



news

SUMMER 1987



ACT SHIPS READY FOR THE 1990'S

Work has just been completed on the re-engining and refurbishment of the "ACT 3", "ACT 4", "ACT 5" and "ACT 6" which is expected to see the vessels operating considerably more efficiently at least until the end of the century.

New diesel main engines and generators of the latest fuel-efficient type have been installed and new propellers, optimised to suit the new propulsion plant, have been fitted. In addition extensive automation has been carried out and the vessels' engine rooms are fully equipped with the latest instrumentation for unmanned operation.

Computerised performance and machinery monitoring systems have been extensively installed to the most advanced specifications. Several special measures have been included to reduce vibration levels on board the re-engined ships as well as to reduce noise levels, which have proven fully effective.

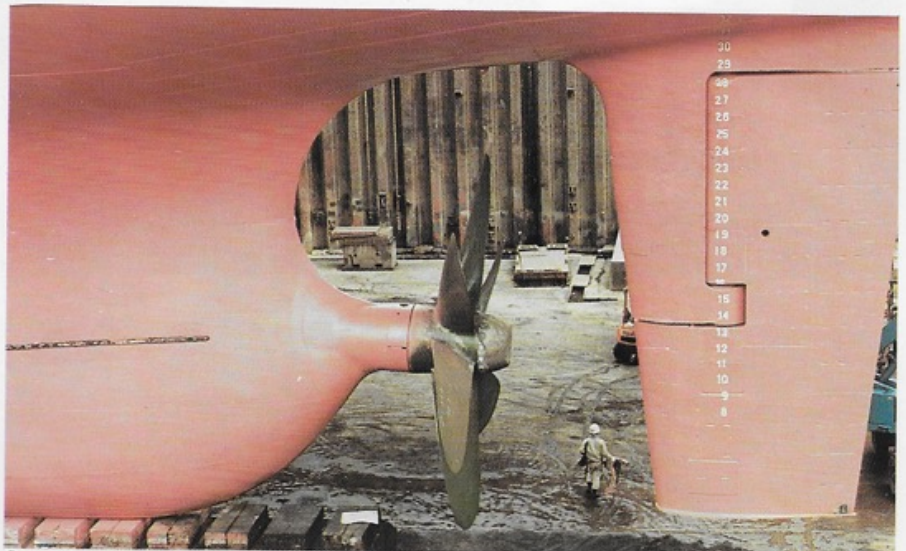
The modernisation programme for the vessels has been carried out by Ishikawajima-Harima Heavy Industries (IHI) Company Limited of Japan at a cost of some £10 million per vessel.

Work on the "ACT 4" and "ACT 5" was done at the IHI Yard in Yokohama and work on the "ACT 3" and "ACT 6" was carried out at Aichi.

The propellers and auxiliary equipment manufactured in the UK was all shipped to Japan by Ben Line Containers, another member of the ACT Group.

The original steam propulsion plants were Stal-Laval AT32 Units with an output of 32,000 SHP at 140 rpm for a service speed of 22.25 knots.

The main diesel engine which has been installed into each of the vessels is an IHI/Sulzer 8RTA62 type with a maximum continuous output of 17,100 bhp at



One of the new six-bladed propellers being fitted to the ships. Manufactured by Stone Manganese Marine at Birkenhead, each propeller weighs nearly 24,000 kg.



New twin-funnel container vessel for ACT(A)? No, it was just the funnels from the "ACT 3" and "ACT 6" being stored temporarily until they were put back on the ships.



A new main engine being taken out to the ship by a giant floating crane.

Our Cover

A new engine being lowered into the "ACT 5" at the IHI Shipyard in Japan, which carried out the re-engining and refurbishing of four ACT vessels to bring them up-to-date with the latest technology and instrumentation.



One of the main diesel engines being installed in the ACT Ships - an IHI/Sulzer 8RTA62 type.



After work was completed on the "ACT 4" and the ship handed over, ACT(A)'s Chairman, Mr. Edmund Vestey, (left) waves "goodbye" to Capt. Paul Robinson, Master of the vessel.

a shaft speed of 88 rpm. The normal output of the engine is designed as 15,390 hp at a shaft speed of 85 rpm.

The turbochargers fitted to the engine are IHI/BBC type and a power recovery unit designed by IHI is also fitted which improves fuel consumption further. The new service speed is 17.5 knots with 18.25 as a maximum.

The new propellers which have been fitted to each of the vessels are manufactured by Stone Manganese Marine in Birkenhead near Liverpool. Each propeller is 7100 mm diameter and 6300 mm mean pitch. The propeller has six blades and is made of Nikalium and each has a calculated weight of 23,950 kg.

Four new diesel generators have been installed and these are of the Wartsila R32 type, 2 x 1660 kw and 2 x 1100 kw. These engines were built in Finland. Auxiliary machinery, e.g. pumps and air compressors, was supplied by the UK company Hamworthy.

Passenger accommodation has also been introduced with each ship able to carry up to 11 passengers.



Funnel being taken off one of the ACT ships as work begins on the re-engining and refurbishment to bring it into the 1990s.



"ACT 6" on sea trials following completion of the re-engining.



Signing for the re-delivery of the "ACT 6" were Mr. Joe Gratton (right) for Cunard and Mr. T. Yamakuma for IHI.



One of the spacious passenger cabins (left) which have been installed on the ACT ships, with complete en suite bathrooms. At right is a view of the passenger lounge. Colour schemes and fabrics for the passenger accommodation were selected by Mrs. Edmund Vestey, wife of the Chairman of ACT(A). Each of the four modernised vessels has five double and one single berth air-conditioned cabins and full facilities are provided for passengers' comfort and entertainment.

ENSURING WORLD LEADERSHIP

The Technical Services Department of ACT Services has helped ensure that ACT member Lines have been world leaders in the field of container operations for over 20 years and the Department is continuing to provide the highly professional service for which it has earned an outstanding reputation.



Proposed construction of a new container is discussed by (left to right) Alan Stockdale, Engineering Contracts Manager; Edmund Brookes, Head of the Technical Services Department; and Derick Oldfield, Maintenance and Repair Manager.

The specialised and essential task of procuring containers, trailers and related equipment, maintaining them efficiently and providing a battery of support technical engineering and related management skills are responsibilities of the Department. All this work is carried out with the commercial aspects of the business firmly in view.

Costs and the cost implications of engineering decisions are carefully monitored to ensure a value-for-money service is provided.

Located at ACTS' Head Office in Rich-

mond House, Southampton, the Department is headed by Edmund Brookes, who firmly believes that it is his responsibility to ensure that the engineering function is totally integrated with other operations so that the availability of containers is maximised, with minimum maintenance costs compatible with a reliable opera-

tion.

When the Department is approached by a Line in the ACT Group to assist them in obtaining containers, a thorough and carefully planned programme is carried out. Although Technical Services does not actually design containers, it reserves the right to analyse and vet designs to ensure that they are in strict accordance with the purchase requirements and specifications.

While a manufacturer's guarantee may expire after one, three or five years, the engineers are looking for a trouble-free

life of at least 15 years. Particularly the Department is on the lookout for features which, although they may make manufacture easier, could in the longer term cause maintenance problems and result in increased costs.

One technique which has almost eliminated the need for mid-life refurbishment of containers is the galvanising of steel boxes. Pioneered on boxes for Ben Line and BLC in 1970, this process has been almost universally adopted and has proved extremely successful in cutting maintenance costs.

Records show that the higher initial costs in purchasing the galvanised steel boxes are amply repaid in the ensuing years in savings on maintenance and refurbishment. These boxes have been built in Europe and the Far East, but the latest contract for Ellerman Lines - 30 tonne rated open-sided containers - has been awarded to a British manufacturer.

The container manufacturing contract which Technical Services negotiates requires clear performance targets and any failure to adhere strictly to these targets is pursued on behalf of the Principals. All containers are inspected and accepted at the producer works by engineers from ACTS. This is over and above any statutory inspection by the Classification Societies like Lloyds Register.

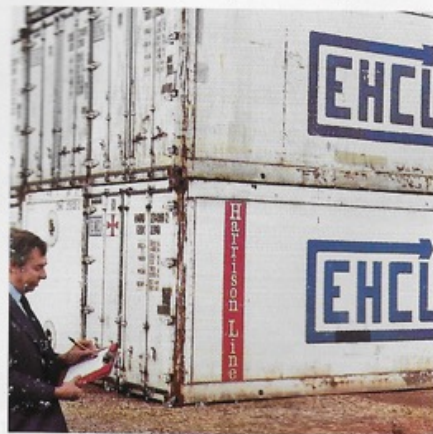
Technical Services' role is only just beginning when the box enters service. For the rest of its life it is subject to repeated inspections by ACTS' Maintenance and Repair (M&R) Inspectors to ensure that it is fit for cargo, meets current statutory requirements and is repaired at minimum cost to a satisfactory standard. These repair standards are based on the best engineering techniques currently available and take into account the type of container, its age and particular maintenance requirements for certain builds of container.

M&R Manger Derick Oldfield monitors repairs throughout the world and, when necessary, orders boxes to be moved to more suitable locations for repairs.

Statistics compiled periodically on con-



General engineering design projects are carried out by John Bush (left), Project Engineer, and Stan Reed, Mechanical Engineer, who are part of the Technical Services Department at ACT Services.



Inspecting containers at Southampton is Ray Tomlin, Container and Equipment Inspector (Southampton Terminal).

tainers are studied and trends used to indicate areas of engineering concern which should be targeted for attention. This information is passed to the Engineering and Contracts section under Alan Stockdale who then makes sure that the specification for future containers "designs out" these particular features.



Liverpool M&R Inspector Arthur Hughes (right) assesses trailer damage with Bill McDowell of Container Repairs Limited.

This results in being able to maintain the high quality fleet of dry freight and insulated containers operated by all the ACT Lines.

In addition to pioneering galvanised containers, the ACT group have been leaders in providing 30 tonne rated 20-foot boxes and incorporating other design features which will reduce maintenance costs. This philosophy is currently being applied on a large scale to insulated boxes and negotiations are now being finalised with suppliers of boxes on behalf of ACT(A) for the planned phased renewal of its reefer fleet.

These will be some of the finest boxes in the world with a high level of insulation rated at 30 tonnes gross weight. This latter requirement is to ensure maximum usage carrying dry freight cargoes on return trips to Australia and New Zealand where there is an imbalance of reefer cargoes.

Perhaps one of the most important reasons that ACT(A) has been so successful in developing the carriage of sensitive foodstuffs is the adherence to the specifications set out by Technical Services for correct carrying conditions in terms of temperature, temperature tolerance and air changes per hour for cargo.

Though initially designed for the carriage of hard frozen cargo, equipment has additionally proved capable of successfully carrying various cargoes in the range from chilled upwards.

ACTS' Refrigeration Manager, Cyril Symons, assisted by Bob Banks, cooperates closely with the Lines, offering advice and counsel on shipping special cargoes. The Refrigeration Section is also interested in equipment such as land and marine clip-on units, mechanical refrigeration wall units, generators, liquid nitrogen clip-on units and refrigerator spares for them all.

Edmund Brookes' team, who also work for a number of companies outside the Group, have helped maintain the ACT Lines as world leaders in container operations and Technical Services are constantly working behind the scenes to make sure that customers' cargo is shipped safely and arrives in perfect condition at the many destinations around the world served by the ACT Lines.

Floor damage is pointed out by Bill Vernon (left), M&R Inspector, to Eric Butler of Container Repairs Limited. If not corrected, this problem could deteriorate, affecting the handling of cargo.



Inspecting components of new containers being manufactured for Harrison Line is Ron Bascombe (left), Assistant Engineering Contracts Manager, with Mr. M.Y. Kim, Technical Director of Hyundai Containers.



Checking container repair statistics are (left to right) Bernard Glynn, Technical Inspector; Margaret Sainsbury, M&R Clerk; and Alan Hodgson, Area Maintenance and Repair Manager (South).



Studying latest drawings for refrigeration equipment are Bob Banks (left), Refrigeration Engineer, and Cyril Symons, Refrigeration Manager, while Carole Stower, checks out specifications.

COPPER - THE ETERNAL METAL

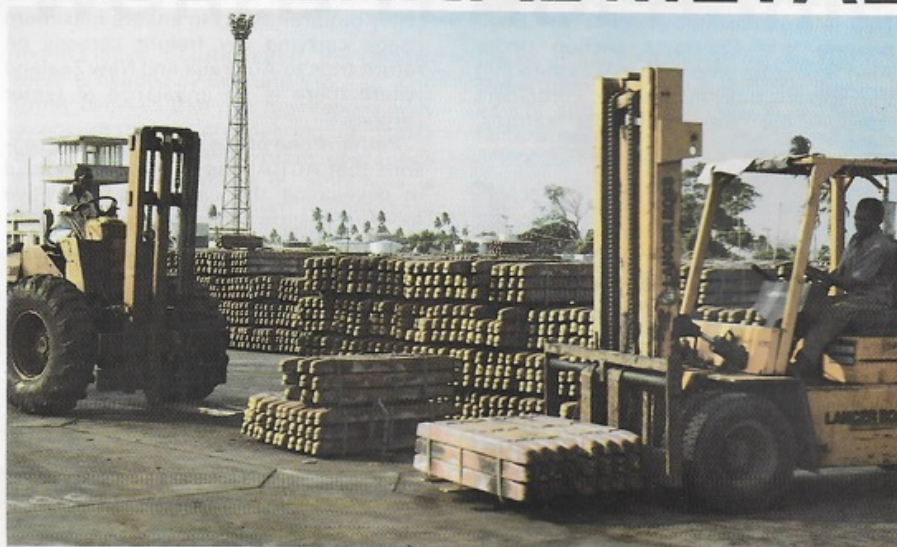
Copper was the first metal used by man in any quantity and today world consumption is nearly 10 million tonnes a year.

Zambia is one of the major producers of copper and the country exports 85 per cent of its production through the Tanzanian port of Dar es Salaam, using the services of Sea Cargo Inter Continental Limited, as a freight forwarder.

Sea Cargo, a member of the Zal Holdings group of companies and a subsidiary of Zambia Consolidated Copper Mines (ZCCM), has its Head Office in London. It is the largest single user of the port of Dar es Salaam, handling 60 per cent of the total export traffic of the port.

The Company moves more than 500,000 tonnes of export cargo, including 300 containers a month of Zambian copper, and 65,000 freight tonnes of import cargo a year.

The Harrison Line is used by Sea Cargo on a continuing basis to carry both copper



Copper at the port of Dar es Salaam ready for loading into containers for shipment.



Discussing shipments of copper from Zambia are (left to right) Peter Walker, Projects Manager, and Stephen Barlow, Operations Manager of Sea Cargo Inter Continental; Terry Dickens, Assistant to Mr. Hickling, and Michael Hickling, East African Trade Manager of Harrison Line.

and other products from Zambia to the UK and supplies for the mines from Britain in the opposite direction. Dar es Salaam is served every two weeks by the fast modern container ships of the Beacon consortium of which Harrisons are a founder member.

Sea Cargo recently expanded its Kurasini Container Depot in Dar es Salaam to offer shippers and freight forwarders a swifter and more efficient service. The depot, managed and operated by Sea Cargo, is located close to the port area.

It is ideal for the handling and storage of containerised and project cargo with a total area of 13,500 square metres and a storage capacity for up to 1,000 containers.

"Transit time through the port of Dar es Salaam is kept to a minimum," says Stephen Barlow, Operations Manager of Sea Cargo Inter Continental. "We are able to guarantee to load containers around the

clock with export cargo being off-loaded from rail wagons at the Kurasini Depot and full containers delivered to the ship's side, thereby avoiding any log jam in the port area," he explained.

The depot has over £1 million worth of handling equipment and the services of a customs officer is available there. Another £500,000 of replacement equipment has been ordered for the depot and all aspects of its operations are being streamlined with the use of the latest technology.

Container facilities at the port of Dar es Salaam are also being developed and the port redevelopment scheme, backed by international finance, is progressing well. "It is vital to keep the export of Zambian copper and other products flowing smoothly through the port," Stephen Barlow emphasised.

One regular buyer of copper shipped in the Beacon Service is Delta Enfield

Metals Limited of London, but Zambia's copper is sold in a score of countries in all five continents and there are at all times over 100,000 tonnes in transit along one of the world's largest "pipelines" between the producer and the consumer.

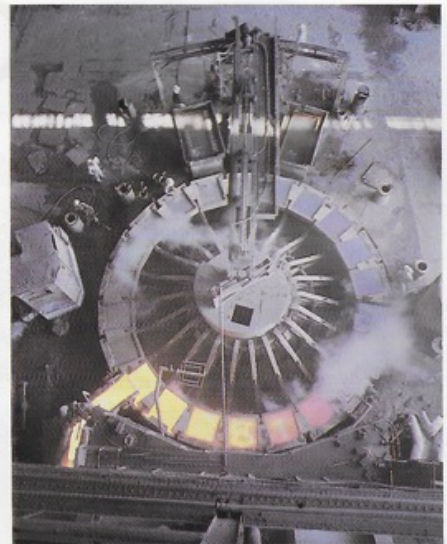
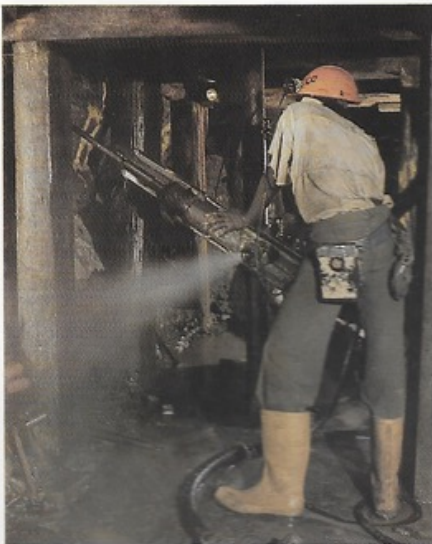
The copperbelt is linked to the port of Dar es Salaam, some 1200 miles away, by the Tanzania-Zambia railway line and the journey from the mines to the industry's biggest customers - in Britain, West Germany, Italy and Japan - calls for careful planning and reliability of shipping services.

Some customers have been buying Zambian copper for 50 years. To keep the loyalty of old customers and to attract new ones, it is essential to assure continuity of supply and the maintenance of quality.

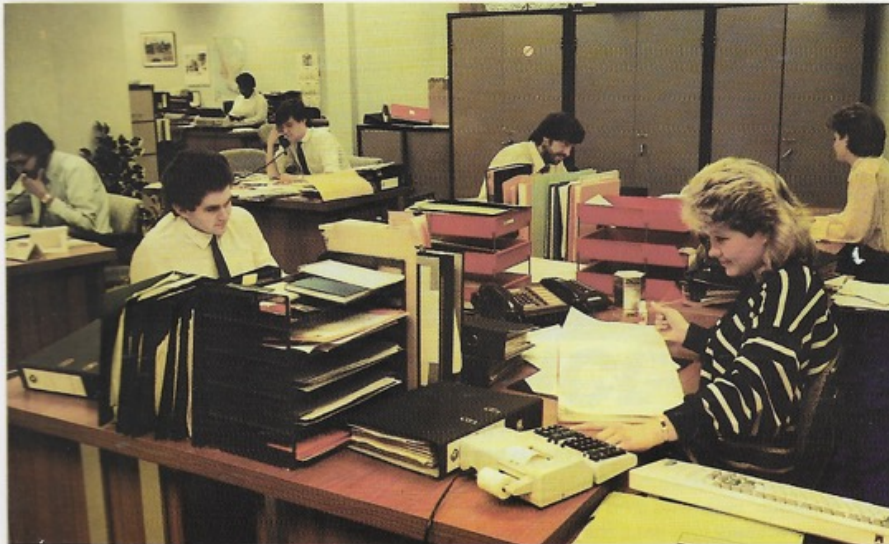
Half of the world's copper production today is used by the electrical industry and most of the other half by the engineering, transport and construction industries, with small amounts being



The symbol for copper (above) is the ankh, which signifies both copper and eternal life.



Long hose drilling (left) is one of the methods used in mining copper in Zambia. Tapping slag converter furnace (centre) – part of copper processing. Anode Casting Wheel (right) at Luanshya Mine.



Partial view of the Sea Cargo Inter Continental Head Office in London showing members of the Operations staff busy keeping the copper moving smoothly from Zambia to the UK and Europe to supply customers' needs.

used for consumer goods, coinage, ammunition and in agriculture as mineral salts.

The popularity of copper is due to its being one of the best conductors of electricity and heat; it can be easily worked and formed; can easily be joined by soldering or brazing; and it can be alloyed with other metals – tin for bronze and zinc for brass – to produce different metals and qualities.

It is not only almost indestructible, but also its beauty, versatility and resistance to corrosion make it valuable to artists and architects.



The Copperbelt mineralisations, which include Zambia, are estimated by geologists to be somewhere between 600 and 1,000 million years old. As a result of excavations in Timna in Israel, it is now known that the mining and smelting of copper minerals began at least 6,000 years ago.

In ancient times copper had both practical and decorative uses – on the one hand, nails, pipes, weapons and tools and on the other, ornaments, jewellery and statues. The Romans greatly improved the techniques of copper use and alloying to spread it to the furthest extent of their empire.

The copper symbol is a modified form of the Egyptian hieroglyph for both copper and eternal life, the ankh. The same symbol is the sign of the Zodiac for the planet Venus. There are few metals that can offer the usefulness, beauty and versatility of copper.



Observing copper being unloaded at Delta Enfield Metals of London, one of the regular buyers of Zambian copper, are (left to right) Mr. R.J. McGee, Rod Mill Manager of Delta Enfield Metals; Dan Beckwith, Marketing Manager of Harrison Line; Mr. D. Wisbey, Metal Buying Manager of Delta; and Capt. A.G. Nicholson, Harrison Line Cargo Superintendent.

THE GUIDING LIGHT

The Port of Southampton, which is a regular port of call for both BLC and EHCL, has been working steadily to improve its image, to increase its efficiency and to provide the best equipment in order to secure its position as Britain's leading deep-sea port.

It has also been introducing the latest technological advances and another step was taken recently when the Trinity House Light Vessel located at Calshot Spit was replaced with a state-of-the-art

requirements of the port. It has an overall length of seven metres and the main lantern situated at the top of the tower provides a visible range in excess of ten nautical miles.

The lantern is complete with a six place micropower flasher/lamp-changer with 256 pre-programmed field selectable flash character timing codes. In the case of Southampton the flash timing of 0.5 seconds On and 4.5 seconds Off has been selected.

and cleanliness of the solar module," said Capt. Lionel Hall, Deputy Harbour Master, Southampton, "and running costs will be very low, especially in comparison with the Light Vessel previously on station."

A 150mm fender is fitted around the outboard side of each hull and bolted between flat bars welded to the hulls to protect the float from minor collision damage.

All hardware on the float (i.e., nuts,



The new Calshot Spit navigation float on the quay at Southampton (left) gets a last minute check-up before being gently lowered into the water (centre) and then being towed into position (right) by one of the Harbour Master's boats.

twin-hulled navigation float which will provide the mariner with visible and audible warning services to ensure his safe passage in and out of the port channel complex.

This unique solar-powered navigation float, which was supplied by Tideland Signal Limited of Redhill, Surrey, was designed to meet the specification

The new Calshot Spit float is located in one of the busiest stretches of UK coastal water where 3,000 yachts navigate on a busy summer weekend and over 25,000 merchant vessels will pass the buoy each year.

"One of the important advantages of the installation is that it requires only minimal maintenance - once a year to check electrical connections, lamp status

bolts, etc.) is stainless steel requiring no specific maintenance.

The riding light is mounted on a tubular column on the forward end of the hull deckplating and has a wide-angle vertical divergence white lens. Each of the lanterns is controlled individually by means of an in-built photoelectric cell activated at light levels below 100 lux.

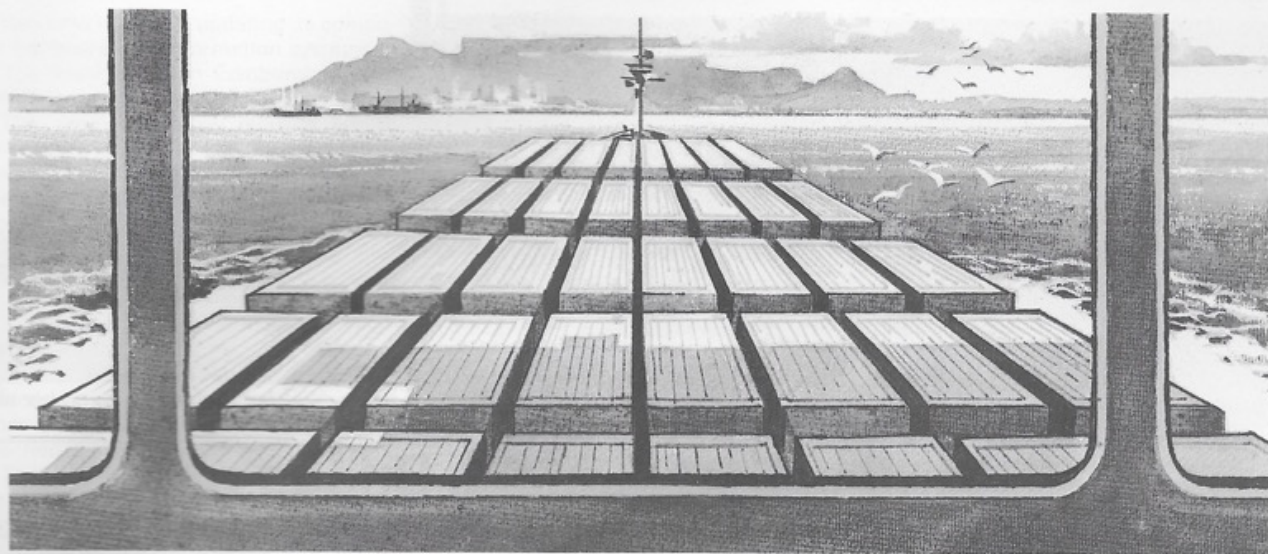
The batteries are in a pack and are



The new float is anchored into place and operational. This is one of the busiest areas of UK coastal waters and 3,000 boats would normally go by the new float on a busy summer weekend and over 25,000 merchant vessels each year.



After being replaced by the new state-of-the-art solar powered float, the old Calshot Spit Light Vessel was brought into the dock at Southampton after many years of providing service to mariners.



The view from our bridge

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made up of 11 lead calcium maintenance free batteries wired in parallel to provide 12 volts 1155 AH capacity. They are fitted securely inside a watertight galvanised steel enclosure which is provided with a snorkel type vent to allow any accumulated battery gasses to be vented into the atmosphere.

The battery pack is kept in a charged condition by a photo-voltaic solar panel arrangement fitted to a mounting frame mounted on the platform at the top of the tower. The solar arrays are mounted 180 degrees apart and in conjunction with the system batteries provide the electrical power to operate the nav aids on the vessel.

The radar reflection of the buoy is enhanced by a "Blipper" type radar reflector in the top section of the tower structure consisting of a series of different shapes stacked in a vertical column and encased in a weatherproof polyethylene jacket. This arrangement gives a consistent echo under a range of conditions, making it particularly suitable for buoy applications where sea swell movements are experienced, such as in the Solent.



Discussing details of the float's operation are Cmdr. John Ainger (left) of Tideland Signal Limited of Redhill, Surrey, who supplied the float, and Capt. Lionel Hall, Deputy Harbour Master of the Port of Southampton.

There is an audiobeam electrically powered fog signal which automatically broadcasts a 360-degree beam of sound in the horizontal plane with a characteristic code of two blasts every 60 seconds, i.e. two seconds On, one second Off, two seconds On, 55 seconds Off.

"One of the unique features of the float is that the fog signal equipment is controlled via a Telemetry link from the Port Communications Centre (PCC) at 37 Berth, Eastern Docks, Southampton, for the purpose of turning the signal on and off," said Cmdr. John Ainger, Marketing Executive of Tideland Signal. "In addition, there is a maintenance switch provided inside the Electrical Control Panel to allow the fog signal to be temporarily silenced for two hours with automatic return to normal operation," he explained.

The new Calshot Spit navigation float conforms to the recommendations of the I.A.L.A. Maritime Buoyage Systems and provides reliability, adequate range - even under conditions of restricted visibility - and rhythmic light and fog signal characters that are conspicuous and easy to recognise.



BLC's giant containership, "Benavon", was one of the first vessels to come past the newly installed Calshot Spit light buoy on her way into Southampton Dock. The Isle of Wight can be seen in the background.

'Boarding Party' on the Bridge

A group of BLC customers from the shipping and traffic departments of the Royal Mail, Rothmans International and Lipton Export Services were given a tour of Southampton Docks recently by Killick Martin, Ben Line's principal UK agents.

The visitors were also shown a film presentation by Solent Container Services about how the Terminal works and they were then taken on board the 3,032 TEU BLC containership, "Benavon", where BLC Terminal Manager at Southampton, Derek Hume, explained some of the finer technical maritime points and entertained the visitors with a few of his "salty" sea tales.

The photograph shows the "boarding party" on the port wing of the bridge of "Benavon". They are (left to right) Gary Tubb, Andrew Bird, Cedric Briscoe, Jill Lambourne, Tricia Miller, Mat Dean, Kate Bell, Richard Geary, Garry Pinner, Robin Nelson, Cameron Bradshaw, Maurice Lunn and Derek Hume.



It's 22 Feet Long but How Much does it Weigh?

Two cabers were shipped from Scotland by BLC to the Highland Games which were held in Tokyo this summer.

Tossing the caber, throwing the weight, tug of war, Highland dancing and other typical Scottish sporting events were held for the fifth successive year at the Yotsuya Sports Stadium in Tokyo, organised by The St. Andrews Society of Yokohama and Tokyo.

The two 22-foot long larch cabers were supplied from Dunkeld, Perthshire, by His Grace the Duke of Atholl, who is honorary patron of the Japan Scottish Friendship Society.

In the photograph one of the Tokyo-bound cabers, ready for loading at the Coatbridge Containerbase, is given a trial lift by Bert Rae (left) and Anne Maria Graham of Prentice Service and Henderson. They decided not to toss it this time and it was carefully stowed in a BLC container and was soon on its way to Japan.



New EDI Association

Another major step forward in the application of Electronic Data Interchange (EDI) in the field of shipping took place recently with the inaugural meeting of the International Trade and Transport EDI Association.

Over 300 representatives from 200 companies and organisations took part, reflecting the very high level of interest in the development of EDI.

An Interim Council was elected which includes Del Jenkins of ACT Services who will represent the ACT Group Lines. The Council were charged with developing the structure and aims of the new Association and to formulate their recommendations by July 31st, after which these will be considered by a second meeting of the Association.

Meanwhile, those involved in DISH (Data Interchange for Shipping), in which ACT Group Lines are participating fully, are considering how they can best transfer their activities to the new Association.

BEN'S SPACE AGE TECHNOLOGY

Ben Line has been updating its computer hardware and information systems at BLC's Head Office in Edinburgh and in the Company's offices in the Far East.

This new technology is used in the processing of Bills of Lading, ship manifests, invoices, freight receipts, container control, cargo statistics, etc. in order to provide the best possible through transport service for BLC customers shipping cargo between the UK/Europe and the Far East.

The recent addition of K3 CONVOY documentation software and Microvax Systems means that the operator can effectively control both input and output from a VDU and keyboard situated on his/her desk.

The BLC accounting system is based on a package called CODA-IAS which incorporates the most up-to-date features expected from a state-of-the-art accounting package.

In addition to the power of the basic package, recent developments by Ben Line in interfacing the system with computer spreadsheets and the inputting of data received by various electronic means "telex, telephone, etc." have taken the Company to the forefront of this technology.

The new equipment allows the systems to constantly revise and correct automatically the data files information and will eliminate multiple keying or typing, which reduces the amount of paperwork and saves time.

With the development of Data Interchange for Shipping (DISH) and other Electronic Data Interchange (EDI) advances, BLC has installed its new systems to be compatible with these advances and to successfully take the Company into the 1990s.



Irene Lim (above) at work in BLC's Singapore office with new computer hardware and (below) the latest communications equipment at Ben Line's Tokyo office.



Board Changes at ACT Services

Mr. J.F. Muirhead has been appointed Chairman of Associated Container Transportation Services Limited (ACTS) and Mr. A.R.C.B. Cooke joins the Board as Deputy Chairman.

Mr. Hamish Muirhead, who has been

Deputy Chairman, takes over from Mr. A.J. Macintosh.

The new Chairman is Joint Managing Director of the Ben Line Steamers and Mr. Anthony Cooke is Chairman of Ellerman Lines.

BLC Going for Olympics



On a recent visit to the UK, Ron Godman (right), Ben Line's representative in Korea, is pictured with Mike Dee, Director of European and General Shipping Limited, who have been appointed UK shipping agents for the British Olympic Team attending the 1988 Olympic Games in Seoul. They discussed the assistance that BLC can provide in the movement of equipment and effects to South Korea.



Newly appointed Chairman of ACT Services, Hamish Muirhead (left), and Deputy Chairman Anthony Cooke chatting in front of ACTS' Head Office in Southampton.

Back in Time for the Celebrations

Australia's oldest ringing bells will arrive back home in time to help celebrate the nation's 200th birthday, after being restored and refurbished at London's Whitechapel Bell Foundry where they were cast 140 years ago.

The bells, from Holy Trinity Church in Hobart, Tasmania, were brought to the UK last year by ACT(A) - one of the official sponsors of the Bicentenary - and they have been restored and had completely new ring fittings and frameworks installed.

SPECIALLY DESIGNED

ACT(A) is bringing more than 20 container loads of bells from Down Under for restoration in England at the Whitechapel Bell Foundry and at the John Taylor Foundry in Loughborough. Many of the bells are over 100 years old and some weigh more than a tonne. They are being carried on specially designed pallets which facilitate their handling.

In addition, ACT(A) will be taking other bells to Australia which are gifts from the UK for the Bicentenary.

Bellringers from the UK and other parts of the world will be going to Australia to join their counterparts there for the big celebrations which begin at dawn on January 26, 1988, when the Holy Trinity Church will join the joyful pealing of bells in churches, universities and city halls across the country to help the nation mark its 200th anniversary.

Gravell Elected MSBA President

Mr. David W. Gravell, Chairman of Killick Martin & Co. Ltd., Ben Line's Principal UK Agents, has been elected President of the Malaysia, Singapore and Brunei Association (MSBA) and Chairman of the Council.

One of the main aims of the Association is to promote trade and commerce between the UK, Malaysia, Singapore and Brunei, and Killick Martin has actively participated in the MSBA's work for many years.



The last of the Holy Trinity Church bells is loaded into an ACT container for the long voyage home to Hobart, Tasmania by Mr. Alan Hughes (right), Managing Director of the Whitechapel Bell Foundry, observed by Sam Garnett, Customer Services Manager of ACT(A).

THIRD TIME LUCKY



Mitsubishi Electric (UK) and Ben Line representatives met to compete in their Third Annual Golf Tournament which was held this year at Kinross, Scotland. The silver quail has been won the previous two years by Mitsubishi, but this time Ben Line was the winner. In the photograph are (left to right front row) T. Kato, Y. Noguchi, James Kirsop, S. Yatsuzuka and Graham Dalzell and (back row left to right) Jack Flucker, Alan Gemmell, Dick Mitchell, Roger Miall, Eric Murray, K. Nakata and Jim McCulloch.

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