

news

AUTUMN 1984



THE INLAND PORT

SIX INLAND PORTS SERVING THE WORLD

When the development of containerisation in the trades between the UK and overseas markets began in 1969 — with the UK/Australian trade switching from conventional to container shipping — the lines involved in that trade were determined to exploit the productive benefits of the container to the full.

One of the fundamental reasons for the development of the container system of transport in the deep sea trades was to

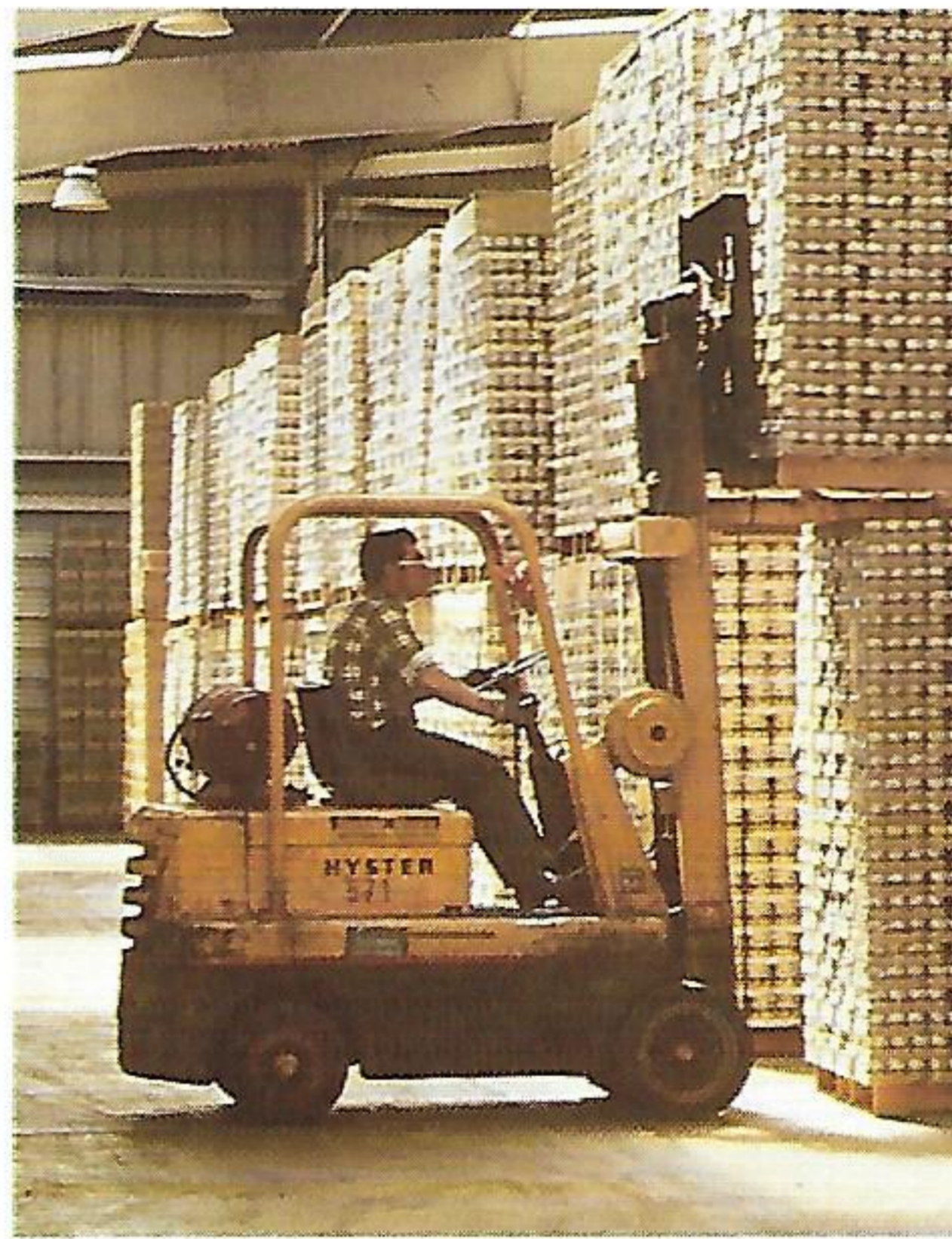


Containerbases are found in the main industrial and commercial centres with direct road and rail links to the major container ports. The map shows their exact locations.

speed the turnaround of ships, so the British shipping lines serving Australia and the Far East — such as ACT(A) and BLC — with a view to achieving maximum economy of operation, designed a transport system which relied on sophisticated inland collection and distribution of containers to permit the operation of very large containerships calling at a limited number of ports at both ends of the trade routes.

As a result of this decision, a policy was adopted of developing inland depots at the

main industrial and commercial centres throughout the UK to complement the latest port terminal facilities and the rail distribution network. The modern containership terminals were designed to load and unload containerships rapidly and efficiently — and on the land side to exchange such containers with rail and road transport — with substantial cargo handling facilities and freight services being moved to major inland bases closer to in-



A forklift truck collecting cargo for loading a container with LCL cargo. Containerbases are planned to provide a facility for international freight.

dustry and customers than the ports.

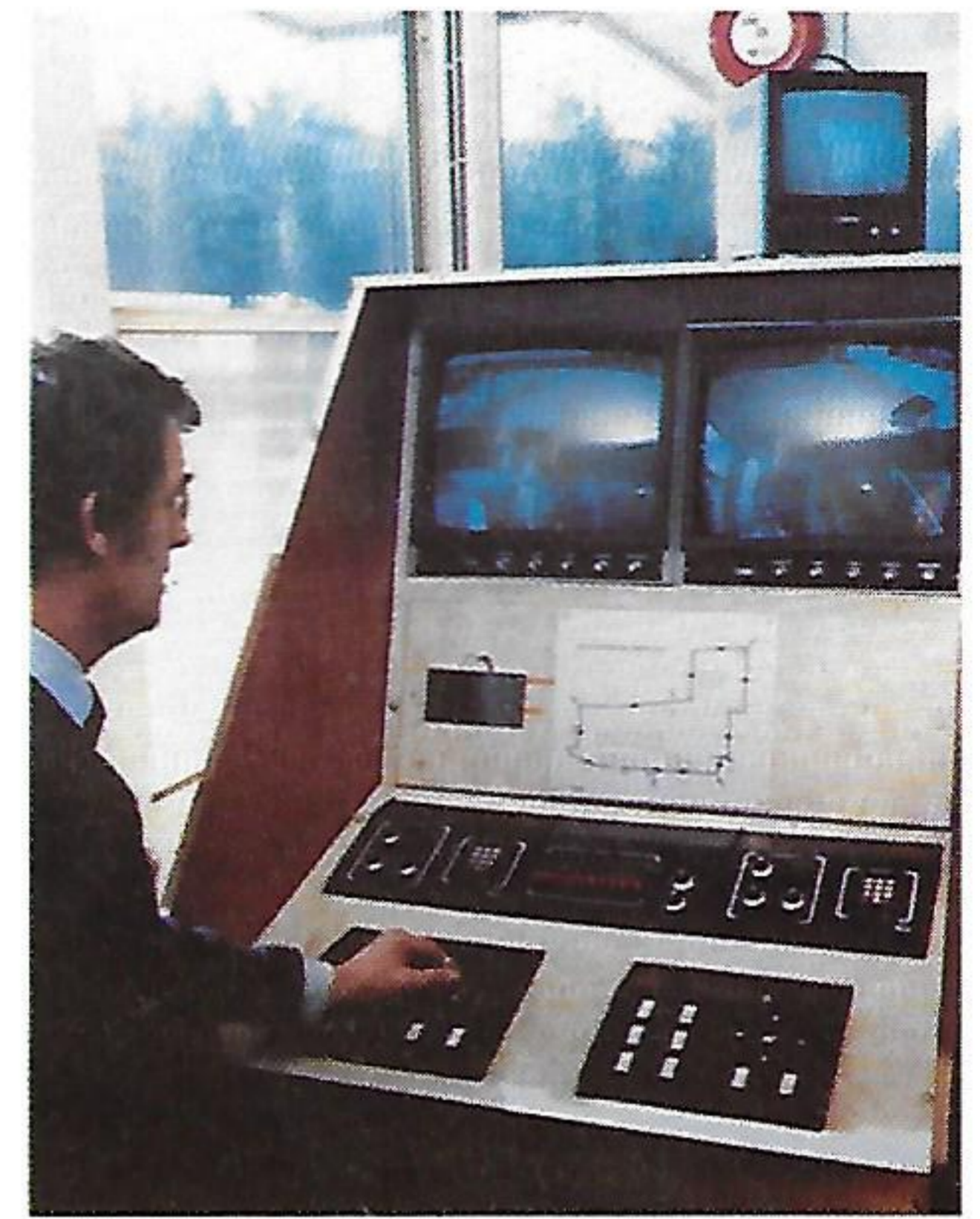
With the co-operation of the UK Customs authorities, a new generation of depots was established to meet the needs of containerisation and, as a result, a number of inland depots were developed to meet the requirements of those involved in export and import.

Six large depots, known as Containerbases, formed the nucleus of this development and they were designed to meet the requirements of the Australian trade initially and subsequently those of the Far East,

South Africa and other major trades.

Containerbases are located at Barking, Birmingham, Leeds, Liverpool, Manchester and Coatbridge (in Scotland). They provide 136 acres of site area and nearly 600,000 square feet of shed space (the equivalent of ten football pitches).

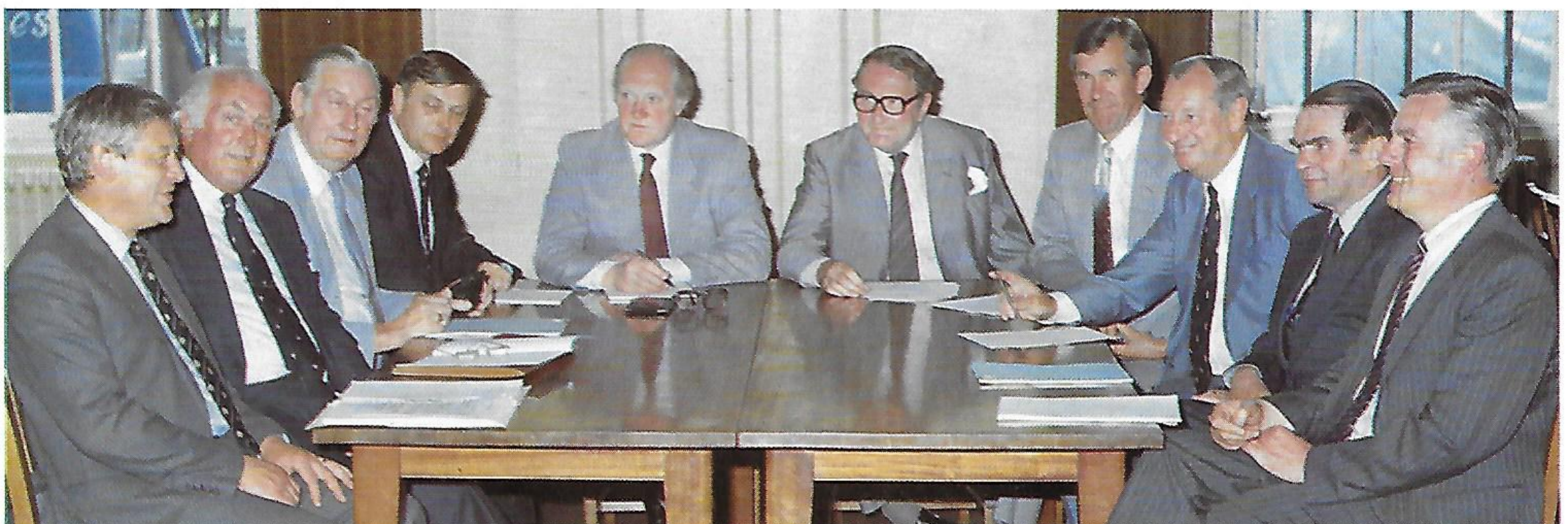
Containerbases' fleet of straddlecarriers, gantries, tugs and other equipment, combined with their experienced personnel, have been responsible for achieving a



The Containerbases have their own security organisation on duty 24 hours a day, 365 days a year. In addition to having a trusted and well-trained staff to carry out the work, the bases are protected by perimeter alarms, closed circuit television and a comprehensive system of fire and security alarms.

total throughput of over two million TEUs up to the end of 1983.

The main function of the Containerbases is to provide facilities where LCL cargo can be received from shippers and consolidated for export and which can move under Customs' control from Containerbases to the ports for shipment and, in the case of imports, the containers can move under Customs' control from the port



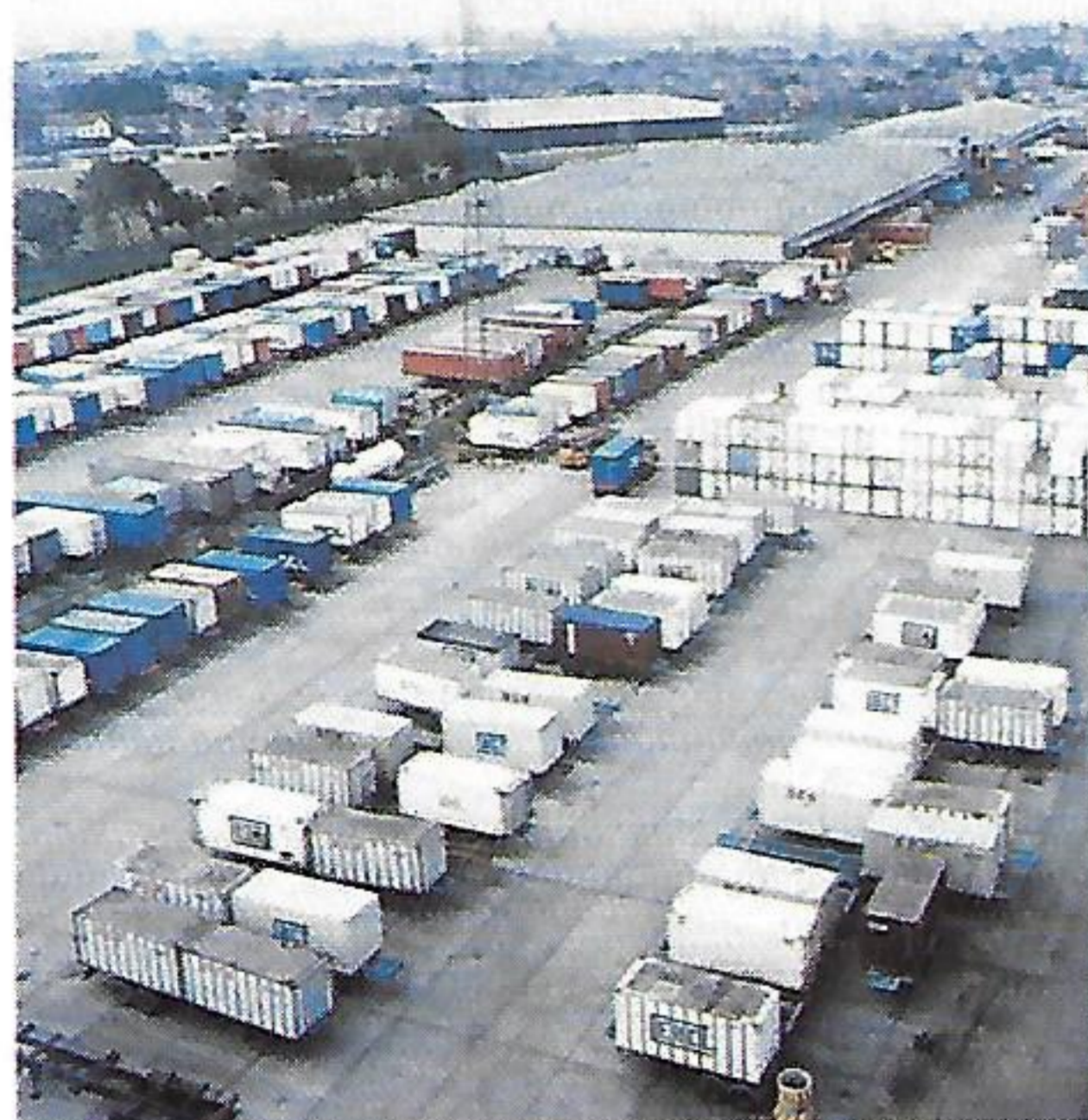
The Containerbases Management Team from around the UK meet in London to discuss ways of further improving service to customers. Around the table are the General Managers of the area Containerbases and the Head Office team (left to right), John Sheldrake, General Manager, Birmingham; Lionel Storrs, General Manager, Liverpool; Max Durbin, General Manager, Leeds; Alan Robinson, Financial Controller, John Reid, Managing Director, Alan Hatchett, Chairman and Ken Macdiarmid, Operations Director of Containerbases Limited; Ken Allen, General Manager, Barking; Jerry Parkin, General Manager, Scotland; and Les Carlisle, General Manager, Manchester.

to the Containerbase, where the cargo can be unpacked, with all Customs' formalities being carried out at the Containerbase, allowing individual shipments to be collected by importers.

There are also arrangements for Customs clearance of FCL containers which enables the boxes to move speedily through the ports without undergoing



Each Containerbase is fully approved by H.M. Customs and provides the full range of customs clearance service for imports. In addition to customs clearing import LCL shipments, the Containerbases provide a convenient location for the clearance of import FCL containers prior to delivery.



Partial view of a typical stacking area at a Containerbase.

Customs' formalities at that stage. In addition, many of the Containerbases provide for the lifting and storage of loaded and empty containers, for container repair and a number of other services required by shipping lines, such as the provision of facilities for reefer containers.

To achieve maximum efficiency, depot facilities are planned as an integrated whole, including the siting of transit sheds, container parks, trailer parks, workshop facilities, etc. Where possible, the Containerbases were built on sites immediately adjacent to major rail terminals.

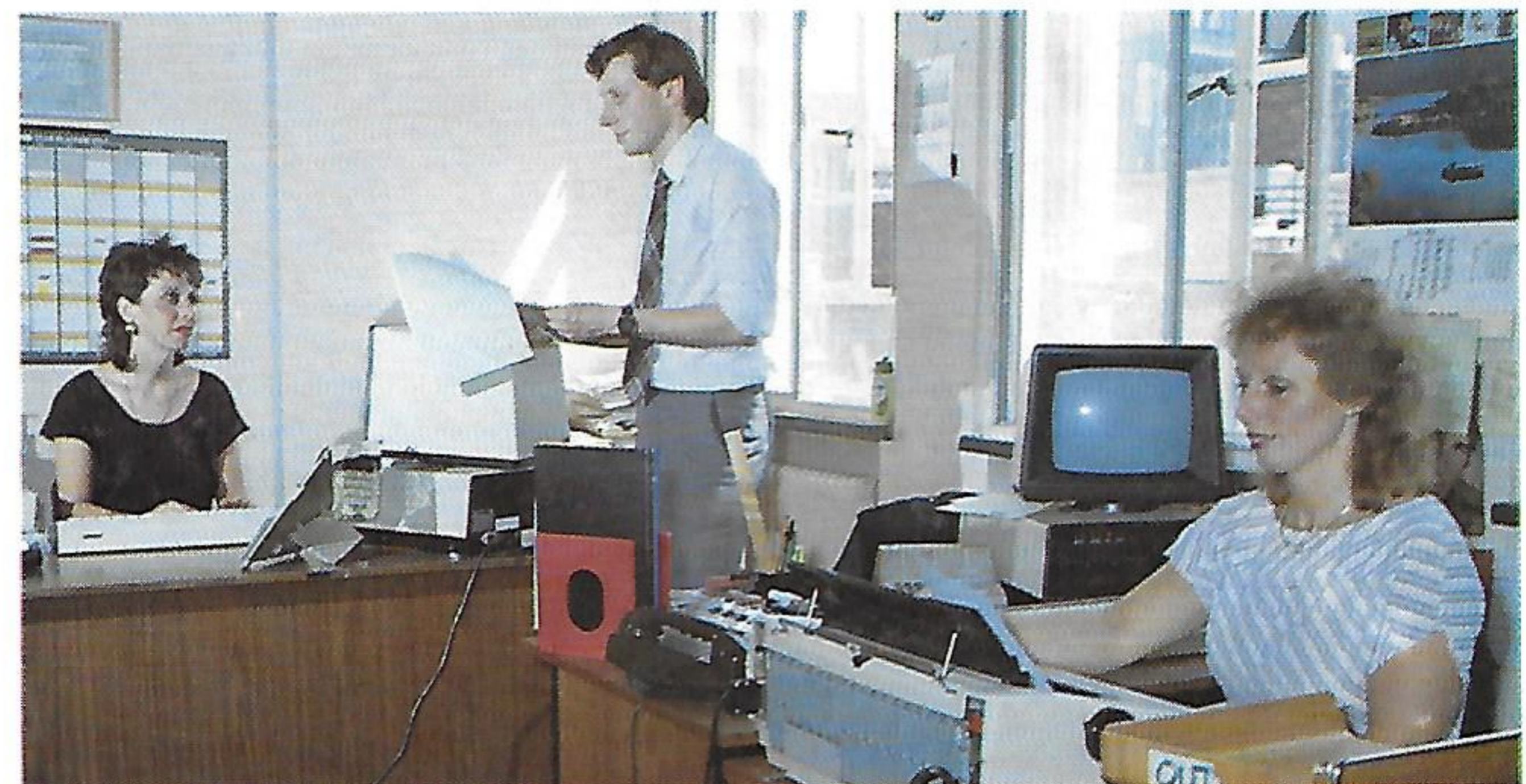
Among the major shareholders in Containerbases are Ben Line, Cunard, Ellermans, Harrisons and Blue Star, all members of the ACT Group.



Forward Planning plays an important part in keeping everything running smoothly. Three members of the Containerbase Head Office team study current figures. Pictured are (left to right) Bob Ingram, Executive Assistant; John Reid, Managing Director; and Ken Macdiarmid, Operations Director.



Tight financial control is a key element in keeping the company profitable and members of the Accounting Department hold one of their regular meetings. In the photograph are (left to right) Arthur Rayner, Group Pensions Manager; Alan Robinson, Financial Controller; and John Briegoo, Accountant.



Modern communications are essential for keeping in touch with bases from Head Office and for proper administration. In the photograph, Bill Jutsum (centre), Personnel Officer, talks to Secretary Linda Barkway about sending a message to the General Managers while Linda Sands (right) helps keep the administrative paperwork up-to-date.

JOHN MENDHAM

John Mendham, Sales Manager of EHCL, died suddenly on 7th June 1984 at home in his garden in Thorpe Bay, Essex. He was 53 years old.

John was a well-known and much respected figure in the shipping world as was shown by the very large attendance of shippers and colleagues at his funeral in Southend-on-Sea, who, in his memory, donated over £1000 to the British Heart Foundation.

John joined Ellerman & Bucknall in 1950 as a clerk and first went on the road as a Sales Representative in 1961. After a period as Trade Assistant in Ellerman & Bucknall's Far East Section, he returned to selling, becoming Assistant Sales Manager. In 1973 he was promoted to Southern Area Sales Manager and in 1980 he became Sales Manager of EHCL.

John displayed sincerity and determination in his business dealings, combined with a great sense of fun and good humour. He treated people as individuals and took great pride in providing a personal service to his many customers, large and small. He had legions of friends in companies around the world as well as in Government and diplomatic circles.

John Mendham's leisure interests lay in wildlife, gardening, DIY and he



was planning to buy a boat to enjoy the waters of the Essex coast. He leaves a widow, Iris, two daughters and four grandchildren.

EHCL Director Howard Dilley commented, "John was an exceptional, warm-hearted man with an enormous pride in his work and the company. He will be very sadly missed by his colleagues in the company and all his friends in the shipping industry."

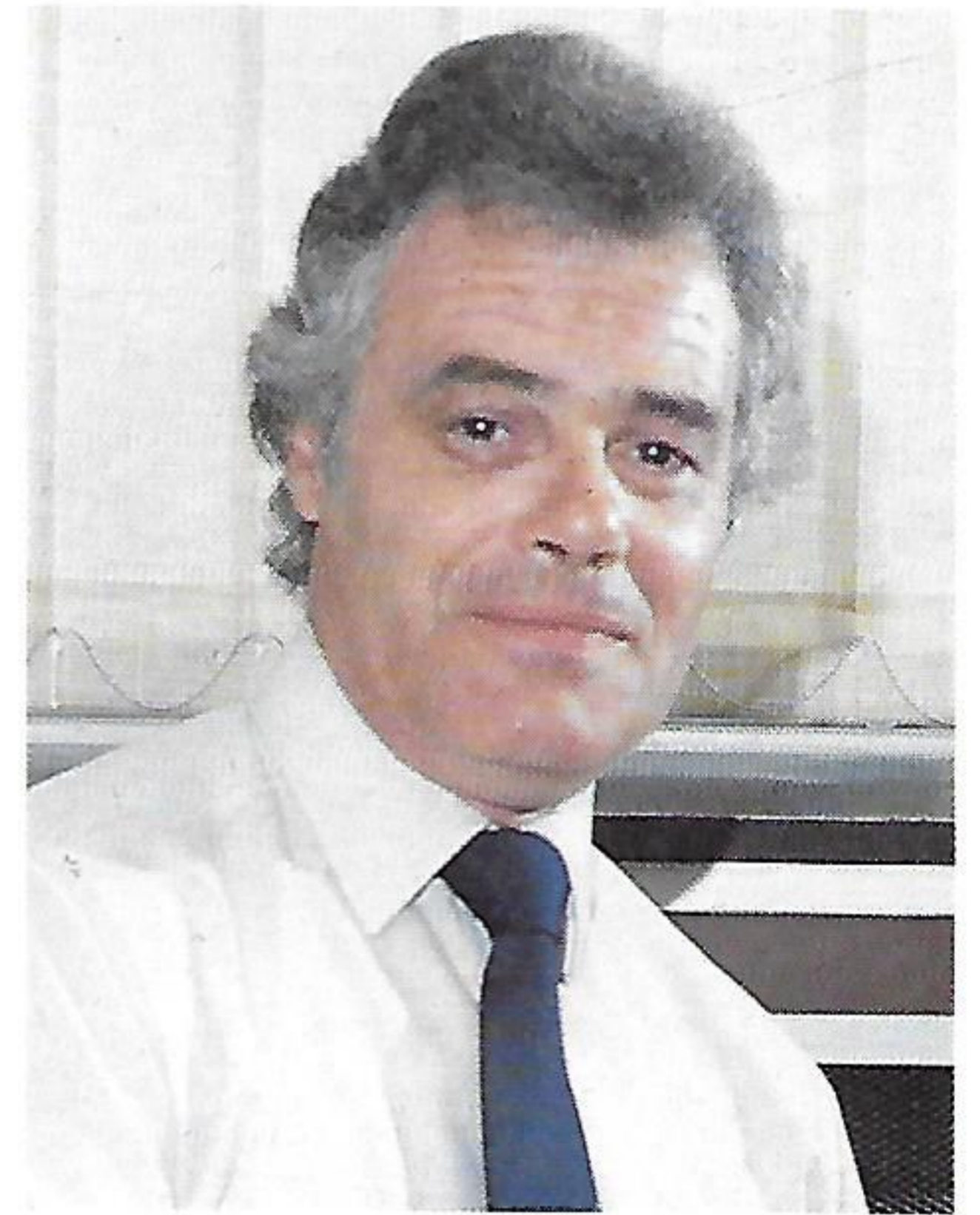
NORTHERN AREA SALES MANAGER

Mr. Martin R. Beveridge has joined EHCL as Northern Area Sales Manager.

Mr. Beveridge has had more than 23 years' experience in the shipping industry. He began his career in London where he spent three years with Sellotape Products. He then emigrated to South Africa where he worked for 21 years, latterly with Polaris Shipping in Durban, serving as Line Manager.

Prior to that he worked for 14 years with John T. Rennie & Sons shipping agents as Director of the Johannesburg Office and was later appointed to handle operations in their Durban Office.

Married with one son, Martin Beveridge spends much of his leisure time pursuing his hobby of photography and listening to classical music.



MARTIN BEVERIDGE

COMPANIES WITH A HEART



When the British Heart Foundation appealed for companies in the London area to participate in a sponsored walk at the Tower of London to help raise money for the organisation, staff at ACT(A)'s Head Office responded generously, raising several hundred pounds.

And when the British Heart Foundation put out a call in Southampton, three young ladies from the ACT Services Head Office succeeded in completing a 30-kilometre walk around and around Southampton Common, having obtained 144 sponsors.

In addition to their Certificates of Merit, the three girls — Doreen Longman and Joanna Draysey of Documentary Services and Sarah Chamberlain from the Administration Department — were awarded a special trophy by the Foundation's Chairman for Southampton and Eastleigh in a presentation held at Richmond House.

In the photograph, taken shortly before a group of ACT(A) personnel started off on their walk, are (left to right front row) Joanne Ryall, Diane Weston and Joanne Swan and (back row left to right) Keith Varney, Graham Swan, Robert Grover, Jim Dempsey and Mike Mackay.

ANGLO-JORDANIAN ANNUAL DINNER

One of the highlights of the social calendar is the glittering Annual Anglo-Jordanian dinner and this year Mr. John H. Joyce, Managing Director of Cunard-Brocklebank, and Mrs. Joyce attended the event which was held at the Savoy Hotel in London.

Guest of Honour at the dinner was HRH Crown Prince Hassan Bin Talal, who is also its Patron.

In the top photograph, HRH Prince Hassan Bin Talal addresses the guests at the dinner and pictured below are Mr. and Mrs. John H. Joyce; Mr. H. Khreino, Chairman of Telstar, C.A.M.E.L.'s agents in Jordan, and Mr. Khreino's daughter Farrida.



CHARIOT OF FIRE

Graham Pribul, C.A.M.E.L.'s Financial Controller, has a good track record outside of work as well!

In this year's London Marathon, held in the Spring, he clocked up a commendable time of 3 hours, 11 minutes and 9 seconds, finishing approximately 3,000th out of a total field of 20,000 runners. Graham has now participated in three London Marathons and on each occasion has improved his performance.

The photograph shows C.A.M.E.L.'s "Chariot of Fire" crossing the Finish Line at Westminster Bridge (No. 3256).



C.A.M.E.L.'s sales representatives in the Midlands have thrown down the gauntlet and challenge all importers, exporters, freight forwarders and others in the shipping industry to a squash match — anytime, anywhere.

The C.A.M.E.L. team from Birmingham consider themselves good enough to meet — and beat — all challengers. They recently took on Killick Martin's local team from Birmingham, at the Arrow Squash Club in Redditch and won... again.

The two teams are photographed just before the match began.

Sales Manager Keith Watkins at Birmingham says "We are ready for all comers."



WE'LL 'SQUASH' ANYONE!



THE STOPGAP THAT BECAME A LEGEND

More than 1.4 million Land Rovers have been manufactured since production first started in 1948 and more than one million of these are still in use! Not bad for a vehicle that was intended to be nothing more than a short-term solution to acute post-war problems.

There has never been a more successful stopgap.

Along with its stable-mate, the Range Rover, which was launched 14 years ago in June 1970, they are sought after all over the world. Sales and demand are constantly increasing and this summer improved models of both the Land Rover and the Range Rover were introduced.

The Land Rover occupies a unique place in Britain's motoring heritage. After peace returned to Europe following World War II, the old Rover Company was facing a crisis. It had a fine reputation for building high-quality cars at a rate of about 10,000 per year, but they had always been for the



The Land Rover One Ten is put through its paces on the new "Rolling Road" Test Cell.



The newest Range Rover offers even more features, comfort and reliability. Apart from providing luxury and comfort, it has proved its worth over some of the world's roughest terrain.

home market. In an austere Britain of power cuts and rationing, exports were becoming the key to a successful manufacturing industry.

Materials essential to the motor industry, notably sheet steel, were in very short supply and Government policy made it clear that operations like Rover's, with virtually no export potential, would receive only the most meagre rations. They were left to seek their own salvation, or go out of business.

TOUGH AND RELIABLE

Rover's chief executives were Spencer Wilks, who had rescued the company in 1929, and his brother Maurice, a design engineer whose outside interests included a 250-acre estate on the coast of Anglesey in North Wales. It was there that he identified the need for a tough and reliable vehicle, simple enough to be serviced in remote areas, that would cross the roughest terrain and perform all kinds of useful tasks.

Although his ex-WD Jeep was doing a reasonably good job, Maurice Wilks soon became convinced that his company could create a far superior 4x4 "workhorse" and tackle world markets with it.

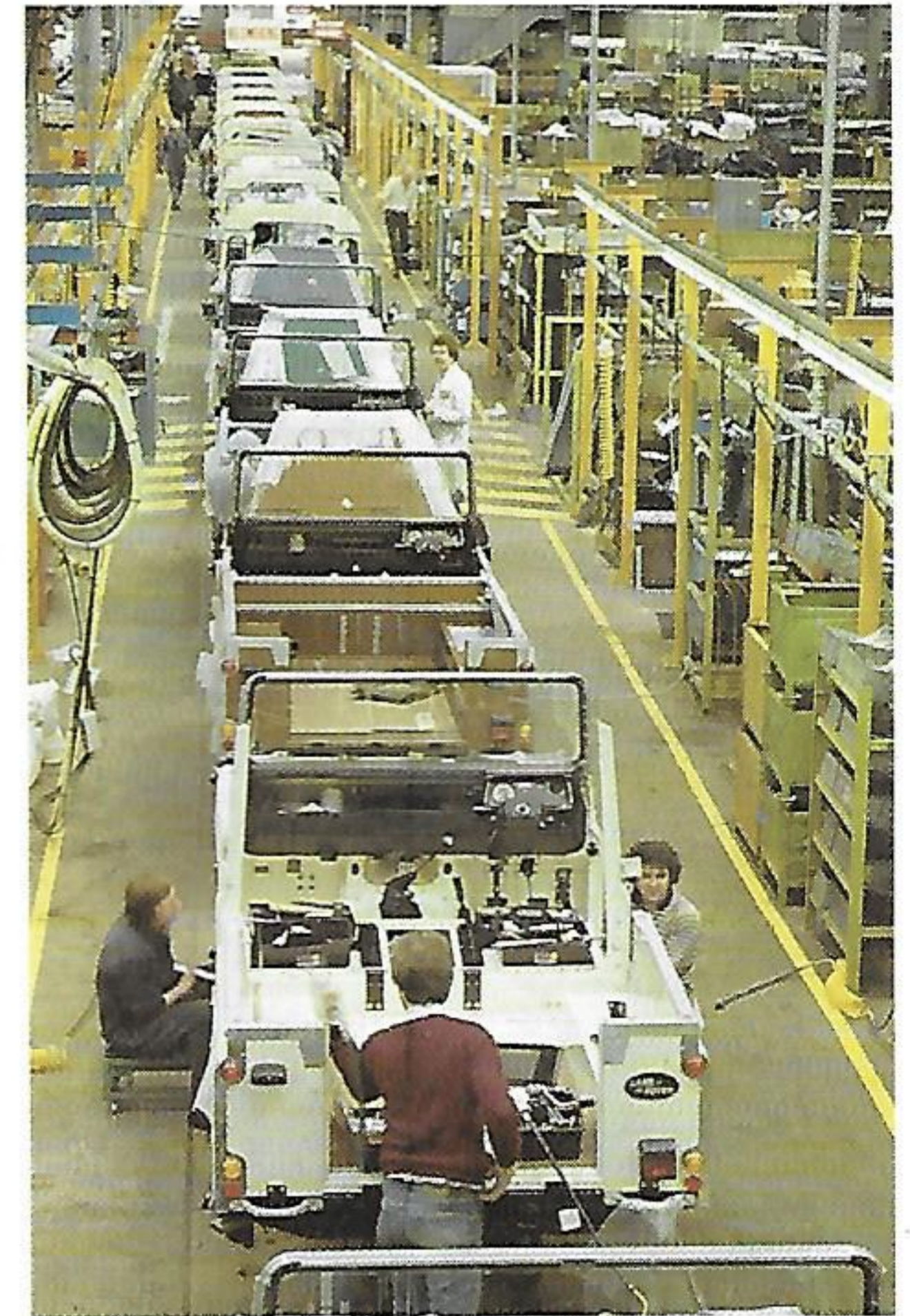
Burning the midnight oil to achieve the transformation from concept to reality, the Land Rover was ready for the 1948 Amsterdam Motor Show. Visitors hailed the vehicle as one to set new standards in the 4x4 market. Ideal for work on British farms and estates, it also met a growing need in the more remote corners of the world.

Right from the start, Land Rovers have been built on a separate chassis of box-section steel providing immense strength, longevity and versatility. Four-wheel drive and a transfer box of high and low range gears have always been Land Rover characteristics.

The vehicle's hard-earned reputation for reliability, allied to a dealer network spread throughout the globe, made the vehicle standard equipment for countless expeditions. In 1974, for example, British Army Land Rovers completed a 7500-mile west-to-east journey across the Sahara Desert. Their problems included transporting enough petrol to cross a 1200-mile gap where no fuel was available.

Versatility has always been a cornerstone of Land Rover's go-anywhere do-anything philosophy. That it has proved a success is demonstrated by the fact that the company exports 70 per cent of its total production. Members of the ACT Group carry Land Rovers and Range Rovers around the globe. It is currently sold in more than 120 countries and the vehicles are assembled in more than 20 factories around the world in addition to UK production at Solihull.

The Range Rover is admired from Bad-



The new Land Rover One Ten, which was introduced this summer, on the Assembly Line at Solihull.

minton to Bangkok and is equally at home in Kensington or Kuala Lumpur. Since its launch 14 years ago, more than 130,000 Range Rovers have been built — a remarkably high figure for a vehicle of this nature. It is a unique blend of luxury car, performance car, estate car and cross-country car.

The first Range Rover prototype was completed in 1967. Its coil springs, self-levelling rear suspension, permanent four-wheel drive and wonderfully elegant functional styling provided a rock-solid basis for all subsequent Range Rovers.

Any lingering doubts about creating a market for such a bold new concept were swept aside by a tidal wave of enthusiasm and excitement in 1970. Press and public alike hailed the Range Rover as a masterpiece. It wasted no time attracting the sort of mystique previously associated only

with blue-blooded sports cars and the world's most exclusive limousines.

From the beginning it has been showered with accolades. In 1970, for example, the Range Rover emerged from the Earls Court Motor Show with a gold medal for its coachwork. In the same year it also won the coveted Don Safety Trophy and in 1971 gained the Royal Automobile Club's Dewar Trophy for outstanding technical achievement.

DEMAND

The only problem was trying to keep pace with orders. Demand was so great that used Range Rovers began changing hands for considerably more than their factory-fresh price.

Farmers, foresters and estate owners welcomed the refined and standard setting off-road performance. The high seating position and excellent all-round visibility, together with a body that is more compact than it looks, proved ideal for shopping trips and taking children to school. It became a trendy vehicle — perfect transport to a fashionable golf club or weekend cottage in the country — but also proved its worth over some of the world's toughest terrain.

HAZARDS

In 1971-72, for example, Major John Blashford-Snell and Captain Gavin Thompson of the 17th/21st Lancers organised an expedition which took two Range Rovers from Anchorage, Alaska to the southern tip of the South American continent. The big problem was the notorious Darien Gap between Panama City and Medellin, Colombia, where there were no roads but plenty of swamps, dense jungle, snakes and hazards.

The Range Rover triumphed in the end, but conditions were so dreadful that 95 days were spent plugging the 250-mile gap.

And the Range Rover has gone from strength to strength. In 1982, for instance, the Design Council selected it for an award for "its excellence in design and in recognition of an outstanding product from British industry". Also in 1982 the long-awaited option of automatic transmission arrived and 1983 was marked by the advent of a smooth, precise, five-speed manual gearbox.

The Land Rover and Range Rover are already "legends in their own time".

Inspecting one of the new Range Rovers ready for export to Australia from the Solihull Factory are (left to right) Mostyn Evans, Manager Supply Planning, Land Rover Group; Eric Davis, ACT(A) Sales Representative; and John A. Baker, Shipping Co-ordinator of the Land Rover Group. The company exports 70 per cent of its total production and Land Rovers are sold in more than 120 countries.



The latest model Range Rover is given extensive testing off the road. The vehicle was greeted by enthusiasm and excitement when it was first introduced in 1970 and today it continues to win accolades.



The Land Rover at work. This tough and reliable vehicle is at home on all kinds of terrain and is a "workhorse", performing a wide variety of useful tasks.



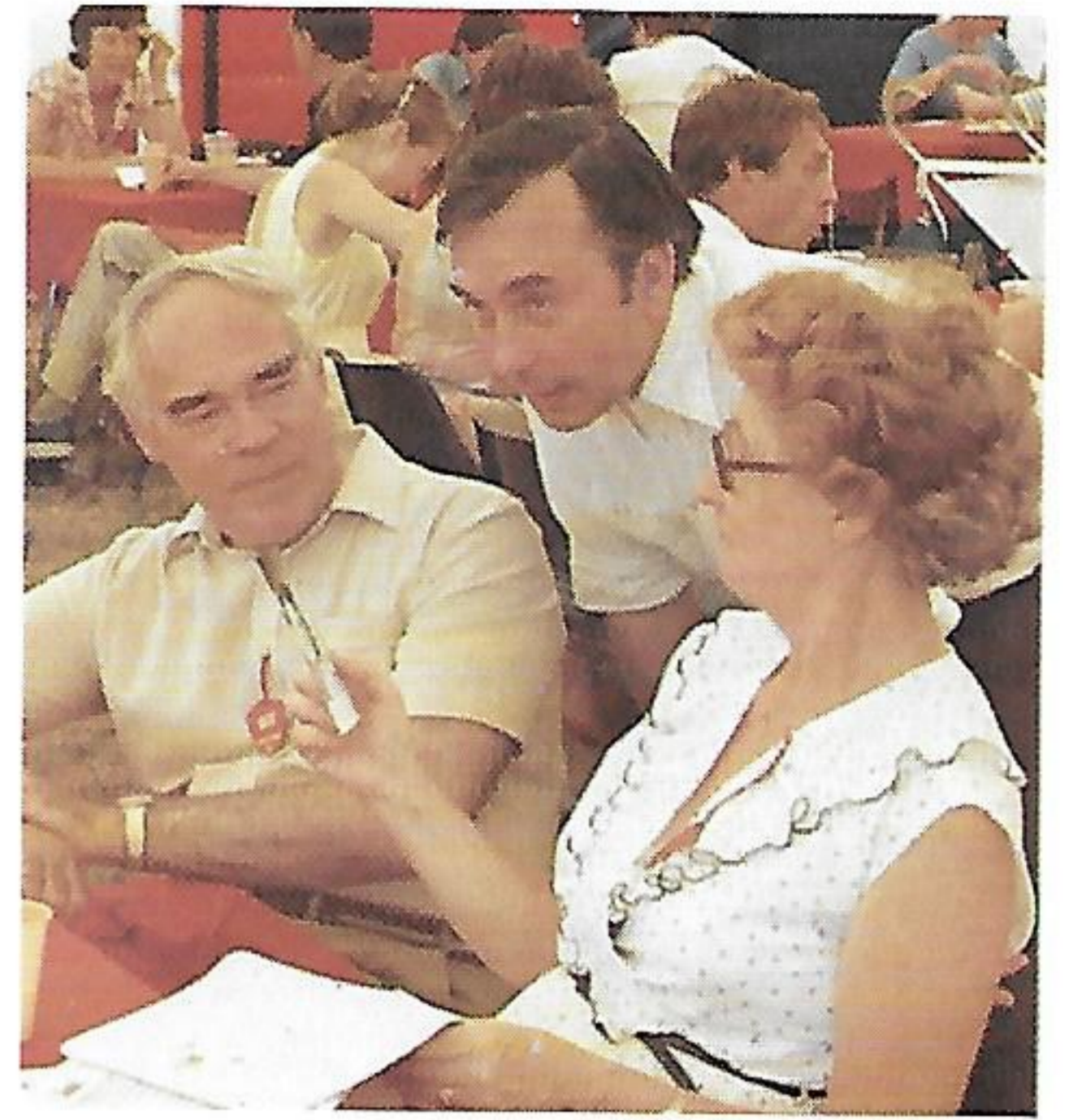


THEY CAME TO THE FAIR

BLC and Killick Martin entertained a large number of customers and their families at the Castle Ashby Country Fair this summer in the beautiful setting of Castle Ashby House, Northampton.

Among the many and varied events were clay pigeon shooting and casting competitions, hot air ballooning, trampolining, fencing, falconry and highland dancing.

The photographs on this page were taken during the all-day Fair.



BLC GOLF TOURNAMENT IN THE PHILIPPINES

BLC sponsored a golf tournament in the Spring for the staff of Dole Philippines, exporters of canned pineapple products, at the customer's own golf course called the "Dolefil Kalsangi Golf Club".

The Club is situated on a mountain at approximately 2,700 feet above sea-level. To get there from Manila it takes about 2½ hours flying time and then it is a 45-minute drive across pineapple plantations from the airport to the Club.

However, it is a magnificent course with spectacular views and well worth the effort, according to David Fargus, General Manager Far East of BLC.

The prizes were provided by BLC and consisted of typical Celtic silver quaichs which were flown out specially from Edinburgh. These were used by the winners in the Scottish tradition as drinking vessels to accommodate Ben Line's Benveg Whisky, another special Scottish product.

In the photograph, the visitors are welcomed to the Clubhouse and pictured are (left to right) Robert Chua and Peter Siy of Citadel Lines, BLC's agents in the Philippines; Francisco Delgado, Chairman of the Board, Citadel Corporation; Mrs. Bacani; David Fargus, BLC's General Manager Far East; and Mr. Senen Bacani, General Manager of Dole Philippines.



BLC AGENT HONOURED

Mr. A.D. Ferreira, Chairman and General Manager of Aldifera Shipping Limited, BLC's agents in Macau, has been awarded the "Commander of the Order of Industrial Merit".

Among those attending the investiture ceremonies, which were held on Portugal's National Day, were Mr. Stuart Peacock, BLC's Commercial Manager, Far East.

The photograph shows Mr. Ferreira (right) receiving his decoration from the Governor of Macau.



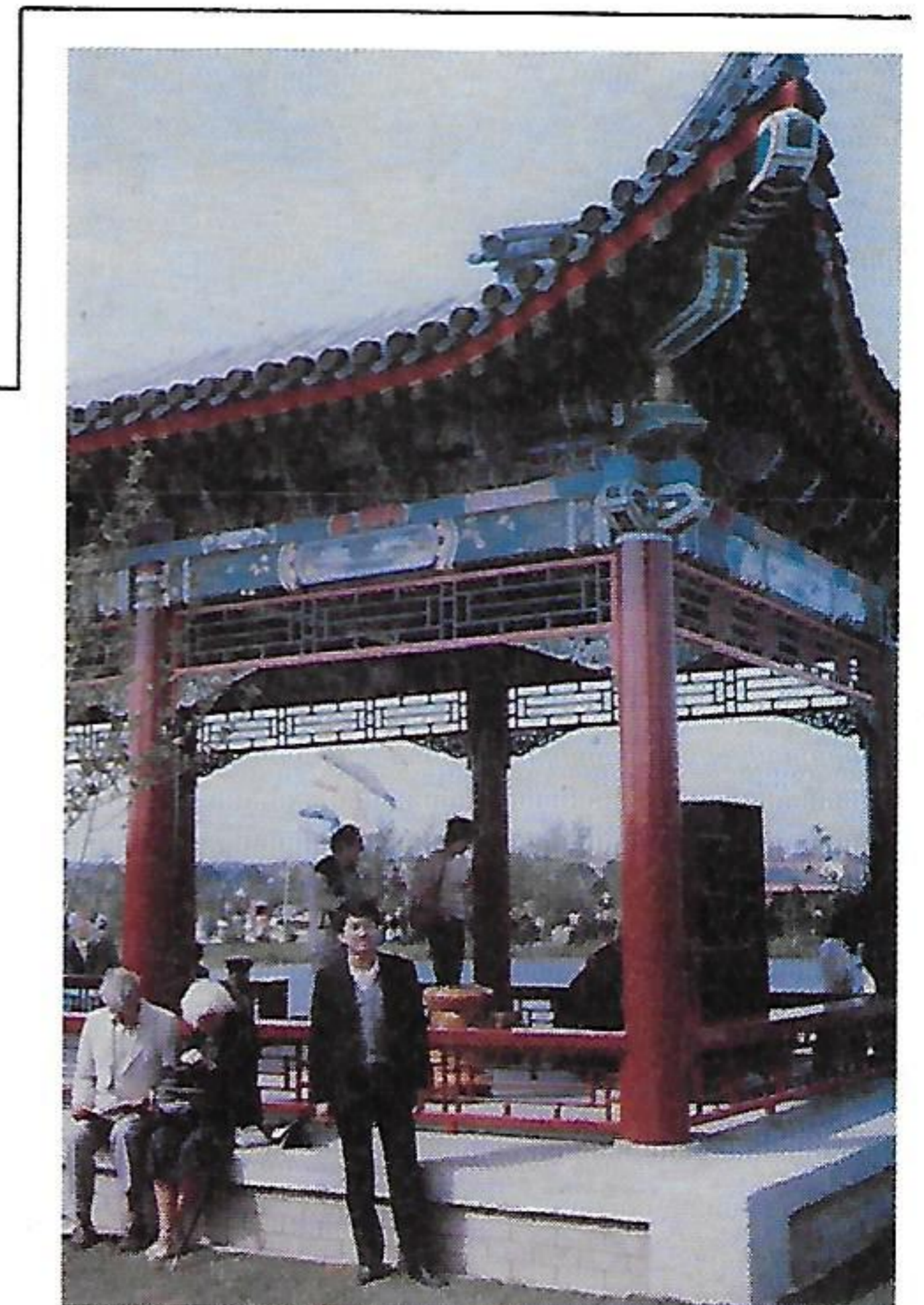
BLC BOXES ON EXHIBIT



When R.E. Rogers Limited, the official forwarding and groupage agents for the British firms taking part in the Offshore South-East Asia Oil Exhibition, had to ship exhibition material to Singapore from the UK, they called on BLC who supplied two 40-foot and five 20-foot boxes as well as carrying considerable LCL cargo for the show.

As many of the exhibits were due to be shipped back to the UK on completion of the Singapore exhibition, the BLC containers were parked near the exhibition site, providing excellent publicity.

Ben Line was taking part in the exhibition also and two of their men, Jim Irving (left) from the Edinburgh office and Sid Soemarno from Jakarta took time out to have their photograph taken outside the Exhibition Hall.



LIVERPOOL MAKES BANGKOK MAN FEEL AT HOME

Sukchin Limchimchol of BLC's Bangkok office looked almost at home when he visited the Chinese Pavilion at the Liverpool International Garden Festival recently.

Sukchin, on a marketing visit to the North-West of England, was spending a weekend with Margaret and Jim Small of Henry Tyrer & Company Limited, BLC agents. They took him to see the international event which has attracted millions of visitors. The photograph of Sukchin was taken at the Chinese Pavilion.

SERVICE IS THEIR MIDDLE NAME

For over one hundred years Prentice, Service & Henderson Limited, agents for BLC, EHCL and Harrison Line, have been providing service to the shipping industry in the UK.

The formation of the company can be traced back to David Caw in 1867 and in 1886 he merged with Prentice, Clapperton & Co. as Shipowners, Shipbrokers and Exporters. The company expanded its activities and took over management of ships, exporting coal, etc.

In 1893 "Service" came into the picture and in 1900 the partnership of Thomas Prentice, George William Service and Thomas Henderson was formed. Shipping was not their sole interest, however, as there were involvements with coal fields in

the Central Belt of Scotland and also in the 19 Greenock Sugar Refineries — known locally as "candy shops" — as well as being Managing Owners of Crown Steamship Company Limited.

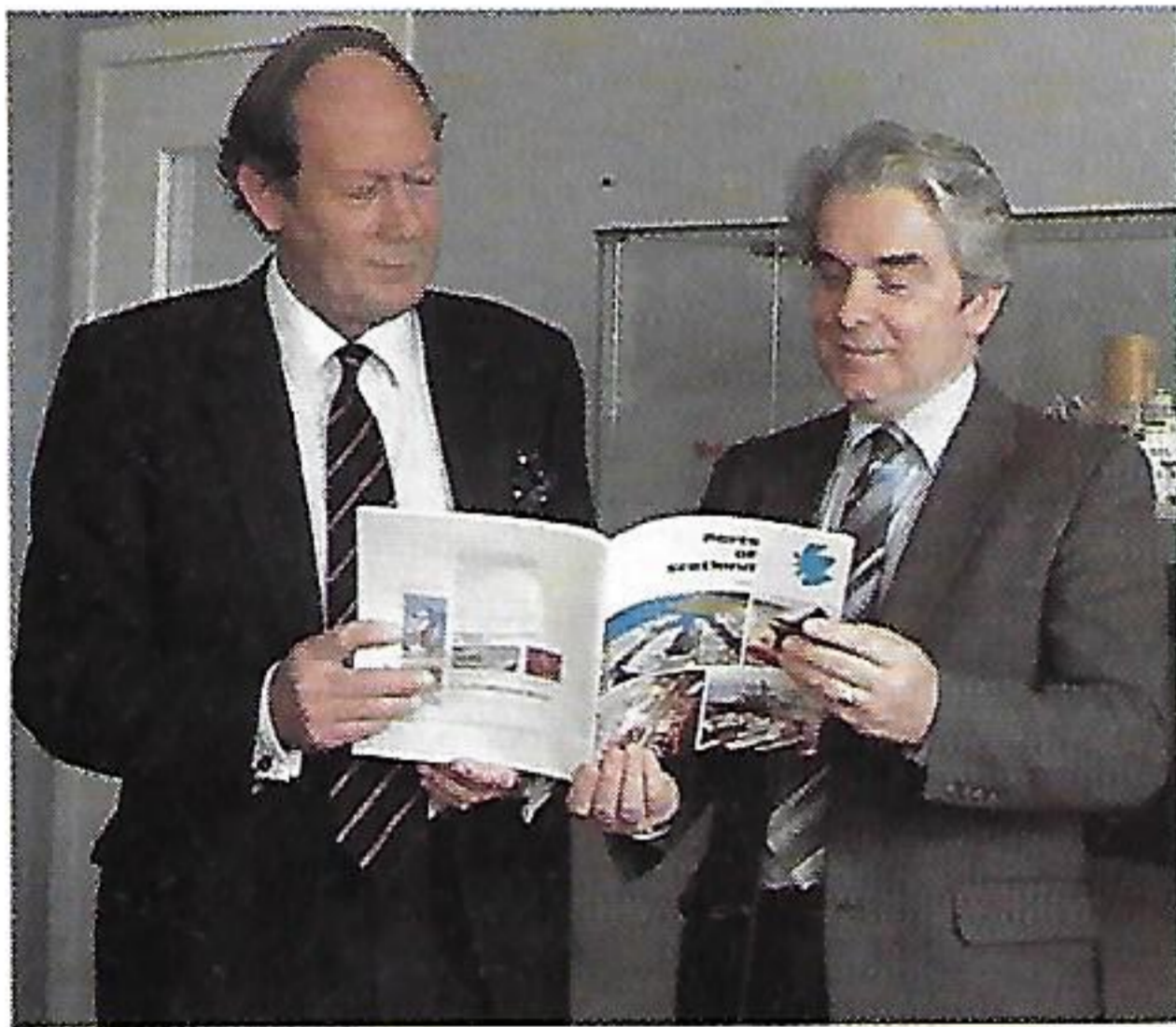
Shipping losses during World War I were heavy, leaving the Crown Line with only eight vessels to continue post-war service. It was then that the Charente Steamship Company Limited (Managers, Thos. & Jas. Harrison) sought to acquire not only the ships of the Crown Line but also the other considerable interests of PSH which included the Caroni Sugar Estates.

The negotiations were completed in 1920 and PSH were appointed Ships Agents for all Charente vessels calling in Glasgow and Freight Agents for vessels

loading for the West Indies and Central American countries. The Freight Agencies for East Africa and South Africa were left with Cayzer Irvine & Co. Ltd. and City Line Ltd. respectively until 1953 when Thos. & Jas. Harrison decided to have one agent in Glasgow to attend to all their interests. In January 1953 PSH assumed full responsibilities for freight as well as ships' husbandry for all their services from/to the Clyde.

In 1959 PSH became a private limited company and a wholly owned subsidiary of Charente Steamship Co. Ltd.

While some shipowners found it necessary in the 1960s to reduce staff and even close offices, Ben Line Steamers Limited of Edinburgh were consolidating



Director William Service (left) and Managing Director Bill Guthrie are photographed in the Board Room at PSH's Glasgow office.



The busy Imports Section of PSH at Coatbridge Containerbase include (left to right) Ian McCue, Lorraine Patrick, Adam Whitelaw and Billy Blair.



PSH Chairman Peter Carden (right) and Director Brian Dawson, both based at Harrisons in Liverpool, discuss latest developments.



EHCL business is handled by these members of the PSH team at Coatbridge (left to right) Adam Munro, David McNeil and Agnes McCue.



The Glasgow Office of PSH attends to Marketing and Accounts while movement of containers is the responsibility of the Coatbridge Office. In the photograph at left, Philip Broadley (left) and Jackie Ingram take care of Reception, Administration and Accounts. In the photo on the right, members of the Marketing Department (left to right) Bert Rae, Brian Baillie and Elaine Macdonald.

their position in the Far East Trade and expanding in some areas. A more energetic and positive approach to Marketing was required in Scotland and PSH were invited to look after this side of the business and with the containerisation of the Far East Trade, PSH were appointed to look after all interests in Scotland (Marketing and Operations) of the newly formed company Ben Line Containers Ltd.

An office was opened at the Containerbase in Coatbridge in October 1971 to attend to the BLC operations. Thirteen years later, PSH have handled nearly 50,000 containers for their Principals.

The conversion of trades to containerisation accelerated in the 1970s and that period saw the advent of the Carol Service in December 1976 and EHCL in January 1977. PSH were appointed agents in Scotland for both services.

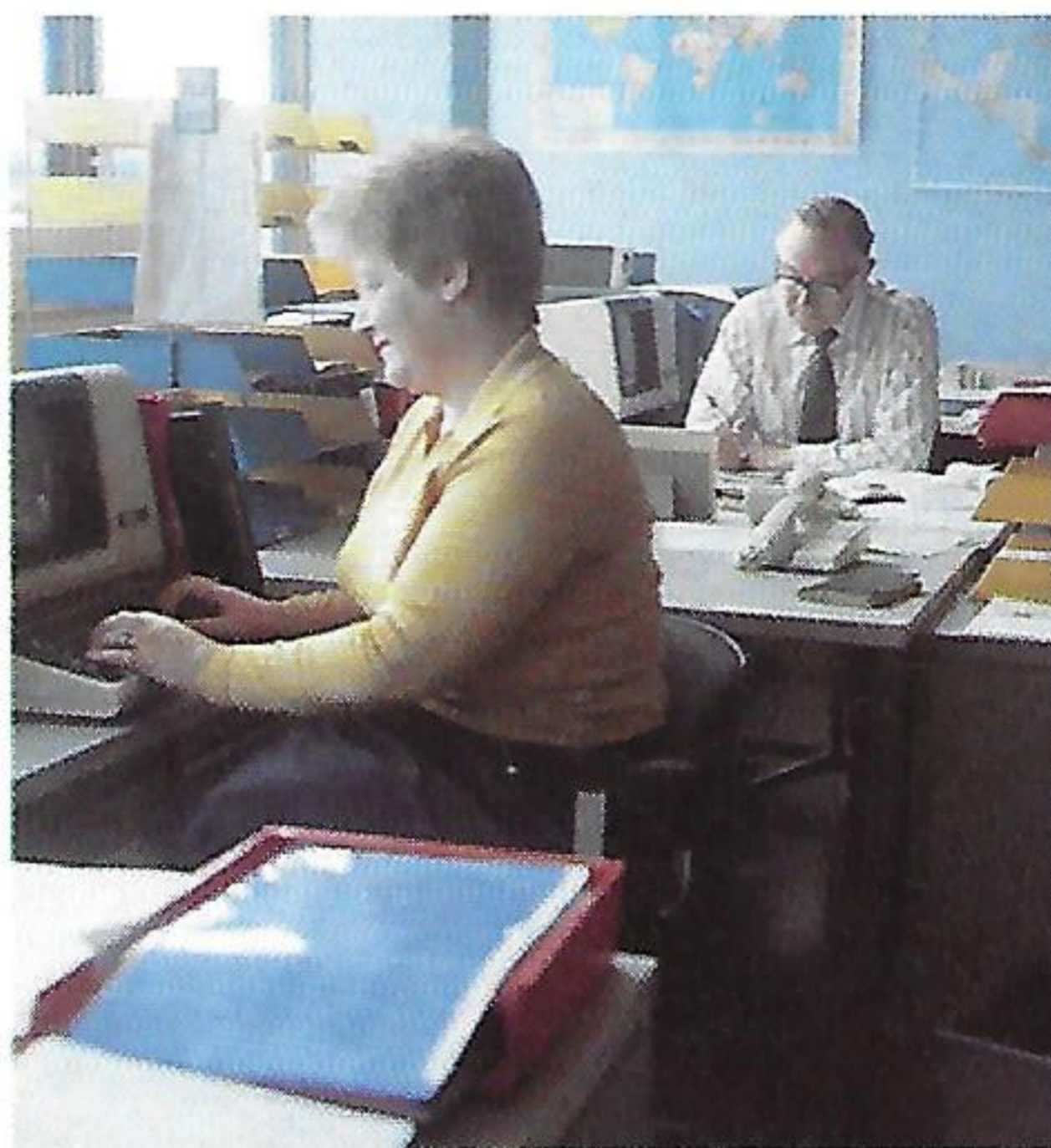
The company expects to see many exciting developments and changes over the next hundred years, and they plan to participate actively in providing the same service they have for the past hundred plus years. After all, their middle name is Service!



Some of the Prentice, Service & Henderson team from the Coatbridge Containerbase office take time out from their busy day to be photographed for "ACT News".



Pictured in Coatbridge's Reception are Anne Marie Bolger at the switchboard and June Scott, Mr. Guthrie's secretary, at the Telex.



The movement of Harrison Line containers is programmed by Christine Perry (foreground) and Bob Lawson.



Checking the arrival of containers are PSH's Bill McKinley (left) and Harry Johnston, Transport Manager of Act Services.



Far East Export, Ratings and Bookings Department at the Coatbridge Containerbase office of PSH are pictured hard at work. Members of the Department are (left to right) Keith Shanks, Elaine Bustard, Ian Bowie (Manager) and Derek Campbell.



PSH try to make all their employees feel like kings and queens, but this is a real one. Lorraine Patrick, who is the 1984 Monkland Festival Queen, put on her robe and crown for the photo.

VINTAGE CARS TRAVEL IN STYLE

When four valuable vintage motor vehicles were to be shipped from Australia to the UK to participate in the 50th Anniversary celebrations of the UK Vintage Sports Car Club, the choice of how to send them was an easy one for Gordon Palmer of Autofreight in Maidenhead, Berkshire.

He has been responsible for carrying out this type of assignment for many years and he said, "I have found that ACT(A) has invariably provided reliable, safe and efficient transportation in their containers for the vehicles. They have always been extremely co-operative and helpful," Mr. Palmer added.

Shipped in two 20' containers, the vehicles have taken part in the Golden Jubilee celebrations of the Club, participating in a number of events at several venues, including Malvern in Worcestershire.

RUNNER-UP IN LONDON HEAT FOR SHIPPER OF THE YEAR



Graham Swan of ACT(A)'s Commercial Department was one of the finalists in the London Regional Heat of the 1984 Shipper of the Year competition and finished a close second.

Shipping Managers and executives working in transportation companies are eligible to compete in this annual event which is organised by "International Freighting Weekly" in association with Flying Tigers Cargo Airline and Seabourne Express Limited and it generates tremendous interest and is keenly contested.

In the photograph, Graham Swan (right) is congratulated by Len Fiddock, ACT(A)'s General Manager — Europe/Australia/New Zealand Service.



Shortly after four vintage motor cars were unloaded at Pakfor Freight in London, the owner of the 1923 Vauxhall, Peter Latreille (right), starts up his vehicle watched by Gerry Austin, ACT(A) Sales Representative, while the owner of the 1927 Buggatti, Des Donnan (second from left), tests his car, observed by Peter Stiff, Assistant Warehouse Manager of Pakfor. In the foreground is a 1934 Lagonda and the fourth car is a 1926 Vauxhall, both of which also arrived in the two ACT containers. The vehicles have taken part in the Golden Jubilee Celebrations of the UK Vintage Sports Car Club.

DOUBLE PROTECTION

When Sunderland Sports Wear of Glasgow wanted a secure place to keep the waterproof/windproof clothing they manufacture, during the British Open Golf Championship held at St. Andrews in July, they asked ACT(A) to provide a container for this purpose.

ACT(A) supplied the container and it was prominently displayed during the world-famous tournament. The clothing, specially made for use by golfers and fishermen, was tried on by such well-known golfers as Nick Faldo, Greg Norman, Sandy Lyle, Bill

Rodgers, Hale Irwin, Manuel Pinero and Ray Floyd.

In the photograph at left, ACT(A)'s Sales Manager for the Scottish Region, John McLatchie (left), discusses with Warren Sunderland, Director of Sunderland Sports Wear, the increased sales of their special clothing. Despite the excellent weather it exceeded those of last year's Open. In the photo on right, the practice driving range which was in almost constant use, with the ACT container in the background.

