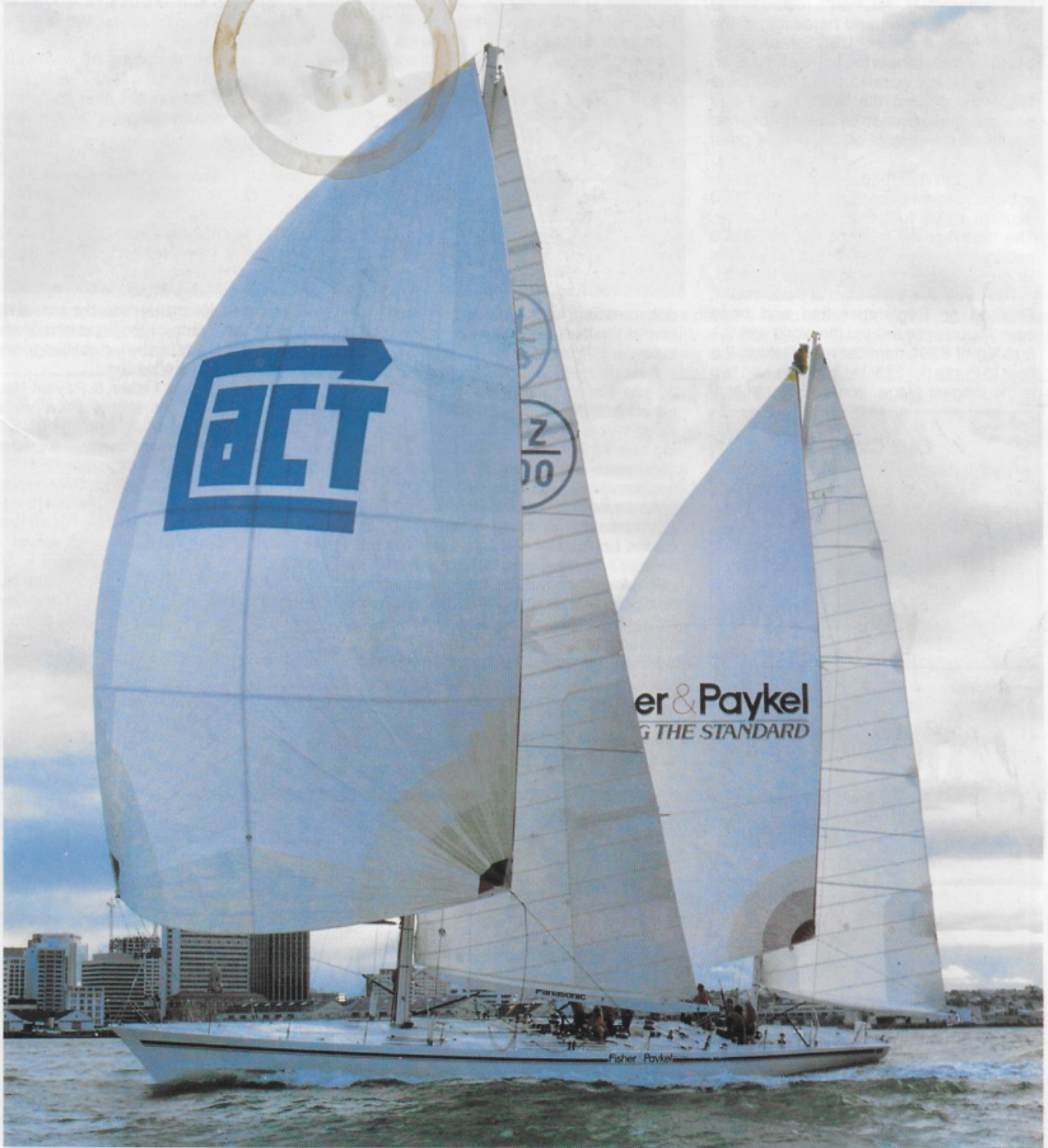


act

NEWS

SUMMER 1989



act

BEN

EHCL

**Harrison
Line**

The Greatest Challenge -

ACT(A) is sponsoring the world's first computer driven, ketch rigged yacht, the "Fisher & Paykel New Zealand", in the 1989 Whitbread Round the World yacht race.

The maxi yacht, one of New Zealand's entries, has been designed by internationally recognised expert Bruce Farr and was built in Auckland. Mr. Farr's record in this field is unparalleled and he designed the last Whitbread winner, "UBS Switzerland", which won the race in the fastest time ever.

Since the inaugural race in 1973-74, the Whitbread Round the World event has become the greatest challenge for man against the elements of the world's great oceans.

The 1989 Whitbread is yachting's greatest and longest event and it will be 7500 nautical miles further than ever before. The 1989 race will cover more than 35,000 nautical miles and take about six weeks longer to sail than the epic race of 1984-85.

The 1989 event will start at Portsmouth, England on September 2nd and head counterclockwise around the world with the first leg of 6281 nautical miles taking the fleet to Punta del Este in Uruguay. Leg two is the longest stage, some 7650 nautical

miles across the South Atlantic and Indian Oceans, to Perth, Australia. From Perth it is 3434 nautical miles to Auckland and from there the fleet will race 6255 nautical miles round the notorious Cape Horn and on to Punta del Este for the second time.

It is a further 5475 nautical miles to Fort Lauderdale in Florida (USA) and the final leg is a 3837 nautical mile home run back to Portsmouth and the finishing line.

Skipper of the "Fisher & Paykel New Zealand" is Grant Dalton, no stranger to

committed to winning the 1989 Whitbread. Grant Dalton is not only a firm believer in technical excellence and innovation, but also in the total dedication of the people working with him on the project.

In his first Whitbread, in the 1981-82 race, he was sail co-ordinator aboard the Dutch entry, "Flyer", which won both line and handicap honours as well as slashing 14 days and five hours off the previous record.

The second time around he was watch captain aboard the "Lion New Zealand". In fact, no other person has ever completed the double circumnavigation in a shorter time.

The "Fisher & Paykel New Zealand" was shipped to Philadelphia, Pennsylvania (USA) aboard the "ACT 6" in April and is to compete and "show her paces" in the Rothmans Transatlantic race taking place in June, going from Newport, Rhode Island (USA) and finishing at the Royal Cork Yacht Club in Southern Ireland.

On completion of that race, the vessel will travel to the South of England where she will be made ready for the big challenge and spend time in practice runs.

The logo for the "Fisher & Paykel New Zealand" carries the motto, "We Never Reef!", which for non-yachting enthusiasts means, We don't slow down - we keep going regardless of the conditions.

Skipper Grant Dalton says, "We expect to lead into all the ports on the Whitbread run and don't be surprised if we cut a day or more off the projected dates of arrival at each port!"

With that kind of a fighting spirit, who can doubt that the "Fisher & Paykel New Zealand" will do well in conquering the difficulties and challenges it will encounter on this great adventure.



ocean racing, and regarded by many as one of the best ocean sailors in the world today.

A world respected I.O.R. yachtsman at 30 years of age, he brings to this venture extensive experience with more than 100,000 miles of ocean racing under his belt, including two Whitbreads. He and his all Kiwi crew were selected from a total of 140 applicants.

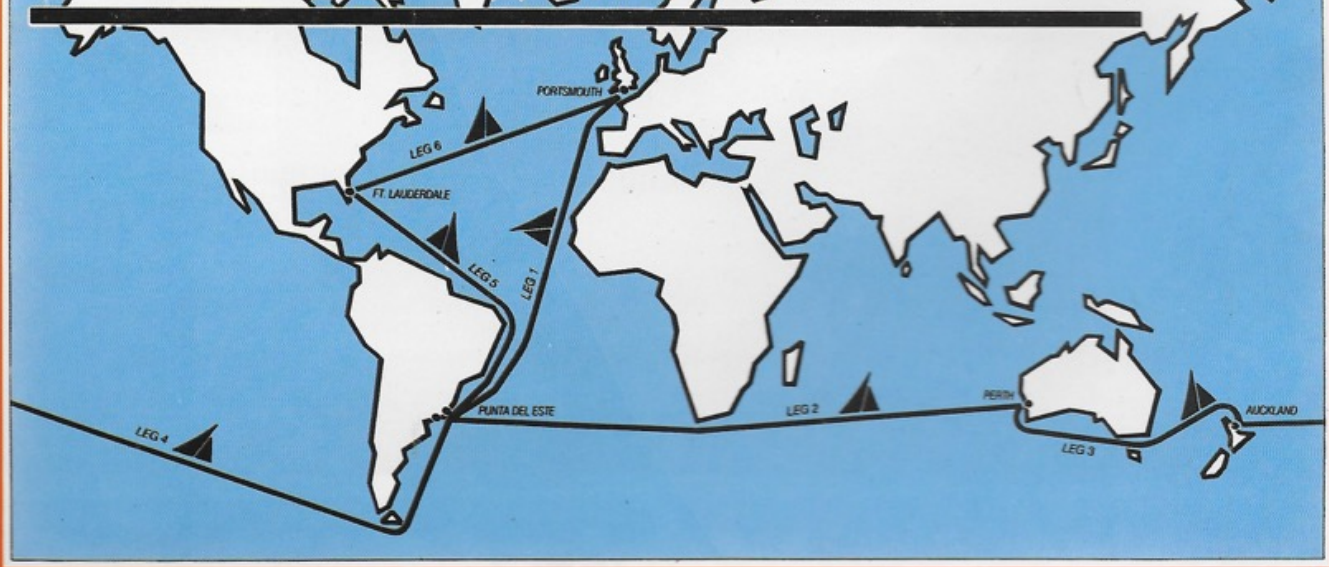
An accountant by profession, Grant has an impressive sporting record which includes an Auckland weightlifting championship and having run the marathon in under three hours. His total dedication and discipline in everything he does results in his setting himself goals that would be considered impossible for most people.

He is aggressive, hard driving and totally

Our Cover

The "Fisher & Paykel New Zealand", which is being sponsored by ACT(A) in the 1989 Whitbread Round the World yacht race is pictured on trials in New Zealand before being shipped by ACT(A) to the U.S.A. to take part in the Rothmans Transatlantic race in June from Newport, Rhode Island to Cork in Southern Ireland.

The new Whitbread

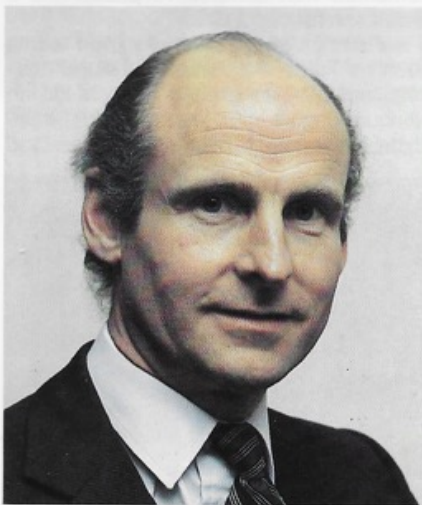


Man Against the Oceans



The 80-foot maxi ketch "Fisher & Paykel New Zealand", in the gentlest of breezes, glides past the stern of the "QE 2" as the liner moors at Auckland (photograph at left), while in the photo at right Captain Alex Bennell (left), Master of the "QE 2" tries his hand at the wheel of the yacht while Grant Dalton, Skipper of the "Fisher & Paykel New Zealand" looks over his shoulder.

New Chairman for ACT Services



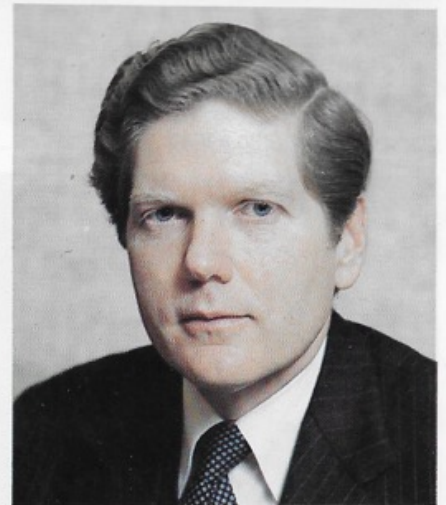
A.R.C.B. COOKE

Mr. A.R.C.B. Cooke has been appointed Chairman of ACT Services in succession to Mr. J.F. Muirhead who, as is the normal practice, hands over the chairmanship after some two years.

Mr. Anthony Cooke, who is Chairman and Managing Director of Cunard Ellerman, is also a Director of ACT, ACT(A), BLC and Chairman of EHCL.

Mr. C.D. Johnson, a Director of The Charente Steam-Ship Company Limited, Thos. & Jas. Harrison Ltd. and of ACT, has been appointed a Director of ACT Services and becomes Deputy Chairman, a position previously held by Mr. Cooke.

The Board of Directors thanked Mr. Hamish Muirhead for the valuable guidance he has given during his four years as a member of the Board. He remains one of the Directors of ACT as a representative of Ben Line, of which he is joint Managing Director.



C.D. JOHNSON

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BEN LINE

ELLERMAN LINES

CUNARD STEAM-SHIP COMPANY

HARRISON LINE

BLUE STAR LINE



A Scottish Success

In 1973 two brothers, James and Bob McNeil, founded a company in Scotland called Eclipse Blinds. It started to grow and in 1984 it began exporting its products. Last year it won the Queen's Award for Export Achievement reflecting the successful development of its export business over a three-year period.

Some 5,000 companies applied for the coveted Queen's Award, but only 102 of them were nominated as winners. Now the Award Flag proudly flies over the Glasgow headquarters of Eclipse Blinds — a further indication of its success.

The Company, which specialises in the design, manufacture and marketing of textiles, systems and components for vertical, roller and Venetian blinds, now exports to 35 countries, including such diverse places as Singapore, India, Egypt, Greece and Thailand.

Last year exports accounted for some £2.3 million and the total will increase considerably in 1989.

Eclipse Blinds' largest overseas market is Australasia, but the Middle East and Europe are rapidly developing as major markets. North America is being targeted heavily and promises great potential for growth, according to Eric T. Layden, Eclipse's Export Sales Manager and the guiding hand behind the export expansion of the Company.

"We are also looking at Kuwait, Pakistan, Malaysia, Hong Kong and the very important Japanese and South American markets," said Mr. Layden. "The potential worldwide is enormous, especially in developing countries," he added.

ACT(A) and other ACT Group Lines are often called on by Eclipse Blinds to carry containerloads of its products to destinations around the world. A highly successful partnership has been established and is continuing to grow.

The Company, which employs 200 people



Eclipse fabrics are inspected continuously to ensure the highest quality control during production.

and last year had a turnover of £16 million, is planning to move to larger custom-built facilities in Glasgow to cope with continuing expansion that will allow it to treble its production.

Now part of the Apollo Window Blind group, which has over 100 shops through-

out the UK, Eclipse believes so many customers are attracted to them because they excel in the area of customer service. "We provide 'just in time' deliveries to our customers by holding millions of metres of fabric and millions of components in stock at our 100,000 square foot plant in Glasgow," explains Eric Layden.

At Eclipse Blinds' headquarters in Glasgow, the Research and Development Department carry out extensive tests on materials to ensure that they will withstand the extreme climatic conditions they have to face in some countries.

"When you are selling materials for window blinds to everywhere from Iceland to Australia, you have to be sure they can stand up to extreme temperature and light conditions," Mr. Layden points out. "Our quality products and their reputation are one of the main reasons for the warm reception we have received in so many export markets," he stated.

When questioned about the outstanding success Eclipse Blinds has achieved in such a relatively short period of time, Mr. Layden said that he believed it was due to: the development of products suitable for each market; a willingness to listen to the needs of clients and an ability to provide the products to satisfy their requirements; excellent delivery and service; high quality combined with competitive prices and a reputation for dependability.

He is often at the head of export teams such as Trade Missions to far-flung markets and his background — he holds an Honours Degree in Engineering from Strathclyde University — helps him understand



Shipments of Eclipse Blinds products are discussed (photograph at left) by Eric T. Layden (right), Export Sales Manager of Eclipse, and Arthur Glen, ACT(A) Sales Representative, while in the photo at right another load of Eclipse products are being loaded into an ACT container and are checked by (left to right) Fred Munro, Assistant Warehouse Manager; Arthur Glen of ACT(A); and Kenneth Leggat (right), Export Shipping Co-ordinator of Eclipse Blinds.

Story .. Eclipse Blinds



An ACT(A) container arrives at Eclipse Blinds' premises in Glasgow (left) to pick up a shipment for Australia. Eclipse began exporting only four years ago and last year the Company won the Queen's Award for Export Achievement.

Partial view of Eclipse Blinds' warehouse (below) with a capacity for holding millions of metres of fabric and millions of components in stock for "just in time" deliveries to customers. However, with continuing growth the Company is planning to move to larger purpose-built facilities to allow it to treble its production capacity.

problems of production, design and precision.

Eclipse Blinds is looking forward to 1992 when the barriers in the European marketplace will come down with the formation of a single European market. Eric Layden believes this single market for goods and services should reduce business costs and stimulate international efficiency.

Eclipse has been engaged in important strategic planning for 1992 so that it will be ready for the opportunities that will be offered and which the Company believes will benefit its exports tremendously. It is preparing itself — developing new textiles and systems to be able to satisfy the demand.

The Scottish Success Story of Eclipse Blinds goes on...



THREE CHEERS FOR TRIO

Ben Line and its partners in the Trio consortium operating in the trade between Europe and the Far East will double the frequency of its service by offering two sailings a week in major markets effective from June.

The three-nation consortium will provide 27 ships for the new service, which will be made up of three separate nine-day fixed-day services, as follows:

- Japan, Korea and Singapore to Europe
- Japan, Korea, Taiwan and Hong Kong to Europe
- Taiwan, Hong Kong, Singapore and West Malaysia to Europe

In Europe the services interlink to provide relay connections, giving fast transit to all ports. Twice a week coverage will be given to Tokyo, Kobe, Busan, Kaohsiung, Hong Kong, Singapore and Jeddah.

Roger Miall, Marketing Director of Ben Line, said, "This new service means that Trio will not only be the largest and most frequent operator in the trade but will also provide the best selection of fast transits. It is a service of which Ben Line and the consortium can be justifiably proud."



Ben Line's third generation "City of Edinburgh" was the first vessel in the Trio Service to arrive at the newly opened (in May) Pier 6 of the Unitcentre Terminal at Rotterdam. The giant containership is one of the 27 vessels which will be used to provide twice weekly sailings in the Europe-Far East trade.

(Photograph courtesy of Aeroview-Dicksellenraad and Unitcentre Terminal)

FRUIT OF THE WISEMEN – THE

The use of the banana as a food goes back further than written history and it is believed to have originated in the moist tropical regions of South-Eastern Asia. It was in 327 B.C. that the armies of Alexander the Great found it flourishing in India.

There is an ancient legend that the wise men of India rested in the shade of the plant and refreshed themselves with its fruit and so it was named "fruit of the wisemen". From there the banana was carried by Arab trading dhows to the east coast of Africa some time during the first ten centuries of the Christian era and subsequently it moved from tribe to tribe across equatorial Africa to the Guinea coast on the Atlantic ocean where the Portuguese recognised its value as a food and carried the plant, with its African name, "banana", to the Canary Islands in 1482.

Friar Tomas de Berlanga, a Spanish priest later to become Bishop of Panama, is credited with taking the banana to the New World where he arrived as a missionary in Santo Domingo in 1516. Banana roots can flourish in suitable soil and climate even though carried long distances under adverse conditions. From there plantings

deck and quickly sold at the quayside at a high price before they over ripened.

After devising a cooling system to preserve the banana during its Atlantic voyage, Fyffes imported the first commercial



Bananas growing in Belize where the land is particularly well suited for the fruit.

cargo of 20,000 stems from Jamaica, arriving in Bristol in March 1901, having taken 16 days for the trip. The Company has not looked back since.

The fruit was eagerly welcomed in Britain and Benjamin Disraeli, Prime Minister during the reign of Queen Victoria, described the banana as "the most delicious thing in the world". Soon the banana became the most popular fruit in England and to encourage people to make maximum use of the fruit in cooking, recipe booklets were given away.

The popularity of bananas continued to grow and in the "Roaring Twenties" the banana craze inspired carnival floats, motor cars and, of course, songs, such as "Yes, We Have No Bananas" – which was based on an immigrant New York fruit-seller's habit of saying "yes" everytime he spoke – and "I Have Never Seen A Straight Banana".

During World War Two bananas were not imported, but in December 1945 when the first shipment for almost six years arrived, Britain "went bananas"; a whole generation of children impatiently awaited their first taste of this "mysterious" fruit, having only



Bananas are washed (photograph at left) before being carefully selected and packed in the photo at right.

spread throughout the Caribbean and the tropical mainland of Central America.

Today the banana is so widely used and comparatively inexpensive that it is difficult to realise that it was just over one hundred years ago that the fruit was first brought to Britain on a commercial scale. A key role in popularising the banana has been played by the Fyffes Group, who last year celebrated their Centenary and are the largest distributors of this fruit in the United Kingdom.

The Fyffe family had been engaged in the tea business since the reign of James I; in 1887 Edward Wathen Fyffe, who headed the company, was advised to take his wife to a warm climate to recover from an illness and they went to the Canary Islands. During their stay there, Edward Fyffe became interested in the banana trade and he sent their first consignment of bananas to England in September 1888. Prior to that, bananas had been bought and carried by the Masters of passing vessels homeward bound for Liverpool; they were shipped on



Harrison Line containers are loaded by lighters at both Belize City and at Big Creek in Belize. They are then transhipped to Harrison Line vessels at Santo Tomas de Castilla or at Puerto Cortes for on carriage to the UK and Northern Europe.

MOST DELICIOUS IN THE WORLD



Discussing shipments of Belize bananas by Harrison Line are Mr. Dennis Martin (left), Director, Banana Operations, Fyffes Group, and Mr. Brian Dawson, Harrison Line Caribbean Trade Manager.



Another 40-foot containerload of Belize bananas arrives at Fyffes' premises at Chandlers Ford near Winchester in Southern England.



Bananas being unloaded at Fyffes' warehouse (photograph at left) are inspected by Dan Beckwith (left), London Marketing Manager of Harrison Line, and John Manington, Warehouse Manager, as they are unloaded by Peter Weeks, Warehouse Assistant. In the photo at right, the temperature of bananas in one of the ripening rooms at Chandlers Ford is checked by Mr. Tom Sturgess (left), Distribution Centre Manager, watched by Dan Beckwith.

heard it mentioned in popular songs. Today bananas continue to be imported into Great Britain from the Caribbean area with Belize and Surinam as major sources of supply.

Harrison Line was the first company to introduce the conair system for carrying this cargo in 40' containers, at a temperature of 13.3° Centigrade (56° Fahrenheit); the containers are shipped in stacks of seven and the temperature is carefully controlled throughout the voyage.

Harrison Line has been involved in shipping bananas from Belize since 1977. The containers are loaded onto barges at Big Creek for transshipment to Harrison Line vessels at Santo Tomas de Castilla or at Puerto Cortes. After a 17/18 day voyage they are discharged at Felixstowe and then taken by road by ACT Services to the ripening rooms at their destination.

As Fyffes enter their second century they may well be proud of the contribution they have made to the banana trade; over 400,000 tonnes of bananas are consumed in Britain every year.



Bananas are one of the most popular fruits in the UK for all the family, with over 400,000 tonnes of them being consumed in Britain annually.

EVERYONE'S A WINNER WITH EHCL

A Reception was held for EHCL customers recently to welcome Mike Butler, who has taken over as Sales and Marketing Manager of EHCL from Barry Collins, who has held that position for four years. Barry has been appointed Middle East General Manager of Cunard Ellerman and is based in Jeddah.

After a buffet supper a draw was held with prizes of champagne, wine and Easter eggs. With EHCL, however, everyone is a winner and creme Easter eggs were distributed to all those attending.

The photographs on this page show some of the guests at the function and all pictures are identified from left to right.



Welcoming Sandra Smith and Harry Clancy from Burlington Ocean Express Limited are Barry Collins (left), who introduced Mike Butler (right), who has taken over from him as Sales and Marketing Manager of EHCL.



Jim Dennis, Burlington Ocean Express Ltd.; Mike Butler; and Steve Keit, LEP International Ltd.



John Hodgson, Trade Manager of EHCL; Tony Summers, Constantine Wingate Ltd.; Roger Hancock, Haniel Transport Ltd.; and Mike Butler.



Wally Mandryk, Commercial Manager of EHCL; Alec Ross and Mrs. Nicole Drew of Hugh Baird Maltsters; and Howard Doree, EHCL Sales and Marketing Representative.



Barry Collins; Mike Wellby and Mrs. Carol Pinn of TIM (UK) Ltd; and Brian Croft, Assistant Sales and Marketing Manager of EHCL.



Champagne and Easter Egg winner Mike King (right) of Rockwood International Limited with Mike Butler, Barry Collins, Pauline McCorry (Personnel Officer of Cunard Ellerman) and Brian Croft.



Mike Butler; Jane Mclean and Gabriella Dyer of LEP International Limited; and Jack Payne, Sales and Marketing Representative of EHCL.

Fragile Cargo for New Zealand

ACT(A) has been called on to ship a very fragile and quite unusual cargo from Scotland to New Zealand – an enormous stained glass window with five panels and three rondels depicting Christ's Last Supper.

Known as the Aitken Memorial Windows because they were commissioned by the Aitken family, they were the pride of the Lochend United Free Church of Campbeltown in Scotland, which was built in 1868. Unfortunately, the church had to be demolished in 1985, but the stained glass window and rondels were carefully removed, the pieces numbered and stored.

Two of the Aitken brothers emigrated to New Zealand, one becoming Mayor of Wellington and the other, The Hon. J.G.W. Aitken, was the first layman moderator of The Presbyterian Church of New Zealand and a prominent member of St. John's Presbyterian Church in Wellington.

Recently it was brought to the attention of the Board of Managers of St. John's that these windows might be available to them and following discussions with the Church Authorities in Scotland, it was agreed that the windows could be installed in New Zealand.



Inspecting a piece of the stained glass window before it is loaded into one of the boxes are (left to right) John McLatchie, Scottish Region Sales Manager of ACT(A); E.T. Hyland, Operations Manager, and John Souter, Depot Foreman, of Pickfords in Glasgow.



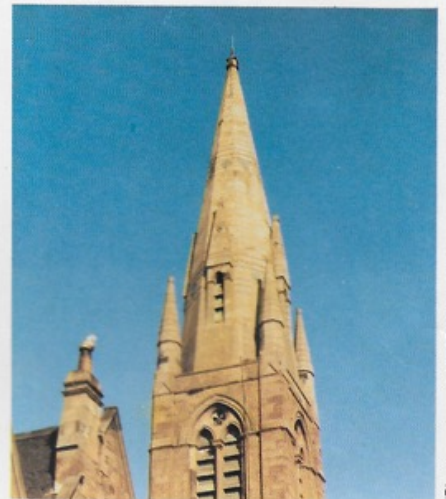
The giant window, consisting of five panels (shown) and three rondels, when it was in place at the Lochend United Free Church in Campbeltown, Scotland.

ACT(A) was then asked to ship these irreplaceable and valuable windows which are very delicate and fragile. ACT(A) called on Pickfords to pack them for shipment to New Zealand because of their long association – Pickfords were the very first shipper on the first ACT(A) vessel to Australia, with Bill of Lading No. 1 – and the fact that ACT(A) knew Pickfords could be relied on to find the best way for the cargo to be packed.

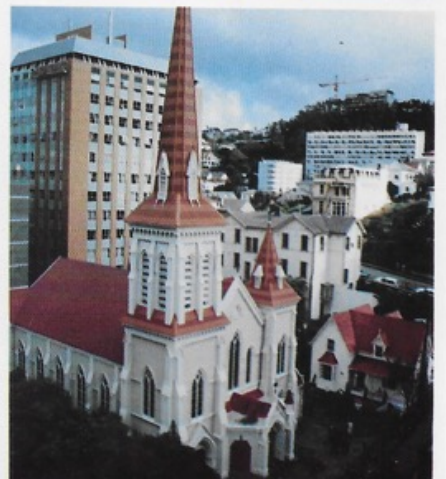
Each piece of the window was placed in

small, sturdy drawer-type boxes, surrounded by foam cushioning. Each of the smaller boxes were then placed in a large, strong wooden crate, which was subsequently packed snugly into an ACT container for the long voyage "down under".

"We are often called upon to carry unusual and delicate cargoes," said Peter Taylor, UK Marketing Manager of ACT(A), "and we always welcome a challenge and will do everything possible to ensure it arrives safely."



(Photo courtesy of Mr. Malcolm Martin)



Spire of Lochend United Free Church (top) before it was demolished and (bottom) St. John's Presbyterian Church in Wellington where the window will be installed.

FLOWER POWER AGAINST CANCER

As part of the 1989 "Europe Against Cancer Year" fund-raising activities, the Irish Cancer Society declared a National Daffodil Day recently. The Society bought 750,000 silk daffodils in the Far East and they were brought to Dublin in containers by Ben Line.

Ben Line's agents in the Irish Republic, Container Agencies and Shipping Limited (CAS), maintained close liaison with the Irish Cancer Society and ensured speedy customs clearance and delivery of the daffodils shortly after their arrival.

SPECIAL CARE

The daffodils were sold throughout the Republic and the entire proceeds from the project will be used for funding "special care" nurses all over Ireland to look after terminally ill patients in their own homes.

This year's "Daffodil Nurse", Natalie O'Riordan, together with Mrs. Maureen Brennan of the Irish Cancer Society, visited CAS's headquarters in Dublin to see one of the Ben Line containers being unloaded and afterwards were shown around CAS's offices.



Inspecting the first silk daffodils being unloaded from a Ben Line container for the Irish Cancer Society's Daffodil Day are (left to right) "Daffodil Nurse" Natalie O'Riordan; Joe Dowling, Operations Department, Department of CAS; Marie Duffy of CAS's Public Relations Department; and Bill Colman, Manager of CAS's Operations Department.

Ben Gives Vintage Trio Smooth Ride

Three magnificently maintained vintage cars — a 1927 4.5-litre Bentley, a 1929 Alfa Romeo 6C 1750 and a 1935 Maserati 4CS— were shipped on Ben Line's containership "Benavon" to compete in the Dickson Vintage Equator Run organised by the Malaysian and Singapore Vintage Car Club.

The three vehicles, all regular competitors in vintage events in the UK, participated in the international rally held May 19-21 which covers a distance of some 450

miles on major and plantation roads in Singapore and Malaysia.

Each of the cars has a colourful history, especially the Maserati, which was bought by a Chinese businessman in 1939 and shipped to Singapore, where it was captured by the Japanese army. A local racing driver, realising its value, stole it from the Japanese and buried it for safe keeping.

After the war the Maserati was dug up and in 1969 the remains were purchased in

a very poor state by the present owner, Ken Painter, while he was working in Singapore. He brought the car back to England and has spent the past 19 years painstakingly restoring and rebuilding it to the original specifications.

The three owners of the vintage cars stated they were delighted with the care and attention given by Ben Line in assuring the safe arrival of their vehicles in Singapore.

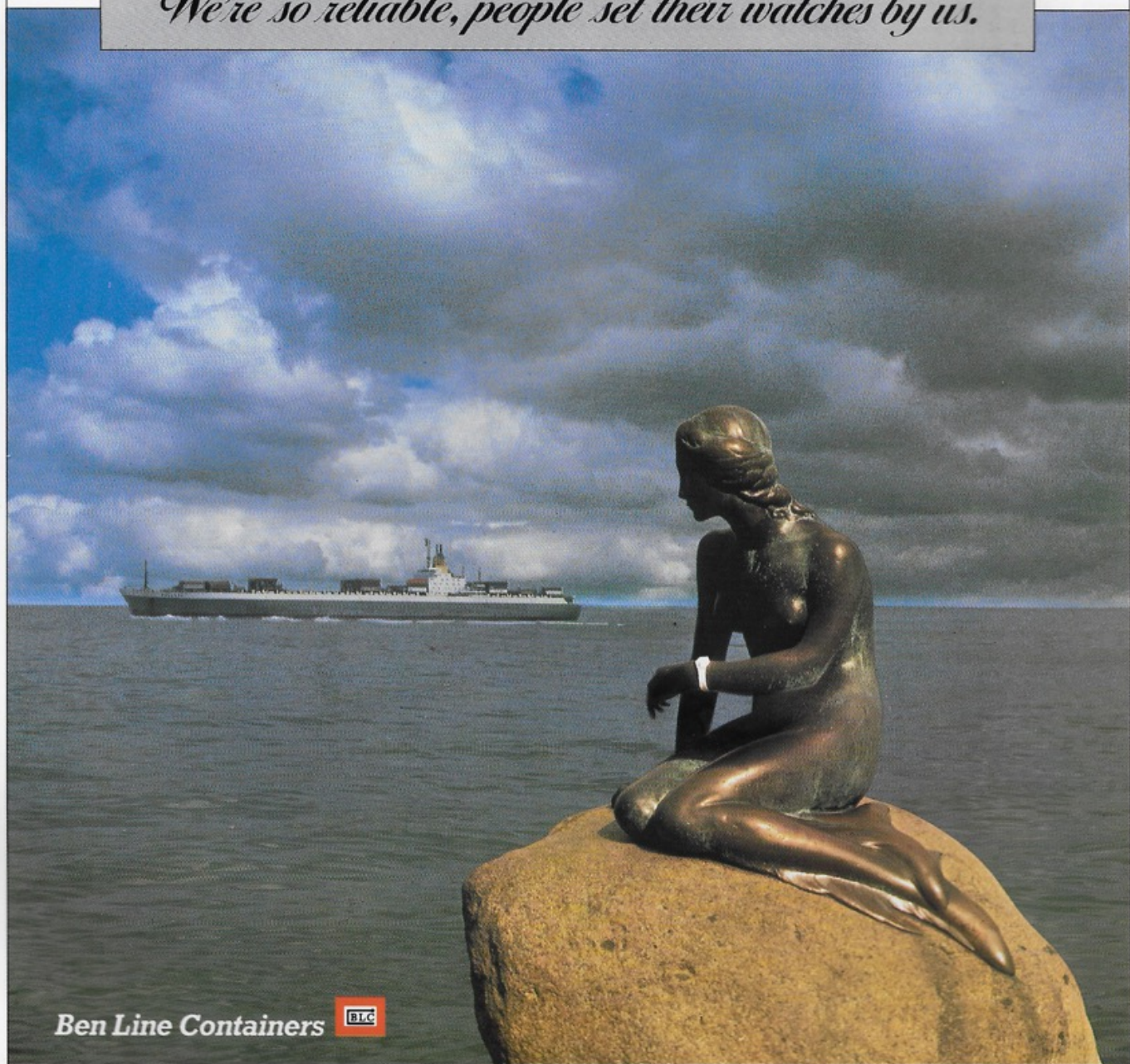



Shortly before loading at Southampton, the three vintage cars being shipped by Ben Line to Singapore to participate in the Dickson Vintage Equator Run organised by the Malaysian and Singapore Vintage Car Club are pictured in all their glory. Left to right are the 1929 Alfa Romeo, the 1927 Bentley, and the 1935 Maserati.



Why do top companies use Ben Line?

We're so reliable, people set their watches by us.



Ben Line Containers 

Head Office: Ben Line Containers Ltd, Edinburgh. Tel: 031-557 2323. Principal U.K. Agents: Killick Martin & Co Ltd, London. Tel: 01-247 5422.

ACT(A) Buys NZ Shipping Corporation

ACT(A) has purchased The Shipping Corporation of New Zealand (SCNZ) from the New Zealand Government. The share capital of SCNZ was acquired by Associated Container Transportation (New Zealand) Limited.

ACT(A) and its shareholders have served New Zealand for 90 years and have been closely linked with that country's history and development.

Mr. Michael Cartwright, Managing Director of ACT(A), said, "International container shipping has become a highly specialised and very competitive industry in which costs and economies of scale are key factors to success. By international standards, The Shipping Corporation of New Zealand is a relatively small container operator and therefore it makes good sense that the New Zealand Government has sold it to ACT(A), which is already substantially involved in services between Europe and Australasia. In this context, we will continue to operate the 'New Zealand Pacific' in the European trades and the 'New Zealand Mariner' in the Trans-Tasman trade."

Mr. Cartwright emphasised that ACT(A)'s prime commitment is to those New Zealand exporters and importers which form the customer base of The New Zealand Shipping Corporation. "It will be our objective to ensure, both in terms of quality and cost of service, that standards are continuously improved as New Zealand develops its position as an internationally competitive trading nation within world markets," he stated.



Discussing ways to continue improving standards of service in the New Zealand trade are Mr. Nick Came (left), European Representative of The New Zealand Line, and Mr. Michael Cartwright, Managing Director of ACT(A).



The "New Zealand Pacific" and "New Zealand Mariner" loading in New Zealand.

New Lightweight Skeletal Trailers for ACTS

ACT Services has ordered a number of special skeletal trailers from Craven Tasker to add to the large fleet of trailers already used by ACTS for its customers within the ACT Group.

ACT Services had special requirements for a number of trailers to carry 20-foot containers with a gross weight of just under 27 tonnes and to be able to load cargo into boxes across a platform with a forklift truck.

"These new units enable us to carry that weight within the five-axle limit on UK roads," said Edmund Brookes, Head of Technical Services of ACTS. "At the same time, by raising the platform, it extends the loading dock across the entrance of the container," he explained.

This most recent order is for three-axle and twin-axle "Task" units. To reduce weight, aluminium side guards and air tanks have been fitted. ACTS has also decided upon super single tyres rather than twins to further reduce tare weight and so maximise the payload.

Commenting on his choice of Task trailers, Mr. Brookes added, "These units have been developed by ACTS and Craven Tasker, who have co-operated fully in producing a unit which meets our operating requirements."

12



Two of the new lightweight skeletal trailers ordered by ACT Services from Craven Tasker in operation at Southampton Container Terminal. The Ben Line container at right has its doors open and the platform up so that a forklift truck can load from the loading dock.