

P.W.Y.

By The Editor

A DEDICATED container man. That is how ACTS chairman Alastair Lloyd (on page 4) refers to Peter Yarwood, who, at the age of 53, died suddenly and tragically a few weeks ago after a very short illness. Richmond House — and, indeed, ACTS — will not seem the same without him.

He had spent his whole adult life in shipping. When he joined ACT in 1966, he was already a container man. At Palm Line, where he had been Technical Director from the beginning of 1960,

he had played a major part in the planning of African Container Express.

And then, from the moment he joined ACT — first as General Manager and, later, as a Director — he channelled all his immense energy and enthusiasm into making work the concept of an England/Australia container service.



Peter Yarwood

EARLY DAYS

Those of us who were with him in his early ACT days will recall that he was the spearhead of a round-Britain campaign to convince shippers that a container service to and from Australia was a pretty all-embracing answer to their problems. At one meeting after another, the shippers had a multitude of questions — and Peter had most of the answers.

At Richmond House, his eighth floor office was one to which anybody could take his or her problem. Peter liked people and for this very reason the things that went on in ACTS outside working hours were almost as important to him as the things that went on between nine and five.

VINTAGE CAR

Only a few weeks ago, when Head Office had a car rally, Peter turned up with his beloved wife Doris, in his vintage Bentley (he was a great lover of old cars) to lend a little tone to the occasion.

(continued at foot of Page 4)

PETER BAINBRIDGE

Peter Bainbridge, Development Manager of ACTS, a Director of the company and one of its 'founder members', has been appointed acting General Manager following the death of Peter Yarwood.



Doug retires—for the third time!

WHEN Doug Burness of Basildon ACTS, began his *third* retirement recently — at the age of 72 — three newcomers to the company were there to drink his health. In this picture, Doug is with (left to right) Mrs. Sue Street and Mrs. Eileen Hay, both Central Services copy typists and Miss Wendy Bryant, a courier. The full Doug Burness story is on Page two.

'Battle' is on for new ACTS Sports Cup

CHALLENGE!

FROM time to time individual Sports Clubs have used the columns of 'Contacts' to challenge other clubs within the group. To-day 'Contacts' itself enters the arena and reports a management-sponsored Challenge Cup offered for annual competition between ALL sports clubs within the ACTS 'family'.

And along with the handsome Challenge trophy itself will go annual cash prizes to be used by the winning club and two runners-up to improve their club facilities.

Members of the winning team will also get miniature replicas of the Club cup to keep for all time.

It is hoped within the next few weeks to form a small, representative Challenge Cup Committee which will be asked to work out details of the competition itself and how it should be administered.

First thinking is that it should take the form of a 'pentathlon' covering five popular indoor sports. But which five? That is the question. Should darts and table tennis be included? And billiards and snooker? What about squash and shove halfpenny? Dominoes and draughts?

One of the Challenge Cup Committee's first jobs will be to decide on the five sports to make up the 'pentathlon' — remembering that every competitor in teams of five will have to compete in his or her own specialist sport — PLUS the four others.



Provided, as we hope, ALL ACTS sports clubs decide to compete, early rounds will be played between clubs nearest to each other, to keep travel and other costs to a minimum. Management will pay the expenses of teams involved in the national final.

"We hope", said a management spokesman, "that the new cup — and the cash prizes offered with it — will help to stimulate still further the very healthy sporting rivalry that already exists between the component parts of our group".

8 YEARS OF THE BOXES See page 6

Now see SPORTSFRONT — Pages 10 and 11.

After 58 years in shipping

DOUG RETIREES FOR THE THIRD (and last?) TIME

By Lester Carroll

WHEN Douglas — 'everybody calls me Doug' — Burness retired from shipping for the third time, on August 27 this year, and at the same time from his job as a commercial assistant at Basildon, it took him just ten days to fix himself up with a course on pottery. And, at nearly 72, that can't be bad!

Before my first meeting with him, to talk about his 58 years in shipping — he is proud of the fact that in his early days he helped to cargo the E. R. Sterling, a six-masted schooner that was one of the last big sailing ships to come into London — I was told that his energy and enthusiasm for work were as great in his 70's as in his teens, and his time-keeping at Basildon ACTS was certainly a

legend. (I suspect that in the hour we talked he thought more than once that there were more important things he could and should be doing.)

The biographical facts about Doug Burness are pretty straightforward. "I began hostilities with the shipping industry on January 1, 1919," he will tell you. "I was 15 at the time, the job was that of office boy — and the wage was 12s (60p) a week."

The job in fact was with Turner Davidson, loading brokers for the Australia Government Line, started by the then Australian Government with German vessels confiscated in local waters at the outbreak of World War I.



Doug progressed quickly from office boy through the exciting years in which the company built and started to operate the Bay boats, including the famous Jervis Bay, taking early emigrants Eastwards from Britain.

When the Australia Government Line eventually sold the Bay boats, Doug went over to the Greek-owned Byron Steamship Company as a dock representative. When that company 'packed up' in the 30's, there were three million

unemployed in Britain — including Douglas Burness.

"They were difficult times, to say the least," he says. "I was out of work for a year, and after eight months had run out of entitlement to the 15 shillings (75p) a week I had been drawing. The Public Assistance people presented me with a chitty for five shillings a week!"

But Doug Burness is not a man to give up

Convoy Saved

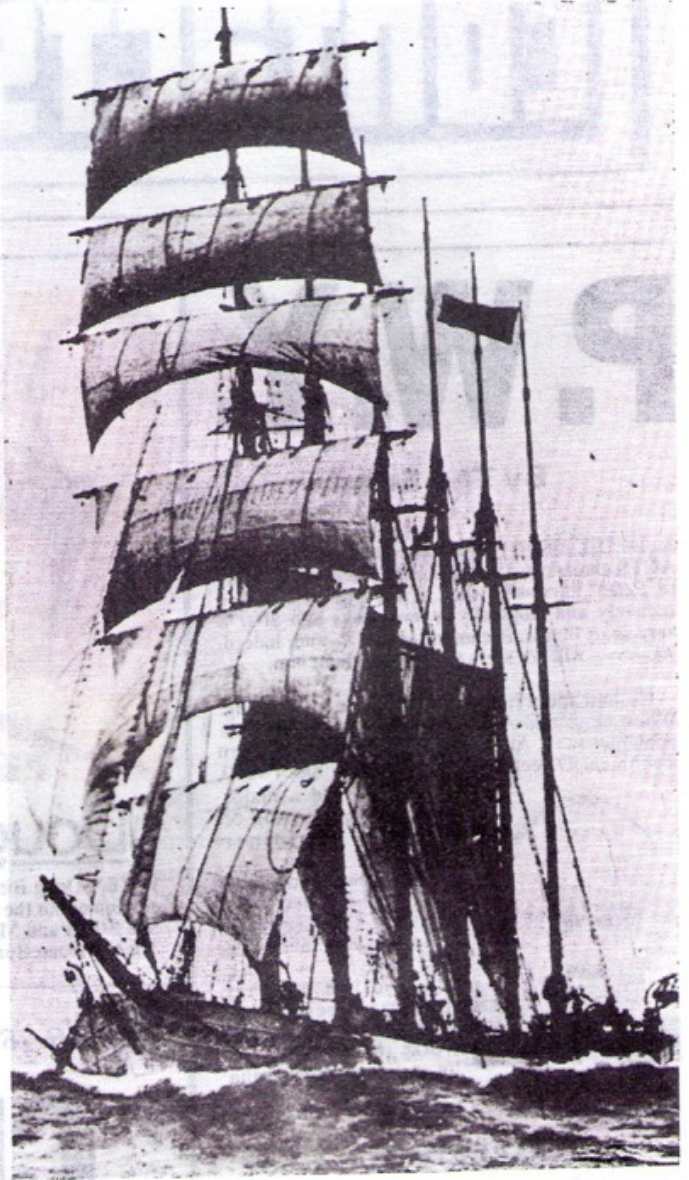
During the War, the Jervis Bay (an early Burness memory) was protecting a convoy when it was attacked by the pocket battleship Admiral Scheer. The Bay's skipper, Fogerty Fegen VC, steamed towards the Scheer to draw her fire and let the convoy escape.

Mortally wounded, one arm drenched in blood, Fegen desperately tried to control his little ship. When it sank, he went down with it, but so successful had his delaying action been that only six of the convoy of 38 were lost.

easily. By December, 1935, he was with Blue Star Line as an outward freight clerk, serving in all five departments of the company, being responsible for a time for the cargoing of the Line's four coasters, and ending up as chief clerk in the Outward Freight Department.

Some 17 years ago, when in his early 60's, Doug started his first 'retirement'.

"Cuts in staff had to be made at the time," he says, "and I was of an age when I had to be one of those to go. I had a fortnight at home before the phone rang. 'We've got a spot of bother with



The E. R. Sterling, which Doug Burness helped to cargo in his early days, is here loaded to danger point. Both anchors are awash and she is taking water aboard in a fairly quiet sea.

documentation'. I was told. 'Can you help? Can you come in tomorrow?'"

The answer, of course, was Yes — and that's how Doug started his second career in shipping, with Blue Star Port Line Management. For some time he was responsible for special stowage and hazardous cargo, refrigerated cargo and explosives.

"I enjoyed the challenge of that job," says Doug, "and was sorry when, at 65, it was decided that perhaps oldies like me were holding back the youngsters. But I understood."

So Doug 'retired' again — this time for eight weeks! "Then the phone rang and my old boss asked me a simple question — 'Do you fancy a job? We need a chap, just for three or four months, to help with a new container service we're setting up.'"

YOUR JOB — YOUR HOBBY

So Doug 'signed on' again for three months — and stayed six years!

Ask Doug what advice he'd give to young people just starting their careers today and the answer comes out pat. "Everybody, young and old, should remember that you're at your job for eight hours a day. That's something like a third of your life. The thing to do is to make your job your pleasure and your hobby as well.

"I'd advise him to be patient, not to hurry his fences and not expect to be boss within the first few weeks — if at all. There are more happy people who aren't bosses than the other way round."

Which is a pretty fair philosophy for Doug
(Continued on Page 8)



When parting is such sweet sorrow

AFTER three years as Financial Controller of ACTS, Jack Compton is leaving — "with very mixed feelings, I assure you" — to take up a senior appointment with the Ministry of Defence.

Jack and Dolly Compton.

"It was an offer I just could not resist," says Jack, "but I have made so many friends among ACTS colleagues at Southampton and elsewhere that the parting will be a tremendous wrench." All the evidence is that his colleagues will be just as sad to see him go.

Jack and wife Dolly, who have three children and two grandchildren, have been living at Winchester, but will be moving to Bath when he takes up his new appointment. Jack's hobby — "gardening basically."

David and Odette Hamilton.



MOTOR SPORT

Taking over as Financial Controller is David Hamilton, who joined ACTS a year ago as Jack Compton's deputy:

Thirty-five-year-old David and his wife Odette live at Poole (Dorset), and David lists his hobbies as "cars and motor sport, good food and wine — and cruising, in other people's boats."

KEN GOES — AND TAKES THE TROPHY

KEN SMITH, a Fine Arts graduate who joined Leeds ACTS in February, 1975, has now left the company. Not empty-handed! He took with him the regional men's table tennis trophy, in which he just beat his Exports colleague Stephen Emmett.



Ken will be missed. He it was who arrived at the office daily by bike, which he fastened (for 'security') to the fence behind Regional Manager Armitstead's car!

Page 3 presents some of the news from Head Office

Meet Miss 'Letch' — and the male chauvinist pig



Mike Creed
Voted Male Chauvinist
Pig of the Year



Lorainne Burgess
1976 winner of the
Miss Letch title

Jan and Christine received the annual trophy (plus replicas to be kept by them) from Sports and Social Club chairman Terry Williams.

Lorraine Oldroyd, a shorthand/typist with Head Office Administration, wore a white chiffon dress trimmed with lace, when she married Michael Barry at the Church of St. Joseph, Southampton.

Lorraine, a keen Southampton F.C. fan, lists skating, dressmaking and, of course, watching football, as her hobbies.

In a bid to counter the Head Office Documentary Services annual search for 'Miss Letch' — a title won this year by Lorainne Burgess — the girls of DSD have started their own competition to find The Male Chauvinist Pig of the Year.



Chris and Peter
They had a June
wedding



Vera Palmer
Nice to see you at
Soton, Vera

A spokesman for the girls told 'Contacts': "There was no difficulty in picking the top three. Third was Tom Jenkins, with 44 votes; second Lindsay Baldwin, with 55; and outright winner, with an overwhelming total of 134, was Michael Creed."

We are assured that, despite all protests by the winner, the contest was not 'fixed'...

Hello, Vera

Welcome visitor to Southampton ACTS a few months ago was Vera Palmer, popular and well-known tea-lady from ACTA in Fenchurch Street.

Vera has 'reigned' in Fenchurch Street since 1967, and has been promising for years to visit the people who do all the work at Southampton.

Nice to see you, Vera; to see you, NICE.

Chris weds

Talking of ladies and tea, we report that Chris Houghton, a shorthand typist with Management Services in Southampton, married Peter Campbell, son of Soton's catering manager, Elsie, at St. James's Church, West End, in June.

Chris is in the ACTS netball team, and Peter plays football for two separate teams. Both share an interest in tennis and swimming.



Car treasure hunt winners get their awards. (See the lead story).

So There . . .

A POLITICIAN is a man who keeps the people loyal to him by keeping them angry at somebody else; and

A LEGEND is a lie that has attained the dignity of age.

Janet weds the boy who walked her to school

A COUPLE who met at school seven years ago were married recently at St. John's Church, Hedge End, Southampton. They are 21-year-old Janet Farren, a data prep supervisor at Richmond House, and Andy Cooper, also 21, who runs his own business, Solent Pre-Pak, with his brother and two brothers-in-law.

Looking back to those courting schooldays, Janet says: "Andy used to live near to the school, so I would ride over on my bike, leave the bike at his mum's home and he would walk me to school." Married in a long-sleeved white nylon dress, trimmed with lace, Janet gives her hobbies as yoga and swimming.



CONTAINER WORD GAME WINNER

HOW many words can you make out of the letters contained in the word 'CONTAINER'? That's what we asked readers in the last issue of Contacts — and the words came flooding in by the thousands.

Winner of the competition was Piet Meurs, gatehouseman at Tilbury. He provided 202 of them!

Wally — 25 years in shipping

WALLY WALSHAW, ACTS Regional Manager at Manchester, is likely to blame pretty well everybody in sight when he sees his name written large in this issue of 'Contacts'.

We can't help it. We just had to say congratulations to Wally on his first 25 years' service to shipping.

The picture — taken some 20 years ago — came from a secret source, as did the following biography:

E. (Wally) Walshaw — alias Puff! Puff! Matey! — started with Port Line as a cadet in September, 1951, at the tender age of ? (mustn't give secrets away)!! Worked his way up to Chief Officer with Port Line and came ashore as Marine Superintendent, although his staff maintain he is still at sea! Joined ACT whilst still in its infancy in 1967 (you can tell by the way he walks)! The office at that time was in Ellerman's present building in Camomile Street. At this time he was Materials Handling Manager, until coming to Manchester as Regional Manager in August 1971.

The staff at Manchester now look forward to the fact that there are not another 25 years to go — or are there? (before retirement we mean).

THE DEBT OWED BY ACT TO PETER YARWOOD

"WHEN we look at the ACT Group today and see that it has become a highly successful and internationally-respected organisation, let none of us underestimate or forget the immense contribution Peter Yarwood made to that success," wrote ACTS Chairman Alastair Lloyd in a message to staff after Peter Yarwood's death, reported on Page One.

"When Peter joined ACT about ten years ago," the Chairman said, "the organisation consisted of himself and his secretary in the Ellerman building in Comomile Street.

"Many of us in the shareholding lines then regarded containers with some scepticism. Peter Yarwood from the outset dedicated himself to the success of ACT; he was determined to see the company grow into a container organisation of international repute and importance.

"No one could have been more conscientious and more enthusiastic in the furtherance of those aims; no one was more devoted and more loyal to the company, to the member lines of ACT and to all his staff.

"He will be greatly missed by all . . ."

P.W.Y. (Continued from Page One)

sion. He spent most of his day fixing car stickers on the windscreens of competing vehicles!

Yes, Peter Yarwood, container man, vintage car enthusiast and great music-lover — Glyndebourne was a favourite haunt — will be sadly missed. He was a key figure in the building of both ACT and ACTS, and as Mr. H. R. MacLeod, chairman of ACT Ltd. and a former chairman of ACTS, says:—

"Peter Yarwood's death is a great loss to all of us in the ACT group, in which he played a major part.

"No one who worked with him could fail to be impressed by his capacity for hard work, his integrity and his total commitment to the company and all who worked for it. We have lost a friend as well as a valued colleague."

Romance began at the dance

WHEN Margaret McGlynn, a typist in the Accounts Department at Coatbridge for the past two years, walked down the aisle at St. Augustine's Church with her new husband, Brendan Sludden, she possibly thought back to the days when they were at school together.

It was not, however, until they met later at a dance that romance blossomed.

Brendan is a fitter at a steelworks, and in his spare time is a keen (and expert) swimmer.

The reception was at the Georgian Hotel and Margaret had one of her closest friends as a bridesmaid. The bride wore white, the bridesmaid blue.

Picture on the right shows the couple after the wedding.





ANYBODY GOT AN OLD BUS THEY DON'T WANT?

By Graham Swan
(of ACTA, Fenchurch Street)

FORGIVE me for opening with a very personal question, but has anybody got an old bus they don't want? If not a bus, then an old steam lorry or tram will do . . .

I know it sounds crazy, but having read in recent issues of 'Contacts' about fellows who blow their tops over ancient cars and just as ancient aeroplanes, I think it's about time we got things in perspective. In my view (and thousands will agree with me) there is no thrill to compare with that of sitting high up in the cab of a majestic sixty-seater proceeding along the Queen's highway.

But if I am to convince my readers (if any), we should perhaps go back to the beginning.

Coachmen have been a colourful group of individualists since the so-called romantic age of the stagecoach. They had to be, of course, to spend most of every day perched on a high, swaying box seat open to all weathers. (It is recorded, for instance, that on a bitterly cold winter's day in the 1800's, 'Master Jim Cracknell' took the Greyhound from London to Bath virtually non-stop in a record-breaking time of just under 12 hours!)

Imagine, too, crossing Hounslow Heath, one-time haunt of Claude Duval (failed coachman turned notorious highwayman) using a road little better than a track; no wonder that in those days a coachman ranked as a master craftsman.

'COLOURFUL' COMPANIES

But if the early coachmen were colourful, so were the coach companies which succeeded them after the demise of the man with the red flag. Names like ROYAL BLUE, MIDLAND RED, WINDSOR GREY, ORANGE



LUXURY, GREY GREEN, GREENLINE, YELLOWWAYS, BLACK AND WHITE AND SILVER STAR will bring back a host of memories.

How many, I wonder, can remember the Overnight Express of the 'SMT' company, operating between London and Edinburgh, and offering (believe it or not) on-board catering and toilet facilities! Running non-stop (with a driver change at Newcastle) the journey took 12 hours.

The age of mass transportation had by this time arrived, and operators vied with each other to attract custom. To the discerning traveller in the West of England, for instance, the legendary comfort and timekeeping of the Great Western Railway was as sought compared with the comfort and achievements of the Royal Blue Coach Co. Originally a private company operating to the West Country from the London Coastal Coachways station at Victoria, it later came under the aegis of the Hants and Dorset Omnibus Co. Using a fleet of luxury coaches, it operated every day to Penzance, calling in the Summer season at all the remote holiday camps and villages classified in the guide books as 'miles from anywhere'.

MAIL CARRIERS

Just as stagecoaches in the olden days carried mail, so do some buses today. Not so long ago, I was travelling on a bus in the Thames Valley area and noticed under the stairs, racks and shelves containing mail, fish, meat, papers, bread and other commodities. At remote crossroads, some patient soul would be waiting to take a whole pile of parcels from the conductor for delivery to friends and neighbours.

Most famous of all coach companies (probably due to Hollywood influence) is the Greyhound Express, crossing the United States and bearing faint echoes of a past that included the Pony Express and Wells Fargo.

Greyhound buses have to be registered in each State they cross — and must bear all the appropriate number plates. On a New York San Francisco haul, it is easy to imagine the havoc that can be caused by dust collecting on the outside of the vehicle.

Legend has it that one zealous traffic cop saw a coach exceeding the speed limit and spent so much time following it to find his own State number that the vehicle was miles past the State Line before he discovered it. . . .

SMALL BEER

And so I come back almost to where I began. What does one do to-day when (like me) one has a love of old buses, coaches and the like? You join a Preservation Society and help to preserve them, of course. Old cars and old planes are very small beer by comparison.

I repeat: Has anybody got an old bus they don't want?

Charles is a regular little Van Gogh



MANCHESTER ACTS cargo clerk Charles Hunt has every right to look pleased with the painting he holds in his hands. It's all his own work — and Charles had had no tuition at all.

"I started to paint about 12 months ago, when my wife said she would like some pictures for the sitting-room," he explains.

"I'd often thought about having a shot at oil painting — and there and then decided to put thought into deed.

"Painting has now become a hobby to while away the winter evenings."

Charles' other hobbies — house decorating, 'the odd bit of gardening' and general do-it-yourself.

His sporting interests he gives as table tennis, darts and billiards (active), and soccer, Rugby and boxing (spectator!).

This may be an apology to YOU . . .

I HAVE A FEELING (writes the Editor of 'Contacts') that we owe many of our readers an apology. When we first went into business, we had doubts about whether we could get enough copy to fill each issue.

Now we are getting so much that we could fill two issues every time!
If your story has to be held over, or if your picture has to be printed in black-and-white instead of colour, PLEASE forgive us. We are doing our best . . . so keep on sending copy to us!

When a man is in a position to place an order for £7 million he's a

8 YEARS OF THE I

This is the world-wide role of ACTS

DESPITE the fact that containers are today such a familiar sight on road, rail and sea, it is hard to believe that some of those being handled by ACTS will be celebrating their eighth birthday next year.

And that since the first ACT ship sailed on her maiden voyage in March, 1969, ACT Services has become one of the world's largest purchasers and operators of boxes.

Let the facts speak for themselves. ACTS is today adding to the container fleet at the rate of something like 6,000 boxes a year.

One recent order for ACTA alone, for 2,250 insulated containers, was worth £6,625,000. And that's big business in anybody's language.

At this moment, the ACTS engineering design and maintenance teams are responsible for some 60,000 operational containers — 40,000 of their own and another 20,000 on lease to operating companies. And though direct responsibility for maintenance and repairs applies only to the UK, ACTS is internationally responsible for ensuring that guidelines set down are vigorously applied overseas.

Man with a key job in the story of the boxes is engineering design manager John Ormiston, who joined the company three years ago from Crane Fruehauf, and is now the man who sets the wheels in motion whenever new boxes are required.

"When one of the operating companies wants boxes, our first job is to compile and issue tender documents to manufacturers all over the world," says John. "On average, some 40 British and overseas companies are asked to say whether they can produce the boxes required, whether they can deliver at the time we want them — and just how much it is all going to cost.

"It is then our job to pick the builder we believe will do the best job, irrespective of location. ACT members have had boxes built in Britain, Eire, West Germany, Hong Kong, Australia, Japan and even a few in America.

NOTHING TO CHANCE

"A notable absentee from the ACTS list of suppliers is France, who never seem to be competitive pricewise when we are buying."

In deciding upon the right builder to use, ACTS leave nothing to chance. Promises in a letter or a tender document are not enough. John or one of his colleagues goes out to vet the production facilities available and to make sure that the builder has the right kind of staff, with the right kind of mentality, from management level to shop floor, to ensure the quality of work required.

Over the years, of course, ACTS has discovered areas in which container design could be improved, and as a result boxes built in recent years are

by
**Roger
Caine**

expected to last much longer than the originals. Coatings and sealants have been improved, and great care is taken, especially with insulated boxes, to prevent moisture penetrating into the interior structure. "Manufacturing faults usually show up quickly," says John, "and can be put right before large numbers of the boxes are built. Floors, for instance, have been vastly improved by specifying a particular section of steel or aluminium to improve strength.

KNOW YOUR COMPANY — No. 4

"As the container ships grew bigger, enabling more and more containers to be stacked on top of one another, the boxes themselves had obviously to be made stronger and stronger. After all, the box at the bottom of the pile is carrying a hell of a weight!"

So sections were completely redesigned to take heavier loads — while keeping the weight of the box



HONG KONG TEST

Containers have been ordered from a firm in Hong Kong, so test gear is built there and men from the ACTS design team go out to check progress. Right — To carry bulk liquid, a 4,000 gallon bag is put into a 'dry' container.

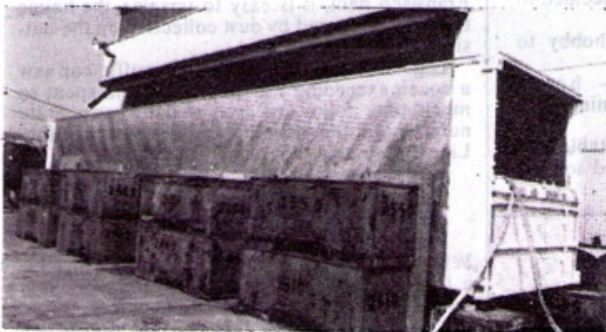
itself to a minimum. It was not so much a question of using new materials as of making use of each corner of the boxes made today — and it's the corners that carry most weight when containers are stacked — has to be capable of withstanding a load of 84 tons under test!

In the field of maintenance and repairs — the responsibility of Bernard Parkins and his team — ACTS pay just as much attention to detail and supervise the work at every stage. Almost all ACT(A)/ANL boxes are of aluminium or grp and a refurbishment consists of blasting the steel components. Ben Line's galvanised steel boxes are expected to go eight years before refurbishment.

HIGHEST STANDARDS

Repairs are done by big and small companies (sometimes by the original builders) at a variety of locations, and ACTS inspectors ensure that the highest standards of workmanship are maintained. In any case, all ACTS boxes are checked regularly every two years.

All of which probably accounts for the fact that so many of the boxes built for the start of the ACT container service nearly eight years ago are still alive and very much kicking to tell their story today.



THE WATER TEST FOR BOXES



To test the walls of a container (left), the box is laid on its side, with the roof supported by weights. With one door sealed, the box is then half-filled with water. Observers can (above) gauge the amount of 'give' in the walls.

TABLE TENNIS

Rumour has it that bets on the 'five o'clock' Manchester ACTS Department to the table tennis rest and recreation room.

All at Manchester seem table is 'a big hit', and the rife, the standard of tennis

Philomena O'Donnell wears a crepe dress with chiffon married Assistant Cargo Geoff Fuller at Barton. Geoff is a keen sailor, into music.

ight to be fussy

BOXES



Bigger-than-ever sports coverage on Pages 10 & 11



are being taken
lash' from the
Commercial
ennis table in the
agreed that the
ough badinage is
high.
ore a Royal blue
sleeves when she
Superintendent
Register Office.
rested in classical

Manchester ACTS welcomes Miss Debra Storzaker as clerk/typist in Accounts and Mr. Stephen Goldstraw as telex operator.

CONGRATULATIONS TO . . . Mr. D. Evans, Import Department, on his marriage to Edwina.

Miss Doreen Johnston on her engagement to Kevin Longman of Head Office (it is understood the regional manager is accepting most of the blame!); and

Guide dog gets a slim chance!

Congratulations to Basildon ACTS, who have been up to all sorts of tricks to raise money for their Guide Dog for the Blind Fund.

Latest venture was a sponsored slim in which the six ladies on the right took part. They are Mrs. Glenise Mealing, Mrs. Janice Rudd, Mrs. Julie Bowman, Miss Carol Havis, Miss Sheila Egginton and Miss Vicky Countess.

We are delighted to report that the slim-in produced a contribution of £25 for the Guide Dog Fund.

Total weight lost? Glad you asked — 42lb. An average of 7lb per slimmer. Which can't be bad for the girls — or the dog!



and the rest of the news from Basildon

Twenty-five-year-old Robert Scott, five months with ACTS, is a credit controller at Basildon.

Robert and wife Kathleen have two children — Justin (aged five) and David (three) — and Robert lists his main interests outside the company as horology and fencing.

Popular Patty Stammers left Basildon Central Services at the end of July to have a baby. She was presented with a carry-cot — now frequently occupied by bonny, bouncing son, Matthew.

Vicky Countess, of Basildon ACTS Central Services, one of the Guide Dog slimmers pictured above, had her own great day on September 11 when she was married at All Saints Church to Gary Barton. Picture on the left shows Vicky and Gary driving away after their wedding.

Only one thing marred the visit by Basildon Sports and Social Club members to the Horse of the Year Show. Thieves broke into the car left at Basildon by Val Oakley (of Exports) and stole her handbag.



Christine Cohen



Bob Scott

At the show, the party had 'ringside' seats — and when Judy Crago's horse fell at one of the jumps, it looked as if Judy would land in their laps.

Lucky Christine Cohen won an enormous Teddy Bear given by a well-wisher and raffled for Basildon ACTS Guide Dog Fund. The raffle raised £21 — and Christine donated the bear to the children's ward of her local hospital.

Sally Hewlett, an administration assistant, left Basildon at the end of August to take over a pub. Her colleagues presented her with a calculator. (We know the price of drinks is high these days, but that seems ridiculous.)



Sally Hewlett

QUESTION: Who was the gentleman who changed a plug at Northgate House — and put out all the lights in the town centre.

ANSWER: Transport Manager Roy Roberts.



Pat Stammers

WNIS AT MANCHESTER SCORES 'A BIG HIT'

Maureen Greenhoff, formerly of the Telex room, and husband Brian, sometimes centre-half for Manchester and England, on the birth of their son, Paul Brian.

Best wishes to Mike McGuire on his promotion from Credit Controller to Senior Commercial Assistant.

One-time jewellery salesman and overseas rep/courier in Majorca and Ibiza, Mike includes among his outside interests, long distance hiking to prepare for short distance drinking.

NICE TO SEE YOU BACK, NEVILLE

Welcome back to Barking ACTS stalwart Reg. Neville after a successful 3-month battle against chest infection. Taken ill on the eve of a holiday in Italy, Reg. and his wife faced their difficulties with great cheerfulness.



Janice Baker

Janice Baker, of Barking Accounts, was married at the round-towered church of St. Nicholas, at Ockendon, to mechanic Clive Moore. Punch Room girl Angela Power was married three weeks earlier, getting a wedding gift of china and hardware from her office colleagues.

When traffic clerk and well-known 'flab-fighter' John O'Brien arrived at the office in suit, shirt, collar, tie and new shoes, his colleagues wondered what was wrong! It transpired he was to attend his sister's wedding at the week-end — and was "trying the gear for size".

DOUG RETIRES

(continued from Page 2)

and his wife Eileen to pass on to the seven grandchildren presented to them by daughter Jane and son James (a second son, John, died).

One suspects that if Doug had only himself to please, he'd carry on working for another 58 years. But Eileen — like any other wife with years of happy marriage behind her — will be pleased to have him at home. "There's a mile of gardening and decorating to do," says Doug.

And there's a big bill to face, too! Just before he retired, Doug and Eileen (with only a 'normal quantity' of electrical appliances in their home at Sidcup) received a quarterly electricity bill for £1,671.52, covering a specified consumption of more than 70,000 units.

He'd done nothing about it when we met. "Why should I," he asked. "It's up to them to find out their own mistakes."



HAPPY SHIP COURSE

A casual visitor to Birmingham ACTS might think from the relaxed, friendly atmosphere that the team did not work at top efficiency. Perish the thought...

Regional manager Norman Cooper runs a tight, happy ship with operations kept right on course by him and his deputy, John Hodgson, for seven years an Ellerman Line navigation officer.

MAN AT THE TOP Norman Cooper, started as a messenger boy with Port Line. Joined ACT staff in 1967, became Regional Manager two years ago.

But the warm camaraderie extends outside working hours, and it embraces young school-leavers of 16 and 17, and those more mature members approaching retirement. One school-leaver, John Regan (17), was chosen from 60 candidates and is now youngest member of the Transport Department.

Transport Superintendent Harry Lay — 20 years with British Road Services — says his extensive chess experience helps him to handle



NEWCOMERS

YOUNG RECRUITS to the Birmingham team include (left to right) Lynn Painter (Telex), John Regan (transport assistant), Karen Edwards (accounts) and Steve Flemming (commercial department).

Three cousins helped to make Maxine's day

MAXINE EAST, Leeds credit control clerk, had three cousins and a friend as bridesmaids when she married quality control chemist Barry Daniels.

Maxine wore a white satin dress with Cathedral length veil. Colleagues at ACTS gave her a food mixer.

All the best to Deputy Regional Manager James Quinn, who has left to become director of a local shipping firm. Seven years with the company, he was originally regional sales manager with ACTA.

Motorists (and pedestrians) beware! Five



Maxine and Brian

members of Leeds staff have just passed their driving tests — Stephen Emmett (Exports), first time; Diane Fidler, typist; Ann Hampshire, punching; Wendy Dove, coding; and Daphne Bird, imports. Congratulations all.

Cargo Superintendent Ian Keyl won a local 'shouting' contest and received a tankard for his ear-splitting yell; and Christine Milner (ACTA typist) thrashed all opposition to win the ACTS Ladies Table Tennis singles title.

NEW GRANDDADS.. Dennis Armitstead, for the second time; and Transport Manager George Cross, whose daughter Jane had an 8 lb 2 oz boy, David, in June. Jane was with HM Custom & Excise.

Pamela Mallpress, former Leeds accounts clerk, has had a baby daughter, Helen on August 30.

Maureen Copperwheat, of Roundhay, Leeds, who gives her age as 'over 21', has joined as an accounts clerk. Maureen has four daughters,

and gives singing, driving, dancing and 'boozing' as her hobbies...

Twenty-year-old Michael John Gorman, planning to marry next year, has also joined the company as a commercial assistant.

NEWS FROM LEEDS

70 compete in 'Roses' bowls

There were more than 70 entries for the annual 'inter regional Bowls tournament' at The Good Companions, Holmes Chapel, Cheshire. The biggest party in the tournament's history included representatives from Manchester, Leeds, Birmingham and Liverpool.

Regional managers Denis Armitstead (Leeds) and Wally Walshaw (Manchester) officiated, and despite the cold and overcast day, the unanimous verdict was "a great occasion".

After a tough battle, Manchester's Bill Finnegan beat Ted Clayton (now of Seaforth and formerly of Leeds) 7-6.

Children who accompanied their parents on the trip were taken to Jodrell Bank during the afternoon.

IP THAT'S RIGHT ON



Not everybody was there the day our photographer called, but we got in as many as we could.

many of the problems in his job. He started playing chess while in hospital in World War II. A keen dancer and do-it-yourself man, he joined ACTS in 1968, and has a 10-year-old daughter and a son at University.

A keen sportsman in the Transport Department is 19-year-old Steve Reynolds, two years with ACTS. Football, cricket, go-carting, snooker, darts and table tennis are all on his programme.

Cargo Department's Chris Shelley (22) helps his wife (at week-ends) to run their clothing shop. He is a cargo clerk and, in his spare time, a crack table tennis player.

Credit Controller Roy Burton, married with a one-year-old daughter, plays football and cricket for ACTS, loves cars and works part-time as a mechanic. His wife has won gold medals for dancing, which they both enjoy.

In her spare time, Accounts Clerk Sue Hewitt is disc jockey of a mobile disco run by her and her husband, and Accounts Supervisor John Bennett, married with four children, works with Christian Fellowship.

Parachuting days

Which leaves the top man himself — Regional Manager Norman Cooper, who once had probably the most exciting 'hobby' of them all, Parachuting.

Way back in 1950 Norman, as a Terrier, joined Intelligence Corps Field Security attached to the 16th Airborne Division. Once on an exercise, when his parachute strop was caught, he was towed behind the aeroplane in mid-air, his parachute opening only partially just before he hit the ground — hard!

He decided to call it a parachuting day after a night jump in a 25-knot wind, the landing from which knocked the breath out of him.



THE LIKELY LADS

A cheerful looking lot — seven members of the Birmingham region's cricket team. Absent on the day this picture was taken were the three (welcome) ACTA members of the team.



MANAGEMENT TEAM in session includes (l. to r.) Rob. Lockett, Hugh Pedley (ACTA sales manager), Norman Cooper (regional manager) and John Hodgson (deputy regional manager).



A MATTER OF TRANSPORT

IN ACTION in the Transport Department — left to right, Messrs Regan, Plimmer, Reynolds, Lay and Taylor.

SPORTSFRONT

Even bad beer did NOT stop play . . .

A SERIES of unfortunate circumstances — including the wrongful dismissal of an appeal for 'suspension of play due to bad beer' — just folled a victory by ACT against OCL in a limited over cricket match at Birmingham. The winning margin, finally, was only seven wickets!

Ably led by Derek Estcourt and John Plimmer (what a young man Brian Close seems these days), ACT chose to bat first and scored 65 runs in 17 overs. Top scorer was Nigel Hodgson (18).

OCL looked all set for defeat when they lost three quick wickets, but a fourth-wicket stand enabled them to 'struggle' (we use the word lightly) home.

Fine bowling by Roy Burton (two wickets) and Brian Watkins (one) appeared to leave a lasting impression on several OCL batsmen.

SWEET REVENGE

In a quick return match, ACT had their revenge, winning by six wickets. Putting up a brave fight, OCL struggled to 56 in 16 overs.

Then Derek Estcourt, who had taken five wickets for 16, and relieved by John Plimmer of his responsibilities as captain, went on to become top scorer with 15. The necessary runs came in only 13 overs.

Derek Estcourt later completed his virtuoso display by acting as unpaid barman, and grateful thanks go to the ladies (Brenda Bott, Denise Bucknall and Carol Wadsworth) who provided refreshments.

For the very first time 'Contacts' needs

Nine holes that will

By John Wilson

our special ACTS golfing correspondent from Management Services

THE nine-hole golf course at Fleming Park, Eastleigh, had never seen anything like it before. It probably (and hopefully) never will again.

Those two sporting giants of Head Office Documentary Services, Tom (The Scot) Jenkins and Mike (Ole Man River) Creed, had challenged each other to a game of the 'Royal and Ancient' — despite the fact that neither has previously attempted to make club and ball meet.

Balls and tees were provided by well-wishers, but when the crunch came both men appeared quite unable to decide which end of the club was indeed the handle.

Hoping for a drive of 50 yards, culminating in a hole the size of a bucket, our two heroes found themselves faced immediately by a distance of

360 yards and a hole that looked the size of a peanut.

Understandably, this proved a bit of a clubful, but remembering how the professionals had done it on television, the first shots were duly played. Scores of 13 (by Tom) and 8 (by Mike) are a measure of their success.

The second hole — a long affair with several hazards, all of which were miraculously (would skilfully be a better word?) avoided — showed how the rest of the game was going to be played.

Mike drove atrociously at the second hole. Tom, on the other hand, hit a soaring ball from an astonished tee-peg, played a splendid second shot — and then got down to the business of putting. This caused several spectators carefully to examine his ball to see if it had been weighted on one side (it hadn't), to peer closely at the ground for hidden large obstacles (there were none) and to check that the putting head was still on his club (it was).

Scoring from now on was pretty even, until, with the intrigued gallery warming to a style of play with which they were not quite familiar, the hot sun began to take its toll.

Firstly, Tom removed a garment at just the right moment to make female shrieks cause Mike to miss a putt. Although Mike made no immediate comment, the smile on his face when he holed out from 40 feet for par at the seventh, showed not only that he had countered Tom's dastardly ploy, but had also raised him by a pint of lager and a cup cake!

The struggle between the giants at the last hole must surely find its place in the history books of golf. It was not so much the shots as the psychological battle of wits that impressed. Insult followed insult. Bogus flattery followed



Mike (Skin Tight Trousers) Creed.

CALL THEM BEDWORTHIES!

(Even though they didn't win)

DON'T get us wrong when we report that boys and girls of Leeds ACTS had bed very much on their minds one day last Summer. Not any old bed, mark you, but two borrowed from a local hospital and entered by ACTS teams (one female, the other male) in a charity race at Rothwell. More than £1,000 was raised.

Coatbridge keep on top

COATBRIDGE ACTS soccer team just maintained their unbeaten record when they met William Martin of Glasgow in a pre-season challenge match.

ACTS half-expected their first defeat by a supposedly well-drilled attack, and after 20 minutes, much against the run of play, were a goal down. A few minutes later, an Ian Mills penalty goal evened scores.

With time running short in the second half, and the score at two all, a right cross was brilliantly stopped by David Anderson. He passed to David McNeil, who blasted the ball past the sprawling Martin 'keeper'. Final score: William Martin 2, ACTS 3.

The ACTS beds, two of nearly 30 in the race, were decorated for the occasion — the men's as a containership, the ladies' as a Harem! They finished 16th and 23rd respectively.

The ACTS men's team was: Kevin Toolan (Imports), Jim Cadbury (Transport), Jan Oliver (Marketing), Ian Keyl (Cargo) — with the daughter of Joyce Taylor as "passenger".

Women's team: Joyce Taylor, Daphne Bird (Imports), Christine Milner (Marketing), Mary Attley (Exports) and Hazel Malone (Imports). Their "passenger" was Stephen Emmett, of Exports.



Ladies' bed team tackles the water crossing.

two pages to take a look at the ACTS World of Sport

nobody forget

bogus flattery. Sneezes and jingling coins inexplicably coincided with swinging clubs. All the old tricks from Stephen Potter's "Gamesmanship" were trotted out — plus quite a few more.

Still Lucky Mike (as he had now been dubbed) continued to tickle the ball up the fairway, finishing with a putt which many in the gallery will swear changed directions twice before dropping into the hole.

Applause for both players continued well into the evening, and only when Mike had opened his second bottle of champagne did he confess that he had been trained by Derek (hole-in-one) Harley.

FOOTNOTE: Both score cards are held, as evidence, by the Editor of 'Contacts'. That of Tom Jenkins, who signs himself 'Arnold Palmer', gives his handicap as 'Luck (Bad)'. That of Mike Creed (signed Johnny Miller) shows his handicap as 'Skin Tight Trousers'. It's a wonder either of them won...



The Victors...



... and Vanquished.

Lancs win the 'Roses' battle

MANCHESTER were worthy winners by 19 runs when they met Leeds in the annual regional cricket match on the Rothwell (near Leeds) ground. This annual 'Roses' battle now stands at two matches all and the knives are already being sharpened for next season's encounter.

Leeds won the toss this year and put Manchester in to bat in a 30-over fixture. With David Evans (46), Nigel Leach (19) and Keith Tyler (18) withstanding the onslaught of Kevin Toolan (five wickets), Naru Rawal (four) and Stephen Emmett (one), Manchester put on 115 before they were all out after 29 overs.

David Kirk (four wickets), Paul Roberts (two) and Steve Kelly (two) were the bowlers who kept the Yorkshire batsmen under control, and despite a valiant late effort by Leeds, they were only 96 for eight at the close. Malcolm Hardaker (19), Kevin Toolan (26) and Ian Oliver (18 not out) were top scorers.

So there...

To play billiards well is the sign of a mis-spent youth.

It may be that the race is not always to the swift, nor the battle to the strong — but that's the way to bet (Damon Runyan).

A well-known killjoy was described as a great athlete. He could throw a wet blanket two hundred yards.

THE ACTS CONTAINER CROSSWORD

This Crossword was devised by Brian Creighton (Management Services) and will be solved most easily by those with a basic knowledge of shipping in general and ACTS in particular. Four clues are missing, but all four answers have a common theme. So has a fifth which should be inserted in the squares marked A at the foot of the page. Good luck. Prizes of £3, £2 and £1 for the first three correct solutions opened.

CLUES ACROSS

- 1 Large bag round a sort of square arrangement of containers (5).
- 5 Apparently only a short step between the Antipodes and the North American continent (4).
- 8 Behave like an association of shipping companies (3).
- 11 If on board, no charge will be made for delivery to the ocean vessel (4).
- 13 Observing that the ring is missing (6).
- 14 Final bid'll go in arranging receipt for cargo (4,2,6).
- 15 22 ac. service in ship administration (3).
- 19 Presumably vessels must thread their way past them (7).
- 22 Alternatively reversed and repeated a service offering a rapid turn-round of cargo handling (2-2).
- 26 Description of cargo contents? Evidently! (8).
- 27 Means-test! (4).
- 28 Somehow sense I'm providing retribution (7).
- 31 Nothing on board to provoke such distress (1,1,1).
- 35 Is one certain way to handle cargo (12).
- 36 Shipwrights craft (6).
- 37 Frozen limits of Iceland (4).
- 38 Eye-sore in more ways than one (3).
- 39 Fit to come face to face with (4).
- 40 Involved with a racket without being underhand (5).

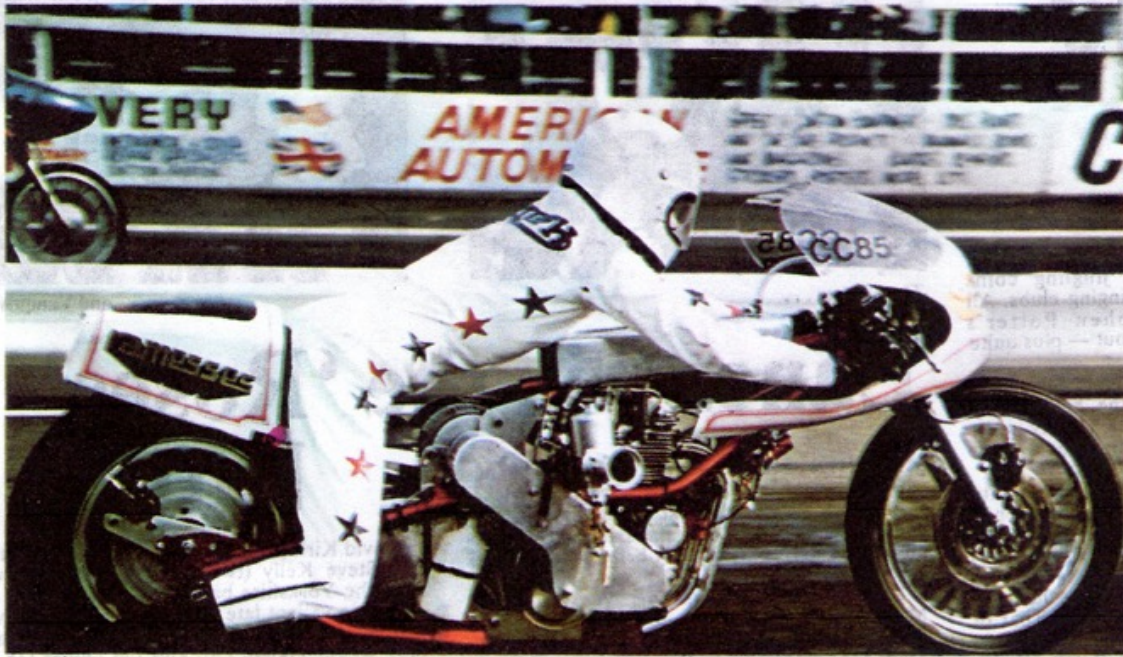
CLUES DOWN

- 2 Or it may be arranged to provide a service to Hong Kong for example (4).
- 3 But not only rogue containers occupy such a position (3).
- 4 Sound denial of speed at sea (4).
- 6 Finally curtailed the maps (5).
- 7 Send off-limits (4).
- 10 Tow up a narrow passage (3).
- 16 I mend elaborate material (5).
- 17 Obviously not an alien idea to provide a home-help (8).
- 18 Left harbour town bearing fortified wine (4).
- 20 Dock used only in grave necessity (3).
- 21 Has a lame excuse for halting progress (5).
- 23 Follow a nautical inclination? (4).
- 24 Initially the first engineer indicates the vessel's unit capacity (1,1,1).
- 25 No longer left on board to be sent overseas (6).
- 28 One is disturbed by a disturbing sound (5).
- 29 Follow the canal for most of its length (3).
- 30 I came across the return of part of the consignment (4).
- 32 As the same leanings as 23 dn. and fishes as well (4).
- 33 Arrange a balanced distribution of cargo across the board? (4).
- 34 Three quarters follow socially acceptable customs.
- 35 Sounds like a vulgar reason for being a vegetable (3).

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38.			39.			40.			

A

WANTED—A QUIET SPOT TO RACE THIS BIKE



TO
RACE
THIS
BIKE

New Operations Manager

MEET Captain Kenneth Allen, who has replaced Peter Pike (now at Tilbury) as ACTS Assistant Operations Manager, Terminals and Marine.



Born in Hull, he has been in shipping since he left school. After 18 years at sea, he joined Port Line in 1956, spending 10 years in the Royal Group of Docks, London.

Then he was appointed Port Line representative on the Molyneux Committee whose report, published in 1967, became the authoritative document on 'containerisation' to and from New Zealand.

While with Port Line in Wellington, he was involved in feasibility studies concerning the setting-up of a container service to be run by ACTA, and was eventually appointed Operations Manager for ACT (NZ).



Dave Samways

DOES anybody know of a nice, quiet stretch of motorway, a quarter of a mile long and at least three miles from the nearest house? If so, please report location and availability to Dave Samways, in Head Office Development department.

Dave, you see, is intimately involved in the exciting business of Drag Racing, and one of his great problems is to find a practice area from which the noise of his £2,000 bike cannot be heard.

Drag racing originated in the streets of South California towns in the early fifties, when local 'hot rodders' began racing each other from one set of traffic lights to the next.

It has now developed into a highly competitive sport catering for all sorts of cars and bikes, from sophisticated nitro-burning 200 mph dragsters to standard, everyday cars.

Quite simply, drag racing involves two cars or bikes racing each other from a standing start over a measured quarter-mile. Both time and speed are calculated electronically.

Has anybody seen our paddle steamer?

TWENTY-FOUR members of Coatbridge staff recently enjoyed a cruise from Glasgow aboard what is described as "the last sea-going paddle steamer in the world" — the P.S. Waverley.

By the time the steamer reached midstream, we regret to report, most of the company had adjourned below decks to sample the considerable choice of refreshments available — and quite a few saw nothing of the passing scene until the vessel was berthed three-and-a-half-hours later.

It is reported also that quite a few of the voyagers took a considerable time to lose their sea legs when they got back to shore!

A good time was indeed had by all...

In the top 12

Dave himself first got caught up in the sport when a friend acquired a bike and wanted somebody to ride it for him. He is now, after less than two seasons, among the top 12 riders in the country, and in his last international meeting finished 13th out of 80 contestants.

His machine — a 975 Triumph Trident of 200 BHP (almost equivalent in BHP to an E-type Jaguar) — travels 440 yards in nine seconds and can reach a speed of 150 miles an hour. The back tyre alone — it's six inches wide — costs £65 and lasts only one season!

The bike also consumes half a gallon of fuel (methanol and nitromethane mixture) in nine seconds — and costs £9.70 a gallon.

Anybody like to buy a nice, quiet pedal cycle? Cheap.

It looks a fair cop as Wendy weds Brian

IT looks like a fair cop for Wendy M'Rosek, of Leeds Coding, as she and husband Brian Dove (Exports) leave All Saints Church, Woodlesford, after their wedding. At least, the groom would have trouble if he tried to dash away!

Wendy wore a long white lace dress and short veil held by roses. Her chief bridesmaid, sister Belinda, wore a Bluebell blue dress, and two other bridesmaids had white dresses with delicate blue flowers embossed in the design.

All the Leeds ACTS staff joined Wendy and Brian in 'a pub do' before the wedding, and Regional Manager Dennis Armitstead presented them with an alarm clock and sheepskin rug.

So now you know!

WE are frequently asked (writes the Editor) what we would do if we got to the last few inches of the last column of 'Contacts' — and discovered we were short of just the right amount of copy to fill.

It is an intriguing question, of course, but the answer is perfectly simple. Not to be beaten by a little dilemma like that, we would get out our typewriter and start writing a story that would fill, exactly, the space at our disposal.

See?