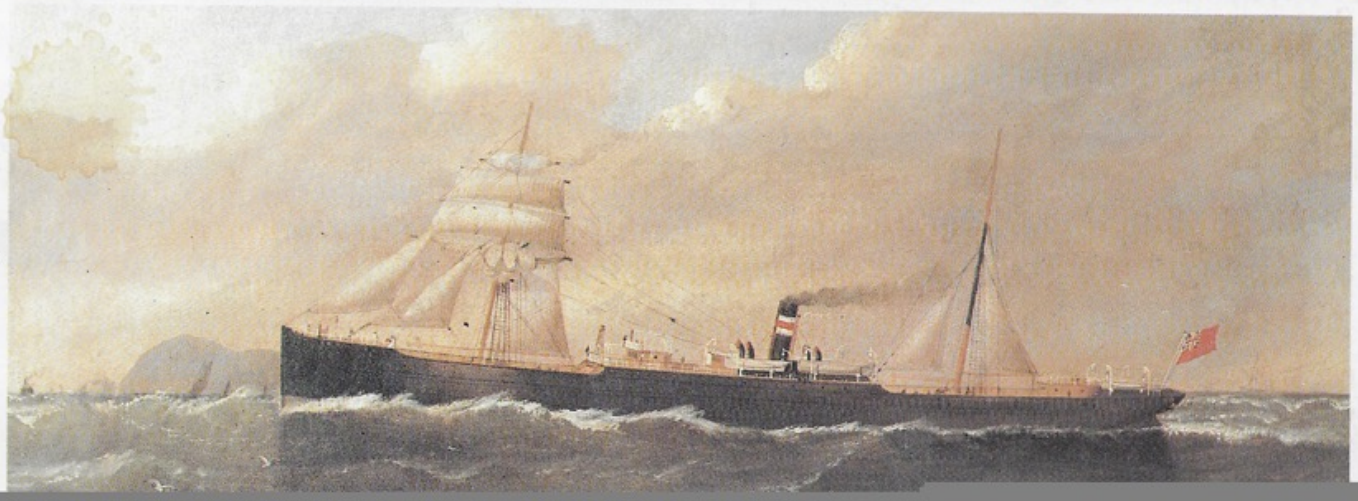
ACT news

SPRING 1985



LONG AND PROUD TRADITION

The Charente Steam-Ship Company Limited, parent company of Harrison Line, is celebrating its centenary and can look back over a long and proud tradition of service to the UK and to the shipping community.

One of the few remaining private shipping companies, it was formed in 1884 to take over the steamship business of Messrs. Thomas and James Harrison of Liverpool. The name Charente was taken from the Company's earliest trading area on the French west coast.

As early as 1826, the Harrison brothers and their partners were engaged in the chartering of small vessels for employment in the Liverpool to La Rochelle liner trade — coal, iron and steel products were carried southbound whilst the return cargo consisted principally of brandy and French wines.

Thomas Harrison, who can be regarded as the founder of the firm, died in 1888 and his brother James in 1891. By that time, the company was well established as steamship owners running liner services not only to France, Spain and Portugal, but also deep sea to Brazil, the West Indies, Central America and India.

As early as 1857, Harrisons's first iron ship was built, the "Philosopher", 1059 tons, launched from the yard of Thomas Vernon of Liverpool. She was also the first of the long line of names of trades and professions which has always characterised the Harrison ships since that day.

In 1860, the first iron screw steamers were built. They were the "Cognac" (504 tons) and the "Gladiator" (591 tons) and were employed in the Charente trade. Two years later, a vessel named "Charente" (565 tons) was launched.

The Charente Steam-Ship Company, through its managers, Thos. & Jas. Harrison, was one of the earliest supporters of Count de Lesseps in his plan to build the Suez Canal and it was also one of the pioneer companies to use that route for the Indian trade.

By the close of the century, the Harrison Line fleet was expanding rapidly and consisted of 36 full-powered steamships with a total of 179,166 tons. A series of acquisitions followed and at the outbreak of World War II the firm owned a fleet of 45 vessels, including two excellent passenger steamers, "Inanda" (5985 tons) and "Inkosi" (6618 tons) employed on the London-West Indies service.

Pictured in the Company's museum in Mersey Chambers, Liverpool, is Harrison Line Director Mr. E.S.R. Warwick. On the left is a bottle of 1875 vintage brandy imported in bulk on the "Gladiator" from Charente in 1877 and bottled in Liverpool in 1930 — 53 years later. The ship's model is the "Cognac" built in 1860 (504 tons). The brass plaque was presented to the Company by the Admiralty Board in recognition of the role played by the "Astronomer" in the Falkland Islands Operations in 1982.

Harrison Line's containership "Author" photographed at Puerto Cortes, Honduras. She is one of a long line of Harrison vessels carrying names of trades and professions.

Unloading tea in paper bags from East Africa at Buchanan/Butler's warehouse complex in Greenford (Middlesex) near London. Shipping tea in paper bags is a relatively new development since imports of tea began over 100 years ago and its use is due to the increasing shortage and high cost of plywood.

Our Cover

The first vessel to be owned by the Charente Steam-Ship Company Limited, parent company of Harrison Line, was the S.S. "Astronomer" built in 1884 and pictured on our cover (top). Harrison Line's modern containership mv "Astronomer" (bottom), shown at anchor in Port William Sound in the Falkland Islands in July 1982 during operations there, when she was on duty with the Royal Navy and for which the Company received a citation from the Admiralty.

During the war, 29 ships together with 409 men were lost due to enemy action.

In the years after the war, an ambitious building programme was embarked upon. American-built "Liberty" and British-built "Empire" vessels were replaced by modern steam and motor ships. The mv "Herdsman", launched in 1947, was the first Harrison vessel to be fitted with an internal combustion engine as the main propulsion unit.

A feature of many Harrison Line vessels in the 1960s and 1970s was the heavy-lift derrick supplied by Stulcken of Hamburg. In 1960 the mv "Adventurer" was launched with a 180-ton derrick, followed by the mvs "Tactician", "Custodian", "Inventor", "Magician", "Historian" and finally by the mv "Craftsman" in 1972, with a 500-ton lifting capacity — the most powerful lifting equipment to be fitted in any conventional vessel at that time.

The Charente Steam-Ship Company's vessels returned to their regular pattern of trading to the West Indies, the north coast of South America, Mexico and Central America, the U.S. Gulf and also to South and East Africa.

Containers began to appear in small quantities in the deep-sea trades in the late 1960s and Harrisons were quick to realise the potential of this revolutionary development. Joining with Ben Line, Blue Star Line, Ellermans and Cunard, ACT was formed in 1966 to investigate thoroughly all aspects of intermodal transport.

Every study revealed that containerisation would be the most economical method of carrying cargo, providing that a sufficiently large scale of operation could be achieved.

In 1973, the Harrison Line together with other lines formed Caribbean Overseas Lines Limited (CAROL) and the container consortium began operations in 1976 with six containerships especially designed for the Caribbean Islands and Central American trade.

The South African trade was also containerised in 1976, at which time Charente and Ellerman Lines formed a joint company known as Ellerman Harrison Container Line (EHCL) which operates between the UK and North Continent to South Africa.

The Chairman of the Charente Steam-Ship Company Limited and of Harrison Line, Sir Thomas Pilkington, Bt., addresses one of the luncheons held to commemorate the Company's centenary.

Charente House, the Company's London headquarters, is located in Devonshire Square in the City of London.

The final moves toward containerisation of the international Harrison liner trades were taken in 1980 when containers began moving to the Mexican port of Vera Cruz and in 1981 when the British East Africa Container consortium (BEACON) was formed by Harrisons and colleagues in the trade.

Over the years great emphasis has been placed on giving a personal service to the shipper — something which perhaps a family company can do best. The Company continues to feel that this is more important than ever in the fierce business climate of today.

The Charente Steam-Ship Company hopes to continue its proud tradition of service for the next one hundred years and beyond.

CKD vehicles are loaded into this Harrison Line 40-foot container for shipment to the Caribbean.

WHY BEN CONTAINERS LAST LONGER AND NEED LESS

When BLC had to make a decision in 1971 about what kind of containers to order, it did what few other container shipping companies had done: ordered galvanised steel boxes.

Fourteen years later, with over 6,000 galvanised TEUs in service, the ACT Services and BLC experts are convinced there are many advantages in using galvanised steel containers, especially in terms of reduced maintenance costs and extended life.

They are further backing up that belief and have recently ordered another thousand 20-foot dry freight containers and 250 20-foot open top galvanised boxes for BLC from Italian manufacturer Officine Franchin. Previous purchases of galvanised boxes had been from Tokyu Car in Japan and Thyssen in West Germany.

ACT Services in Southampton co-ordinate orders for new containers and this one represents the latest thinking in galvanised steel box production. The earliest galvanised boxes had been made from pre-galvanised components, but later production techniques involve the pre-fabrication of major sub-assemblies at the container plant prior to galvanising in order to reduce the amount of welding to be carried out after the galvanising process.

After the galvanising process is complete, the roof panels and sidewalls are passed through a passivation bath.

At the Franchin factory, the production process goes like this: after fabrication, the sub-assemblies — front end frame/panel, door end frame and sidewalls with top and bottom rails in place — are moved to a modern galvanising facility which opened a year ago and is situated just a few miles from Franchin's plant.

Zinc baths at the galvanising plant used by Officine Franchin are 3.5 metres deep and large enough to accommodate 20-foot and 40-foot sidewalls without double dipping.

Here, the sub-assemblies are degreased, washed, dried, acid pickled, fluxed, dried again and preheated before being immersed in the zinc baths. The roof panels, doors and cross members are similarly treated with roof panels and sidewall assemblies then undergoing passivation, which stabilises chemically the galvanised surfaces.

All the components are individually suspended to ensure that there is no contact between the components which could prevent the formation of the zinc layer. Because of the difficulties associated with welding zinc and to avoid manual grinding before final assembly, Franchin coats areas to be welded with a specially formulated aluminium-based paint, which prevents the zinc layer forming at these points.

Once the galvanising is complete, the sub-assemblies and other components are returned to Franchin's plant for final assembly. The only areas to be welded at this stage are around the roof panel, the top and bottom rails to the corner castings and the sidewalls to the corner posts. Cross members are rivetted into position.

After final assembly, the welded areas are locally shotblasted and applied with a coat of zinc-rich primer. Whilst the earliest Ben Line galvanised boxes were coated inside and outside, these later generations of dry freight units are coated only on the outside (including base frame) and both sides of the doors.

Mr. Alan Stockdale, Engineering Manager of ACT Services, said, "We have experienced no problems as a result of not having paint on the inside of these containers." The open-top ones are, however, painted inside and out.

All sub-assemblies are individually suspended to ensure that there is no contact which could prevent the formation of the zinc layer in the manufacture of BLC's galvanised containers.

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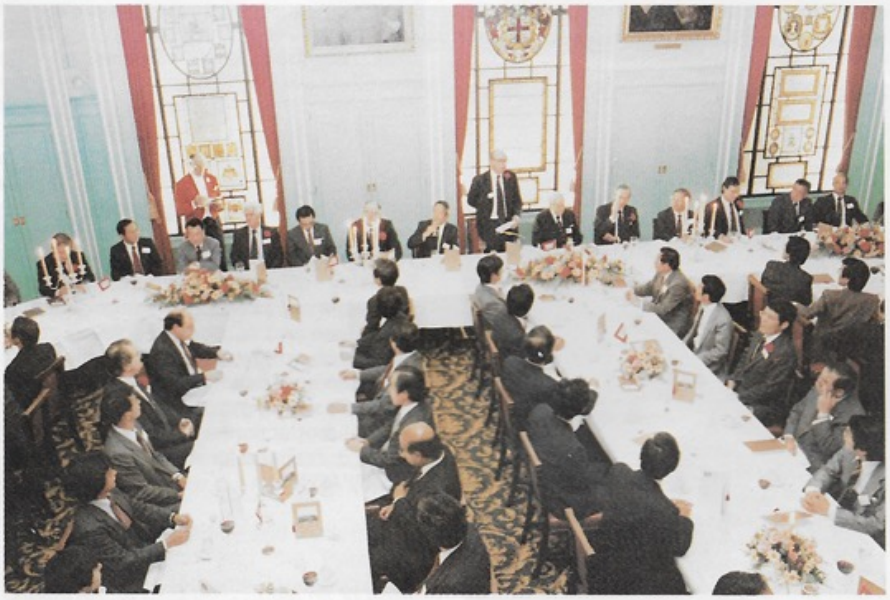
MAINTENANCE

As far as the repair of boxes is concerned, Ben Line has not experienced the problems which some have claimed are associated with galvanised steel. The real advantage of the galvanised container is a longer-term one. The greater resistance to wear and tear considerably extends the life of the box with little or no maintenance and refurbishment costs throughout the extended life.

Indeed, it has been pointed out that galvanised boxes built by Tokyu Car in 1971, which were recently sold off by BLC, were still in excellent condition. The boxes were sold not because of any corrosion problems but because with an 8-foot height and 20-ton rating, they were obsolete for BLC's purposes.

Other ACT Lines have also purchased 20-foot and 40-foot dry freight galvanised containers.

One of the latest Ben Line galvanised steel dry freight boxes, part of an order of one thousand for this particular type of container, which has been manufactured by Officine Franchin of Italy.



BLC SENDS CUSTOMERS TO TOWER

BLC held its annual dinner for members of the Japanese business community in London at historic Trinity House and one of the highlights of the evening was a visit to the Tower of London.

Special arrangements were made for the guests to be escorted by the Metropolitan Police and at the Tower they were given a private showing of the "Ceremony of the Keys" which has remained virtually unchanged for hundreds of years.

In the photograph, Ben Line Chairman Mr. William Thomson addresses the gathering and thanks those attending for their continued support in shipping with BLC to the Far East.

TOKYO BOUND TO GO ON DISPLAY AT AUSTIN ROVER

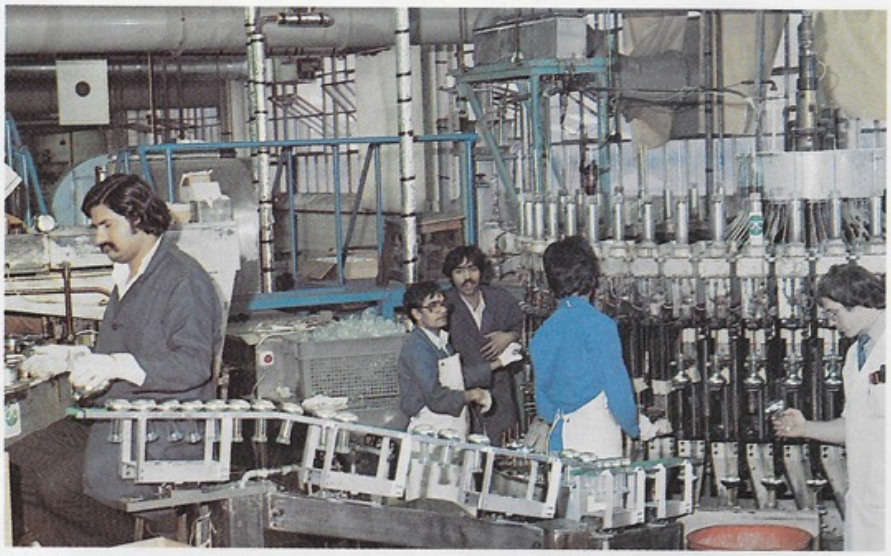
BLC are shipping a V12 E-Type Jaguar to Japan where it will go on permanent display at Austin Rover's showrooms in Tokyo.

The 1972 vehicle has been completely rebuilt by XK Engineering of Nuneaton (Warwickshire) and returned to its pristine condition.

"BLC ship many Jaguar cars to the Far East," said Tony Horne, Marketing Manager of Killick Martin's Birmingham office, "and we always use the Car Rack System which ensures undamaged door-to-door delivery."

In the photograph (right), the sleek Jaguar car is admired before being loaded into a BLC container, by (left to right) Tony Horne, Marketing Manager, Killick Martin Birmingham; Ken Pipkin, Distribution Manager, Jaguar Cars; and Ron Fulford, Despatch Manager, Jaguar Cars.

LIGHTS AROUND THE WORLD



Inspecting a bulb that has been vacuum deposited with aluminium is Alexander Sutherland (right), Production Foreman of Aluminising.

Of all the pioneers who helped found the British electrical industry, Colonel REB Crompton was undoubtedly one of the most remarkable. The company he founded in 1878 has played a leading role in lighting developments.

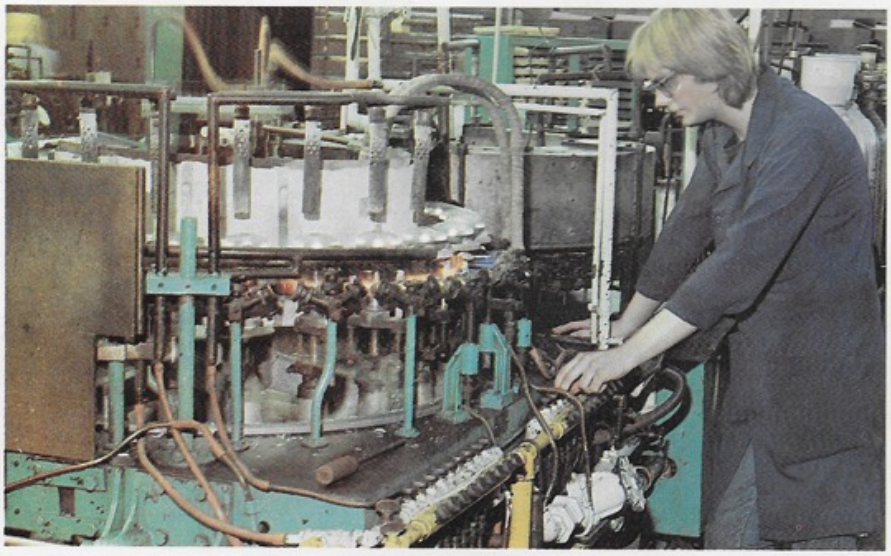
Born 22 years before Faraday's death, Colonel Crompton lived until the beginning of World War II. His system of lighting was installed in Buckingham Palace and at Windsor, where Queen Victoria took a personal interest and decided the arrangements of the lamps.

He installed electric lights in the Opera House at Vienna at the request of Emperor Francis Joseph of Austria; his portable lighting was installed at Alexandra Palace; and a number of railway stations were provided with his lighting...the list is endless.

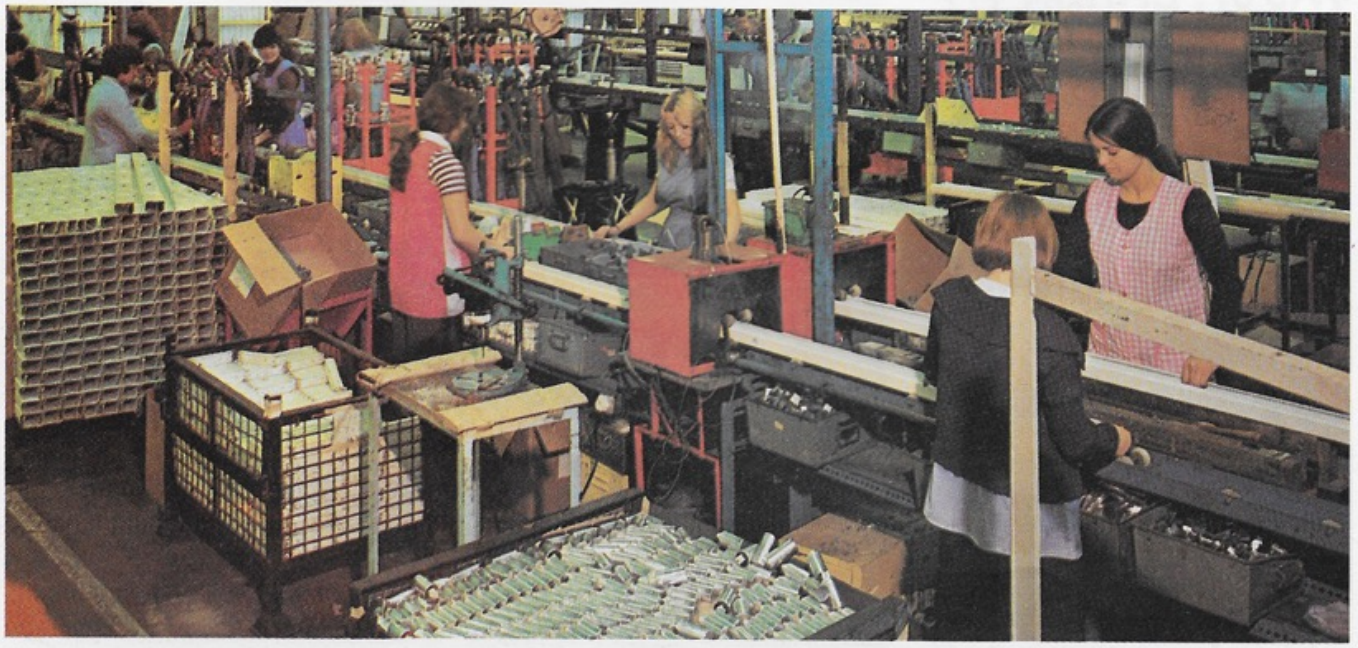
In 1908 Frank Parkinson started an electric engineering and agency business in Leeds. Five years later he was joined by his brother Albert and commenced the manufacture of electric motors at Guiseley, forming the limited company of F. & A. Parkinson Limited in 1916.

Crompton Parkinson came into being in 1927 when the two companies amalgamated, uniting technical flair with production skills and business acumen. Today, Crompton Parkinson, a Hawker Siddeley company, manufactures and markets a comprehensive range of lamps, luminaires and associated lighting equipment for industrial, commercial and domestic applications worldwide.

The Company exports about one-third of its total production, a large percentage of which is destined for Australia and is carried by ACT(A).



Sealing of an aluminised bulb to the inner filament mounting.



Partial view of assembly lines for fluorescent luminaires at the Doncaster Works.

It is perhaps in the industrial and commercial application of fluorescent lighting that the company has most firmly established its name. Its fluorescent luminaires come in a wide variety of sizes, styles and lamp configurations designed to cover virtually all general lighting applications in factories, offices, shops, schools and public buildings. They range from basic low-cost batten luminaires to types with prismatic controllers, diffusers, louvres or corrosion-resistant enclosures in a variety of styles and versions.

Over the years the Company has continued to make important contributions to lamp development. In co-operation with the National Coal Board, for instance, it pioneered the design and manufacture of a tungsten filament lamp with an average life of 2,000 hours, which is twice that of normal lamps. This is marketed for the general public under the name of "Crompton Double-life".

Reflector lamp in the final process of capping.

The genius, expertise and leadership of Colonel Crompton and the Parkinson brothers made Crompton Parkinson one of the great success stories of the British electrical industry. Today, under the banner of Hawker Siddeley, the Company continues to expand and go from strength to strength.

Partial view of Crompton Parkinson's Warehouse at Guiseley (Yorkshire) where hundreds of thousands of items must be available for immediate despatch.

More than 4,000 Crompton luminaires light the Civil Aviation Authority's offices in Space House, London.

Bulbs are packed at the rate of 3,000 per hour, even though this is carried out by hand. Molly Bickley (right), Packaging Supervisor, makes a spot check on one of the bulbs being packed.

Another ACT container has been carefully packed and is given a final check, before leaving for the docks and shipment to Australia. by Michael Dennison (left), Despatch Charge Hand, watched by Les Woodhead (centre), Co-ordinating Officer, Crompton Parkinson, and ACT(A)'s Ken Jones, Assistant Sales Manager, North-East Region.

NEW MD'S

MICHAEL CARTWRIGHT

Mr. Michael Cartwright has been appointed Managing Director of ACT(A), succeeding Mr. Alexander Macintosh, who moves within the ACT(A) Group to become Managing Director (Designate) of Trafalgar's Cargo Shipping and Aviation Division. The new appointments will take effect on 1st May 1985.

Mr. Cartwright joined ACT in 1967 as a Systems Analyst. In 1973 he joined the Commercial Department and is currently Director in Charge of Commercial Planning.

Mr. Macintosh joined ACT as Commercial Manager in 1967 and was appointed General Manager in 1970. He took up his present position as Managing Director in 1974.

ALEXANDER MACINTOSH

BLC CALLS AT BRISTOL

BLC's giant containership "Benavon" called at the Port of Bristol recently, during the industrial trouble at Southampton, when BLC vessels used several different ports to ensure that their customers' shipments were not delayed.

NEW APPOINTMENT FOR C.A.M.E.L.'S GENERAL MANAGER

Captain Alasdair MacVean, who is General Manager of C.A.M.E.L., has been appointed a Director of Cunard-Brocklebank Limited.

Captain MacVean joined Thos & Jno Brocklebank in 1961 and spent the next 12 years at sea, serving aboard Brocklebank vessels.

Alasdair MacVean joined the C.A.M.E.L. team on the Line's formation in 1976 and was Operations Manager before taking up his position as General Manager in 1981.

ALASDAIR MACVEAN

HEAVY LIFTER

A forklift truck believed to be the largest in Northern Ireland has recently gone into operation at the container terminal of G. Heyn & Sons Limited, agents in Belfast for EHCL, Harrisons and Ellermans.

This Lancer Boss G4212 with a lifting capacity of more than 92,000 pounds, is helping provide rapid receiving and delivery of containers at the Headterm container terminal owned by G. Heyn & Sons, where there are excellent facilities for handling full and empty containers, including a fully Customs-approved warehouse for the stuffing/stripping of all types of cargo.

In the photograph, an EHCL container is lifted by the new truck, watched by Mr. C. W. Johnston, Stevedoring Director, and Mr. A. Shaw, Works Manager,

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THE BEST OF BOTH WORLDS

C.A.M.E.L. has recently extended its charter of the "Aqaba Crown" for an additional 12 months. The 630 TEU containership has been on the Line's Europe/Red Sea service for the past 18 months and has already completed 16 round voyages.

"We chartered her from new and she's the best ship we've ever had," according to Operations Manager Bob Winlo based at the Hammersmith Head Office. "We have been extremely satisfied with her overall," he said.

Bob feels that the Red Sea trade needs "flexible" vessels which can easily cope with changing situations, port rotations and booking patterns. "The 'Aqaba Crown' gives us the best of both worlds," declared Bob Winlo. "When she's using her own cranes, they're good, and when she's working with shore gear, then the cranes are where we want them — out of the way," he stated.

INVALUABLE

"She's German flag and extremely well managed. We've had an excellent relationship with her owners and officers all along, and that's invaluable," Winlo explained. "Her other main plus-point is her container handling equipment. She's equipped with two hydraulic turning cranes mounted on one-sided posts on the portside.

"Each is 35 tonnes SWL and they are fast, accurate and easy to work — tailor-made, in fact, for the job they're doing.

"People sometimes wonder why containerships like ours need to carry their own cranes nowadays," Bob said. "True, all our European terminals have gantries, but things are a bit different in the Red Sea. Gantry breakdowns and congestion are a frequent enough occurrence that we'd still rather have independent means of getting boxes off and on.

OWN CRANES

"At Jeddah, serious mechanical problems have put three gantries out of action in recent months," he continued. "Working with our own cranes is slower, but still better than queuing for the remaining gantries.

"At Aqaba, in Jordan, a new terminal with two gantries has just opened, but at present there's a heavy premium on their cost, which makes their use uneconomic in normal circumstances. Hodeidah, in the Yemen Arab Republic, has a single gantry, but it too has broken down in the past and we just can't afford to take any risks.

"Port Sudan has no shore-based container cranes at all," Bob Winlo emphasised, "and Piraeus, where C.A.M.E.L. calls every other sailing, has gantries but is also prone to congestion. It'll be some time before containerships trading to the Red Sea 'outports' can dispense with handling gear on board," he concluded.

Together with "Aqaba Crown", C.A.M.E.L.'s "Jeddah Crown", "Hodeidah Crown" and "Amado" offer a sailing every ten days from Felixstowe to Jeddah and the other main Red Sea Ports.

FIRE! C.A.M.E.L. TO THE RESCUE

The export of fire prevention equipment for installation at the Yanbu Domestic Refinery caused a dilemma for forwarding agents Don Ruffell (Services) Limited of Egham. They contacted C.A.M.E.L. who promptly saved the day.

Yanbu, on the Red Sea, is the site of a number of Saudi Arabia's newest refineries. Safety standards are naturally very high and Feltham manufacturers Galaxy Aluminium and Steel Construction (GASCO) were contracted to supply specialist equipment for the refinery's Marine Terminal.

Acting on GASCO's behalf, Don Ruffell (Services) Limited asked C.A.M.E.L. to carry fire monitor towers, access towers, extendable ladders and ancillary equipment from Felixstowe direct to Yanbu, and C.A.M.E.L. were delighted to be able to assist.

The equipment — up to 13 metres in length — required special stowage arrangements using platform and dry-van containers.

The first Lancashire Flat being loaded with the specialist fire prevention equipment for shipment to Yanbu is observed by (left to right) Stephen Redwood, Projects Manager of GASCO; Keith Marples, Sales and Operations Executive, Don Ruffell (Services) Limited; and Trevor Timewell, Southern Area Sales Manager of Cunard-Brocklebank.

NEW C.A.M.E.L. MIDDLE EAST MANAGER

Mr. Bill Wood has been appointed Middle East Manager of C.A.M.E.L.

Based at the Line's Jeddah office, he will be looking after all aspects of C.A.M.E.L.'s activities in Saudi Arabia together with sales in Jordan and North Yemen.

Bill is no stranger to the Middle East and for the past two years he has been working as Cargo Sales Manager for Arabian Establishment for Trade, C.A.M.E.L.'s Jeddah agents. His 30 years of shipping experience includes six as Marketing Director of Medtainer Lines and other senior positions.

Bill Wood, who hails from Merseyside, is married with four children. In his leisure time he enjoys swimming and playing squash.

VIEWING THE MARKET FROM NEW ANGLES

Checking a containerload of warehouse storage equipment being shipped to Saudi Arabia are David Newman (left), Overseas Shipping Manager of Dexion, and Charles Swann, Deputy Area Sales Manager, Cunard-Brocklebank Limited, Stratford, who are responsible for the shipment.

Long pieces of shelving are loaded easily into the side-door containers used by C.A.M.E.L. for the shipment.

For over 35 years, Dexion have been helping other businesses improve profits by improving their storage and handling efficiency.

An early pioneer in the industry in the UK, Dexion have grown from a single product supplier to the broadest product line supplier and a world leader in storage and materials handling. Today Dexion sell their products in more than 100 countries around the world.

LOADED

Dexion recently won a contract to provide warehouse storage equipment to a Saudi Arabian company and chose C.A.M.E.L. to ship direct to Jeddah. C.A.M.E.L. used special side-door containers to facilitate loading of the long pieces of shelving and the job was carried out quickly and efficiently. The client declared that they were well satisfied with the service received.

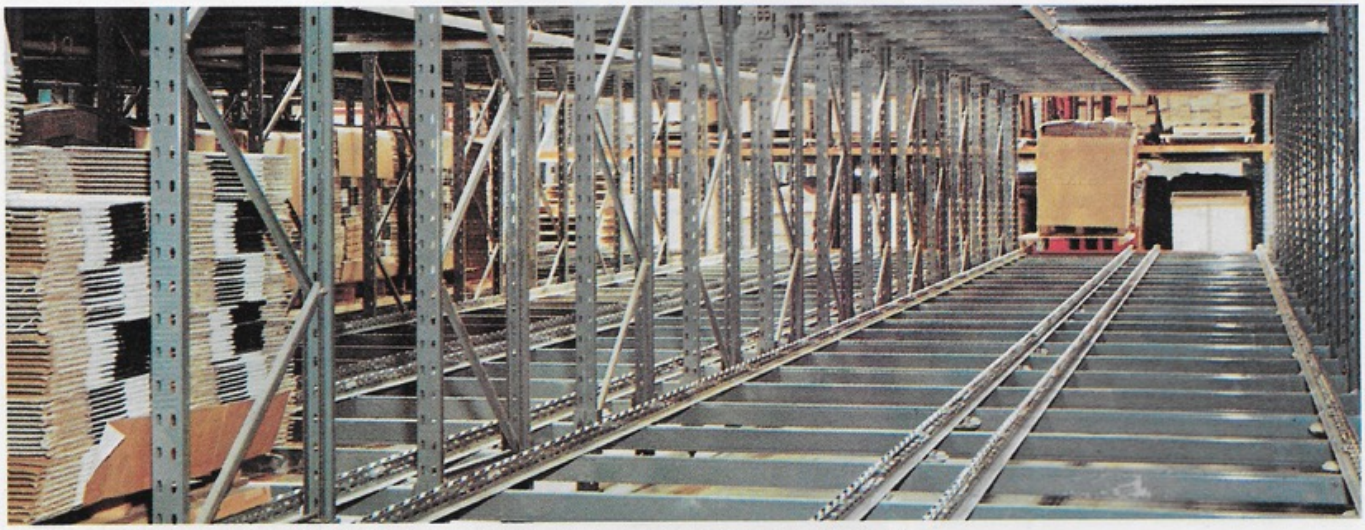
From the smallest corner shop to the largest international corporation, every manufacturing and distributing organisation needs to store and move materials. The cost of these operations — in time, labour and inventory investment — has a substantial impact on a company's bottom line. In fact, storage and handling costs can represent more than half of a product's total manufacturing costs.

SOPHISTICATED

Dexion still produce simple economical slotted angle shelving, which was their original entry into the industry, but now they also offer some of the most sophisticated equipment available for computerised warehousing systems.

One example is an accumulating conveyor that can merge several streams of products and sort them automatically with laser scanners at a rate of up to 10,000 units per hour.

The Company's current product catalogue reveals another kind of contrast. In addition to equipment for traditional markets — factories and warehouses — it features a line of office products. There are



Dexion pallet glidestock live storage at John Walker & Co., distillers, at Glasgow in Scotland.

filing systems, computer tape racks, print-out data binders and even office partitioning systems.

Still, the purpose of all Dexion products remains the same: saving time and money, with economical use of space, efficient organisation and fast, accurate retrieval.

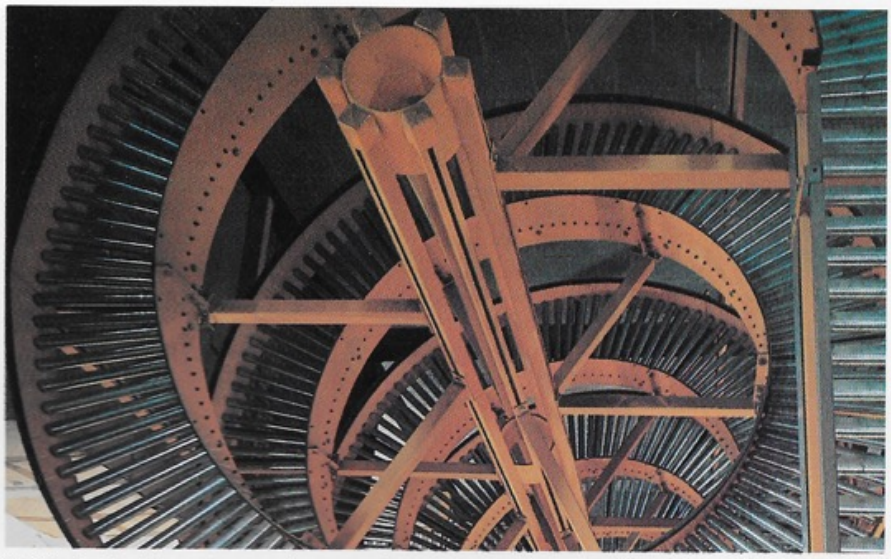
The Company now operate three manufacturing plants in the UK — at Hemel Hempstead, Gainsborough and Bedford, the first being the Head Office and major plant.

Dexion are increasingly placing emphasis on materials handling rather than just storage of products. Companies are becoming more sophisticated in stock control methods and they are reducing the amount of stock on their shelves.

From the first slotted angle shelving they are now providing advanced systems for industries such as the electronics trade, components and automated computerised warehousing.

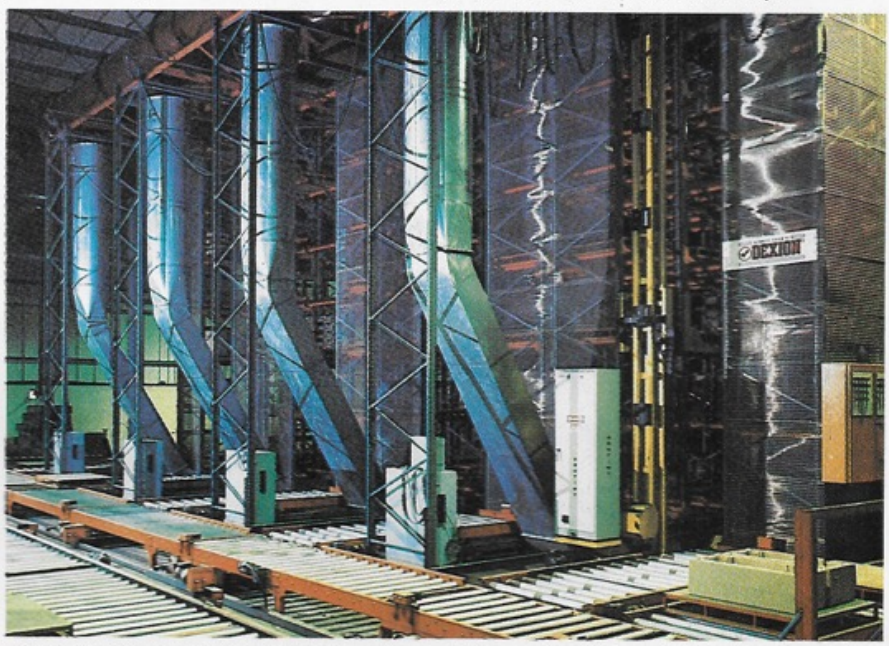
C.A.M.E.L. stands ready to help move this equipment rapidly and efficiently to the Red Sea ports in the Middle East, while other ACT lines carry Dexion products to other parts of the world.

Two views (above and below) of Dexion's production line at their Hemel Hempstead manufacturing facility. The Company, which began by producing a single product, now export their wide range of systems to more than 100 countries around the world.



British Leyland's parts warehouse at Chorley (Lancashire) use Dexion spiral conveyors which were especially designed for BL.

Partial view of Dexion's warehouse at their manufacturing plant at Hemel Hempstead (Hertfordshire). The Company are able to supply orders quickly and efficiently.



Stormatic vertical carousel storage units meet the needs of Marconi Avionics, located at Basildon in Essex. Dexion supply a broad range of products to meet the varied requirements for storage and materials handling equipment.

ACT AT WORLD FREIGHT EXHIBITION

The ACT Group will be joining some of the best known names in international freighting when they take part in the World Freight Exhibition being held in Brighton June 3rd to 6th.

The exhibition will be officially opened by HRH Princess Anne, who is Honorary President of the Chartered Institute of Transport. Hailed as the first major event of its kind, it seeks to bring to the attention of top management the importance freight plays in international trade.

Among those who have already booked space at the event, taking place at the Brighton International Conference and Exhibition Centre, are British Airways, IBM (UK) Limited, Transtec, British Caledonian, Royal Mail International, Heavylift Cargo Airlines Limited and British Waterways Board.

Representatives of ACT(A), Ben Line, Blue Star, Cunard, Ellermans, Harrisons and ACT Services will be on the stand to meet visitors to the exhibition, to answer questions and to provide information.

Discussing the location of the ACT stand at the World Freight Exhibition are members of the ACT Co-ordinating Committee (left to right) John Crichton of Cunard; Dan Beckwith, Harrisons; Alec Peill, Ben Line; Bob Howland, ACT Services; Michael Parker, Ellermans; David Haigh, ACT(A); and Dennis Goodchild, Killick Martin.

NEW CHAIRMEN

Mr. B. R. Hazlitt, Deputy Chairman and Managing Director of Blue Star Line, has been appointed Chairman of Associated Container Transportation Limited (ACT), succeeding, by rotation, Mr. W. B. Slater, Managing Director of The Cunard Steam-Ship Company plc, who remains on the ACT Board.

Mr. A. J. Macintosh, Managing Director of ACT(A), has been appointed Chairman of ACT Services taking over from Mr. Hazlitt, and Mr. J. F. Muirhead, Joint Managing Director of Ben Line, joins the Board of ACT Services as Deputy Chairman.

NEW EHCL SALES/MARKETING MANAGER

Mr. Barry Collins has been appointed Sales and Marketing Manager of EHCL.

He began his career as a deck officer with Eagle Oil and Shipping Company and Shell Tankers, subsequently coming ashore into oil refining and production.

Barry Collins transferred into sales and marketing with Gulf Oil (GB) Limited where he spent 15 years and held a number of senior management positions, latterly as UK Retail Company Operations Manager with responsibilities for sales and marketing.

He is a keen sailor and enjoys swimming and travelling.

AUSTRALIAN SUNSHINE FOR UK SCIENCE MUSEUM

Explaining the operation of the Sunshine Stripper Harvester is Andrew Patterson (right), Curator for Agriculture of the Science Museum, to Ian Blomeley (left), Museum Assistant for the Agricultural Collection, and Les Kingdom, ACT(A) Sales Representative.

The first Australian harvester ever built which would reap, thresh and winnow corn — the McKay Sunshine Stripper Harvester — has arrived in the UK and will be a permanent exhibition at the London Science Museum's outstation at Wroughton near Swindon in Wiltshire.

Built in 1910 at the Sunshine Works in Melbourne, it was used until 1967 on a farm in Avoca (Victoria). It has been acquired for Wroughton with the assistance of the Melbourne Museum and brought to the UK by ACT(A) in a flat rack.

H.V. McKay invented the original Sunshine Harvester one hundred years ago and this revolutionary machine stripped the corn ear from the stalk. This newer model is a more sophisticated version of the original 1884 harvester.

Funds for the purchase and transportation of this new addition to the Science Museum's collection were donated by the H.V. McKay Charitable Trust. The museum at Wroughton will be open to the public in 1985 on the following dates: May 25-27, June 16, July 14, August 11 and September 8.