

# act NEWS

SUMMER 1991



**BEN**



**Harrison  
Line**

# UNDER THREAT - GREAT



Material which was brought from the UK for the Coral Cay Conservation programme being unloaded from a Harrison Line container in Belize.



Assistance is regularly provided to the Coral Cay Conservation programme by the Royal Navy stationed in Belize. In the photo equipment for the project is unloaded from a Navy ship to be brought ashore.



Members of the local population are often called on to help out on the project and everyone seems delighted to lend a hand.

Harrison Line is lending a helping hand in the Coral Cay Conservation programme to conserve the world's second largest barrier reef. Working closely with the Belize Government, Coral Cay Conservation is undertaking a long-term research programme with the aim of contributing to the development of a comprehensive marine conservation strategy for Belize and establishing the country's second marine reserve.

Running the length of the Belize coastline, the Barrier Reef is second only in size to the Australian Great Barrier Reef and has been described by the United Nations Environment Programme as "unique in the Western Hemisphere on account of its size, its array of reef types and the luxuriance of corals thriving in such a pristine condition."

## TOURISM

It is under serious threat — rapidly increasing tourism together with industrial and agricultural development are contributing to the destruction of this important ecosystem. The projected sea level rise as a result of global warming will have major impact on coral and fishery resources.

Coral reefs have existed for over 450 million years and like tropical rain forests are one of the most complex and diverse environments to be found on Earth. As well as protecting the coastline from hurricane damage, the Belize Barrier Reef has traditionally provided food and income for local fishermen. However, the pressures of a sagging economy have forced the Government of Belize to increase its hard currency income by several initiatives, one of which is the development of its tourist industry.

## DESTRUCTION

The reef and palm-covered cays (small sandy islands formed from the coral) are a primary factor in attracting tourists to this small country and the Government is encouraging rapid development. In some cases the resorts are being financed by the destruction of tropical rain forest.

Only two hours flying time from the USA, Belize now attracts over 100,000 tourists annually. This has stimulated the development of tourist facilities which include airport expansion, hotel construction and the clearance of mangrove swamps to provide beaches.

Removal of mangroves, however, causes shore erosion and destroys vital nursery grounds for reef fauna. The coral itself is

## Our Cover

A member of the Coral Cay Conservation diving team is shown investigating the coral formation of the Belize Barrier Reef, part of their long-term research programme to help conserve the world's second largest barrier reef — only the Australian Great Barrier Reef is larger.

# ATLANTIC BARRIER REEF



The maps at left show the position of the Belize Barrier Reef and in the centre photo the reef as it appears from the air. Pictured in the photo at right during a break in diving activities are (left to right) Peter Raines, Programme Director, David Bellamy, President, and Jonathan Ridley, Expedition Leader, of Coral Cay Conservation.

also under serious threat from pollution and physical damage caused by cruise ships.

Over-fishing has greatly reduced the populations of commercially important reef species such as conch, grouper and lobster. At present tourism is mostly developed in the northern regions of the Belize Barrier Reef and on adjacent atolls, but there is increasing pressure to develop sites on the southern virgin reefs.

The Government is aware of the pressing need to establish firm management plans for the protection of the Barrier Reef and has already established the Hol Chan Marine Reserve and the Half Moon Cay Natural Monument in conjunction with environmental groups such as the Belize Audubon Society and the Belize Centre for Environmental Studies.

Funds are extremely limited, however, and the Government must rely on groups such as Coral Cay Conservation to undertake such work. Harrison Line understands the importance of this project and has been co-operating by carrying in the Line's containers equipment and supplies to Belize for Coral Cay Conservation.



Discussing the logistics for the Coral Cay Conservation programme are (left to right) Jonathan Ridley, Expedition Leader; Liz Howard, Secretary in the Wallington (Surrey) office of Coral Cay; and Dan Beckwith, London Marketing Manager of Harrison Line.



There is a wealth of fish and fauna in the Belize Barrier Reef against the background of a dazzling spectacle of colour, as can be seen in the photos above and left.

# VISIT TO EHCL'S 'CITY OF DURBAN'

To celebrate the return of its containership "City of Durban" to the Southern Africa service, EHCL invited a group of customers to visit the vessel when she called at Southampton recently.

There was an opportunity to observe the movement of containers on the terminal by straddle carriers, to look around the ship, watch boxes being loaded by the port's powerful gantry cranes and to enjoy a lunch on board.

## BRILLIANT

While the weather was not perfect, the day was described by the visitors as "brilliant" and they said it gave them a better insight into how their cargoes were handled on the terminal and aboard ship.

The photographs on this page show the group during their visit to the "City of Durban" which has recently returned to the Southern Africa service.



# ON THE TRACK OF THE WILD DOG

A last-ditch attempt to save the African painted wolf from extinction is being undertaken by a two-man team who will study the animals in a 150-square-mile area of Zimbabwe's Hwange National Park, sponsored by the National Geographical Society.

EHCL is carrying a specially prepared Land Rover to Zimbabwe for the pair — Dr. Joshua Ginsberg, a professor at Oxford University, and ecologist Gregory Rasmussen, a Londoner of Danish descent. Rasmussen spent nine months studying reptiles in Zimbabwe before returning to

or nearly so, in 19 of these countries.

Potentially viable populations persist in only six countries and these populations are relatively small and declining. Even in Zimbabwe, one of the few countries where painted wolves exist in larger numbers, populations are fragmented and concentrated in protected areas and are rarely seen outside these regions.

It is the hostile farmer who refers to it as the wild dog, while Gregory Rasmussen, who previously served as an officer on EHCL's "City of Durban", calls it the Cape

hunting dog. It is a large, canine predator with yellow and black markings and a white-tipped tail.

The Ginsberg-Rasmussen team will study the animal's environment and behaviour and formulate a survival plan for the dogs whose numbers have been so drastically reduced that they are in-bred and increasingly vulnerable to disease.

This project will be one of the first studies which simultaneously addresses questions of genetics, disease and the influence of a species' social behaviour.



A group of African painted wolves pictured in their natural habitat. Threatened with extinction, they are to be the subject of a study being undertaken in Zimbabwe.

England to prepare for this new venture.

The Land Rover, being shipped by EHCL, has been carefully strengthened for the difficult terrain and there are spare parts and other equipment to deal with almost any breakdown that might possibly occur.

The African painted wolf, more commonly known as the wild dog (*Lycaon pictus*) is unique, not closely related to other dogs, foxes, wolves or jackals. It takes its name from its patterned coat — an array of yellow, white, brown and black patches.

*Lycaon pictus*, which means "painted wolf" in Latin, is sadly becoming extinct. There are probably fewer adult African painted wolves in protected areas than black rhinos remaining in Africa. It is unlikely that there are now more than 5,000 in all of Africa and they are in widely scattered packs in unprotected, prey-depleted areas and are certainly doomed.

Ninety per cent of all pups are likely to die before reaching maturity and the population of the adult African painted wolf may be as low as 2,000. Where they were once widespread and found in 34 African countries, in every habitat except for true desert and rain forest, they have now disappeared,



The keys to a specially prepared Land Rover which is being shipped by EHCL and which will be used in the research programme in Zimbabwe are handed over at Southampton Container Terminal by Gregory Rasmussen (right), an ecologist and member of the two-man study team, to Trevor Ashley (second from right), EHCL Sales and Marketing Representative, watched by Eric Russell (left), Southampton Terminal Regional Manager, and Joanne Crook, EHCL Trade Clerk, of ACT Services.

# CONTAINER REPAIRS LIM



Containers being modified and refurbished at a CRL regional depot.



In the photograph at left, Liverpool Maintenance and Repair Inspector Arthur Hughes (right) assesses trailer damage with Bill McDowell of CRL while in the photo at right CRL Foreman Eric Butler inspects the inside of a container.



CRL's nationwide network is closely monitored from its Head Office in Southampton and in the photograph a progress report is discussed by (left to right) David Hamilton, Director; Mary Luckett, Secretary in Head Office; and Les Knowles, General Manager, of CRL.

Container Repairs Limited (CRL), which is owned by the five Member Lines of ACT and managed by ACT Services, is continuing to strengthen its reputation for innovation and technical expertise.

CRL started operating in 1979 to meet the needs of ACT Member Lines who were having their containers repaired and refurbished by outside companies at a very considerable cost. All jobs are quoted for on a competitive basis with CRL winning about 60 per cent of the total in-house work.

However, with the progressive renewal of the Member Lines' container fleets and the introduction of new stronger boxes, many of which are galvanised steel, the in-house market became static and was even shrinking, so CRL decided to capitalise on its engineering capabilities to offer its services to third parties.

In pursuing this policy CRL entered into a contract with the Ford Motor Company for providing repair services to their fleet of 600 side-opening 30-foot ISO containers and since 1988 CRL has been working with Ford, undertaking refurbishment and re-certification tasks.

## BROAD EXPERIENCE

Not only does CRL have broad experience at repairing and refurbishing containers for such people as Ford but also they are experts at up-rating trailers so they can carry heavier loads — up to 38 tonnes maximum.

The Company's main areas of operation at present are:

- Repair of ACT Group containers and trailers.
- Repair of third party containers and trailers.
- Refurbishing containers for companies such as Ford Motor Company.
- Developing mobile accommodation units.

These new and innovative areas of interest are helping CRL to retain its highly skilled and stable workforce while allowing the Company to remain at the forefront of its field in the UK.

CRL also provides for the storage of containers, refrigeration equipment and trailers; it can lease out refrigeration equipment on a short- or long-term basis and supply mobile generators.

The Company has its Head Office in Southampton with regional bases at Dagenham, Felixstowe, Leeds, Manchester, Liverpool and Glasgow.

Due to the success of its work for the Ford Motor Company, in August 1990 CRL bid for and obtained a major refurbishment programme to extend the working life of the Ford fleet by reconfirming load-carrying capacity, modification to further protect goods in transit and to improve the appearance and life expectancy of the containers. To date almost 600 containers have been re-worked to the new standard.

# LIMITED - THE INNOVATORS

Ford containers for refurbishment are subjected to detailed inspection to identify all areas of corrosion, wear, etc. All corroded components are removed from the container and replaced with new steel as necessary. When all welding work is completed the containers are shot-blasted all over to remove all traces of rust and paint before being moved to the paint shop for processing, using the latest paint technology to Ford's specification.

Following painting, the containers are re-decaled, have new Ford logos fitted, new door seals, etc. and then they are 100 per cent inspected prior to return to Ford for immediate use.

Where up-rating of containers was required, a new bottom rail had to be designed, manufactured and installed in the containers to prevent excessive deflection of the open side of the container under full load conditions. The design work was carried out in conjunction with ACT Services' Technical Services Department, who also supervised the prototype manufacture, installation and testing to ISO standards.

Ford utilisation of 30-foot ISO containers commenced in the mid-1960s when the flows between the Ford UK and the Ford European plants were increasing to such a level that a dedicated transport circuit could be justified and, after in-depth study and research, it was determined that an ISO circuit based upon rail and seafreight presented the most cost-effective opportunity.

## MOST EFFICIENT

The study showed that for the best weight vs. cube utilisation a 30-foot ISO container would be the most efficient and also full-side access would be required to ensure compatibility with all plant receiving/shipping locations. By 1968 a total of some 835 ISO containers had been purchased and the circuit began at a rate of approximately 80 movements per day between Ford UK and German plants.

By 1984 increasing material flow between Ford UK and Ford Spain justified a new service from the Dagenham Jetty with an expansion of the sea/rail service to Valencia. This service was designed to handle 22 movements per day in each direction.

During the latter part of 1990, Sierra manufacture was moved to the Continent to make way for single model Fiesta build at Dagenham. This further increased the demand on the Ford container fleet and an additional 160 containers were refurbished by CRL and returned to service, bringing the total fleet strength to 760, catering for 14,000 movements in 1990 and an estimated 15,000 movements in 1991.

Through these contracts over the last four years CRL has been working with Ford ensuring that quality and efficiency is maintained within their transport system using ISO containers.



Another refurbished Ford 30-foot ISO container comes from the paint shop at CRL's Dagenham depot, ready to be decaled, have Ford logos fitted and then undergo a final inspection before being delivered to Ford's Dagenham plant.



Ford boxes are taken by Ford's own railway engine to their dedicated jetty at Dagenham for shipment to the Continent. Ford carried out 14,000 movements in 1990.



A shipment of parts being loaded at Ford's plant at Dagenham is watched by (left to right), David Hamilton, Director of CRL; Chris Metham, Superintendent Estate and Utility Services, and John Graves, Foreman for Container and Pallet Repairs, of Ford; Les Knowles, General Manager, and Bill McDowell, Special Projects Manager, of CRL.

# Ben and EAC Prepare to Combine Forces

EAC-Ben Container Services Ltd., the joint venture company formed by Ben Line Containers Ltd. and The East Asiatic Company Ltd. A/S (EAC) of Copenhagen will be officially launched on 1st January 1992, but the sales, marketing and operations teams of the new company are already being

had been co-founder of Andersen & Co., a trading, shipping and industrial company established in Bangkok, Thailand in 1884.

The primary mission of EAC was to create a shipping line between Europe and the Far East, which was inaugurated when the first EAC steamer, "SIAM", left Copen-

hagen on her maiden voyage in 1898. EAC also took over Andersen & Co. activities, including a sawmill in Bangkok which exported timber to Europe and a "store" importing goods of many kinds from Europe.

The idea was that the commercial and industrial activities of EAC should not only be profitable in themselves but should also provide cargo for the liner ships. This concept of synergy remains at the very root of EAC's business philosophy up to the present day.

"There has been a traditional association between EAC and Ben over many years with the Ben/EAC bulk timber service being one example," said James Kirsop, Deputy General Manager of EacBen. "The companies have compatible business philosophies, both being committed to providing a high standard of customer service."

"We now have the exciting opportunity to bring together the considerable expertise and strength of both Lines in the single entity of EacBen," Mr. Kirsop concluded.

Today EAC is an international group of companies with headquarters in Copenhagen engaged in trade, manufacturing and transport. The Group consists of 130 companies employing some 15,900 people and has interests in a further 37 associated companies employing nearly 3,800 people. The Group is divided into seven divisions — Graphics, Informatics, Trading, Consumer Products, Plumrose, Transport and Energy and Property.

The Transport Division is engaged in international transportation by sea, land



EAC containership "Selandia" in Hong Kong harbour.

formed and preparations for the launch are well under way.

As we reported in the last issue of "ACT News", the partners are combining their resources to run the operation in a single management and agency structure which will be handling over 250,000 TEU movements annually between Europe and the Far East, making EacBen one of the largest operators in the trade.

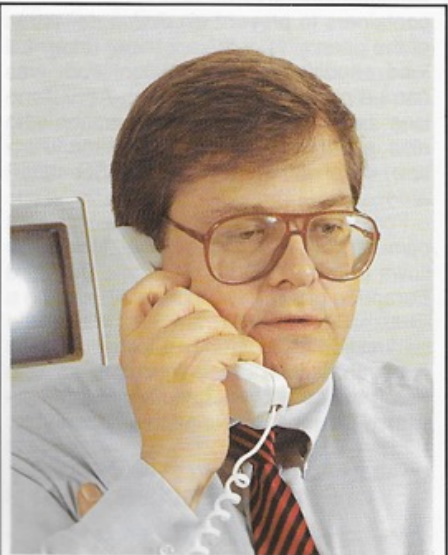
Ben Line and Ben Line Containers are already "household names" to most of our readers, but who is Ben's new partner, EAC?

EAC was founded in Copenhagen, Denmark in 1897. It was the brainchild of Hans Niels Andersen, a Danish sea captain who

hagen on her maiden voyage in 1898. EAC also took over Andersen & Co. activities, including a sawmill in Bangkok which exported timber to Europe and a "store" importing goods of many kinds from Europe.

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JORN HINGE

Jorn Hinge, General Manager of EacBen Container Services Limited, said, "The emergence of EacBen is one of the most significant developments in the Far East trade for many years. Both EAC and Ben have long and proud histories in the Far East. EAC's predominant shareholding in ScanDutch and BLC's involvement with Trio, provides a firm basis for future support," he pointed out.

"We see EacBen as the natural successor to ScanDutch, with the enhancement of the strong Ben contribution," Jorn Hinge declared.

and air. The activities include through container transportation services, special purpose transports, air cargo forwarding, travel agency, tank and dry bulk shipping, chartering of and trading in ships and technical ship management.

EAC will contribute six containerships to the new EacBen service and Ben Line will provide three containerships each with a capacity in excess of 3,000 TEUs, which together will enable EacBen to maintain a fixed day weekly sailing schedule for shippers between Europe and the Far East.



EAC's Head Office in Copenhagen.

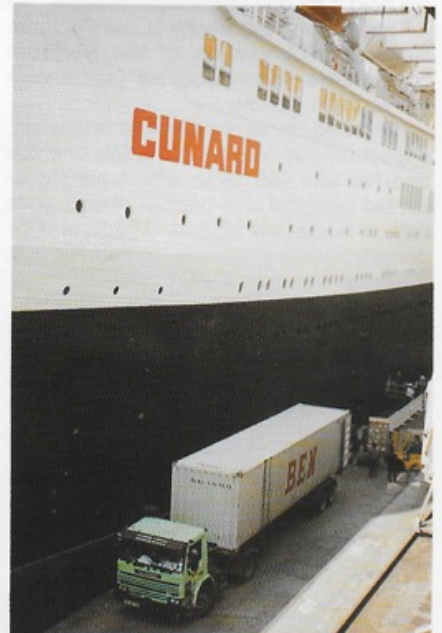


# JUST IN TIME FOR 'QE 2'

Ben Line was asked to carry four containers loaded with food, beverages and supplies from the UK to Hong Kong for Cunard's "Queen Elizabeth 2", as she was calling there on her annual world cruise.

The "QE 2" had arrived at Hong Kong on 22nd February and the Ben Line containers arrived in Hong Kong the next morning and were unloaded and delivered to the vessel that same afternoon. Commented Mr.

Norman Macdonald, Ben Line's Manager in Hong Kong, "You might say that we provided a 'just in time' service and the 'QE 2' left well stocked for the next leg of her round-the-world voyage."



The "Queen Elizabeth 2" at Hong Kong's Ocean Terminal (left) on her annual world cruise and at right one of four Ben Line containers unloading supplies, shipped from Southampton, alongside the majestic ship.

## New ACT(A)/SCNZ Marketing Appointments

ACT(A)/SCNZ have made three new appointments to strengthen their marketing capabilities and to ensure that customer requirements are met, it has been announced by Peter Taylor, ACT(A)/SCNZ Marketing Manager.

Richard Williamson has been appointed Field Sales Manager, responsible for the Midlands area, Graham Dickinson has been named Field Sales Manager for the South and Debra Fisher has been appointed Sales Representative in the Midlands, becoming ACT(A)/SCNZ's first ever lady sales representative.

Richard Williamson joined ACT(A) in 1985 in Birmingham. He previously had seven years' experience in shipping and forwarding. Graham Dickinson joined ACT(A)'s Basildon office in 1977 following 16 years in the industry.

Debra Fisher began work with ACT(A)/SCNZ in the Midlands last year as Sales Co-ordinator after having worked 12 years with ACT Services in the financial sector.

"An essential part of keeping in touch with shippers and importers and being sensitive to their requirements is the personal contact made by our representatives," Peter Taylor said. "All three new appointees have had considerable experience in our business and are enthusiastic and dedicated."



At a recent meeting of the ACT(A)/SCNZ Marketing team for the South to discuss providing even better service to customers, the three new appointees were photographed (left to right) Richard Williamson, Field Sales Manager, responsible for the Midlands area, Debra Fisher, Sales Representative in the Midlands, and Graham Dickinson, Field Sales Manager for the South.

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# ACT(A)/SCNZ CUSTOMERS RIGHT ON TARGET

ACT (A)/SCNZ's Scottish customers were given the opportunity recently of competing for the new Australis Trophy, which is to be awarded annually in a sporting competition. This year's event was Toxophily – more commonly known as Archery – and the cup was won by the United Distillers team, who will hold it for one year.

The name of the trophy is the Southern Hemisphere's version of the Northern Hemisphere's "Aurora Borealis" (also known as Northern Lights).

Following dinner at a Chinese restaurant, a teach-in was held by David Macpherson and his wife Margaret, who have represented Scotland on a number of occasions both at home and abroad. Margaret, incidentally, is the secretary to Norman Niblock, Regional Manager of ACT Services.

When instruction was completed the contestants began practising and preparing for the competition which was to follow. It was keenly contested and the United Distillers team of Willie O'Donnell and Scot Fleming won the trophy.



General instructions are given by tutor David Macpherson (standing) to (left to right front row) John McLatchie, Angela Heron, Isobel Caulfield, Dave Thomson, Dougie McCorquodale, (back row left to right) George Shanks, Willie O'Donnell, Scot Fleming, Donald Murie, Joan McDonnell, Jacqui Byrnes, Thomas McArthur, Graham Elliot and Arthur Glen.



Traditional Sherwood Forest-style Chinese meal was enjoyed before the evening's archery instruction/competition began (photo at left), while in the photo at right it seems that some customers were dissatisfied with the quota they were allotted on the next ship and John McLatchie heaves a sigh of relief as Isobel Caulfield of Ciba Geigy inspects the apple that was shot off his head.



In the photo at left David Macpherson (left) shows how it's supposed to be done and in the photo at right, ready to shoot off their arrows are (left to right) David Macpherson, Graham Elliot and Thomas McArthur of Harper Collins, and Margaret Macpherson.



Captured by the camera during the practice session (photo at left) were Isobel Caulfield (left) and Angela Heron of Ciba Geigy, while in the photo at right the winning team, Scot Fleming (left) and Willie O'Donnell (centre) of United Distillers are presented with the Australis Trophy and Australian wine by John McLatchie, General Sales Manager-Scotland, of ACT(A)/SCNZ.

# GO FOR GOLD



***BEN LINE CONTAINERS LTD***

Shipping Line of the Year  
to the Far East  
1989/90 and 1990/91

Head Office: Ben Line Containers Ltd, Edinburgh Tel: 031-557 2323 Principal UK Agents: Killick Martin & Co Ltd, London Tel: 071-247 5422

# SHIPPERS ACCLAIM ACT GROUP

The ACT Group Lines were once again awarded top honours at the Shipping Line of the Year Luncheon held in April at the Savoy Hotel in London — chosen by readers of "British Shipper and Forwarder" magazine for excellence in their respective trades.

Ben Line won the gold award for the second year running for best shipping line in the Far East trade. T & J Harrison took the

gold in the Central and South America trade and a silver in the Caribbean service.

ACT(A) was honoured with a silver in the Australasian trade and EHCL received the silver in the Southern African service.

Cunard Ellerman won gold in both the Mediterranean and North African and the Middle East/Red Sea trades as well as a bronze in the Middle East/Gulf service.

The Luncheon was sponsored by Inc. publications who publish "British Shipper and Forwarder" and "World Freight" magazines, which have recently merged into a single publication, "World Freight Shipper". Readers of "British Shipper and Forwarder" voted for their favourite shipping lines based on reliability, service and efficiency among other criteria.



Photographed after the Shipping Line of the Year Luncheon in front of the Savoy Hotel in London, with their respective awards for excellence, were (left to right) John Hodgson, Trade Manager of EHCL; Del Jenkins, Director of ACT Services; John Mittelstein, Marketing Director, and Elspeth Henderson, Marketing Co-ordinator, of BLC; Paul Dowell, CAMEL Trade Manager of Cunard Ellerman; Nigel Hollebhone, Director of Harrison Line; Brian Williams, General Manager UK Agency of Cunard Ellerman; and Sam Garnett, Customer Services Manager, of ACT(A).

## TERMINAL'S MILLIONTH CONTAINER



A painting commemorating the millionth container handled by Melbourne's TOT terminal was presented to Ken Carnie (left), Executive Director-Marketing, of Carlton and United Breweries, whose beer was shipped in the historic container, by Anthony Cooke, Chairman of ACT(A).

The millionth container handled by Melbourne's Trans-Ocean Terminals (TOT), a subsidiary company of ACT(A), was celebrated in March with a presentation to Carlton and United Breweries Ltd. (CUB), who among other things produce the famous Foster's beer, and whose export beer was carried in the millionaire container.

Well-known Melbourne watercolour artist Kath Ballard was commissioned to produce a painting of the TOT Melbourne facility with the ACT(A) ship that carried the millionth container, the "ACT 6", alongside.

This painting was presented to CUB's Executive Director-Marketing, Ken Carnie, by Anthony Cooke, Chairman of ACT(A) and Chief Executive of Cunard Ellerman, who was on a visit to Australia. The function was held at Melbourne's Australian Club and members of the Australian Board of TOT and of ACT(A) were present at the ceremony.

TOT's Melbourne terminal has been operating since 1972 and has long been recognised as one of the most efficient marine terminals in Australia.