

CONTACTS



The House Journal of
**ASSOCIATED CONTAINER
TRANSPORTATION
SERVICES LTD**

OCTOBER 1985

EDITORIAL

Well we've actually got into print at last! As many of you know Peter Cattle, who for many years edited 'Contracts' (remember Carter Leonard?) last year retired to the peace and quiet of East Anglia. His contribution to the magazine will be sadly missed and we all wish Peter and his wife Nancy every happiness. To mark the occasion the Company presented Peter with a cut glass rose bowl. This then is our first totally in-house production with all items contributed by staff and of course using our own facilities for printing and distribution. Some of the multi-colouring of past issues have been sacrificed but the important content of 'people news' and items of interest concerning ACT Services and its' closer associates remains. Any house journal relies heavily on the enthusiasm of its contributors and our thanks to all the 'volunteers' who have submitted articles for this issue. How often future issues are published depends entirely on your contributions. They may be to do with domestic issues - job related issues - views and opinions - competitions etc. - but please let's hear from you! We are delighted to include in our first issue a word from our new Managing Director Mr W C Campbell.

"Welcome to the new issue of Contacts.

After a gap that we all feel has been far too long, it is nice to see the ACTS House Journal returning to our desks as a truly home produced publication.

I know that much effort has been required on the part of Peter Hughes and the team of contributors to revive the publication and to design a journal

that is intended to be informative, entertaining and most importantly play a part in the essential communications framework of our Company.

Without the resources of external copywriters and publishers, the future success of Contacts must rely on contributions received from staff and the style that the publication adopts should reflect what its readers wish to see. Please let the editorial team know your views or better still help them by providing copy.

From time to time I hope that we may use Contacts to publicise matters of general interest to all staff particularly reporting developments in ACT Services or Container Repairs or our newly formed leasing venture Arrow Containers Limited. As a start the current issue reports on our combined marketing venture at the World Freight Exhibition."



ROUND AND ABOUT

Birmingham

THE TALE OF A STICKY WICKET

It had rained the night before. Not the gentle summer showers that you'd expect on the 29th July; it was almost as if Niagara Falls had taken advantage of the favourable exchange rates and paid us a visit. On the morning of the 30th it was dull with a stiff breeze, and everyone was surprised at 11 a.m. to learn that the Groundsman at the club had agreed to let OCL take on the ACTS/ACT(A) cricket team, provided there was no more rain that day.

By late afternoon the weather had continued its improvement, and at 6 p.m. the teams took to the field. It is not clear in retrospect who won the toss, but the OCL team fielded first, with the combined ACT team wielding the bat. Each fielder (except the wicket keeper) had to bowl two overs, with batsmen retiring at 25.

The OCL bowling was enthusiastic if not accurate and, with the loss of only two balls, the ACT team had notched up 128 runs in their 20 overs for the loss of only a few wickets. Graham Plimmer and Roy Burton both reached the 25 necessary to retire in the innings.

The ACT team then began to bowl out the OCL side, although more damage to morale was probably done by the running commentary provided by Alan Verrinder, who also made one miraculous stop with his foot on the boundary. At the end of the 20 overs OCL had amassed 98 runs, although it must be said that the light was very poor and it is difficult to bat with a torch in your hand, and the ACT team was triumphant.

Spectators and players retired to the bar where OCL (determined to avenge their defeat), challenged ACT to a pool

match with five doubles teams on each side. OCL raced to an early lead by winning the first two frames but, captained by Alan Verrinder, ACT pulled back and won the contest on the final frame.

Altogether a most enjoyable day - and a special mention must be made of Eric Davis, the ACT Cricket Captain who, determined to quit while he was ahead, left ACT(A) two days later - all in Birmingham wish him well for the future.

"A STAR(R) DROPS IN"

"It's not every morning you arrive at work to find a helicopter in the car park" remarked John Hodgson, Birmingham's Regional Manager when he passed over the photograph below to our editor.

Apparently Birmingham had been fog bound the night before (what's new someone asked!) when Liverpool comedian Freddie Starr and his pilot took the lights of Perry Bar Containerbase for Birmingham Airport. Happily they landed without mishap and our picture shows Freddie next morning about to continue his journey under the watchful eye of a T.V. crew and a young lady who just happened to have her 'Instamatic' handy - oh yes and we mustn't forget our ever alert Birmingham reporter!



Barking

Barking Sports and Social Club have, in the last few months, arranged several visits to T.V. Studios to watch various programmes being recorded. The shows include Bruce Forsyth in "Play Your Cards Right", "The Des O'Connor Show" and "Me and My Girl" with Richard O'Sullivan. In September, they are due to go to "The Wogan Show" which will be different because it goes out 'live'.

All these visits have been very enjoyable and an insight into the workings of a T.V. studio.

Keith Cridland, a Transport Assistant at Barking was married at Dagenham Parish Church on 20th July to Samantha Bundy, who is a Legal Secretary. Keith's twin brother was best man. After the reception, the couple left for their honeymoon in Yorkshire.

HAPPY EVENTS IN BARKING

Chris Woods, Sections Leader, Imports and his wife Lyn, welcomed their third child on June 11th - Billy James. Billy weighed in at 8lbs. 10ozs. Chris and Lyn's other children are Laura 6 and David 4. Chris transferred from Basildon in March

The other happy parents are Peter and Stash Tapson. Their first child - Nicola Jane - was born on June 3rd, and weighed 7lbs 4 ozs. Peter is Assistant Commercial Manager, CAMEL.

Ernie Clark, Section Leader on Imports, retired on 31st May. Ernie, is pictured here reading his card. He

received from ACTS and the staff at Barking gifts of a Carriage Clock and a wristwatch.



Ernie and his wife hope to spend their retirement in Norfolk.

Leeds

Christmas arrived early in Leeds this year! - when the sports and Social Club elected to change the format of the annual staff function by holding a Barbecue Disco to mark the end of Summer!!

The event was held in a marquee at the rear of a local hostelry and received overwhelming support from Leeds staff and their guests.

Entertainment was provided by a local DJ whose persuasive style had everyone dancing and even brought deputy Regional Manager Ian Keyl onto the floor to demonstrate his prowess (and

rippling muscle!) in the Tarzan contest.

After an evening of good food and fun all were agreed that Leeds had achieved their aim to hold an event that was just that bit different.

Liverpool

What is a team that's had no wins, no draws and The answer - the strongest team in the Liverpool Shipping Staffs Bowls League - they support the rest. Nine members of the North West Regional office have done battle each week to attain this distinction. There have been individual wins - Ron Savage, Jim Henry, Martyn Neary to name but three. There are others, most of whom prefer to forget (Larry Cray 1 - 21, Super Steve Bray 2-21!) Is there any Region who will challenge the North West at Crown Green?

Martyn Neary - Under 35's? Champion at Bowls

Deer Stalker - Hacking jacket -plus-fours - who is this person, holder of the Furness Line individual trophy. Some say Martyn Neary, super export person from Liverpool - some don't wish to know that - including cargo man Alan Reeves who didn't quite make it. The only question remaining, will Martyn be in the under 35's next year?

Productivity remains high in the North West and congratulations to the families of:

Bill Bernard - daughter
Peter Hirons - son
Andy Gilliland - son
Steve Bray - son

All in the space of a few months - is it something in the water?

Manchester

Goodbye Manchester - Hello Australia seems to be the plan for CHARLES HUNT who retired recently from ACTS Manchester.

Chas and wife Alice hope to be spending the winter months visiting friends and relatives in the Australian sunshine, returning to ease themselves gently into retirement as spring arrives here in the U.K.

At a retirement luncheon held in the Manchester office on 15th August gifts were presented by the Company and colleagues.

We all wish them Bon Voyage.



Tilbury

Debbie Larkin, newcomer at Tilbury Terminal, has an unusual pastime, namely falconry. When she is not tapping the telex keyboards at Northfleet Hope House, she takes every opportunity to tend her Red Tailed Hawk, kept in the garden aviary at home. Fed on chicks and rabbits, he

Looks forward to display days when Debbie releases him to take to the air with the South East Falconry Group from Tilbury.



Debbie has been a member there for two years, ever since her boyfriend, Dean, influenced her to take up this hair-raising hobby. Only once has she suffered any injury when her falcon's extremely sharp claws cut her hand. Normally the gloves she wears give adequate protection. At club and on display Debbie gives her falcon a gentle nudge and he soars into the air. Never has he failed to return, proof enough that Debbie is a talented falconer.

Nowadays most falconers train their birds for the sheer delight of watching these majestic birds of prey in flight with the added satisfaction of knowing full well that they will return from these fleeting wild moments. Historically, however, falconry was introduced to the British Isles from the Orient in the 9th century, as an

efficient method of obtaining food for the table. With the arrival of the Normans, land ceased to be common property and the right to hunt became a class privilege. Until the reign of George III virtually every King of England hunted with hawks.

Nowadays, as anyone who has seen the film 'KES' will know, this sport is open to anybody with a love for birds of prey and a little daring. As Debbie will testify, a strong glove is an essential requisite also!

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Prize of £5 for the first correct solution opened.

Entries by 14th November please.

ACROSS

- Result of ducks being plucked from disaster.
- Be agreeable to hearing excuses.
- Only the initiated would understand Tories being dispersed in Holborn for example.
- Hosiery.
- Between themselves sceptics ignore such a manifestation.
- Show house of no great standing.
- Lofty pine.
- Heaven's above! That's just the opposite point of view.
- Historically speaking, his interest in wildlife would be only natural.
- Pipe to drill underground?
- Don't declare conducting or relay equipment.
- Pursued second rate meal?
- Note the danger of being active.
- Powder found in metal containers.
- Prepared to go for gold, the team is consumed by anger and returns.
- Even the laity can be inclined to resolution of sorts.
- See 9 across.
- Repairs stills with mineral deposits.

DOWN

- In single-star accommodation a bed would be organised but probably not one of these.
- Mistakenly questioned the motives of newsman following up a crime.
- Out of fifty not many ran away.
- Any Government with flair seizes a possibility to encourage private enterprise.
- Tend not to be a fatty!
- Reasoning that the Holy Man is in First Class order.
- Bantamweights presumably.
- Bond on a short reconnaissance with some sort of a song in the heart.
- Reduce big sound to small particles.
- To begin with, Hamlet's odd behaviour by Yorrick was just a way of passing time.
- Born leader competing in track events. It's invigorating.
- He would act disloyally but alternatively would only be following a feature of his character.
- Suggestion that this is one.
- Stain pound back to back.

WORLD FREIGHT EXHIBITION AT
BRIGHTON 3 - 6 JUNE

by Guy Ashby and Ray French

One of the hot sunny days in the summer of 1985 was Sunday 2nd June (nobody can agree when the other one was). That day a group of dedicated people met in Brighton to put the finishing touches to the ACT stand at the World Freight Exhibition. It was the culmination of weeks of planning.

The idea of exhibiting at the World Freight Exhibition provided the catalyst for all the ACT Companies, including ACT Services, to project their individuality and at the same time to show their strength by advertising their common links under the banner of "ACT".

To project such a diverse range of individualism on the common ground of an exhibition stand a committee was formed. It may be thought that a committee of such a size, as everybody had to be represented, would evolve a triple hump camel, the third hump being underslung, however we are pleased to advise that with the aid of John Cleese (the "how not to do it" education programme), Malcolm Warrenne (designer and builder of the stand), and Bob Guggenheimer (how to get the right words in the right place with the people at the right time) the 54 square metre island stand was completed at the eleventh hour together with suitable arrangements for entertaining both on the stand and in the adjacent hotel.

The stand in its compactness and flexibility was a tribute to ACT and all those involved, as was frequently remarked by both our visitors and other exhibitors. However, more must be said of the organisation. At an early stage Stand Managers were nominated; it was their duty to ensure that those members

from each Company who were designated as salesmen on the stand were there, properly dressed, bright eyed and bushy tailed at the right time, and in addition fully briefed on not only their own Companies' business but the services provided by the other Companies within the Group.

Visitors to the stand ranged from Her Royal Highness Princess Anne, the Rt. Hon. Nicholas Ridley M.P., through to Shippers, Importers, Agents, Consultants and Students all of whom were made very welcome and were invited to enter the stand competition, the first prize of which was a trip for two on the QE2 cruise to Spain and Portugal with runner up prizes being drawn from the Lines interests.

Although the Exhibition was attended by a large number of people this fell way short of that forecast by the Organisers. For a number of hours, therefore, particularly when the parallel World Freight Conference was taking place in the adjoining conference rooms, there was too little activity in the Exhibition Hall.

The Exhibition proved conclusively that the ACT Lines could gain tremendous advantages by the cross pollination of ideas between their disparate marketing activities. By promoting one another's services and working together more closely, they could promote and take advantage of their potential strength.

The Exhibition Planning Committee, chaired by Bob Howland (ACTS), consisted of Alec Peill (Ben), Dennis Goodchild (Killicks), David Haigh and Bob Harkins (ACT(A)), Mike Parker and Noel Kent (Ellermans), Dan Beckwith (Harrisons), John Crichton (CAMEL) and Guy Ashby and Ray French (ACTS).

They were joined during the Exhibition by a number of marketing representatives from the ACT operating

companies who manned the stand, taking shifts, and whose teamwork contributed so much to the "ACT" show. Also joining in, to add weight to the ACT Services presence, was Dave Clark (ACTS, Birmingham).

THE FLEET

By George Lang

Marine Co-ordinator, Head Office

The ships that we are most familiar with in ACTS are, in fact, just a part of the more varied fleets that our various principals operate.

The following table serves to compare the familiar vessels. Such a comparison has its faults; ships such as these are built to serve specific routes and are not easily interchangeable.

The most obvious example of this is, perhaps, the fact that the ACT/ANL trade vessels are all designed to carry mostly 20ft containers, and are built to maintain large numbers of insulated containers, that are 8ft high, at temperatures ranging from +12C down to -21C for long periods. This is achieved by the "conair" system in which air is cooled by ship's machinery and sent through ducting to the cargo hatches; it is then blown through the containers through their "portholes". The system is very complex, in that a large number of differing temperature ranges can be served, without using the same air. This stops cargo in one compartment from being tainted by cargo in another compartment. It is also worth mentioning that these ships are designed to trade in an area of the world that is relatively shallow.

Vessels on the TRIO services, however, are designed to carry large numbers of 40ft general containers, are not able to carry temperature control cargo unless the cargo is in special refrigerated containers (which plug

into power sockets on deck), and are designed to carry a full complement of 8ft 6ins high containers. They are also deep draught vessels.

The "Author", on the CAROL service, carries insulated containers underdeck, using the "conair" system, but these must be 40ft containers.

The ships on the BHLR service, including "Saxon Star", also use the "conair" system, and, in this case, the service uses 20ft containers at 8ft height, that is, the same as on the Australasian trade.

Even with the SAECS services things are not straightforward. Although these ships can also carry large numbers of insulated containers using the "conair" system, the ship is designed for these to be 8ft 6ins high. Putting 8ft high containers requiring temperature control into these ships would be pointless as the couplings from the ship would not match up to the "portholes" in the insulated containers. The South African trade vessels are also designed as deeper draught vessels; as well as being able to carry a greater number of 40ft containers.

These differences were highlighted recently when the "City of Durban", which was designed specifically for the trade between South Africa and Europe, was chartered by ACTA for the Australasian trade. All the reefer couplings had to be refitted and lowered to take the smaller container height, extra sockets were fitted on deck, and a lot of simulated cargo loadings were undertaken to see just how many containers and what total cargo weight she could carry without going aground either in Europe, where the maximum draft is about 12m (40ft), Melbourne (maximum draught 11.25m) or South Island NZ ports (about 11.7m). The ships' loadline allows her to load to about 13 metres.

Another problem is that the round trip from Europe to South Africa and back is about 12,000 miles compared with the round trip distance to Australia and NZ of about 27,000 miles. This difference of 15,000 miles means the ship now has to carry an extra 3,300 tonnes of fuel. Since the average gross weight of a loaded container on the southbound Australian trade is in the region of 12 tonnes then this means that the fuel takes the place of perhaps some 275 containers of cargo.

Most of this fuel is carried in tanks at the very bottom of the ship, which in part gives the ship stability (a nautical term for keeping upright, which is considered a good thing in ships!). As the ship goes on her voyage, she burns this fuel at a rate of about 100 tonnes a day - that's about 4.5 miles per tonne or, very approximately, 125 feet per gallon, thus she "burns out" stability, to an amount that was not expected when the ship was designed. It gives shipplanners something to think about!

One of the few things the ships have in common is that they are all designed to transit the Panama Canal. The locks in the Panama Canal are 108ft wide. Containers are normally 8ft wide, so 13 containers wide is the maximum breadth possible; it's not very surprising then to learn that most container vessels are 13 across on deck, and have a maximum beam of 104ft (31.7m). It follows therefore, that most large container cranes in the world have a maximum outreach of thirteen container widths.

VESSEL	OP'TOR	TRADE	NOM TEU	U'DECK REF.	DWT TONNES	LENGTH METRES	YEAR BUILT
ACT 1	bs	ACT	1414	374	28307	217	1969
ACT 2	cun	ACT	1414	374	28307	217	1969
ACT 3	cun	ACT	1310	556	27978	217	1971
ACT 4	bs	ACT	1310	556	27978	217	1971
ACT 5	bs	ACT	1310	556	27978	217	1972
ACT 6	cun	ACT	1342	556	28104	217	1972
ACT 7	bs	ACT	2091	913	39710	249	1977
AUST. EXPORTER	anl	ACT	1310	556	27978	217	1972
AUST. VENTURE	anl	ACT	2091	913	39454	249	1977
CITY OF DURBAN/ACT 8	ell	ACT	2300	886	47197	258	1977
BENALDER	blc	TRIO	3008	nil	49590	289	1972
BENAVON	blc	TRIO	3008	nil	49590	289	1972
CITY OF EDINBURGH	blc	TRIO	3008	nil	49590	289	1973
AUTHOR	har	CAROL	1275	120	22497	203	1981
				(40ft)			
HODEIDAH CROWN	c/v	CAMEL	763	nil	17760	160	1978
AQABA CROWN	c/v	CAMEL	630	nil	11750	133	1983
JEDDAH CROWN	c/v	CAMEL	648	nil	16600	157	1977
SAXON STAR	bs	BHLR	531	215	15068	163	1976

Nominal TEU: On some of the vessels this can occasionally be exceeded when large numbers of empties are being shipped instead of loaded containers. It is more usual, however, for this figure to be limited downwards due to stability and/or draught problems.

DWT: Deadweight is the total weight the ship can carry, excluding the weight of the ship itself.

In simple terms:

cargo weight
+ fuel weight
+ water ballast weight
+ fresh water weight
+ stores weight

= deadweight

Since deadweight is limited to a maximum figure by international loadline regulations, then any increase in one of the variables will mean that there has to be a corresponding decrease in the other variables in order to ensure that the maximum deadweight figure is not exceeded.

However, since each of the variables has a different effect on such things as Trim, Bending Moment, Shear Force, Torsion, and Stability; and as each of these is also subject to limits, so the problems involved get quite complex. Something more for the shipplanners to think about!

c/v: Charter vessels. There are many different ways of chartering (or hiring) a ship. Usually the owners supply the crew, and the charterers supply the fuel and pay a daily rate of hire.

THE VARIOUS FLEETS OF ACTS' PRINCIPALS

Apart from the container vessels each of our principals separately operate a fleet of vessels engaged in many different trades. The following highlights the diversity within the group.

Trafalgar House

- a) as Cunard Line:
Queen Elizabeth 2
Cunard Countess
Cunard Princess
Sagafjord
Vistafjord

all engaged in cruising.

- b) as Cunard Shipping Services:
Atlantic Conveyor (RORO/Container ship)
Atlantic Star (RORO/container ship)
Luminetta (tanker)
Lumiere (tanker)
Lucerna (tanker)
Servia (fruit carrier)
Saxonia (fruit carrier)

Scythia	(fruit carrier)
Samaria	(fruit carrier)
Carinthia	(fruit carrier)
Carmania	(fruit carrier)
England	(passenger ferry)

T. & J. Harrison

Astronomer	(container vessel, converted to operate helicopters, sailing as RFA "Reliant")
Adviser	(geared container vessel)
Wanderer	(bulk carrier)
Warrior	(bulk carrier)
Wayfarer	(bulk carrier)
Lamma Forest	(bulk carrier)
Lantau Trader	(bulk carrier)
Pisces Planter	(bulk carrier)
Pisces Pioneer	(bulk carrier)

Ben Line

Benvalla	(container ship)
Benmacdhui	(chemical tanker)
Bencleuch	(chemical tanker)
Benvenue	(chemical tanker)
Benhope	(bulk carrier)
Bencruachan	(bulk carrier)
Grey Fighter	(tanker)
Grey Hunter	(tanker)
Celtic Link	(tanker)
Ben Ocean Lancer	(drill ship, dynamically positioned)
Ben Ocean Typhoon	(drill ship)
Ocean Benarmin	(jack-up rig, no propulsion)
Ocean Tide	(jack-up, self-propelled rig)
Benlmond	(drill ship)
Ocean Benloyal	(semi-submersible, self-propelled rig)
Benvrackie	(semi-submersible, self-propelled rig)
Benreoc	(semi-submersible, self-propelled rig)
Bendoran	(semi-submersible, self-propelled rig)
Ocean Alliance	(semi-submersible, self-propelled, d.p. rig) (under construction)

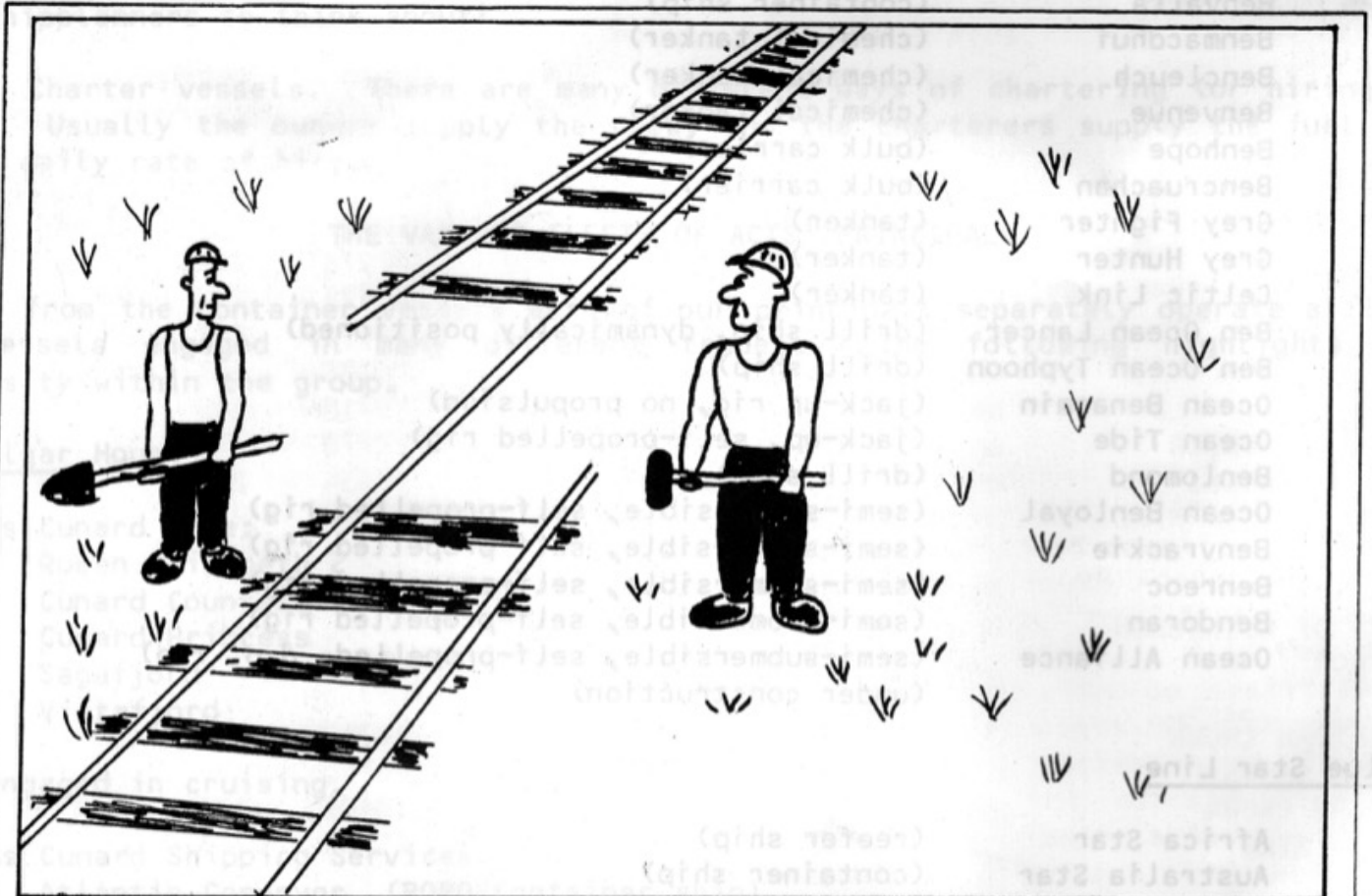
Blue Star Line

Africa Star	(reefer ship)
Australia Star	(container ship)
Auckland Star	(reefer ship)(under construction)
California Star	(container ship)
Columbia Star	(container ship)
Canterbury Star	(reefer ship)(under construction)
English Star	(reefer ship)(under construction)
New Zealand Star	(container ship)

Scottish Star	(reefer ship)
Southland Star	(container ship)
Wellington Star	(container ship)
Romney	(general cargo ship)
Benedict	(general cargo ship)
Boniface	(general cargo ship)
Hoegh Duke	(car, bulk, and container multipurpose ship)
Keren	(troopship converted from northsea ferry)

Ellerman Lines

City of York	(general cargo ship)
City of Perth	(container ship)
City of Plymouth	(container ship)
City of Hartlepool	(container ship)(trading as Laxfoss)
City of Ipswich	(container ship)(trading as Liverpool Star)
City of Oxford	(container ship)(trading as Bakkafoss)
Dilkara	(RORO/container ship)



“THANK GOD IT’S FRIDAY”