



New High-Rise facility consolidates logistics for CPI



The completion of the new CPI Group High-Rise facility at Wetherill Park was officially marked by a Galactic Event at which Mr. Carl Scully, NSW Minister for Roads, declared the facility officially open. The event followed a '2001 Space' theme and was a spectacular occasion which allowed CPI, one of Australia's leading diversified distributors, to demonstrate to customers, suppliers, shareholders, employees and directors the capabilities which it has put into

place to take the business well into the future. This facility is one of the largest automated pallet handling distribution centres in the country and features extensive use of RF devices as well as a fully automated high-rise storage and retrieval system serviced by four stacker cranes. Controlling the operation of this purpose-built high-rise facility is the Warehouse Management System (WMS) supplied and installed by TallShips Solutions.

From the Beginning.....

The formation of the CPI Group as we know it today is a remarkable evolution. From its beginning in 1977 in Melbourne, and based on the vision and drive of its founders Peter Sajat and Daryl Lea, the company has grown from its start in a 4000 square foot warehouse in Melbourne into a \$450 million public company. The introduction of 'cut-to size paper....with a guaranteed 24 hour delivery', was an innovative service in the printing industry which resulted in the company's sales more than doubling in one year.

The development of the company involved many hours of devoted family effort and this continued with the expansion into NSW where the addition of two more enthusiastic partners in Ian Harry (now CEO of CPI Group Limited) and Denis Goodrem (now Managing Director of CPI Papers) soon saw the business flourish. In 1985 the company expanded into Western Australia and Queensland and then into South Australia in 1987. The company also began to diversify by introducing quality inks to its range in 1983, Mastertac (pressure sensitive sheets) in 1987 and speciality uncoated papers in 1989. The company went public with a float in 1992 and Daryl Lea was appointed Managing Director.



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CPI expanded into New Zealand in 1992 and continued on its path to diversification by adding printing plates, on-press consumables and a trading division which supplied a range of packaging and industrial cleaning chemicals. With the acquisition, in 1998, of SICPA Graphics, which supplied printing machinery and consumables, CPI had become the most diversified supplier in the industry in Australia and New Zealand. By 1999 the group had successfully completed the transition from paper merchant to diversified distributor. The focus now moved onto streamlining the business.

And Now.....

In an effort to consolidate and streamline logistics, CPI decided to build a \$35 million high-rise warehousing facility at Wetherill

Park. They wanted to achieve real quantifiable benefits from the use of automation integrated with their new WMS. In using this approach they expected to have a system that offered throughput efficiencies, minimal product damage and a reduction in distribution costs. The combination of TallShips Solutions' WMS and the Siemens Dematic integrated AS/RS solution offered that opportunity. CPI found that TallShips Solutions was the WMS supplier who best met their supplier selection criteria of having a product that met their current and future needs, a record of successful implementations in companies of a similar size and complexity and, also having demonstrated skills in AS/RS integration.

The high-rise features a Siemens Dematic 27m high, double-deep storage system that provides capacity for up to 26,000 pallets within a footprint of just 28m x 120m. A combination of different pallet sizes can be stored within each storage compartment in the high-rise racking. The four fully automated stacker cranes and their integrated infeed and outfeed pallet conveyors provide a handling capacity of around 200 pallet movements per hour.

CPI is currently in Stage One of the implementation and expect the final stage, Stage Three, to be implemented by August, 2002. CPI anticipates a return on investment within a short 3 to 4 years. The staged implementation is progressing to schedule and the new system has been well accepted by its users. "There's still a long way to go," said Denis Goodrem. "But we are pleased with progress so far. Products are coming in and going out and business is running smoothly." Denis acknowledges that the TallShips WMS is a massive change

for CPI. "It's not only that we are changing systems, it's a cultural change too which always presents challenges." This is understandable when the scope of the project is considered. There's new systems and associated hardware for everyone to get familiar with and that takes time and patience.

The supporting operations around the highly automated activities of the high-rise is a mix of both RF and paper based activities. For the staged implementation approach, RF's perform the real-time receiving, put-away into the high-rise infeed stations, restocking and staging activities. Picking constitutes a mix of high-rise retrieval, RF and paper based activities to service the automatic and manual order requirements.

Currently CPI are picking and dispatching 1,000 order lines daily and pallet movements within the high-rise average 400 in and 400 out. CPI hold over 1,000 different SKU's in the high rise at present and anticipate more as other business units come on line. CPI are expecting considerable expansion over the coming months which is exactly what the new facility has been designed to cater for.

"We are making some pretty radical changes to the way CPI does business, all of which are vital if we are to remain competitive and to ensure that we are e-commerce ready. We want our customers to easily access their orders status at any time and this new system will enable that."

TallShips Solutions are proud to be involved with such a progressive organisation and look forward to the long-term relationship where their support offers the CPI Group the business advantages required to take it through the next decade and beyond.

Warehouse Stationery Ltd chooses TallShips



When the Warehouse Stationery Ltd decided to embark on a B2B (business-to-business) model, they looked no further than TallShips Solutions for the supply of a Warehouse Management Solution to manage their e-fulfilment.

The Warehouse Stationery Ltd is the office supplies arm of The Warehouse Ltd, New Zealand's biggest retailer, which is rapidly expanding into the Australian marketplace. They are currently utilising a TallShips supplied and supported Warehouse Management System (WMS) in both their North and South Island Distribution Centres. Given the continuing success of these DC's, the relatively narrow time frame for implementation, the requirement for truly reliable support and future rapid customisation, TallShips were the first and only choice when it came to a solution for the Warehouse Stationery Ltd.

Unlike the current WMS running at the Distribution Centres, which is designed to ship large consignments of stock out to The Warehouse's own stores, the

Warehouse Stationery Ltd need to pick and ship small to medium orders for a significantly larger customer base on a timely basis. Thus, the Warehouse Stationery's WMS had to be a significantly customised version of the current WMS – with a similar look and feel – whilst maintaining as much original functionality as possible. A further requirement was the ability to interface with a 'Pick-to-Voice' system, to allow for hands-free picking.

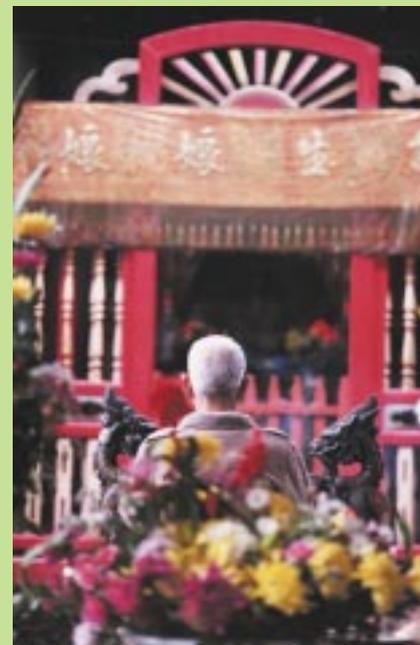
Although it was a rather hectic timeframe, TallShips were able to analyse the business requirements, produce an agreed functional specification, customise the WMS, create new interfaces for a completely different host system, prepare interfaces for the 'Pick-to-Voice' system and have everything completely tested and packaged for delivery within two months.

TallShips travels to Taiwan

TallShips Solutions consultants have just completed the installation of a new system at the CTW site in Taiwan. The Siemens Dematic built automatic warehouse features 33m high racks, 5 storage and retrieval machines and a conveyor system that moves pallets around the 6 different levels of the warehouse.

As this issue goes to press TallShips consultants are installing another highly automated warehouse system in Taiwan. This time it is for the airline EVA Airways.

More in the next newsletter.



SIGNIFICANT TALLSHIPS IN HISTORY

H M S S I R I U S



Santa Cruz on the SE side of Teneriffe; Sirius and convoy en route, June 1787.

Mitchell Library, State Library of New South Wales.

Built in 1780-81 for the East India trade and given the name Berwick, this 510 ton (some records suggest she was a heavier 540 tons) ship was purchased by the Admiralty in 1781 for use as a storeship, but was later laid up. It was not until 1786 that she was renamed Sirius and recommissioned under Captain Arthur Phillip. John Hunter was appointed second captain to ensure that when Phillip was ashore, she would still be commanded by a post-captain.

Sirius was 30 metres in length, her breadth 10 metres, her depth 4 metres and the height of her mainmast above the deck, 32 metres. With 10 guns mounted on board (a further 10 guns with iron work for carriages were stowed in the hold for when she sailed with the First Fleet) and carrying 160 men, in a favourable wind, her best speed was 10 knots.

The Sirius sailed from Spithead with the First Fleet on 13 May 1787, arriving at Botany Bay in NSW on 20 January, 1788 and Port Jackson six days later. She remained there until 2 October when she sailed for provisions to Cape Town by way of Cape Horn, thus pioneering this route. Leaving Table Bay on 26 January 1789 she continued eastward to Port Jackson where she arrived on 8 May, having sailed completely round the world in the belt of westerly winds known as the "roaring forties."

Sirius remained in the new settlement for 10 months leaving on 7 March 1790 to convey marines, convicts and stores to Norfolk Island. Arriving on 13 March she landed her passengers, but was compelled by heavy weather to remain at sea for four days before returning on 18 March to discharge her stores. She hove to off Sydney Bay and began to load her boats, but drifted too far into the bay and was unable to beat out again. Unfortunately from there she was driven onto the shore reef lying off the settlement and became a total wreck. However, by means of a hawser to the shore, Hunter and all the crew landed safely through heavy surf, and most of the provisions were saved.

It was 11 months before a vessel was available to return Hunter and his crew to Sydney, where they arrived on 26 February 1791. They reached England in April the following year, and a court martial acquitted Hunter and his officers of any blame for the loss of the ship.

For 100 years the Sirius wreck was shown on the Admiralty plan of Norfolk Island near which could be seen an anchor, which was probably that of the Sirius. Sir Francis Suttor raised the anchor and in 1907 it was unveiled on a pedestal in Macquarie Place in Sydney. Great Sirius Cove (now usually called Mosman Bay), Little Sirius Cove and Little Sirius Point, all in Port Jackson, commemorate the vessel's name.

A salvage program began in 1983 after two archaeologists surveyed the wreck site. A second group recovered a carronade, an anchor and other material in 1985. In February 1987 a team of 11, led by the Curator of the Western Australian Maritime Museum, recovered more than 600 artefacts from the wreck site, ownership of which is contested by the inhabitants of Norfolk Island. Today these artefacts are displayed in the Maritime Museum at Kingston, Norfolk Island.

FURTHER READING:

Nance Irvine, The Sirius Letters (1988); Australian Institute of Maritime Archaeology, HMS Sirius 1790; an illustrated catalogue of artefacts recovered from the wreck site at Norfolk Island (1994).



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