

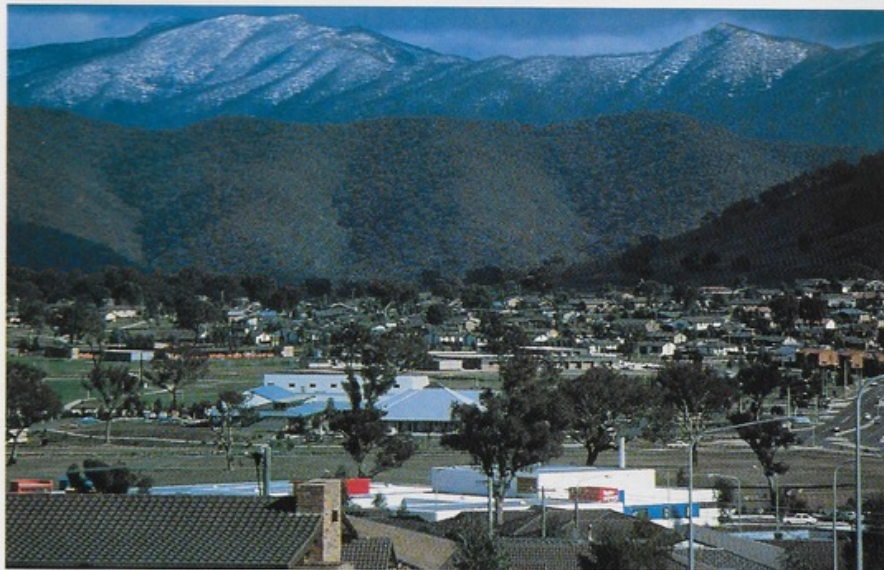
act

news

SPRING 1988



THE CELEBRATION OF A NATION



Australia boasts spectacular and varied scenery. Pictured is a valley in Canberra.



A wide variety of entertainment is on offer down under. The photograph shows the Australian Ballet performing "Don Quixote".



Grape picking in Australia. The grapes are shipped to Europe fresh as well as being made into wine which is becoming increasingly popular.

A year-long birthday party is being held during 1988 in Australia with the whole nation – joined by virtually the entire world – helping to celebrate the 200th anniversary of its founding . . . and what an inauspicious beginning it was!

On May 13th, 1787, the First Fleet, consisting of 11 ships with men, women and children and supplies for two years on board, sailed from British waters en route to Australia. It reached its destination eight months later, arriving at Port Jackson (now Sydney) on January 26th, 1788.

Perhaps no other nation started with such meagre human resources and for the sole purpose of serving as a penal colony. It would have appeared to be an almost insurmountable challenge and nearly impossible for that country to become such an important world member just 200 years later.

TWO CENTURIES

What was Australia like two centuries ago? Here is an excerpt from a letter written by an officer serving in the New South Wales Penal Colony:

"The country is beyond all dispute a wretched one. There is no wood for naval purposes; no fibrous grass or plant from which cordage can be made; no substance which can aid or improve the labours of the manufacturer; no mineral productions, no succulent vegetables, and which is the most serious consideration, no likelihood that the colony will be able to support itself in grain or animal food for many years to come."

If he sounded despondent and his description bleak, it was no exaggeration. On that horrible journey out from the UK and during the first years in Australia, hundreds died of sickness and starvation; crops failed, livestock perished, supply ships were lost at sea.

UNCOMPROMISING

There was a lack of experienced people to cultivate the soil and those that knew something of farming didn't have the proper tools and equipment. It was a hard, uncompromising and demanding life with only the fittest able to survive.

The fact that the colony was able to hold out was due largely to Captain Arthur Phillip, a humane and far-sighted man, who was chosen to head up the project, was Commander of the Fleet and went on to become the first Governor of New South Wales.

Our Cover

On January 26th, to kick off Australia's Bicentenary celebrations, there was a re-enactment of the arrival of the First Fleet at Sydney Harbour on that date 200 years ago. Sailing ships from all over the world joined in these celebrations and filled Sydney Harbour with an exciting and colourful display.



The sun sets over Sydney Harbour (photograph at left) and then the fireworks begin (right) as Australia starts the year-long celebration of its Bicentenary on January 26th. It has been described as "going to be the biggest/longest birthday party ever seen".

The 1,468 Britons who became the first European settlers of Australia had to face up to the challenge or perish, and challenge has been a watchword in Australia from those earliest pioneers right up to the present day. In those early days the problems which beset the people were overcome by the kind of innovation and ingenuity which has characterised Australians over the past two centuries.

They conquered poverty, harsh terrains, isolation and natural and personal disasters and forged a national identity and a proud history. This year the 16 million Australians who inhabit their island, the size of the United States, want everyone to share in their pride and their love for their country.

The original inhabitants of Australia, the Aborigines, are believed to have inhabited the Continent as long as 65,000 years ago, some 300,000 of whom live there today.

WAY AHEAD

The Bicentennial celebrations will include events which will feature the historical, cultural and economic developments of the last 200 years and point the way ahead and the role that Australia will play in the world of the future.

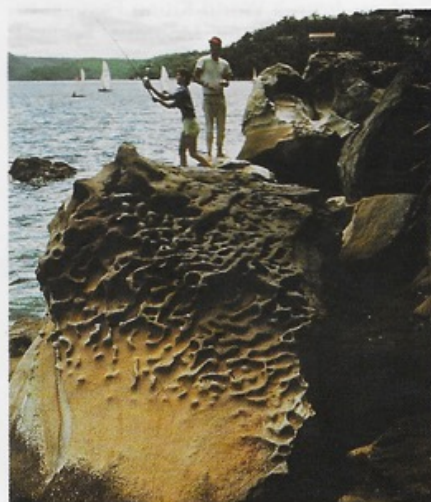
Preparations began as long ago as 1980 for the Bicentenary with the formation of the Australian Bicentennial Authority (ABA). Hundreds of millions of dollars have been spent with money coming from the National and State governments and from private sponsorship, including ACT(A), who are one of the official sponsors.

Hundreds of full-time ABA staff around the country have been coordinating the varied activities which have included the restoration of derelict colonial buildings to museums; turning municipal wasteland into parks and recreation areas and forests and coral reefs into national reserves.

There will be more than 1,000 national events and tens of thousands of activities

visitors are expected, including 750,000 overseas visitors.

There will be air races, boat races, horse races, bicycle races, yacht races and balloon races; cultural events galore with symphony orchestras, ballet, opera, modern music, country and western, etc.; sporting events will include world-class cricket, soccer, polocrosse, hockey



The outdoors is an important part of life in Australia with picnics/barbeques (photo at left) and sports such as fishing (right) being two popular activities.

and projects held throughout the six States. The Expo 88 (World's Fair) will be held in Brisbane on the banks of the River Brisbane, from April 30th to October 30th, with more than 30 nations taking part.

The theme of Expo 88 is "Leisure in the Age of Technology" and over seven million

and so on.

There will also be an Australian Bicentennial Exhibition, which will travel 20,000 kilometres to 34 venues round the country to exhibit the past, present and future of Australia.

(Continued on page 4)

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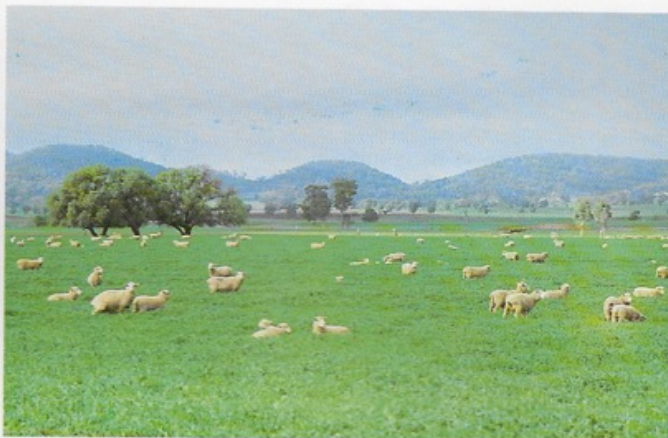
BEN
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LINE



Two important industries in Australia are mining and sheep raising, both for the wool and the meat. In the photograph at left is an aerial view of Broken Hill in New South Wales and at right sheep grazing in NSW.

(Continued from page 3)

The list of events is endless, from military tattoos to cattle drives; from Stage Coach Runs to Hang Gliding Championships; from Dog Shows to Gumnut Underarm Throwing competitions; from the first International Junior Wheelchair Games to a Festival of Left-Handed Golfers; from a World Kiting Festival to Melbourne's famous Moomba Festival and street parade . . .

Visits by famous personalities from around the world will include no less than three royal visits from Britain – Prince Charles and Princess Diana, HM The Queen and The Duke of Edinburgh and Prince Andrew and The Duchess of York.

The aim of the organisers is to ensure that there will be something for everyone and that interest is maintained throughout the whole year. Their message is loud and clear: Come to the celebrations down under and enjoy yourself. You'll receive a warm and friendly welcome and you'll have a grand time.

Happy Birthday Australia!



The kangaroo is one of the many exotic animals to be found in Australia.

A GIFT FROM BRITAIN

The Government and people of the United Kingdom have sent a very special gift to help Australia celebrate its Bicentenary – a 35-metre sailing training vessel, "Young Endeavour".

It has been named after the historic vessel, "Endeavour", in which Captain Cook made his famous voyage of exploration and scientific research in the Southern Pacific in 1769-70, when he visited and surveyed Australia's Eastern coastline and named New South Wales and Botany Bay.

The name is also intended to highlight the emphasis on youth and will enable young Australians to carry on the traditions of sail and to take part in oceanographic and marine biological experiments. This will help make known the unexplored regions of the ocean to the many young people who will crew "Young Endeavour" during the ship's lifetime.



FIRST IMPRESSIONS EXHIBITION



A stunning exhibition originated and produced by London's Natural History Museum will be touring Australia after it closes in London. It is one of the important contributions being made by Britain to the Bicentenary and contains priceless works of art of Australian fauna and flora. (Photos courtesy of the Natural History Museum.)

250-Year Old Bells To Help Australia Celebrate Its Bicentenary

The 250-year-old bells from London's historic St. Martin-in-the-Fields church are being donated to Australia to help that country celebrate its 200th birthday in 1988 and to cement the already close relationship that exists between the two nations.

The bells will be housed in a purpose-built Bell Tower to be erected on the campus of the University of Western Australia and will enable the University's School of Music to provide Australia's first course of formal instruction in change ringing.

It has been described as "an outstanding gesture of generosity" by Western Australia's Agent General in London, The Hon. Ron Davies. The 12 bells were taken to London's Whitechapel Bell Foundry where they have been cleaned by a sand blasting process, tuned and equipped with new ringing fittings.

OFFICIAL SPONSORS

The bells are being carried to Australia by ACT(A), who are one of the official sponsors of the Bicentenary. The Line has brought over more than 20 container-loads of bells from Australia for restoration in England at both the Whitechapel Bell Foundry and the John Taylor Foundry in Loughborough, and they have ensured that the bells were returned safely in time for the Bicentennial celebrations.

The original church of St. Martin-in-the-Fields was probably built in the 12th century "in the fields" between the cities of London and Westminster. In about 1543 King Henry VIII paid to have the small chapel replaced by a more substantial building, which in turn was replaced by the present-day church, which was erected between 1720-1726 by James Gibbs, a disciple of Sir Christopher Wren.

Another five bells have been added to the 12 from St. Martin-in-the-Fields to establish the largest set of change ringing bells in the world. The 12 bells from St. Martin-in-the-Fields are believed to be the first set of 12 bells in the world which were specifically cast for the purpose of ringing as a single instrument.

ACT(A) is also carrying the tin and copper from Australia to cast the new peal of 12 bells for St. Martin-in-the-Fields, together with an additional semitone bell.

The refurbishment of the bells and the casting of five new ones was completed in February and inspecting the bells shortly before they were loaded for shipment to Australia are Peter Taylor (left), UK Marketing Manager of ACT(A), and Richard Brewis, Works Manager of the Whitechapel Bell Foundry.



The last of the bells is lowered from the bell tower of St. Martin-in-the-Fields (photo at left) observed by Sam Garnett, Customer Services Manager of ACT(A), who are carrying the bells to Australia, and at right the bells are inspected by Mr. Garnett, Canon Geoffrey Brown, Vicar of St. Martin-in-the-Fields, and Ben Duke (right), Master of the church's Ringers, who supervised the removal of the bells.



At a special ceremony held at the Lord Mayor of Westminster's Parlour for the official handing over of the bells are (left to right) Canon Geoffrey Brown, Vicar of St. Martin-in-the-Fields, David Briggs and Peter Taylor of ACT(A), Kevin Gardner, Lord Mayor of Westminster (a native Australian), The Hon. Ron Davies, Agent General of Western Australia, and Laith Reynolds, Vice-President of the Australian and New Zealand Association of Bell Ringers.



300 MILLION YEARS IN THE MAKING

A sequence of events that began 300 million years ago has resulted in the largest deposits of china clay in the world being found in Devon and Cornwall.

Although these granite deposits have been worked for over 240 years and some 150 million tonnes of china clay have been produced since William Cookworthy first discovered the product at Tregonning Hill in Cornwall in 1746, there are still reserves to last for at least another hundred years.

There are many industrial applications of china clay, or kaolin, but the two main users of the product are the paper industry, which accounts for about 80 per cent of sales, and the ceramic industry, which uses about 12 per cent of the output.

In the paper industry kaolin has two distinct uses – first as a “filler” where the clay is incorporated within the paper,



Partial view of a production complex for English China Clays near St. Austell in Cornwall.

filling the gaps between the pulp fibres, and second, as a “coating pigment” where the clay is spread on the surface of the paper to enhance the surface properties of the sheet.

The paper maker is interested mainly in the physical properties of the clay as coating clays have to be bright to give a smooth glossy finish to the paper. The rheology (flow) of the clay is also of great interest to the paper maker because the coating pigment has to be spread evenly on the paper at an acceptable solids concentration.

The main function of china clay in the ceramics industry is to provide the whiteness in a whiteware body. In this case, fired brightness is the important parameter and to obtain a high brightness, a low iron content is required. Where china clay is the only clay component of the body, the china clay must also be plastic and strong.

“Kaolin”, the pure white clay used by the Chinese to produce porcelain, was discovered many thousands of years ago and has always been a much prized

material. Despite many attempts to find sources elsewhere, it remained elusive until a few deposits were found in some parts of Europe and in America early in the 18th century.

When china clay (“kaolin”) was discovered in England, it was realised that it was of a much finer quality than that found in other places in Europe.

After William Cookworthy discovered the product in Cornwall, he experimented with various samples and in 1768 he took out a patent to use the material, soon producing items at his Plymouth Porcelain Factory. Until that time English pottery had consisted of coarse earthenware and stoneware ceramics, and had suffered considerable competition from other places.

As more potteries made use of china clay to produce “china” ware, so the demand grew, and by the early 19th century the kaolin industry had become highly successful with many of the potters owning rights to mine the material for themselves.

Also, by the middle of the 19th century,



A handful of raw kaolinite, the white clayey material found in decomposed granite deposits, which is known as china clay.



The photograph at left shows open-cast extraction of ball clay at Meeth, in North Devon. Some of the highest quality china clay in the world is to be found in South-West England. The picture at right shows a ball clay store and the grey-brown colour of the material in its raw state. When it is fired, however, it becomes ivory in colour.

china clay was increasingly being used as a raw material by the developing paper industry. By 1910 production of china clay in the UK was approaching a million tonnes a year, and paper had completely overtaken ceramics as a prime user of the product.

Over 75 per cent of output was exported, with North America and Europe being major markets. The china clay industry in Devon and Cornwall held a virtual monopoly on the supply of that mineral to the world market and it was highly prized for its quality.

Today, china clay is carried from the UK to many parts of the world by ACT Group Lines (ACT(A) to Australia and New Zealand; BLC to the Far East; EHCL to Southern Africa and Harrison Line to the Caribbean, Latin America and East Africa) with hundreds of TEUs being loaded each year.

Ben Line Containers, for example, not only take the china clay to the Far East, but also bring back finished products such as ceramics and porcelain ware.



Research and development are important in meeting customers' requirements. Pictured is some of the latest equipment at English China Clays' laboratory.

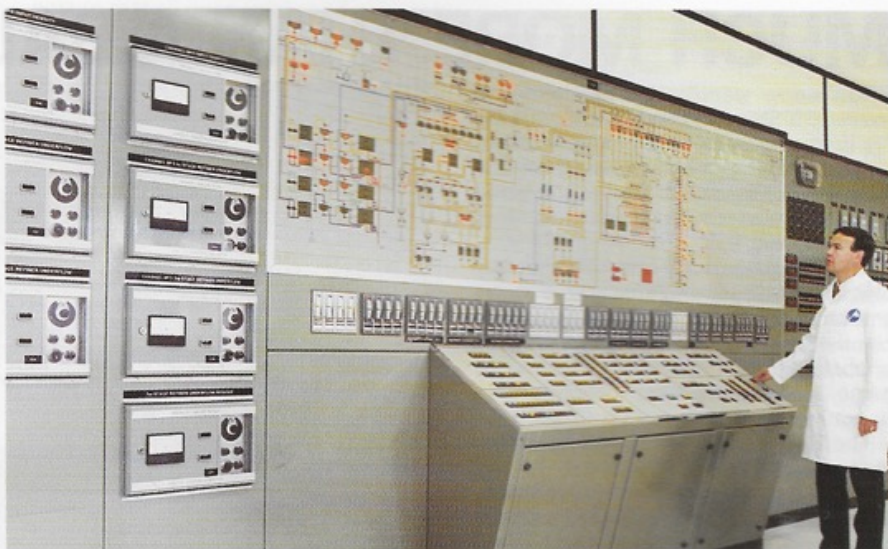
Japan is one of the countries where fine porcelain is produced from English china clay and has been for several hundred years. Traditionally the industry has been centred around the Nagoya area.

One of the largest manufacturers, and probably the best known in the European market, is Noritake. Top grade clay is imported from the UK to produce quality Bone China both for domestic consumption and for the export market.

On the same site that they have used for the past hundred years, Noritake produce a range of dinner sets and vases for the European market, although they have now had to expand their operations outside Nagoya.

By using special equipment, BLC is able to load almost 25 tonnes of clay per 20-foot general container and still remain within UK road regulations.

Main importers of the china clay in the Far East are Taiwan, Philippines, Japan and Malaysia and in 1987 Ben Line carried large quantities of clay to that area.



Modern technology is used throughout the processing of china clay.



Much of the world's production of china clay today is used in the paper industry. The photograph shows a cross-section of a printed paper sheet lightly coated with china clay and magnified 1,600 times.



Another Ben Line container is loaded at English China Clays' St. Austell premises and discussing the shipment is Keith Lintern (right), Distribution Section Head - Exports of ECC, and David Webster of Killick Martin, BLC's principal UK agents.

MUCH MORE THAN A BALANCING ACT

To many people in the shipping industry a Ship Planner is someone who "is in charge of putting boxes on board so that the ship isn't too heavy on one side and the vessel stays level". The true description of Ship Planning is very different from this.

Ship Planning is one of the key elements in ensuring that cargo flows smoothly and that ships operate efficiently. Careful planning plays an important role in efficient carrying of cargo and in reducing handling and operating costs.

The Ship Planner directs the terminal planners and advises the ship's officers in order that the vessel's departure condition at any port and its arrival condition at the next port is within all established limits regarding safety and legislation and that it is stowed well from a commercial angle.

The Ship Planner must satisfy himself that the vessel will be in a safe condition through the loading itinerary and that it



It is not only the underdeck containers which must be calculated by the Ship Planner when determining weights, positions, etc., but all those on deck.



It's a long way down! And hundreds of containers have to be allocated slots so they can be discharged and loaded efficiently.



will be possible to carry out the deep-sea voyage safely. He will take into consideration the best and safest sequence in which to burn the fuel from the several different tanks and how much ballasting will be necessary (always, of course, trying to keep ballast to a minimum) so as to arrive on a suitable trim and within the draft limits of the port.

Ship Planners are assisted by modern technology and computers which help to increase the Planner's flexibility, eliminate some of the repetitive detail work and allow him to input more easily the changes which must be continually incorporated.

However, there is still a tremendous amount of detailed planning involved. This includes deciding where the 20-foot and 40-foot containers are to be stowed so as to achieve maximum despatch; where possible stowing heavy boxes below light ones to improve stability; assigning out-of-gauge cargo; avoiding potential conflict of stowage requirements between reefers, breakbulk cargo, hazardous and obnoxious cargoes; and observing stack weight limitations.

When determining weights, positions, etc., it is not only the underdeck containers which must be calculated, but also those on deck, which have a particularly significant effect on the stability of a vessel. When considering these problems the Planner must also take into account bunkering en route, securing containers, which boxes will be discharged first, how much additional weight will be loaded, and so on.

Varying heights of containers and, in a few cases, the lengths can present problems. On some vessels, for example, all

A group of Marine Co-ordinators at ACT Services in Southampton plan the loading of the next containership. Pictured are (left to right) Chris Nelson, George Lang and Jim Chubb.

40-foot containers can only be stowed on deck and at times open tops with extremely light loads, which for that reason ideally would be on deck, have cargo which by its nature must have underdeck stowage only.

As most trades served by the ACT Group of Lines are run in conjunction with other conference members, slot sharing and joint scheduling arrangements have



Discussing the planning of Harrison Line's next vessel in the Carol trade are (left to right) Nigel Hollebone, Director; Captain Rob Babooram, Stowage Co-ordinator; and C.D. Hutchinson of Harrison Line.

to be taken into consideration.

A containership can call at a number of ports and boxes have to be discharged and loaded with an efficiency factor that can determine whether or not a ship maintains her schedule.

Pre-planning is a watchword with Ship Planners. Not all vessels have loading computers on board and the Ship Planner will use his hardware and software to

ensure that all goes safely and smoothly. With a vessel changing her loading distribution dramatically over a period of a week or so as she exchanges her imports for exports, and she fully bunkers, the maximum amount of pre-planning is essential.

The pre-plan will be continually updated by the Ship Planner as he puts in more accurate and up-to-date figures as allocations become forecasts and then become actual containers complete with numbers and weights.

A continual process of fine-tuning takes place as allocations rise and fall with the market demand for space in each region. Additionally, trains might get delayed, lorries break down, there are last minute

commercial changes, etc. and all these could require important adjustments to the loading plan.

Safety is a vital factor which must be taken into account by the Ship Planner and, in order for proper planning to be carried out, the Planner uses a technical vocabulary which includes such terms as "torsional rigidity", "bending moments", "shear force" and "transverse GM", all of which have to be carefully considered.

It is important for the Ship Planner to maintain a good relationship with the Ship's Officers and with Container Control, Marketing, Commercial and Operations Departments so that working together they ensure that the ship and its cargo will arrive safely at its destination.

NEW MARINERS' CENTRE AT KOBE



A new centre to look after the welfare of foreign seamen entering Japan and to offer them counsel and advice was opened recently at Kobe by (left to right) Captain J.L. Walterson, Master of BLC's "Benalder"; Noriaki Akasaka, Deputy Mayor of Kobe; and Shinichi Miki, Vice-Governor of Hyogo.

New Longboat Arrives at Pitcairn Island

A new longboat for Pitcairn Island, a gift of the British Government, was carried to Auckland from Tilbury on the "ACT 8" and then loaded onto the "ACT 4" and delivered to Pitcairn. Our photographs show the boat (left) following discharge and in the photo right Captain P.E.T. Robinson, Master of the "ACT 4", chats with Brian Young, Island Magistrate, on the quay.





EDI TEACH-IN



One of a series of "Teach-Ins" on Electronic Data Interchange (EDI) for marketing staff of ACT member Lines was held recently in London.

Prepared and carried out by ACT Services, the Seminars are designed to be of use to both marketing personnel and shippers who contact the Lines and express an interest in participating in the new "paperless era".

The Data Interchange for Shipping (DISH) project is explained in detail together with how it is working in practice with some of the ACT Lines' major shippers and exporters. Information is also given as to how other shippers can participate in the future in this project and in the even more widespread and comprehensive system which is now being developed from it through the EDI Association of which ACT is a very active founder member.

In the photograph, Del Jenkins, Director and Head of Management Services of ACT Services, conducts the recent Seminar and is pictured explaining the DISH pamphlet, which has been prepared by ACT Services.

NEW ACT(A) CHAIRMAN

Mr. A.J. Macintosh has been appointed Chairman of ACT(A) in succession to Mr. E.H. Vestey.

Alexander Macintosh has an extensive knowledge of ACT(A)'s operations having joined the Company in 1967 and he served as Managing Director for 11 years until joining Trafalgar House in 1985.

Mr. Macintosh has for many years been a Member of the Port of London Authority; he was Chairman of the Ship-owners Refrigerated Cargo Research Association (SRCRA) for a number of years; and among other positions he presently holds are Chairman of Atlantic Container Line (ACL) and Deputy Chief Executive of Cunard Ellerman.

Married with two children, Alexander Macintosh enjoys open air pursuits, reading and the theatre.



ALEXANDER MACINTOSH

INSPECTING KAOHSIUNG PORT



On a recent trip to the Far East, Mr. Hamish Muirhead, Chief Executive of Ben Line Containers, is pictured (top) at Kaohsiung, where he watched (below) preparations for the installation of a new boom to be fixed to the new gantry crane at pier 64, soon to be used by containerships in the Trio service operating between Europe and Taiwan.



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GREAT DAY OUT ON THE ORIENT-EXPRESS

Customers of Ben Line Containers, Ellerman Harrison Container Line and Harrison Line were invited for a unique day out on the first visit of the Venice Simplon "Orient Express" to Glasgow Central Station recently.

Organised by Prentice, Service & Henderson Limited (PS&H), the Lines' agents in Scotland, the customers were taken on a trip from Glasgow to Perth and they were served a champagne luncheon.

Hosts for the day were Jack Flucker of BLC, Barry Collins of EHCL, Jack Gibson of Harrison Line and Bert Rae of PS&H.



Guests included: Jim Mackie of Babcock Power Ltd.; Roy Campbell, Jas. Buchanan & Co. Ltd.; Joe McLay, Chivas Brothers Ltd.; David Rossall, Ciba-Geigy & Co. Ltd.; Alistair Culpin, Wm. Grant & Sons Ltd.; Maurice Cassidy, Leven Textiles Ltd.; Stuart Davidson, Macdonald Greenlees Ltd.; Willie Dempster, NEI Peebles Ltd.

Ian Anderson, Wm. Martin & Co. Ltd.; Mrs. Jackie Cumming, Roche Pharmaceuticals Ltd.; Neil Hodge, White Horse Distillers Ltd.; John Boyle, John Walker & Sons Ltd.; Jim Fortune, Walford Meadows International; Douglas Clark, Donald Fisher Group; Richard Searle, Kelco International Ltd.; and Ken Watson, Donald Blair Ltd.

The photographs on this page were taken during the outing.

