The partners bought their first iron ship in 1857, built at the yard of Thomas Vernon & Co. of Liverpool and named PHILOSOPHER; she was the first of the long line of names of trades and professions which has characterised the Harrison ships to this day. In 1860 the first iron screw steamers were built and in 1884 the Charente Steam-Ship Company Limited was formed to take over the ownership of the fleet: the name Charente comes from the Company's earliest trade from the Mersey to the French ports of La Rochelle and Tonnay Charente to load brandy.

By 1904, the Harrison fleet consisted of 36 full-powered steamships and by 1920 this had increased to 54, totalling 275,151 gross tons through the acquisition of vessels and trading rights from Rathbone Bros., John T. Rennie, Son & Co. Ltd., Rankin Gilmour & Co., Scrutton, Sons & Co., and Prentice Service & Henderson Ltd. In 1934, most of the Leyland Line steamers were bought by the Company.

During the two world wars, the Company lost the staggering total of 58 vessels to enemy action. In each case, liner services were resumed to the West Indies, Central and South America, the U.S. Gulf ports and South and East Africa when peace returned.

In recent years a number of Harrison ships have been fitted with heavy lift derricks. The m.v. CRAFTSMAN, which came into service in May 1972, is capable of lifting 500-ton pieces and has the greatest lifting capacity under the British flag for a liner vessel.

In 1973 the Company took delivery of its first bulk carriers, the 27,135 d.w. ton sister ships WAY-FARER, WANDERER and WAR-RIOR: these vessels operate in the Atlantic Bulklers consortium. The 59,960 ton bulk carriers,

SPECIALIST and STRATEGIST were delivered in late 1975 for worldwide trading.

These vessels were followed in January 1977 by the Company's first containership, ASTRONOMER, for trading within the Caribbean Overseas Lines (CAROL) consortium. She in turn was followed by her sister ship the ADVISER in August of the same year. A third vessel of the series is on order and will be named AUTHOR.

The Ellerman Harrison Container Line Ltd. was formed in July 1975, to take over the interests of both Ellermans and Harrisons in the South Africa/Europe Container Service and commenced trading in 1977. Harrisons are part owners of the 53,790 ton CITY OF DURBAN.

These new sophisticated vessels will maintain the Harrison tradition of service to British exporters and importers which has been built up over more than a century.



THE CUNARD STEAM-SHIP COMPANY LIMITED

Cunard can trace the antecedents of its 3 main constituents – Brocklebank's, Port Line and Cunard itself – back to the end of the 18th century when Daniel Brocklebank built his first ships in Whitehaven in 1770. By 1840, as Samuel Cunard began his regular trans-Atlantic sailings with the UNICORN, Brocklebank possessed a flourishing fleet of over 30 vessels trading to the far corners of the world and it was not until 1940 that Cunard became sole owners of all Brocklebank's shares.

Port Line entered the picture in 1914 as the Commonwealth and Dominion Line Limited, with the amalgamation of 4 family concerns: Tyser & Co.; part of the Star Line of James P. Corry & Co.; part of the Indra Line of T. B. Royden & Co.; and the Anglo-Australasian Steam Navigation Company.

Tyser entered the New Zealand refrigerated trade in 1886. By 1894 the Anglo-Australasian fleet had 8 'Port' ships on the Australian run. In 1932 Port Line started the first experimental chilled beef shipments. Port Line became part of Cunard in 1916 and it is through Port Line that Cunard's interests are represented in ACT.

Today Cunard (now a part of Trafalgar House Limited) is a diversified service and transport company. Virtually since its founding the Cunard name has been synonymous with luxury passenger shipping – a tradition still maintained through its ownership of QUEEN ELIZABETH 2 and also CUNARD COUNTESS and CUNARD PRINCESS.

As well as being part of ACT, Cunard is the UK partner in Atlantic Container Line; owner of Cunard Arabian Middle East Line; operator of a fleet of product tankers and fruit carriers with ship management services to third parties; and is heavily involved in the offshore oil supply boat industry, through its subsidiary Offshore Marine Limited, and also in the air cargo industry.

A TOUCH OF HISTORY

MINUTES OF THE FIRST MEETING OF THE BOARD OF DIRECTORS HELD AT 12-20, CANNON STREET, LONDON, E.C.3., ON WEDNESDAY, THE 12th DAY OF JANUARY, 1966.

Present:

- A.F. Hull, Esq. (Chairman)
- M.F. Strachan, Esq.
- H.R. MacLeod, Esq.
- W.T. Rae, Esq.
- J.G. Payne, Esq.
- G.B. Reid, Esq.
- P.H. Rosselli, Esq.
- D.G. Hollebone, Esq.
- P.E. Bates, Esq.
- R.A. Lloyd, Esq.
- M.D. Weir, Esq.
- and the Secretary.

1. (a)

INCORPORATION AND FIRST DIRECTORS

The Certificate of Incorporation of the Company dated 11th January, 1966, was laid on the table together with a print of the Memorandum and Articles of Association and an instrument signed by the subscribers to the Memorandum of Association appointing as first Directors of the Company the following persons:-

Representing

- | | | |
|------------------------------|---|---|
| Mr. Michael Francis Strachan |) | The Ben Line Steamers Limited |
| Mr. Hugh Roderick MacLeod |) | |
| Mr. William Thomas Rae |) | Blue Star Line Limited |
| Mr. James Gladstone Payne |) | |
| Mr. Gordon Blair Reid |) | The Charente Steam-Ship Company Limited |
| Mr. Peter Harrison Rosselli |) | |
| Mr. Derek Graeme Hollebone |) | The Cunard Steam-Ship Company Limited |
| Mr. Philip Edward Bates |) | |
| Mr. Robert Alastair Lloyd |) | Ellerman Lines Limited |
| Mr. Malcolm Donald Weir |) | |

(b)

ADDITIONAL DIRECTOR AND DISCLOSURE OF INTERESTS

It was resolved:

That in accordance with the provisions of Article 87(G) of the Articles of Association, Mr. Alexander Frederick Hull be and is hereby appointed an additional Director.

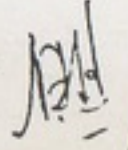
Each of the Directors laid upon the table a list of other Directorships held by him and of companies or firms of which he was a member and which might in the future enter into contracts or arrangements with the Company and declared in accordance with Section 199 of the Companies Act 1948, that he was to be regarded as interested in any contract thereafter made with any such company or firm.

2.

CHAIRMAN

It was resolved:

That Mr. Alexander Frederick Hull be appointed Chairman to hold that office until otherwise resolved.



Extract from the Minutes of the first Board Meeting of Associated Container Transportation Limited.

November 1980

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