

act news

AUTUMN 1983



CAPTAIN COURAGEOUS

To sail a small boat 27,000 miles around the world would be a difficult enough challenge, but to do it alone in a boat that one has built himself, can only be classified as a "grand adventure".

That is what Dick McBride, a lanky New Zealander, attempted when he entered the BOC Challenge Round The World Alone Race with his schooner, "City of Dunedin".

ACT and its member lines have always believed in that same pioneering and adventurous spirit typified by McBride, which is one of the reasons they helped sponsor the New Zealander. They were enthusiastically supported in the venture by a number of customers and friends.

McBride, who attended the outward bound school in 1961, has always had a thirst for adventure. His varied career has included spending time at sea as a fisherman, working five years as a bulldozer operator, as a photographer for a mining company and in 1972 he headed a dog sled team for a 13-month Antarctic research expedition.

Dick McBride originally planned to sail his 15-tonne, two-masted schooner to Newport, Rhode Island (USA), where the race was to begin and end — the first time that a round the world race had ever started and finished at an American port — but time was running short and ACT USA (PACE Line) offered to carry his boat to the States for him on one of their vessels.

It had taken him five years to build the 42-foot steel staysail schooner in his spare time and he understandably takes a great deal of pride in his achievement. It is a cruising boat and not a racing yacht. He knew he would have no chance whatsoever of winning. That was not the point — it was to take part in the BOC Challenge and complete it.

The event was not a race in the strict sense of the word. The sailors, representing 11 nations, were divided into two classes according to boat length and simply to finish a 27,000 mile solo voyage through the Atlantic, Pacific and Indian Oceans by way of the three great southern capes meant that an entrant would have successfully met the BOC Challenge.

The first leg of the Challenge was from Newport, Rhode Island to Cape Town, South Africa (7,100 miles) while the second leg, which included a pro-

OUR COVER

Dick McBride sails his schooner "City of Dunedin" out of Newport (Rhode Island) harbour at the start of the BOC Challenge Round The World Alone Race — the beginning of his "grand adventure".



The "City of Dunedin" and her skipper Dick McBride are pictured after the vessel was unloaded from ACT(A)/ANL's containership "Australian Exporter" which carried the boat from New Zealand to the U.S.A.

longed bout with the "Roaring Forties", took the contestants from Cape Town to Sydney, Australia (6,900 miles).

The third and longest leg was from Sydney to Rio de Janeiro, Brazil — a distance of 7,800 miles. The final leg from Rio de Janeiro to Newport (5,300 miles) saw the number of remaining entrants reduced to only ten.

Reading Dick McBride's log gives one an insight into some of the great difficulties and incidents which he encountered on his voyage. One which was particularly agonising was when the "City of Dunedin" went aground on a pebbly beach in the East Falklands in an area near Kelp Lagoon. The bay formerly had no name, but now it is known locally as "Dick's Bay".

The boat was holed and her rudder damaged, but McBride patched the hole and repaired the rudder in short order. It was a colossal job to refloat the schooner but thanks to the help of the Islanders and Blue Star's "Rangatira" which came to her rescue, the yacht was soon on her way again.

Perhaps we should conclude this brief report with excerpts from the final entries in Dick McBride's log on his arrival at Newport at the finish of the

event:

"The finishing line is from Brenton Reef lighttower to another buoy, and at 2 a.m. the Brenton Reef light is in sight. The fog stays away as dawn comes and the sun rises to a perfect day.

"0500 — Brenton Tower is now clearly visible and we're still moving slowly under genoa yankee and main. At 0630 the first of the welcoming boats have found me and soon they're joined by more. Fellow competitors, reporters and photographers; my father, the indispensable Bede Beaumont whose help in every port on the way has kept us going, and many others have come out to welcome us and a little before 0700 with her big green Gollywobbler full and proudly flying my ACT House Flag, "City of Dunedin" crosses the finishing line of the BOC Challenge Round The World Alone Race.

"I am happy and proud of my little schooner. The reception we receive in Newport is quite overwhelming. Already everyone is discussing the next race in 1986 — and asking the inevitable question, 'Will Dick McBride be sailing?' To which, provided I can find a competitive boat, the answer must surely be 'yes'".

The spirit of adventure is not dead!

BLC MARKETING TEAM IN JEDDAH MEET MANAGER



Mr. Donald McCulloch (third from left), BLC's Marketing Manager, visited Jeddah recently to advise BLC agents and representatives there about operational and marketing procedures. BLC began marketing their own container service to Jeddah earlier this year using slots in the Trio Fleet which includes "Benalder", "Benavon" and "City of Edinburgh".

In the photograph are (left to right) Amanat Ali Siddiqui, Assistant Container Controller; Aminuddin Ali Khan, Container Controller; (Mr. McCulloch); Sikander Khan, Jeddah Marketing Manager; Salah Satti, Shipping Manager; and Tony Blatch, General Manager, Arabian Establishment for Trade in Jeddah.

LUNCHEON FOR SCOTTISH SHIPPERS IN GLASGOW

Leading Scottish shippers were entertained recently at a luncheon held in Glasgow in the Board Room of Prentice, Service & Henderson, agents for BLC, EHCL and Harrison Line. Among those attending were (left to right) Eddie Hatch, Scottish Express; Dan Spence, Findlaters Limited; Douglas McCorquodale, William Martin; Alec Grant, Kerston Hunick; Russel Jamieson, Bulloch Lade; John McIntosh, Kelvin Diesels; Donald McCulloch, BLC; Harry Hodge, Cape Boards & Panels; Bill Service, Prentice, Service & Henderson; Don Murie, Joe McLay and Jim Leckie of Chivas Brothers; and Albert Rae, Prentice, Service & Henderson.



BLC RECEPTION FOR CUSTOMERS IN HONG KONG



Ben Line and Killick Martin Directors hosted a Reception for more than 200 BLC customers in Hong Kong recently and the photograph at left shows (left to right) Bob Tookey, Director of Killick Martin & Co. Ltd., London; George Fung, a Hong Kong industrialist and businessman; Hamish Muirhead, Director of BLC; and David Keith-Welsh, Manager of BLC's Hong Kong office, at the start of the Reception. In the picture (right) BLC's Robert Hogg (centre) chats with Joe Wade (left) of GEC and Chris Johnson of British Ropes during the Reception.

LEADING THE FIELD FOR 223 YEARS

In 1760 when Lloyd's Register of Shipping began in Edward Lloyd's Coffee House in the City of London (hence its name), George III ascended the British throne, Canada became a British possession and France and Britain were engaged in one of their historic wars.

The need for such a register in those early days can well be imagined as underwriters would be asked to insure cargoes carried in ships about which

they knew little or nothing.

The first register appeared in 1764 and not only listed details of ships such as builder, owners, master, tonnage, guns carried, etc. but also gave an assessment of each ship's condition.

Although it was the underwriters who could face the biggest losses and it was they who took the initiative in reducing the risk by classifying vessels according to their construction and

general condition, it wasn't long before shipowners and merchants realized the advantages of classification from their own points of view.

Merchants wanted to know that the vessels carrying their cargoes were sound and fit for the intended voyage and for the owner, classification provided a guarantee that he was getting value for money whether he bought a new or existing ship.

Now, 223 years later, Lloyd's



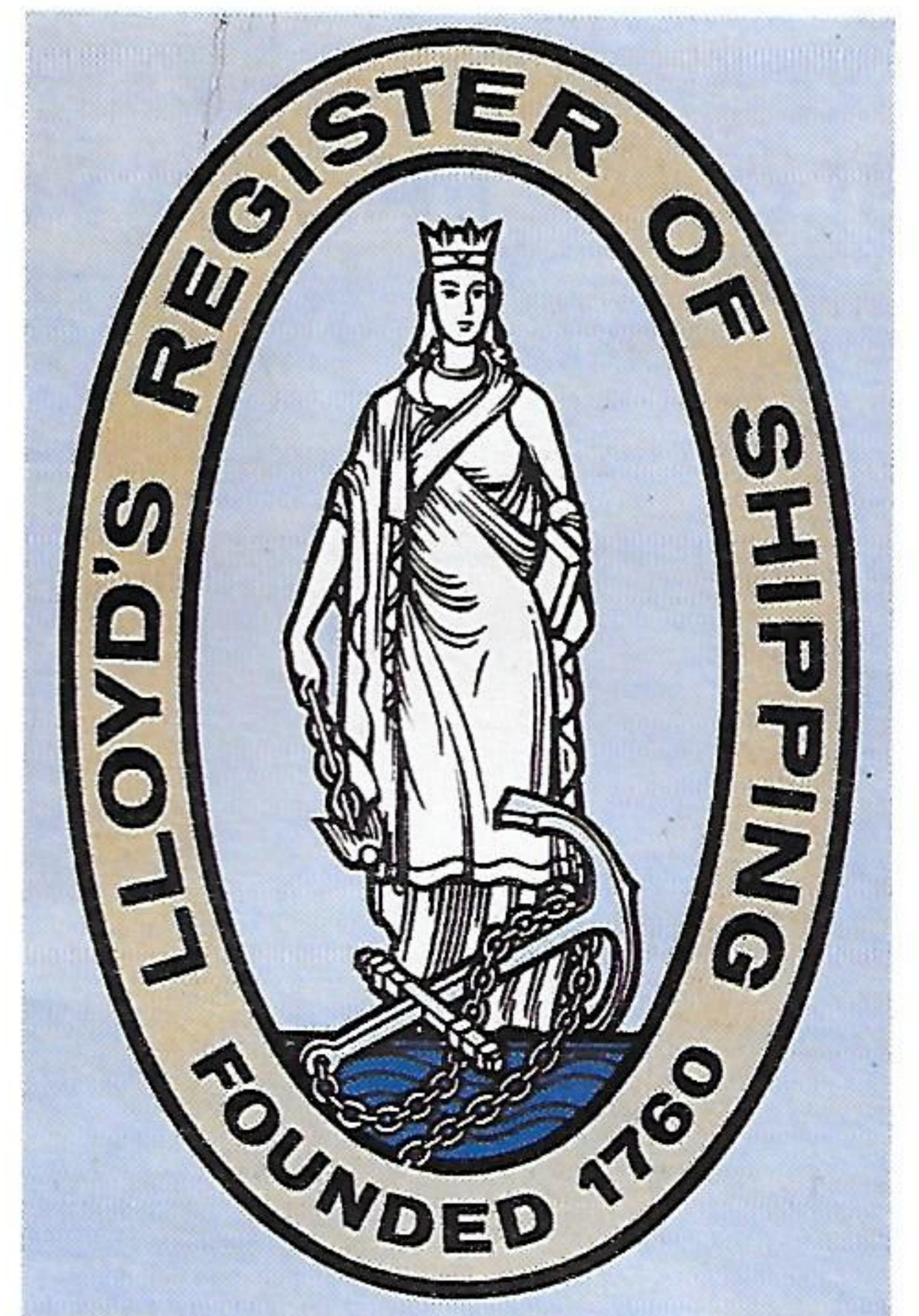
Industrial inspection forms an important part of LR's activities. In the photograph, an LR surveyor (left) supervises measurement of turbine equipment for an Australian power station.



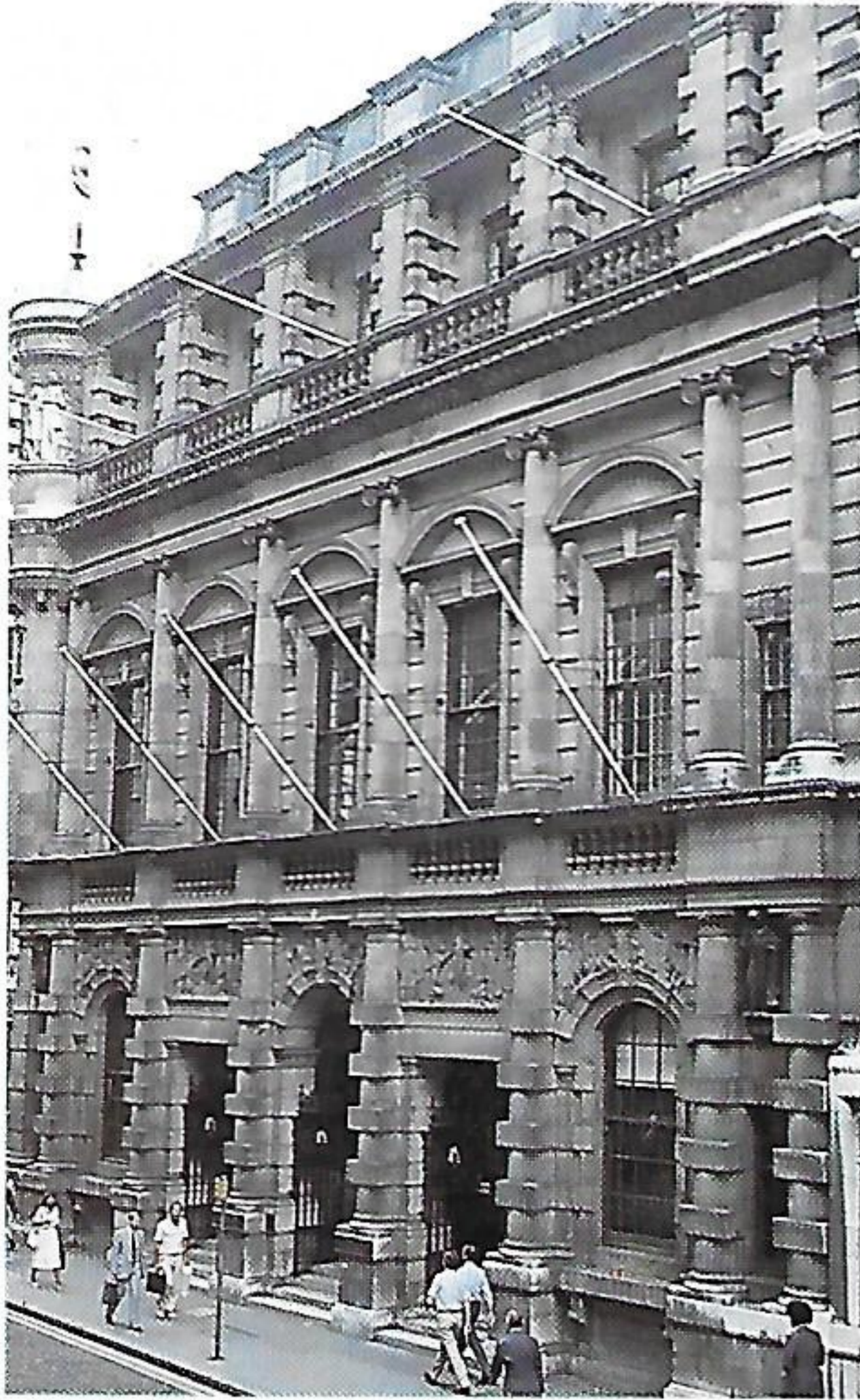
Discussing containership plans are three members of the LR team based at Head Office in London. They are (left to right) Branko Rapo, Principal Surveyor, Advisory and Projects Group, Hull Structures; Dr. Ross Goodman, Senior Principal Surveyor, Hull Structures; and Barry Siggers, Principal Surveyor, Machinery Design Appraisal and Plan Approval Department.



LR's Classification Committee meets weekly throughout the year and in the photograph are (left to right) W.G.D. Ropner, Ropner London Ltd.; N.M. Forster, Cayzer, Irvine & Co. Ltd.; G.P. Smedley, Deputy Chief Engineer Surveyor, LR; R.H.M. Outhwaite, Lloyd's Corporation; P.B. Arthur, Chairman of the Classification Committee, Bolton Steam Shipping Co. Ltd.; D.N. Saunders, Secretary to the Classification Committee, LR; N.J. Hollebhone, Vice-Chairman of the Classification Committee, Thos. & Jas. Harrison Ltd.; R.M. Leach, Controller of Classification and International Conventions, LR; M.B. Rumsey, Lloyd's Corporation; and F.A. Everard, CBE, F.T. Everard Sons Management Ltd.



LR's well known "Lady Badge" can be seen around the world on many of the containers which have been certified by LR.



LR's Head Office is located in the City of London in Fenchurch Street.

Register is recognized throughout the world as the leading ship classification society as well as being the oldest and largest.

LR's operations are serviced by more than 1800 surveyors, who are naval architects or marine engineers, operating from some 250 offices and serving more than 100 countries — by far the most comprehensive worldwide classification system.

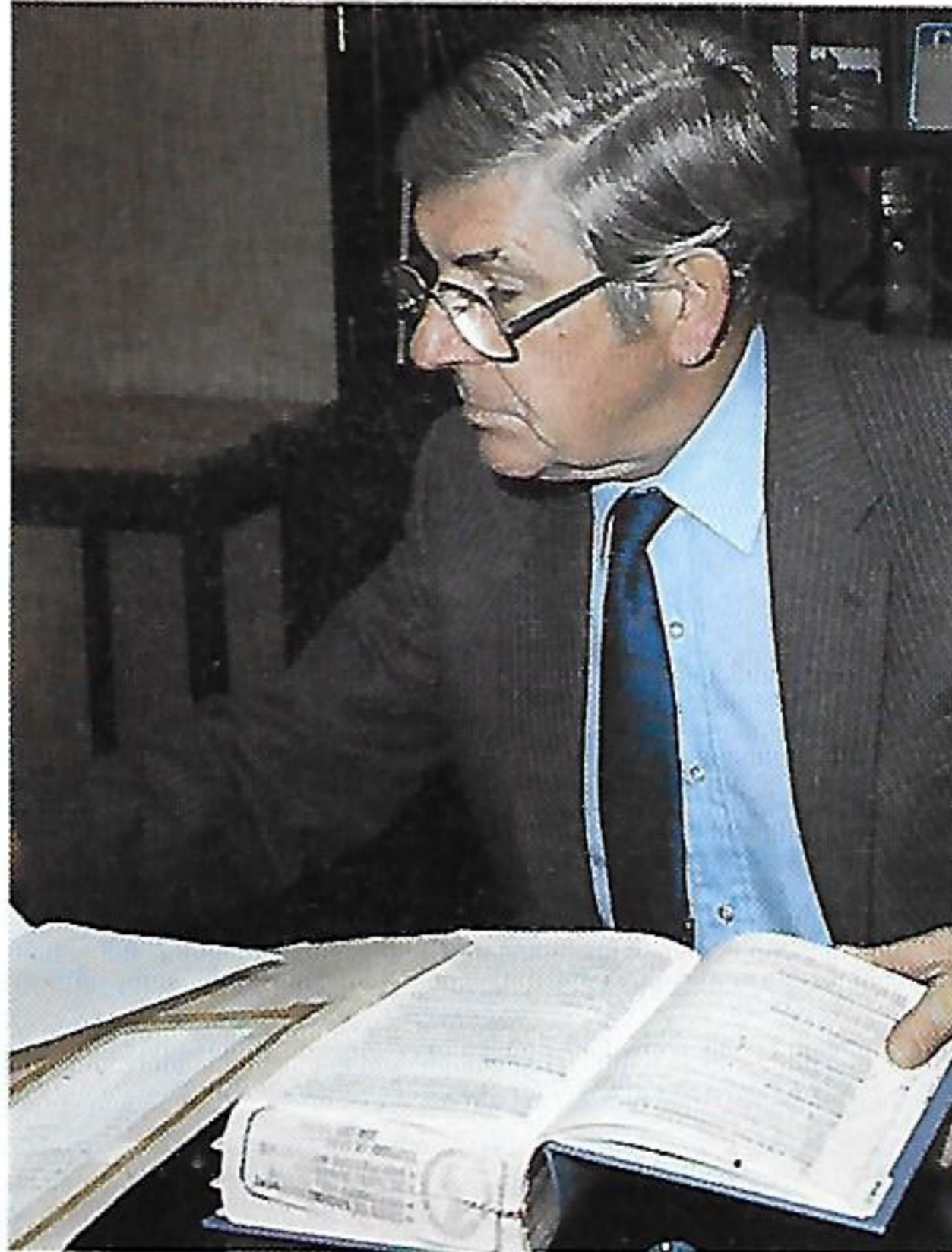
More recently LR has become heavily involved in the development of the offshore industry throughout the world — in certification, design appraisal and inspection of a large number of new and existing platforms and associated equipment. It also deals with the inspection of plant and equipment for land-based industrial projects such as

power stations, oil and gas installations, chemical plants and general engineering projects.

Additionally, LR certifies freight containers of all kinds to recognized international standards and its industrial work has continued to grow. However, three-quarters of the society's business is still in ship classification.

Lloyd's Register of Shipping has played a notable part in the history of shipping throughout the world and has contributed to its well-being in peace and war. It has only one object: impartial service. It is a non-profit-distributing organization and has no shareholders or proprietors who can derive benefit from its activities. It is truly independent and no government exercises control or influence over it.

LR has seen the passing of the wooden ship under sail and the iron ship. It has witnessed the introduction of steam, the steel ship and the diesel



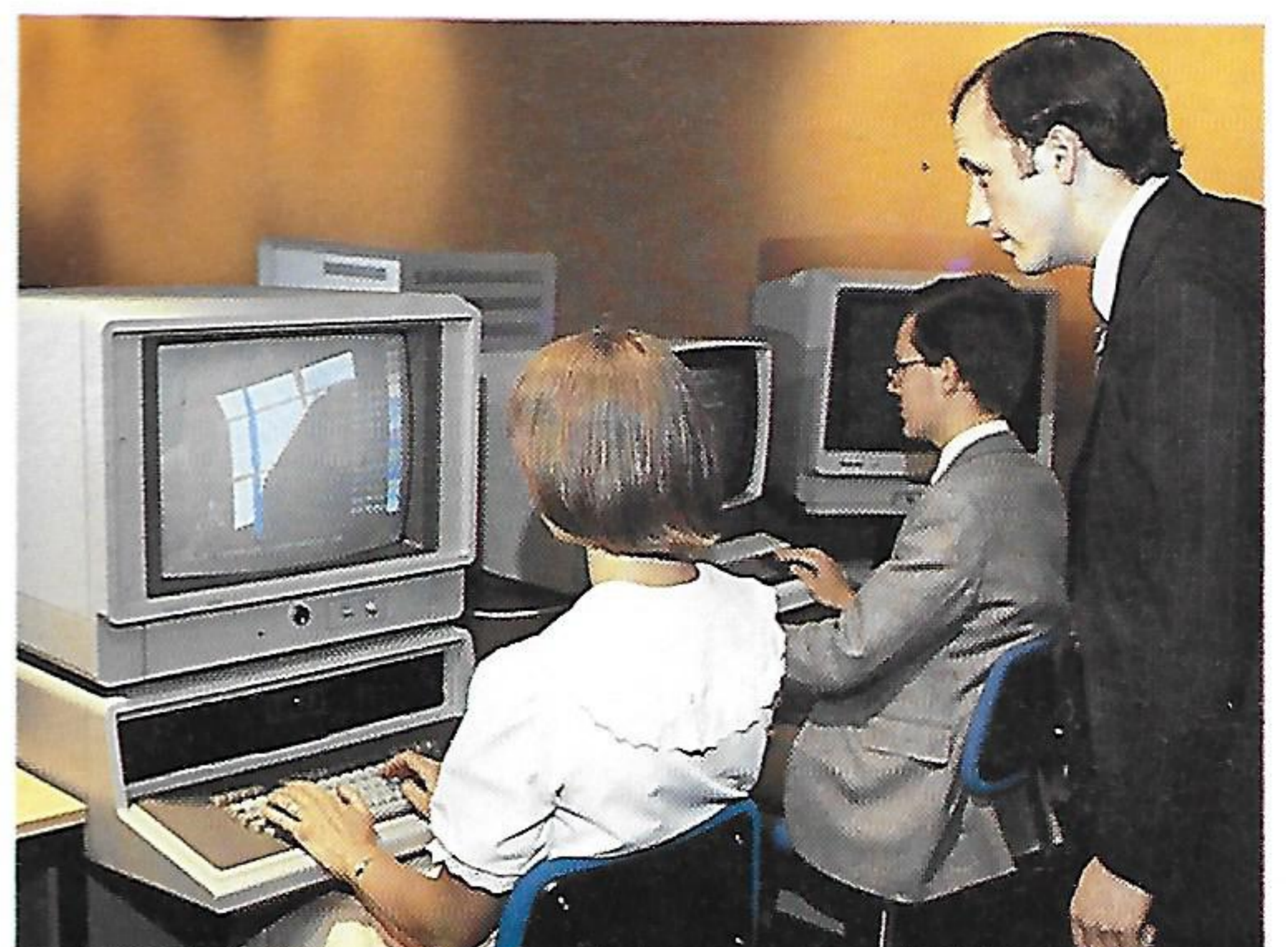
An important co-ordinating role in LR's operations is played by Roy Leach (pictured), Controller of Classification and International Conventions.



LR's association with the ACT Group has always been a close one, but now perhaps even more so with its new Chairman, Roderick MacLeod, who was with Ben Line for 30 years and latterly Joint Managing Director as well as having served as Chairman of ACT Limited, Chairman of ACT Services and a Director of BLC. In the photograph Mr. MacLeod (left) has an informal chat in LR's General Committee Room with Bill Slater, Chairman of ACT Limited, Chairman of ACT(A), Chairman of Cunard-Brocklebank, Managing Director of The Cunard Steam-Ship Company PLC and a member of LR's General Committee.

engine; and now is watching with interest the current developments in alternative sources of energy, including research into the use of nuclear power for marine propulsion.

It is looking forward to many more exciting developments over the next two centuries and plans to continue offering its services "without prejudice" to its many shipping and other customers.



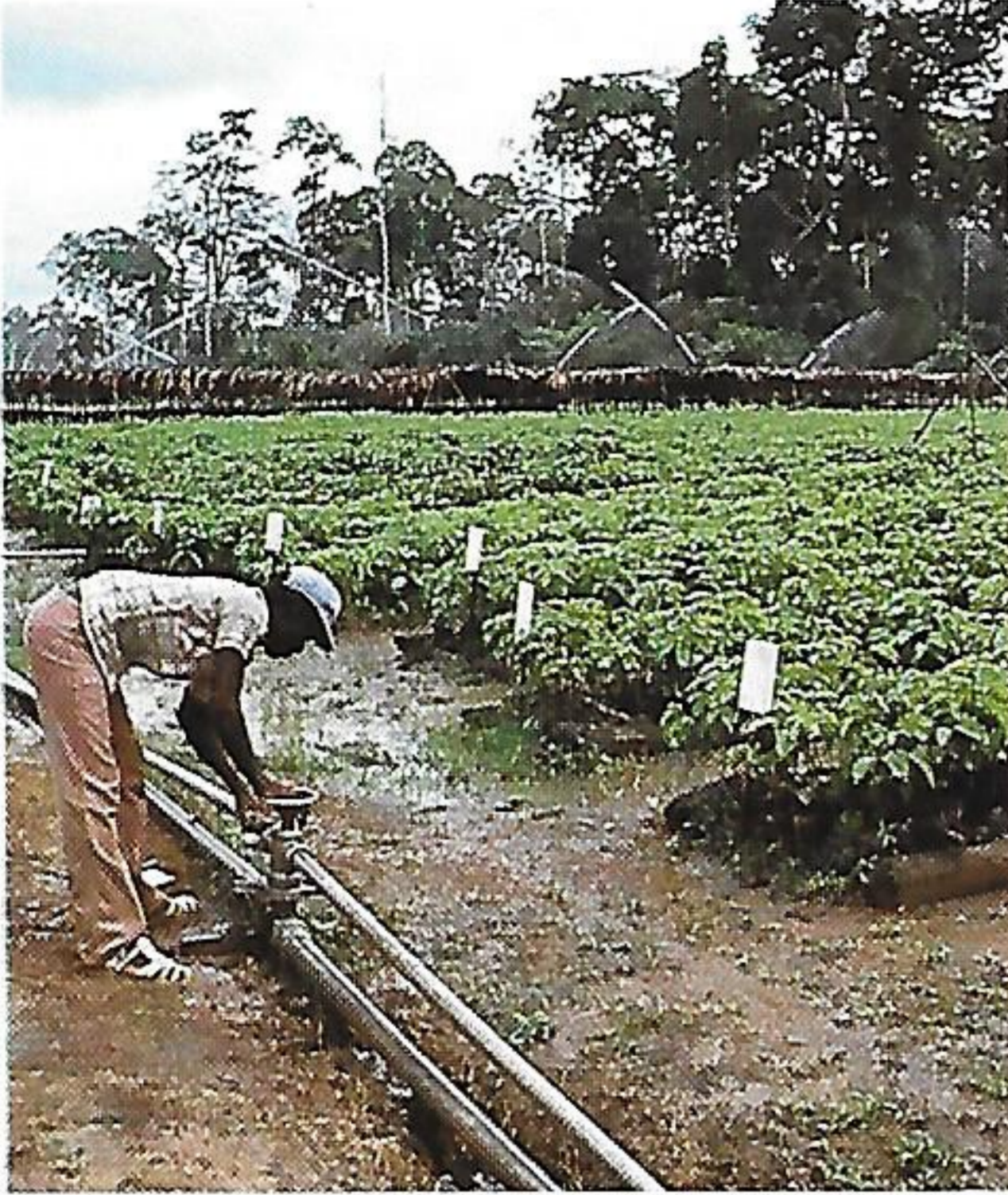
Sophisticated electronic and computer equipment helps to keep Lloyd's Register of Shipping at the forefront of technological development. In the photograph at left, Brian Lattimore (left), Manager of Computer Operations, is shown in LR's Computer Centre at Head Office. In the picture at right, Rod Crook (right), Special Projects Group Leader in the Computer Services Department, watches the generation of a finite element model of a ship's plate stiffener on LR's latest colour graphic equipment. The data produced is transmitted at high speed to the IBM Mainframe Computer for subsequent analysis.

COFFEE IN VENTILATED CONTAINERS

Coffee has been popular for centuries and as demand increased over the years, new developments have kept pace with it.

It has not only been in the presentation (instant coffee, freeze-dried, etc.) that advances have been made but also in shipping the coffee bean to its worldwide markets.

Trial shipments of coffee in 20-foot

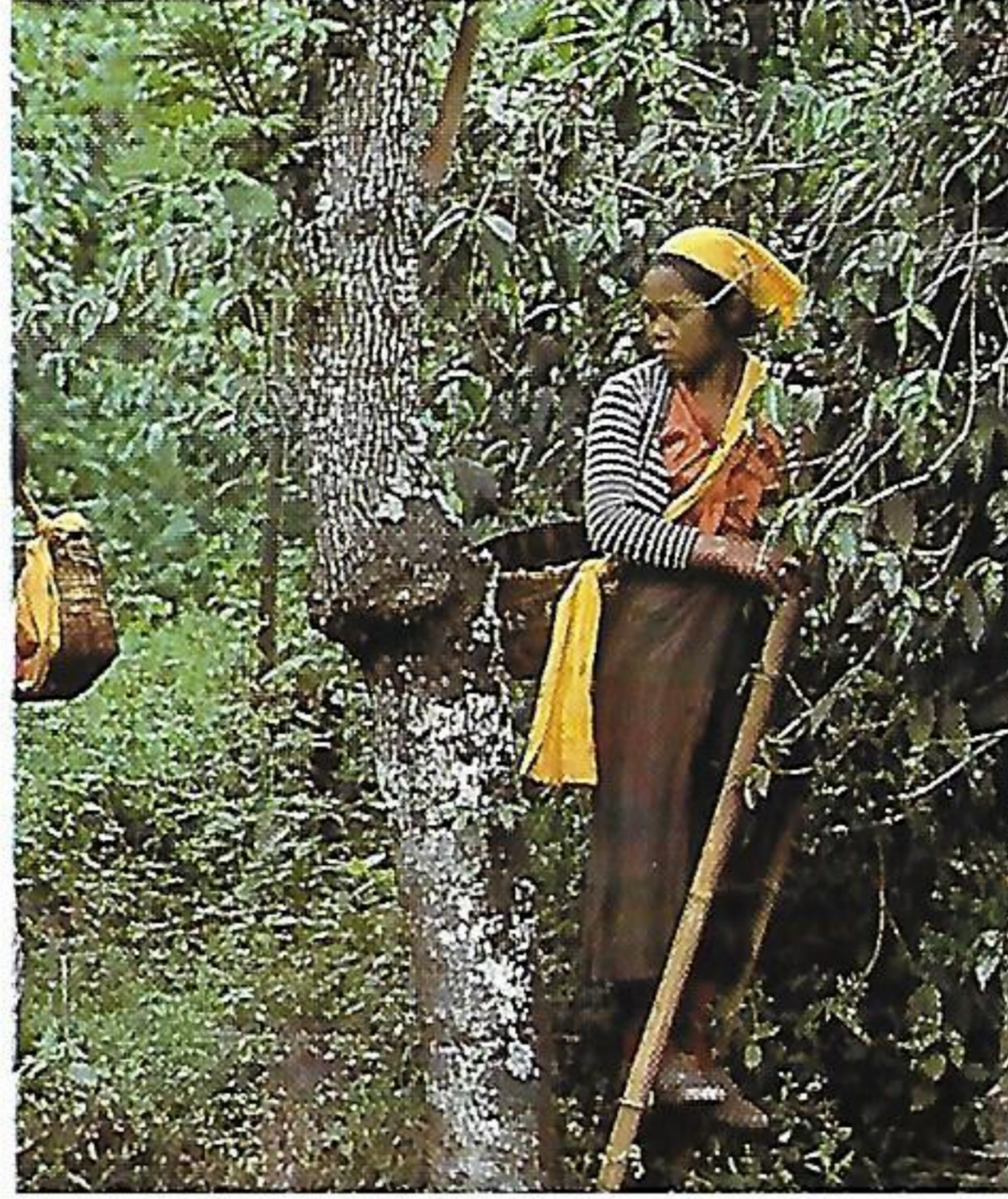


Young coffee plants being irrigated — they must have lots of water as well as hot weather.

Dry Freight containers first began in 1975-76 prior to the full containerisation of the Caribbean and Central American trades by the newly formed CAROL consortium in 1977. As founder members of CAROL, the Harrison Line was among the pioneers of this new development.

In the early days, members of the coffee trade were not easily persuaded as to the advantages to be gained by shipping in containers. Initially 100 70-kilo bags were packed into each 20-foot unit and when a perfect outturn was recorded the number was increased step-by-step until the figure of 250 bags was finally reached.

Various types of ventilation were



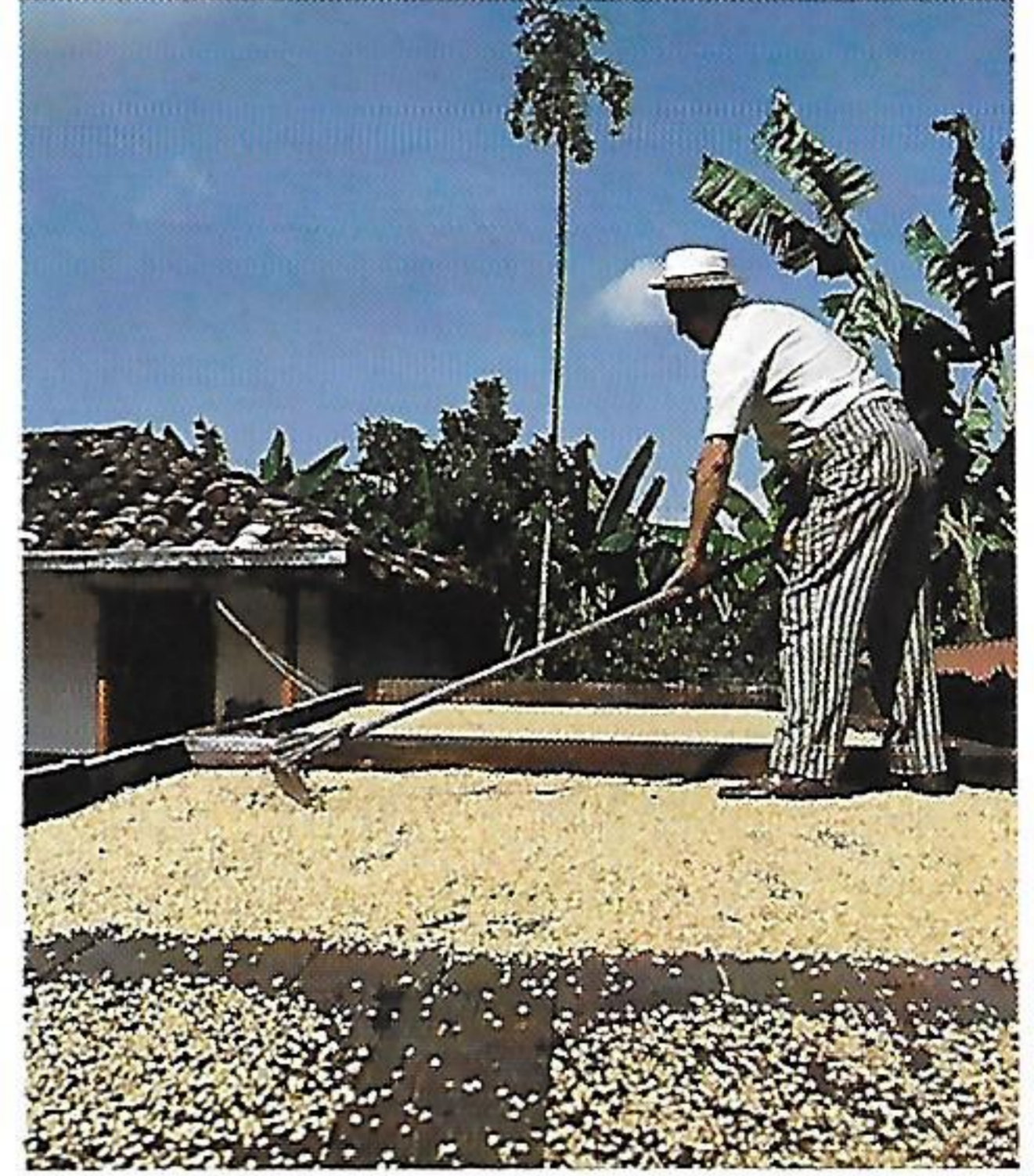
Harvesting coffee. As the beans ripen at different times, each cherry is picked individually.

tried to remove the moisture given off by the coffee during the course of the homeward voyage as the outside temperatures fell. Forced ventilation by means of electric fans proved too complicated; drying agents such as Silica Gel were more successful, but finally it was proved that adequate ven-

tilation was provided by partly opening the container door in stow and allowing the ship's hold fans to draw out the damp air.

Coffee is now carried by this method on a quay-to-quay basis and perfect outturns are regularly achieved. Claims for slack bags, staining and water damage have been cut dramatically.

However, the multi-modal concept of



Coffee beans are cleaned and dried before being graded and bagged for shipping.

containerisation soon encouraged a number of major coffee roasters — lead in the UK by the Nestle Company — to demand door-to-door delivery of their cargo.

Early trials showed that ventilation of the coffee at all stages of the journey from origin to factory was essential, so new experiments with natural ventilation systems began once more. As a result, a variety of ventilated container designs have been produced by different manufacturers around the world.

MOISTURE

They all carry air inlet baffles either at the base or low in the side-walls. As the coffee cools, the excess moisture is picked up by the relatively warm air rising in the container and is carried out through the top baffles. At the same time, cool air is drawn in at the base of the container.

At the present time the Harrison container fleet includes three different types of ventilated containers, each designed with a particular trading area in mind.

Over the past few years other coffee producing areas have accepted containerisation and have welcomed the tremendous improvement in the quality of service that it brings. Large tonnage of coffee are now loaded into containers in Colombia and beginning this year East African coffee is being shipped in containers.



Another perfect outturn of coffee which has been shipped in a ventilated container is unloaded at Butler's Warehouse in Greenford near London. Watching the unloading are (left to right) John Jeal, Senior Executive, Quality Assurance of Nestle's; Reuben Gane, Harrison Line Homeward Freight Representative; Chris Rogers, Representative of Murcott Wilden & Jacobs Limited; Mike Scott, Dock Cargo Supervisor for Nestle's; and Tony Jordan, Operations Director of Butler's.

THE HISTORY OF COFFEE

Although no one knows for certain when coffee first came to be used as a drink, there is a legend from the 3rd century A.D. about a young Arabian goat-herd name Kaldi who was employed by some monks in Yemen. He noticed that his goats became particularly lively after eating the berries of an unknown shrub.

He gathered some of the cherry-like fruits and took them back to the monastery and told the abbot of his discovery. The holy-man made a brew of the berries in water and gave it to his monks to drink. It made them feel good and helped them stay awake during the long hours of prayer.

Whatever the truth of the legend, it is in Abyssinia that coffee was first discovered in its wild state. Later,



A ventilated container belonging to Harrison Line which is used in shipping coffee. Air inlet baffles can be seen at the base of the side wall. Harrison Line was one of the pioneers of this method of shipping coffee.



A view of the processing line at one of Nestle's UK factories. After careful blending, highly sophisticated equipment is used in the roasting and processing and the strictest standards of hygiene are observed.

Africans ground roasted coffee between stones, mixed it with grease and rolled it into balls about the size of a billiard ball for use as food. Even today there is a wandering African tribe which uses these balls as part of their food.

The use of coffee spread from Africa to Arabia and in the 15th century when Mohammed declared that only those who did not drink wine would enter Paradise, many Arabs substituted coffee for wine and soon coffee became Arabia's national drink.

From Arabia the coffee habit spread far and wide. First along the ancient caravan routes to India, Egypt and Turkey and then to Greece, Italy, Austria, Holland and France, largely through Turkey's ambassadors.

Coffee-drinking became popular in England in the 17th century and by the beginning of the 18th century, there were some 2,000 coffee-houses in London alone.

The favourite drink in America was tea until 1773 when George III imposed a duty on tea and citizens of Boston disguised themselves as Indians, boarded the tea ships in Boston harbour and dumped their cargoes overboard. Following the "Boston Tea Party", many North American colonists declared that they would abandon tea as a household drink in favour of coffee which was much cheaper.

Coffee's popularity in some parts of the world declined somewhat until in 1939 Nestle discovered instant coffee and introduced Nescafe. Nestle's coffee-makers slowly improved their methods over the years and in 1964 they found a completely new way of drying the coffee after it had been brewed, known as freeze-drying.

Today coffee has become part of the way of life of many people around the globe at work and at play and provides new vigour and gives much pleasure.



Instant coffee is very popular today and sales are on the increase. In the photograph, taken at Sainsbury's new Crystal Palace shopping complex on the outskirts of London, one of the employees is putting out new stock.

HAZARDOUS CARGO IS NOT DANGEROUS

"Hazardous cargoes are not dangerous providing they are handled correctly and given proper attention," according to Mel Grainger, Cargo Handling Manager of ACT Services.

The company has had many years' experience ensuring that hazardous cargoes — ranging from whisky and other spirits in bulk to acids, radioactive commodities and a wide variety of chemicals — are correctly packed for

shipment. The enquiry is then passed to the Regional Cargo Department of ACTS to confirm classification and to ensure that no additional information is required.

The complete hazardous details are then relayed to the Special Cargo Section at Southampton where personnel who are involved in hazardous cargo ensure that the shipment meets all international regulations; as not only UK

arrival at the place of acceptance. In the case of less than full container loads (LCL), ACTS is in charge of supervising the packing, with the actual stuffing being undertaken by the Depot Operator.

In respect of both FCL and LCL loads, whoever packed the container is obliged to provide a dangerous goods packing certificate. Hazardous cargo containers are always labelled on all four sides with a special diamond shaped label and on the door of the container there is a description of the hazardous cargo which has been loaded in the box.

In between acceptance of the shipment and the packing, ACTS Southampton prepares a list of hazardous goods for the vessel which will be carrying them and this information is also provided to the ship planners so they can ensure that the containers are allocated to specific slots and positioned on the ship in accordance with regulations.



Checking on special restrictions corresponding to a hazardous cargo shipment are members of the ACT Services' team (left to right) Aubrey Coshan, Special Cargo Controller; Pat Stacey, Special Cargo Assistant; and Kate Butt, Typist.

sea transportation in order that they arrive safely at their destinations.

ACTS handles some 20,000 separate bookings of hazardous cargo annually and that total is increasing as more and more shippers entrust their hazardous cargoes to the ACT Group.

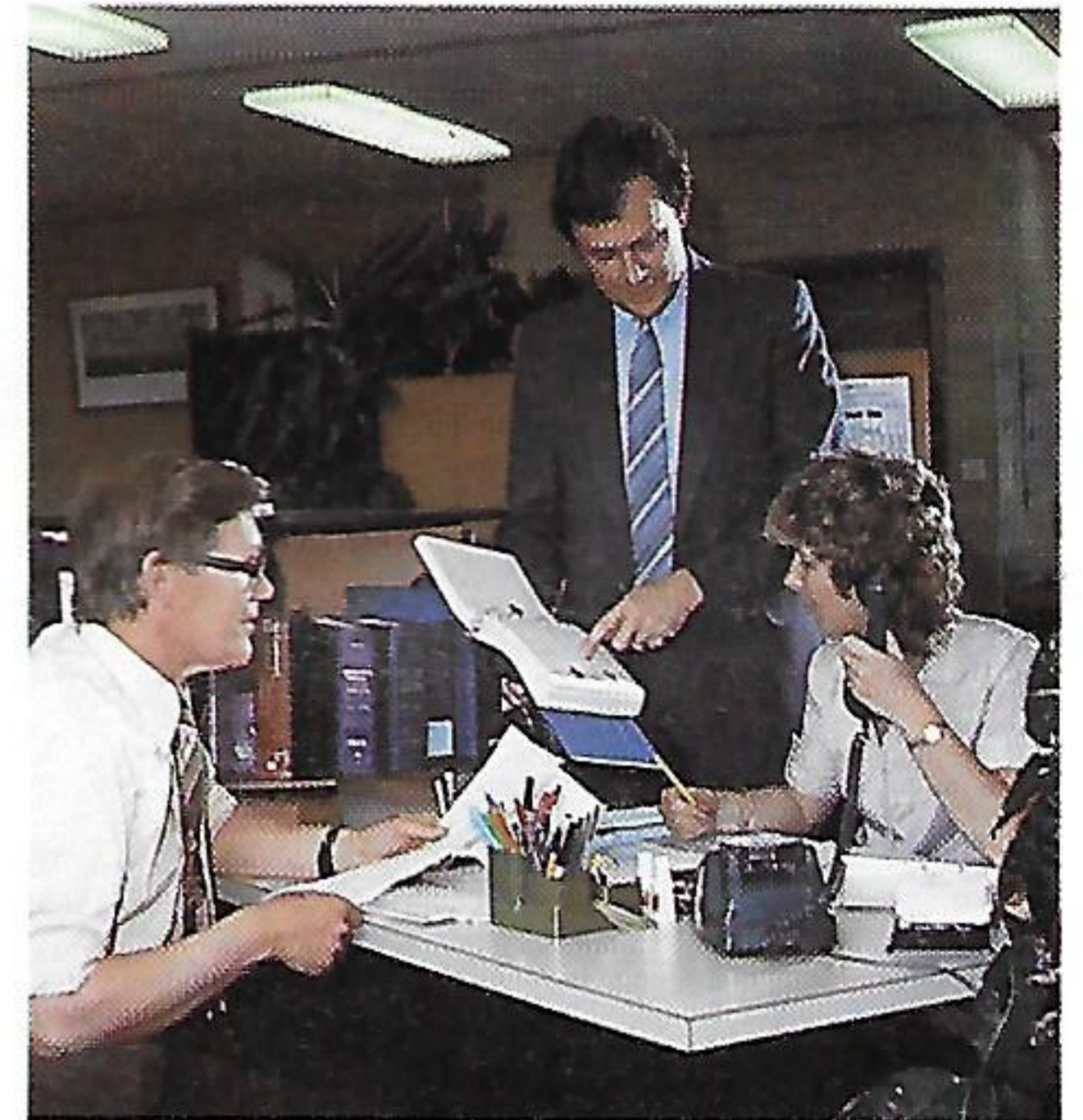
What happens when an order to ship hazardous cargo is received?

It is booked in much the same way as any other cargo, although the shipper must additionally supply a full technical description of the goods for

ports of loading are involved but also other ports of call on the vessel's itinerary where additional restrictions may apply.

Southampton then notifies the Regional Office that the cargo can be handled and supplies a reference number. The Region immediately informs the shipper of the reference number and confirms that the cargo can be accepted.

Full container loads (FCL) — shipper packed — are subject to inspection on



Latest international regulations for a proposed shipment of HC are discussed by (left to right) David Browning, Deputy Special Cargo Controller; Mel Grainger, Cargo Handling Manager; and Jayne Ilesley, Special Cargo Assistant.



The importance that ACT attaches to hazardous cargo was demonstrated recently when a special seminar on the subject was held at Northfleet Hope, Tilbury Docks. In the photograph at left, John Farrar, ACTS Marine Manager, answers questions from those attending the seminar, including senior seagoing officers from Cunard and Blue Star Line and representatives of ACT's European agents. Also pictured are (left to right background) ACT Services' Operations Director Bill Campbell; Peter Pike, Operations Director of ACT(A); and Mel Grainger, Cargo Handling Manager of ACT Services. In the picture at right, those attending the seminar make an on site inspection at the quayside of containers being stuffed with hazardous cargoes.

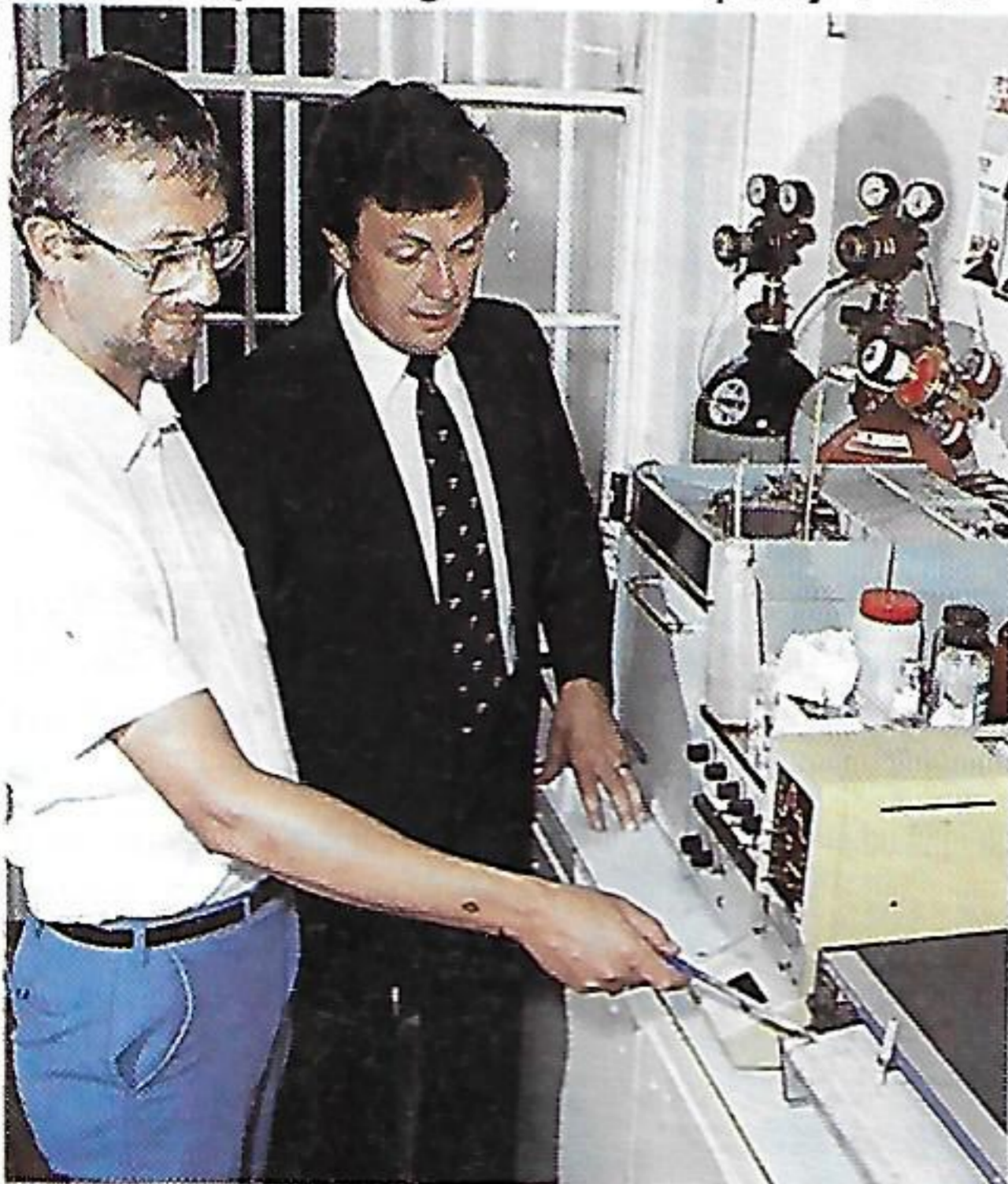


Checking stowage and securing of HC at London's International Freight Terminal is Dennis Hurrell, ACTS' Cargo Care Manager, Southern Region

On arrival at the Terminal, HC containers are stacked in pre-allocated areas and random inspections are carried out to ensure that the stowage and securing have remained intact and suitable for an ocean passage.

Due to the ever increasing proportion of cargoes which are subject to highly complex national and international regulations, it is sometimes necessary to seek additional advice. ACTS therefore retains as consultants Dr. R. F. Milton & Partners, who are Consulting Analysts, Chemists and Biochemists.

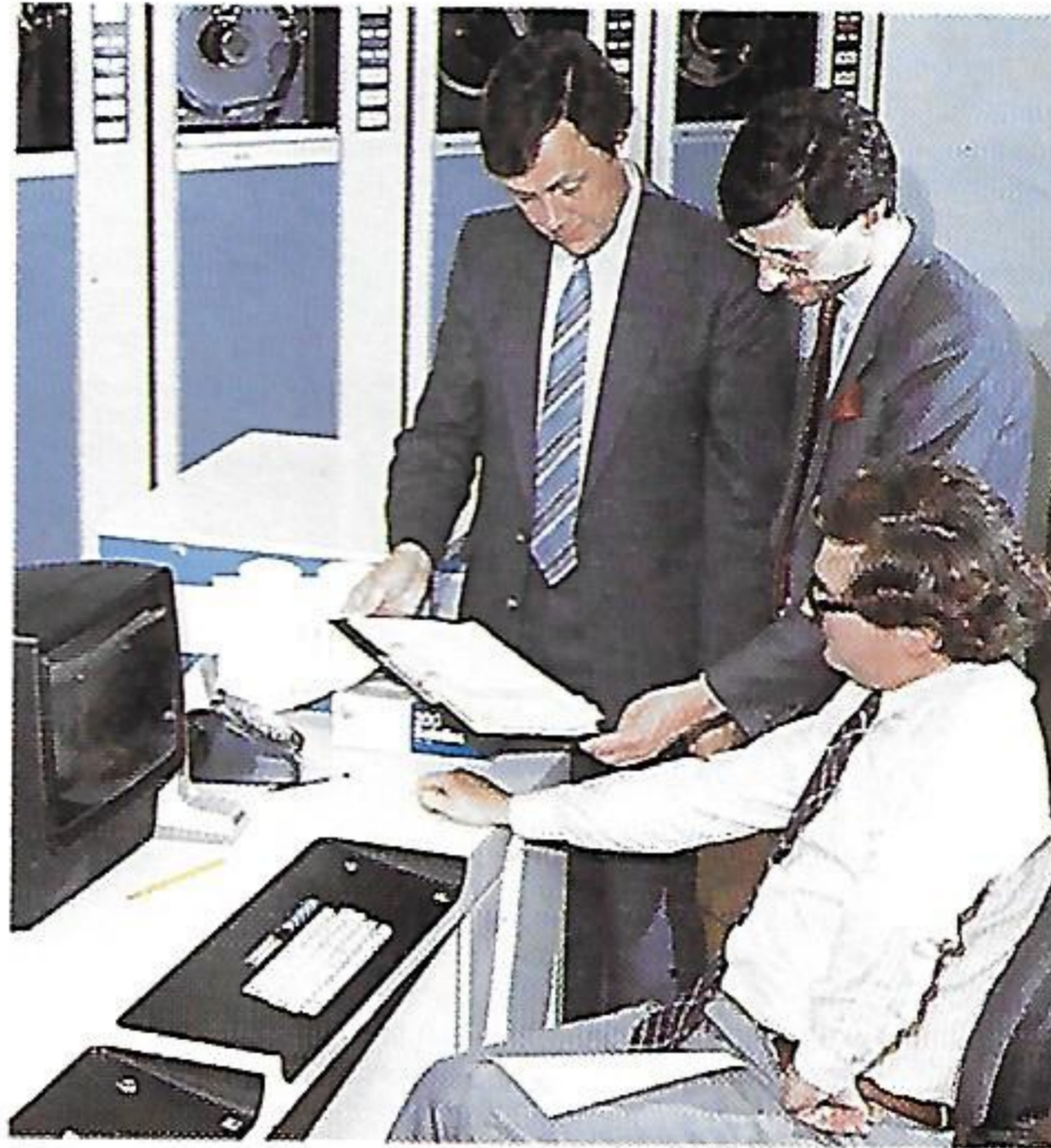
ACTS has always prided itself on the way it deals with HC and, in its constant search for improvement, has recently developed a unique system for controlling bookings of it. Considering the fact that ACTS can be responsible for transporting any of 7,000 different hazardous substances, the new system, operating through the company's Bur-



Explaining results of a gas chromatographic analysis to Mel Grainger (right), ACTS Cargo Handling Manager, is Dr. John Kirman, Partner in Dr. R.F. Milton & Partners.

roughs B6900 computer system, will make it easier to keep a constant check on HC bookings and will automatically prepare the special documentation required, including checks on all port and vessel limitations.

As any one ship may only carry a limited amount of hazardous cargo, an efficient control system is vitally important to shipowner and shipper alike. To the shipowner, because the safety of his ship and all she carries is ultimately his responsibility; to the shipper, because whether or not he considers his cargo dangerous or hazardous, he can be sure of this — ACTS will make sure it arrives safely and promptly with the consignee, wherever he may be around the globe.



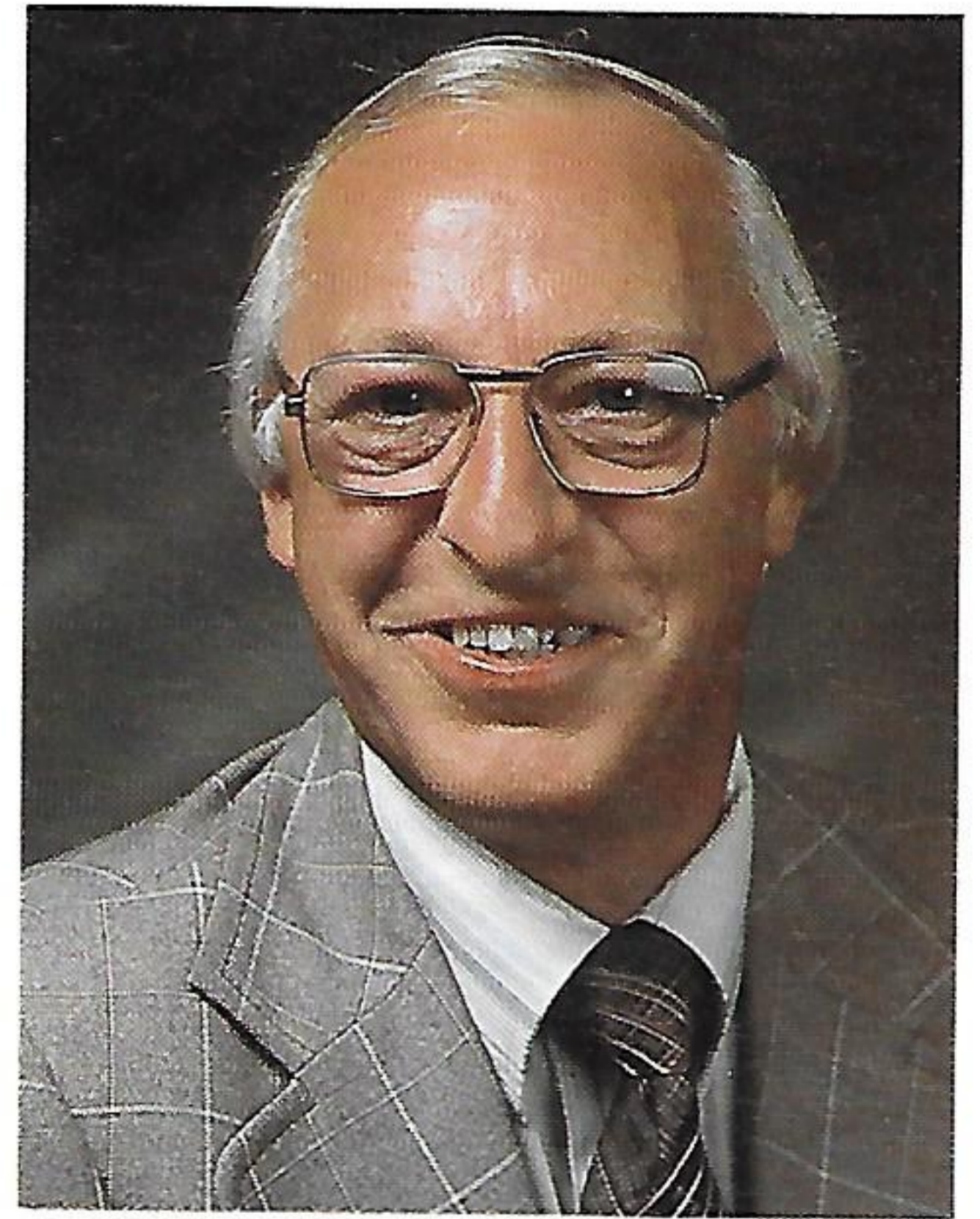
Discussing ACTS' new system for controlling HC bookings are (left to right) Mel Grainger, Cargo Handling Manager; Ian Tomlinson, Deputy Manager, Management Services; and Kevin Hutchins, Systems Analyst, who is developing the new system.

NEW ASSISTANT SALES MANAGER FOR ACT(A)

Ken Jones has been appointed Assistant Regional Sales Manager for ACT(A)'s North-East Region, based at the company's Leeds Office.

He joined ACT(A) in 1978 and has worked as a Sales Representative until his new appointment. Ken Jones has spent a total of 25 years in the wool trade and immediately prior to coming to ACT(A) he was Export Shipping Manager of A. Dewavrin Limited, where he spent 13 years.

Married with two children, in his leisure time Ken plays cricket and golf.



KEN JONES

THE CRUISE OF A LIFETIME



An unforgettable cruise on the "QE2" was the prize won by Mr. Noorur Rahman Abid for himself and his wife at an annual charity event held in Jeddah. C.A.M.E.L. and Cunard donated the prize as their contribution to the Embassy Jeddah Bazaar organised by the wives of British businessmen living in Jeddah. In the photograph, Mr. and Mrs. Abid meet Captain D. Ridley (left), Master of the "QE2".

BLC ENTERTAINS 400 CUSTOMERS IN KOREA



A Reception for over 400 BLC customers in Korea was hosted by BLC Director James Kirsop (fourth from left) at the Chosun Hotel in Seoul to thank shippers and importers for supporting BLC. The event coincided with the change of BLC agents to Yooil Shipping Co. Ltd. In the photograph are (left to right) B.J. Cho of Yooil Shipping; BLC Representative Dermot Taylor; General Manager David Fargus; (Mr. Kirsop); and welcoming guests (right) Chester Choi of Yooil Shipping.

COLOURFUL WELCOME FOR GUESTS



Twelve lovely ladies from the offices of Yooil Shipping Co. Ltd., BLC's agents in Korea, dressed in traditional Korean attire, are photographed shortly before the start of a Reception in Seoul at which they welcomed more than 400 BLC customers.

MARKETEERS BRIEFED

When Andy To (centre) from BLC's Hong Kong office, and B.J. Cho (right) from Yooil Shipping, Ben Line's agents in Korea, were on a marketing tour of BLC customers and agents in Europe, they visited Ben Line's Head Office in Edinburgh. At that time Bill Thomson (left), Marketing Director of BLC, took the opportunity of briefing the two of them on BLC operations.

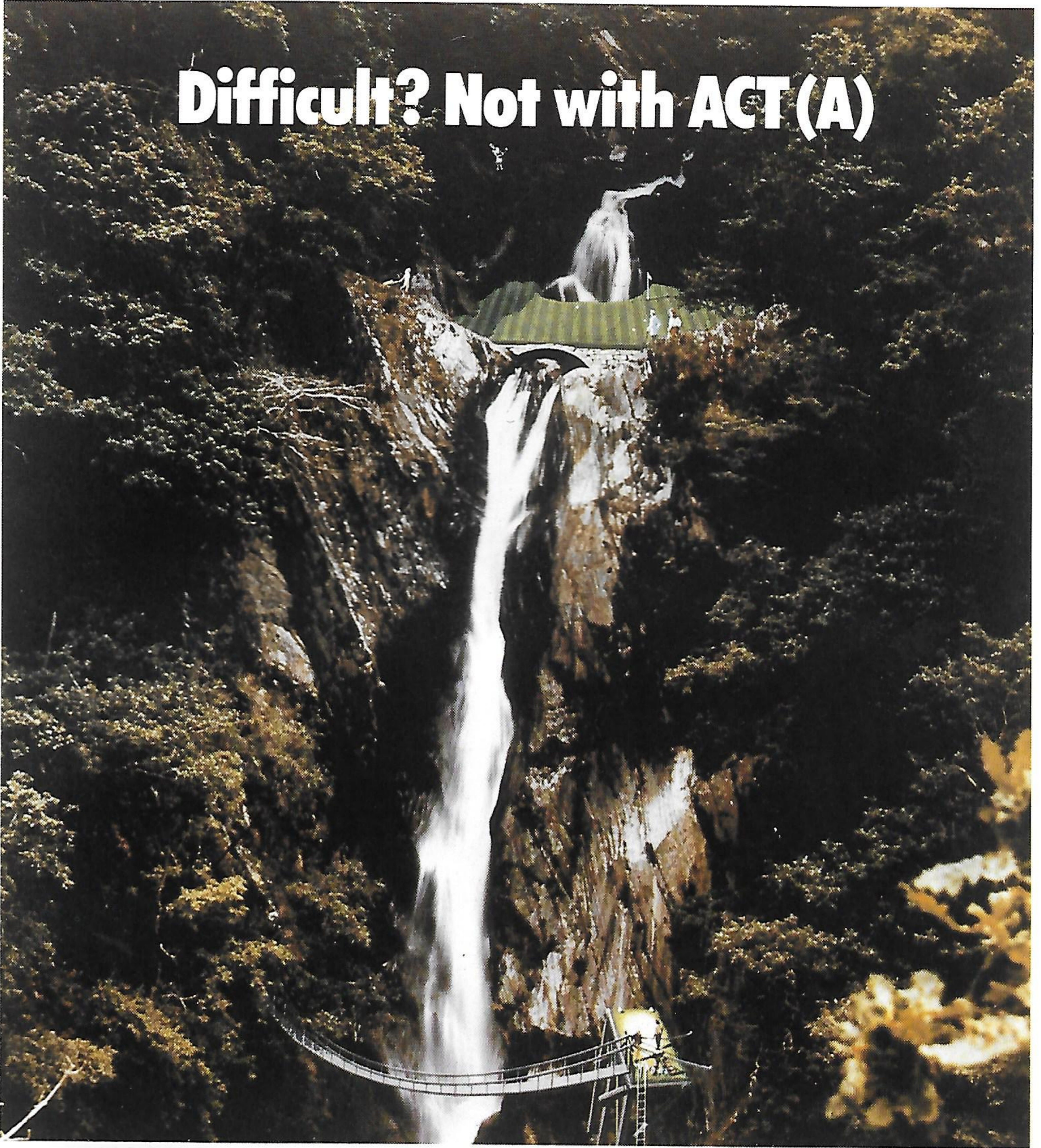


BRIDGING THE CONTINENTS



When Masahiko Hashimoto (centre), BLC and BL Marketing Representative in Tokyo, visited Europe recently to call on BLC customers in Germany, Holland and the UK, one of his stops was at the well known Scottish whisky company William Sanderson at South Queensferry, who export the world famous VAT 69 whisky. In the photograph, taken in the Sanderson Board Room, "Hashi" is pictured shaking hands with David Murdoch, Export Manager of William Sanderson, and the Forth bridge can be seen in the background. Also in the photo is Jack Flucker of Ben Line's Head Office in Edinburgh.

Difficult? Not with ACT (A)



Rhaedr Fawr Golf Club, Abera-ation. 9th hole; 368 yards; par 4.

The unexpected, the unusual and the difficult do occur. But we allow nothing to hinder us in offering a reliable, regular and frequent container service to Australasia, which is second to none.

With sailings from Tilbury and Liverpool to Melbourne, Sydney, Wellington, Auckland and South Island, ACT (A)/ANL can be depended upon for its quality of service. Don't handicap yourself - use ACT (A).

The illustration in this advertisement is taken from 'Great Britain And Ireland's Most Difficult Golf Holes', copies of which may be obtained by post from RG Public Relations, 13-19 Curtain Road, London, EC2A 3LT, at a cost of £3.75 per copy, inclusive of p&p. Please state the number of copies required and make cheques payable to RG Public Relations.



Associated Container Transportation (Australia) Ltd

136 Fenchurch Street, London EC3M 6DD. Tel: 01-626 3233 Telex 886 381
or your nearest ACT office or containerbase.

ONIONS WITHOUT TEARS

High quality Australian, New Zealand and Tasmanian onions are now widely available in the UK and on the Continent following development of a new method of transportation by ACT(A).

Onions deteriorate rapidly if deprived of ventilation and to survive the long voyage to the UK and Europe — one of Australasia's biggest markets — onions in the past have been either refrigerated or placed in locations on board ship that ensure constant circulating air.

Unfortunately, refrigerated (reefer) containers are not always available and they also carry a higher cost. An alternative to refrigeration which has been used is flat racks stowed in ventilated holds of vessels. However, securing the onions properly is a problem and there is the risk of exposure to weather during transit handling.

EFFECTIVE

ACT(A), which has been involved in a number of innovative developments over the years, came up with a dramatically effective and simple solution to the problem for its onion shippers — the "Fantainer".

This new method was developed from static trials conducted by Commonwealth Scientific and Industrial Research Organisation's (CSIRO) Division of Food Research at VECON Pty. Ltd., Devonport, Tasmania. The trials were conducted over an 11-week period which is twice the normal voyage duration to Europe.

General cargo containers are modified by putting an industrial exhaust fan at the centre top of the container's fixed end while four ventilators are fitted at the base of both side walls. In addition, a false floor to lift the onions clear of the permanent base is installed.

Air is then drawn through the bottom side vents by the exhaust fan, circulated through the onions — which are packed in mesh bags — and expelled through the fan. The fan is designed

to provide a minimum of 30 air changes per hour, which is more than enough to ensure that the onions arrive in prime condition. The fans are checked at least once a day and replacement fans are kept on hand in case of emergency.

"ACT(A) believes that this is the most positive and flexible system for the carriage of onions yet devised," according to Mr. Roy L. Davis, ACT(A)'s General Manager - Marketing. "It holds out great hope for shippers seeking to expand their export opportunities.

"The containers carry 14-15 tonnes of bagged onions which is an excellent payload compared with flats which have varying loads and pose problems for both the shipper and the importer," Mr. Davis said.

"General purpose containers are readily available and can be quickly modified to meet shippers' demands. This type of container gives full

weather protection and there is no chance of any rain or salt spray damage," Mr. Davis pointed out. "At outturn the onions are dry and bright," he added.

An alternative stowing method which would speed packing and discharge is being studied. Onion bags would be packed in light timber crates for ease of loading into containers by forklift trucks and the crates would be suitable for supermarket and storage use as well.

Mr. John Royle, Director of Yeoward Brothers (Fruit) Limited, said that he has been pleased to handle imports of onions into the UK using the new Fantainer system. Response from UK and Continental importers has been generally enthusiastic and Australasian exporters see this new development as an opportunity to expand their exports.



A Fantainer load of onions is checked by George Parkins (second from right), Office Manager of Yeoward Brothers (Fruit) Limited, at their New Covent Garden Market premises in London. He is watched by (left to right) Dennis Hurrell, Southern Region Cargo Care Manager of ACT Services Limited, Basildon; Ralph Skinner, ACT(A) Sales Representative, Southern Region; (Mr. Parkins); and Sam Garnett, Regional Sales Manager of ACT(A)'s Southern Region.

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