



Sharjah, Leeds and Turkish Delight!

They're all in this action-packed issue — see pages 2, 6, 7 and 11

PICTURE No. 1 — The Happiest grandad in Britain

Dennis Armitstead, ACTS Regional Manager at Leeds, has been proper poorly. So poorly in fact that he had a spell in hospital just before Christmas. The doctors decided, however, to send him home to his grandchildren for the Xmas break — and everyone at Leeds ACTS (see Centre Pages) will tell you its the best medicine Dennis could have had. Now they're all looking forward keenly to his return to work.

Dennis is pictured below with the two apples of his eye, grandson Mark and granddaughter Julie, children of his twin sons.

PICTURE No. 2 — The Bride who owes it all to 'Contacts'!

You could say with some justification that if it hadn't been for 'Contacts', Doreen Johnston and Kevin Longman might never have met. Yet here they are on their wedding day. For the full story of how Doreen picked her winner, please turn to Page Eight.

WANTED — FIVE SPORTS

CASH prizes totalling £100 have been announced for the 'Contacts' Challenge Competition open to all Sports Clubs in the ACTS 'family'.

It is hoped to get the competition under way in the Summer, and the ultimate club winners will receive a handsome Challenge Cup plus a cheque for £50 to spend on club facilities. The two runner-up clubs will each get cheques for £25.

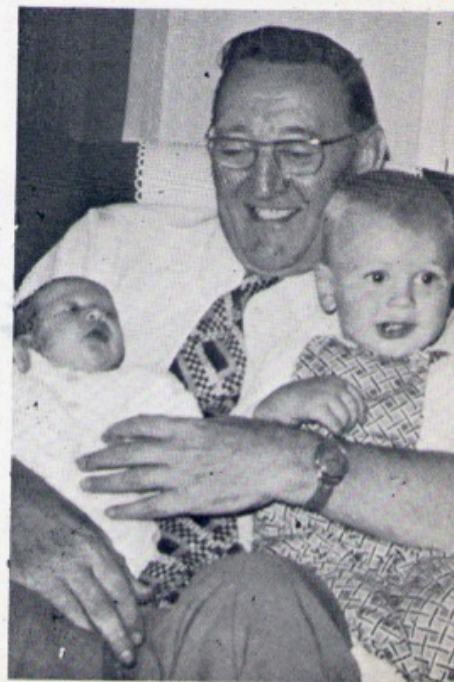
All Social Club secretaries are asked to write as quickly as possible to Mrs Jan Chandler, Personnel Department, Southampton, signifying that their club will enter the competition, and listing the five sporting activities they would most

like to see in the programme. Remember, only five sports will be included.

General Manager

Peter Bainbridge, who joined the Board of ACTS just over a year ago and had been Acting General Manager since the death of Peter Yarwood, has been appointed General Manager.

He joined ACTS from British Rail in 1966 and became Development Manager in 1968. He is married with two children.



RELAY-RACE. NET-BALL
DARTS
5-A-SIDE FOOTBALL
TABLE TENNIS

IT COULD BE THE YEAR TO TRY



The Blue Mosque

By SUE IDE

(formerly private secretary to the Financial Controller at Richmond House and now in Sharjah)

WHEN you tire of the coasts of France and the Costas of Spain, may I suggest you try a bit of Turkish delight. . . .

I thoroughly recommend seeing Turkey by coach. If you are one of those who think this means of travel must be restrictive, uncomfortable and slightly unsalubrious, let me assure you that you've got it all wrong. If you haven't experienced the comforts of a modern coach, and never had a conductor come along periodically with a bottle of lemon-scented water which he splashes over you to keep you cool, then you haven't lived!

Talking Turkey

Our tour started with three days of sightseeing in Istanbul, with visits (like all tourists) to the Bazaar, Topkapi Palace, St. Sophia and the Blue Mosque.

Istanbul is a city of contrasts between rich and poor. I shall remember for ever the old porters of the Bazaar — men doubled up permanently from the heavy loads they have to carry; the street traders — one with no more to sell than a dozen plastic combs; the beggars and country women with children, relying only on charity to survive; and, of course, the old people who have never heard of the word pension.

In Istanbul nothing is ever wasted. There is no litter. Somebody, somewhere finds something to do with everything!

Another vivid memory is of the 10,000-piece Ming dinner service on display in the Topkapi Palace. Whoever had that many people to dinner?

From Istanbul we flew to Izmir, travelling on by car to Kusadasi, a typical Turkish holiday village now being developed to exploit its beautiful beaches.

People in the countryside are like a race apart from those in a city like Istanbul. Animals are particularly well cared-for. Quite often we came across small families with just one cow, one horse or a couple of sheep — all so well groomed that they could happily compete in a show at any moment.

One woman we met in Kusadasi took her sheep for a walk along the roadside every day — keeping them on a lead the whole time. At a local night club, a pet sheep came round the tables to beg for nuts and other titbits!

Everywhere in Turkey we found friendliness and helpfulness. Wherever we

A BIT OF TURKISH DELIGHT!

went, the people would make a point of trying out their English, explaining how long we would be stopping at each call — and where we could buy the best food at the right price.

At our last stop, Antayala, we spent three days sunning on the lovely beaches. As everywhere, we were not short of company and found that people (most of them men!) started talking to us as we walked along the street.



Sue Ide

Typical, I believe, of the whole holiday was an experience in the Istanbul Bazaar during our last day in Turkey.

In three hours of 'shopping around' — during which we were given innumerable cups of tea — I accidentally knocked a brass shoehorn from a shelf.

The owner of the stall immediately came over — and said he wanted to give the shoehorn to me because when something like that happened, he believed I was meant to have it. . . .

Perhaps I should have knocked down something more valuable?



The Topkapi Palace



PAUL—THE BOY THEY PUT AMONG THE GIRLS

PAUL STOODLEY (back, centre) is, we suppose, a man with something the others haven't got. At any rate, he's the first man to break into the hitherto all-female preserve of the Richmond House Telex office!

Paul came to Britain from Rhodesia last June, and still keeps up his hobby of building beach buggies.

With Paul in our picture are (left to right, seated): Jenny Glasspool, Paula Martin and Terri Fosse and (left to right, standing) Jan Williams and Sue Champion.

Jenny is the newest member of the Telex team, though she has been with ACTS since 1973. She plays netball for the company.

Paula, youngest of the team, enjoys horse-riding 'when time and money allow'.

On the ferries

Like Paula, Terri is keen on horse-riding, and other sporting activities include swimming and tennis. Apart from four months on the ferries, travelling to Le Havre and Cherbourg, she has 10 years' Telex experience.

Janice, who makes dresses in her spare time, is sometimes called to help out as a Telex operator at Southampton Terminal.

Sue Champion is married to a Cornish boatbuilder, and enjoys cooking, walking, music and tennis.

The cars that rally while we're all tucked up in bed

I AM often asked why I chose car-rallying as a leisure activity (writes Andrew Jones, of Manchester Transport Dept.). Let's face it, it's an expensive hobby, with seemingly endless expenses — from the cost of a car fit for rallying to the petrol for its propulsion.

But it's a great sport. At club level, rallying takes place when most sane people are tucked up in bed, with events starting at midnight on Saturday and spanning an average of 150 miles and the next six hours.

The main object of driver and navigator is to visit a number of controls (anything up to 60) in a certain order — and to cover the distance between controls in a certain time. The navigator's job is to keep his driver on the right route and to give him enough warning to cover that route as quickly as possible. (It doesn't *always* work! It's easy to write a car off in a matter of seconds by rolling it off the road. Most rally vehicles have roll cages built into them to save the occupants!).

Rallying a Ford Escort Mexico, my best result so far was third place among 90 starters.

Because of the cost of the sport, sponsorship is a common way of coping. This means that the sponsor pays to have his or her name prominently displayed on the car — and many manufacturers and others regard this as inexpensive advertising.

Let me assure all readers that, provided you have a reliable, competitive car, a competent navigator and either enough money or a good sponsor, rallying is one of the most satisfying sports in the world.

So long as you can steer clear of walls, ditches and dangerous bends!



Driving while others sleep

THEIR JOB IS SAFETY

By Lester Carroll

AT SEA

IF YOU wanted to be both accurate *and* blunt, you could, I suppose, say that 61-year-old Bob Butler and his 'Special Cargo' team at Richmond House are, among other things, responsible for the proper handling of about 150 stinkers!

"The more courteous and refined of our customers, along with some of the senior people at Richmond House, would, I suppose, refer to them as cargoes with a pungent odour but to us they're just straightforward 'stinkers', says Bob.

The Special Cargo Department, you see, controls, generally speaking, all cargo that cannot be classified as general. Most of it comes into the hazardous category.

The world-wide transportation of 'stinkers' is, of course, only part of the job. In essence, the word covers things like weedkillers, insecticides and the like — anything, in fact, containing phenol or phenyl. Special packing and stowage arrangements have to be made to ensure that other cargo being carried at the same time cannot be contaminated.

"To be certain that nothing escapes the net, we have a list of something like 150 stinkers," says Bob. "More formally, it is known as the H2 Obnoxious List, and it itemises all cargoes we have found from long experience could possibly taint other cargo, the containers or, even the ships."

Restricted stowage on deck

So far as the Australian and New Zealand trade is concerned, to guarantee that 'stinkers' will not affect other commodities being carried, they are placed in containers with the prefix H2 and with distinctive banding (in red) prominently displayed. While at sea, such cargo has restricted stowage on deck.

The ultimate aim is to have 200 'Stinker Containers' — all ready to carry items on the H2 Obnoxious List. Once a container has been used for this purpose, it is reserved for future similar loads, but is specially-treated every time it gets back to England, to keep contamination within acceptable limits for cargo handlers to work.

At the moment, 160 containers are available for this special service. Information about special cargoes of all kinds is passed to Bob and his colleagues by Cargo Superintendents and their assistants at regional offices. They vet all applications for special cargo, rejecting, in some instances, those not compatible with the Blue Book or IMCO. (The Blue Book gives rules for the seaborne carriage of dangerous cargoes, and IMCO offers an international guide to the control of dangerous cargoes carried by sea).

Fish fingers

When a containership is about to put to sea, the total 'hazardous' requirements for that vessel are put in Telex form, giving the hazardous class, port of discharge, origin of goods, weight range of the container (light, medium or heavy) and — if possible at this stage — the container number. This applies to OCL bookings with an allocation of slots on our ships, and to cargoes carried by Ben Line and others to the Far East.

In addition to hazardous cargoes, Bob Butler and his team control acceptance of all goods carried in 'con-

trolled temperature'. Fish fingers come into this category. So do medicines and vaccines, chilled cheeses and Polaroid films; even Mars bars!

Anything that has to be kept over a long period at a controlled temperature — and that does not necessarily mean at freezing point — comes into the category of special cargo. Bookings are put in Telex form to the Ship Planners in the same way as those for 'Hazardous'.

Fish and date mixture

A problem with controlled temperature cargoes is that cold air, pumped from one container to another as part of the overall refrigeration system, *could*, if not

properly handled, cause a certain amount of tainting. This must be avoided at all costs.

"We were once asked to carry a container load of dates — 16 tons of them — at a temperature of minus 18 degrees centigrade", recalls Bob. "We were simultaneously committed to transporting, in the same ship, a quantity of fish, and were worried that the air passing from the fish might contaminate the dates.

"As we invariably do on such occasions, we consulted the Shipowners' Refrigerated Cargo Research Association at Cambridge. They assured us that the fish should not contaminate the dates because of the sugar content of the fruit — but there was a *very* slight risk that the dates might contaminate the fish."

Explosive cargo

Of the total cargo exported every year by ACTS from Britain to Australia, New Zealand, the Middle East, Far East and (just beginning) South Africa, some eight to ten per cent comes into the 'Special' category. And quite a few containers have the 'dangerous' or 'hazardous' label attached to them.

On the day Bob Butler and I talked, for instance, he was involved in making arrangements for the shipment of about two tons of explosives, mostly marine pyrotechnics, to a far corner of the world.

"Here it is basically a question of cargo stowage", said Bob. "For obvious reasons, we must ensure that the explosive is separated — and quite distinctly separated — from any cargo that could be described as flammable, corrosive, etc."

By and large, the safe handling of special cargoes is a question of using the right containers in the right position aboard ship, or on road or rail, but occasionally there's a little more to it than that.

(Continued on page nine)



READY TO FACE ALL HAZARDS — Bob Butler (centre, seated) and his Special Cargo team. Left to right: Jane Hatch, Bob, Aubry Coshan and Pat Felmingham.

Keeping up with the news about Dad!

“WONDER if there's anything in the paper about dad's appointment as ACTS Regional manager at Birmingham” could be what two-year-old David Hodgson is saying as he picks up a copy of our sister journal, ACT News.

David's father is John Hodgson, who succeeded Norman Cooper as the top man at Birmingham when Norman moved to Basildon.

After seven years as an Ellerman Line navigating officer — his wife-to-be made the one condition that he must stop going to sea — John joined ACTS Manchester as Assistant Cargo Superintendent in 1973. He moved to Birmingham as Cargo Superintendent in 1975, and the next year was appointed Deputy Regional Manager.

Mau Mau 'war'

Born in Kenya, he and his family lived near Nairobi. When the Mau Mau got close enough one night to slaughter a hutch of rabbits in the yard, the Hodgsons decided it was time to get out.

John is an ardent squash and badminton player.



Now what's all this in the paper about Dad? Two-year-old David Hodgson looks quite at home with a copy of our sister journal, ACT News.

Ericka weds

Ericka Jane Camiot assistant supervisor with Accounts Payable at Richmond House, was married at Southampton Registry Office to 27-year-old David Thomas Johnson, senior second engineer with Cayzer Irvine and Co. Ltd.

Ericka wore a cream crepe dress edged with gold. Her interests away from the office include netball, badminton and modern stage dancing. David is keen on snooker, golf, badminton — and cards!

Now we'll book your goods to

S. Africa, Sir...



The new logo appearing on these containers at Tilbury is that of Ellerman Harrison Container Line now operating an interim service from the UK to South Africa in preparation for the start later this year of the full container service by the Southern Africa Europe Container Service (SAECS).

For the interim service which started last November EHCL are operating two chartered vessels — City of Pretoria and Diplomat — which together offer a service frequency of about 25 days.

Regional offices of ACTS are taking bookings and processing documentation for cargoes booked to South Africa, and when the full service begins, a frequency of about six days will be offered with a fleet of nine fully cellular vessels.

Under construction for EHCL and for use in SAECS is a fully cellular container ship to be named City of Durban which will be capable of carrying 2,450 teus.

Southbound cargo on the new service is mainly manufactured goods and on the northbound voyages, mainly prime produce.

A dog that's good for the ego

We just didn't know what we were letting ourselves in for when we acquired our first Afghan pup (writes Pat Keegan, a Commercial Assistant with ACTS, Liverpool). Beautiful, elegant and friendly these animals certainly are — and to be seen out with them does a power of good for the ego.

But to keep an Afghan the way he *should* be kept entails a tremendous amount of hard work.

It must be remembered that this is a hunting dog and must have plenty of exercise, whether on the lead in the morning and evening or let loose for half an hour in an open field. He needs grooming every day too — to get him used to handling and being handled. People who do not exercise these dogs can expect trouble; and their Royal looks and coat do not grow that way overnight.

Their coats grow to full length after 14 months, needing constant care along with ears and teeth.

Wild abandon

But the rewards are great. After a day alone, with the 'boss' at work, they greet you with wild abandon, and though they can be worse than babies to look after, they pay back far more in devotion, affection and charm.

They are sociable animals also, and because we felt that our first Afghan might become lonely, we got a playmate for him. Both now have a free run of downstairs rooms and backgarden, and to see them at play together is a joy that never ceases.



Outdoor girls Pat Hall (above) and Jenny Fry (below).



MEET TWO OF THE NEW 8th FLOOR GIRLS

Page 5 turns the spotlight on two of the eighth floor secretaries at Richmond House — Pat Hall and Jenny Fry.

Pat is secretary to David Hamilton, who took over as Financial Controller when Jack Compton left for a job with the Ministry of Defence.

Four years with OCL as a secretary and regional administrator, Pat is a committee member of the Netball Association.

She says she is interested in *all* sports, with an emphasis on netball and golf.

"If I could afford it, I'd have a horse", she says. "I'd love to be an efficient rider."

Outdoor girl

Jenny, too, is an outdoor girl. She lists badminton ('our club hasn't won a single match this season') and squash as her main sporting interests.

She also gets involved in her husband's hobby — rearing New Forest ponies.

"It's great fun in the Winter when they need feeding before work every morning", she says — but you can't be sure whether she means it!

Her boss is Administration Manager Bob Howland.

LAST TIME'S CROSSWORD — 1, 2, 3

First correct solutions of the crossword appearing in our last issue were sent by Jill Dinham (Revenue Accounts, Richmond House), who wins £3; Les Heather, Revenue Accounts Supervisor (£2); and Ian Tulloch (Transport Assistant, Liverpool), £1.

Correct answers were: Across: 1 Stack; 5 Pace; 8 Act; 11 Free; 13 Noting; 14 Bill of lading; 15 Pad; 19 Needles; 22 RoRo; 23 Harrison; 26 Manifest; 27 Exam; 28 Nemesis; 31

SOS; 35 Containerise; 36 Vessel; 37 Iced; 38 Sty; 39 Meet; 40 Smash.

Down: 2 Trio; 3 Cell; 4 Knot; 6 Atlas; 7 Ends; 9 Cunard; 10 Tug; 12 Ellerman; 16 Denim; 17 Domestic; 18 Port; 20 Dry; 21 Limp; 23 Heel; 24 TFE; 25 Export; 28 Noise; 29 Sue; 30 Item; 32 Eels; 33 Trim; 34 Uses; 35 COS.

Answer to GRID A — Blue Star.

It's tough to look happy when a hurricane blows

BELOW ZERO—



When ACTS went into business at the Leeds Container Base in 1969, they shipped 34 containers to Australia in the first month. And they were proud of it.

Last year they shipped an average of nearly 1,000 loaded containers a month on all trades — and that included a record-breaking 1,500 in December alone, averaging 71.5 TEU containers a day.

Put another way, cargo handled by the ACTS team at Leeds during 1976 totalled 157,416 tonnes — 95,662 for ACTA, 59,472 for BLC and 22,822 for others. They're proud of that, too.

Ian Keyl, nearly two years with the Leeds team — first as Cargo Superintendent and recently appointed Deputy Regional Manager, has his own ideas about why Leeds is a happy and efficient base — a fact which becomes obvious to the visitor within a very short time.

"It's got a lot to do with the character and leadership of Dennis Armitstead, a Yorkshireman himself, who has been in command here since Day One," he says. "Quite a few of the chaps who were with him when the base opened are still in his team.

"Secondly, the fact that it's a happy base has got a lot to do with the basic make-up of Yorkshire people, who work hard and are inclined to think about things like job security and a good social life rather than simply about pounds, shillings and pence.

"Look around ACTS and you will see that quite a few people with good jobs elsewhere had their original ACTS experience at Leeds. It's a great training base."

A tough bunch

And that's a pretty high tribute from a Scotsman exiled in Yorkshire! Ian first joined the company in September 1972, as Assistant Cargo Superintendent at Birmingham — a day he is unlikely to forget since he had to be recalled from honeymoon to take up his duties. He went to Leeds as Cargo Superintendent in April, 1974.

Ian and his wife Ella met in Edinburgh in 1970, when he came ashore from a seagoing spell as a navigation officer with Ben Line. He went to work in the company's Edinburgh office, where Ella was in the accounts department. They were married in August, 1972.

Ian plays football for the Leeds ACTS team, understandably delighted by a recent 3-1 victory over OCL.

One thing about the Leeds ACTS staff — they're a tough bunch! The day our photographer called, snow was falling thick and fast, a hurricane was blowing — and the temperature was several degrees below freezing. But there was almost a 100 per cent turn-out for an open-air photo call, as our picture (top right) shows!

They're not only tough, they're versatile, too. David Barnett (Imports) goes rock climbing in his spare time. Keith Exley (Assistant Cargo Supt.) acts as 'corner man' to television wrestling stars like Mick MacManus, Jackie Pallo and Les Kellett.

Imports Section Leader Jim Carruthers coaches a local Rugby team. Coding's Jan Wilson tends 'the best-fed cat in the business'. And 61-year-old Coordinator Ralph Shepherd gets to work on his model trains, a collection of which he recently started.

Girls like trains

"I've always wanted my own 'railway system'," says Ralph, "but felt that with a family to bring up, it was an expensive luxury really I shouldn't afford.

"Now my two grown-up daughters of 20 and 24 are almost as fascinated as me. If only I'd known years ago that girls would take to model trains just like boys!"

To-day Ralph — a representative with Blue Funnel Agents before he joined ACTS — has 48 feet of track, three engines, and a selection of Inter-City and other coaches to keep him busy.

Our one regret on the day we went to turn this spotlight on the ACTS activity at Leeds was that Regional Manager Dennis Armitstead was not there. Just before Christmas, Dennis was taken 'proper

BUT LEE SMILIN



THE EXPORT GIRLS — Wendy Dove (Coding), Hilda (Filing), Jan Wilson (Coding Supervisor), Mary Attley (Bookings) and Marlene Osbaldeston (Courier).



Ralph Shepherd

poorly'. He was in hospital until Christmas Eve when they allowed him home to spend the holiday with his beloved grandchildren. 'The best medicine he could have had,' says Ian Keyl.

Even if he wasn't there in person, one could feel his influence, which will last strongly and happily till he gets back.





BABY, IT'S COLD OUTSIDE!

The temperature was well below zero and it was just beginning to snow when we took this picture of Leeds ACTS staff. It's being so cheerful (as you can see!) that keeps 'em going. . . .

DS KEEPS

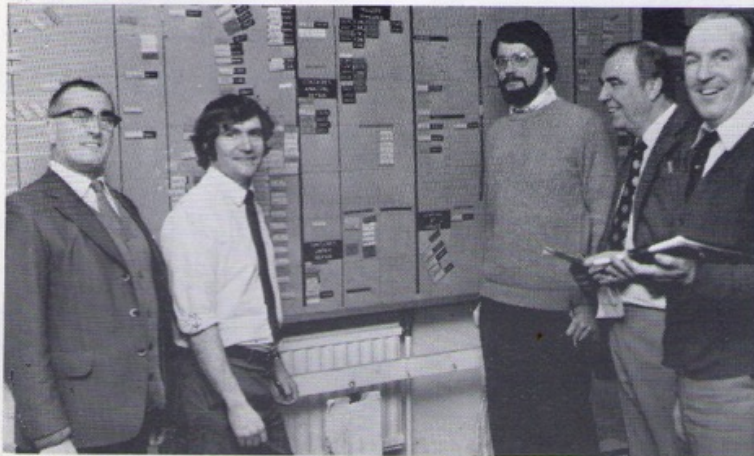
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Spillaine
(Export)



DEPUTY Regional Manager Ian Key checks over a few facts and figures with secretary Kathy Heptonstall. Left: Telex operator Margaret Galbraith. BELOW: Left to right, standing: Assistant Cargo Superintendents David Byers, Barry Phillips and David Wade. Seated, centre: Cargo Superintendent Phillip Shepherd.



TRANSPORT TEAM Ronnie Lee, Gordon Cage, Jim Cadbury, George Cross (Transport Manager) and Ernie Evans. LEFT: Keeping an eye on exports — Brian Dove, Malcolm Hardaker and Paul Blackhurst.





Bridesmaids Gale and Maureen

Richard heads back to Australia

AFTER a two-year spell with ACTS, as deputy head of Technical Services Department at Richmond House, Richard Thorpe is to re-join ACT(A) in Australia.

Before he left, his colleagues at Southampton presented him with a Royal Silver Jubilee bowl.

Richard planned to spend a few days with relatives in Naples, and to make an overnight stop in Singapore before starting work in the ACT(A) Head Office in Sydney on March 1.

He and his wife Fleur have two children — boy and girl twins.

Sue and Graham engaged

BEST WISHES from all at Head Office will go to Sue Cresswell (Personnel Assistant) and Graham Godwin (Operations Dept. schedule clerk) who announced their engagement on the last day of January.

Sue has been with ACTS for nearly four years, and Graham since October 1974. Both enjoy sailing, swimming and badminton — at which they have occasionally been known to thrash Sue's boss, Peter Hughes, and his wife.

Sue and Graham are also both active members of the Sports and Social Club.



YOU CAN SEE THE BASILDON GANG HAD A WHALE OF A TIME

If it's true that pictures (like the one above) can't lie, then Basildon ACTS and Tilbury Terminal staffs had a whale of a time at their Christmas dinner and dance.

It was not all fun and games, however. Guests took time off to hold a raffle which raised £40 for Basildon's Guide Dog Fund.

Regional Manager Norman Cooper (it's nice to have him back) welcomed the guests, and Management Services Manager Mr D. Jenkins responded.

In our last issue, we reported that booking clerk Val Oakley had had her car stolen while at the Horse of the Year show. As some compensation for such bad luck, Val has since won two cups on her ex-racehorse Midnight Gunman.

The Basildon correspondent for 'Contacts' understands the Sports and Social Club's annual party was also a great success. She remembers little about it...

She remembers more of the Christmas staff lunch, at which a number of special awards were made — including one for Boozer of the Year. John Skuse was presented with a 'This Is Your Life' book. No pictures were taken in case anyone was incriminated!

When Graham Wilson left to take up his Sharjah appointment (reported elsewhere), his deputy, Terry Boston, presented him, on behalf of the staff, with a pocket calculator.

Whether he is getting his accounts right as a result, we wouldn't know. Certainly he has called for reinforcements, and his secretary, Glensie Mealing, has now joined him.

Newcomers to Central Services include Paulette Devenny, a shorthand typist, keen sports enthusiast and enthusiastic cook, and typist/filing clerk Shirley Scott, whose idea of relaxation is interior decorating!

This was how Doreen picked her winner...

By The Editor

To-day we introduce you to the Contacts Matrimonial Agency. And if you think we're kidding, take a look at the pictures here and on the front page.

It all began in 1975, when 'Contacts' presented a feature about the computer set-up at Richmond House. We used two pictures, one of which we republish, in miniature, here.

The face ringed now (but not originally) is that of 21-year-old Kevin Longman, a computer tape librarian at Richmond House.

The girls at the Lancashire end of the ACTS computer link were fascinated to see a picture of those with whom they worked at long-range — none more so than 23-year-old Doreen Johnston, then senior data prep operator at Manchester.

"All of us up there picked our 'winners,'" says Doreen, "and over the data link, checked on the identity of the mystery man I fancied."

A couple of months after the first picture appeared, Kevin moved into the tape library, with whom Manchester has twice-daily telephone contact, and very soon Manchester had sent to Southampton pictures of the three girls in their office. Kevin took one look at Doreen and, it seems, the die was cast.

When a week-end visit to Manchester by two of the London computer team including Kevin fell through, Kevin and his



The picture that started it all

family invited Doreen to spend a week with them in the South.

"All of us were naturally a bit dubious at first about how things would work out because at that time Kevin and I hadn't even met," says Doreen, "but we were engaged within seven weeks, so I guess it was all for the best!"

Two bridesmaids

Doreen had two bridesmaids when she married in Manchester — her cousin Gale Urmston, and Maureen Greenhoff, wife of the Manchester United soccer star and formerly a telex operator with ACTS in Manchester.

Carrying white and red roses, Doreen wore a full-length model gown of slipper satin, and had a three-tier train trimmed with Austrian lace and seed pearls. Her long Regal veil was held by a crystal and diamante tiara.

Doreen and Kevin share an interest in music, Kevin himself playing bass guitar in the Eclipse pop group.

Newcomer to Central Services at Basildon is courier Wendy Lily. Wendy, a keen horsewoman, has promised that any time the courier van breaks down, she'll be glad to make like the Pony Express!

We're not sure her horse is pleased that she's taken a mechanised job. After hearing the news, he rolled on her, causing severe bruising!



Paulette Devenny (Newcomer)



Glensie Mealing (Joining boss)



Shirley Scott (Newcomer)

WINTER CRICKET — AND THE OLD

'UNS SHOW HOW



The raft crews — beaten but happy.

It gives us a lot of pleasure to let colleagues from overseas take pride of place on our sports page this time (writes the Editor). We get quite a few letters (most of them complimentary!) from readers in various outposts of the ACT 'empire'. We are always glad to hear from them — and to pass on their news in this way... The following How The Other Half Lives report comes from Dennis Pells, of Blueport ACT (N.Z.), Wellington.

PUTTING up a most creditable performance in the face of jet-lag, David Hooper, formerly of ACTA in London and now with Blueport Act, helped the Over 35's to a great cricket victory over the Under 35's in a match played at Maidstone Park, Upper Hutt, in the last week of November!

After hitting up a respectable 243 all out, the 'youngsters' declared — to let the old boys have a brief knock following hours of wilting in the field.

The old 'uns responded by belting the daylights out of some very good bowling — winning with three overs in hand.

London's David Hooper took four of the Under 35 wickets for 24 runs, and going in first wicket down, made 22 of the Over 35 total of 284 for nine. R. McKenzie (69), W. Carrig (66) and D. Gaskin (78)



Raft race gets under way

were top scorers for the younger side; D. Gill (72), W. Petter (67) and A. Petter (43) were best batsmen for the old 'uns.

Scuttled

Incidentally, social and sporting activities for the Wellington staff are organised by the CON2 Club — a name derived from the linking of a container company (ACT) with two conventional companies (Blue Star and Port).

Another recent event in the sporting calendar was a shipping companies raft race for which varying quantities of beer were offered as prizes. Some 30 rafts took part, on a glorious December day, on a course round the Carter Fountain and on to the main beach of Oriental Parade.

Blueport ACT entered three rafts — two small, two-manned affairs, the third substantially bigger. Tactics were for the large raft to hold all challengers at bay while the smaller rafts raced round to collect the prize.

We report with sadness that Blueport finished last, but would probably have done better if they had not been so busy scuttling three other rafts.

John walks his way to £62

Congratulations to John Wilson of Head Office — top money-maker in an 18-mile sponsored walk for the Anchor Housing Association, a homes for the aged organisation.

The circuit was nine times round Sou'hampton Common and there were some 150 starters — with John first away. Averaging four miles an hour, John began with a small group he suspected of 'tagging along' because he carried a radio!

Later, when he was becoming painfully aware of foot trouble, he was perturbed to find two girls, aged 11 and 13, who had started about 30th, were more than matching his walking and speed. The three finished side by side.

John alone raised £61.90 — collected mainly from ACTS staff, to whom he sends sincere thanks.

Silent ten aboard the Bay

Aboard the 'Discovery Bay' when it arrived in Britain in January were ten silent passengers — the 120-year-old bells of St. Phillip's, Sydney, Australia.

The bells, varying in weight from a ton to a mere 6 cwt., have been returned to the Whitechapel Bell foundry for restoration.

A copy of an invoice for the bells, dated December 1, 1858, shows their value then at £8,000. Present value is more than double.

The Whitechapel foundry also made the Liberty Bell for the U.S.A.

SPORTSFRONT

The good, the bad — and the ten pin challenge

When ACTS Manchester and ACTS Birmingham recently got together at Belle Vue Ten Pin Bowling Centre, it was really a case of the good, the bad and the downright useless.

To be quite fair, it must be made clear that the

Daphne leads great rally in vain

Despite a valiant effort by Daphne Hancock and her husband, Birmingham ACTS Sports and Social Club lost 7-4 in a darts match with Sheldon Marlborough Cricket Club.

After a disastrous start, and when ACTS were trailing 5-1, Daphne and her husband led a splendid rally which took the score to 5-4.

The team could not keep the impetus going, however, but drinks and a good buffet helped to soften the blow!

majority present had never been inside a bowling alley before. A knock-out competition was agreed, and it soon became evident that since the Manchester males were paying more attention to the girls in the Birmingham contingent than to the bowling itself, the Midlanders had an unfair advantage.

A mixture of good fortune, hard work and the odd bit of skill over three knock-out rounds produced Dave Kirk and Anne Hurst (from Manchester) and Roy Burton and his wife (from Birmingham) as finalists. The final itself was fiercely contended, with Birmingham the eventual winners by one pin.

A return match has been fixed; any bets on the outcome will be handled by Mr A. J. Kane, Turf Accountant, ACTS Manchester.

SAFETY AT SEA (continued from Page 4)

What is the most unusual cargo Bob Butler and his team have been asked to handle? "Without doubt, the radioactive Cobalt 60 we had to take from Tilbury to Melbourne for a carpet manufacturer. The gamma rays from the Cobalt were to be used to kill anthrax and other germs in the carpet — but getting it there in good condition was the number one problem.

"Because of the terrific heat that would be emitted, this rare cargo had obviously to be carried in an open-top container, but that wasn't all. We discussed the problem with Harwell and the Ministry of the Environment, and it was eventually decided that the Cobalt must be sheathed in lead and the container itself carried on deck — and NOT in the hold.

"Total weight of the container-load was 17 tons, and just in case water was shipped, holes were drilled in the floor of the container, to let it out."

Proximity rules

Liaison with Ship Planners on hazardous cargo, stinkers' etc is vital, if proximity problems are to be

avoided. Certain classes of cargo cannot be stowed next to each other. They must have a non-hazardous container between them. With restricted stowage, each has to be dealt with on its own merit.

The list sent by Special Cargo Department to the terminals gives the stowage of the container, and a copy of the list is placed aboard the vessel as part of the ship's plan.

In addition, one copy is sent back to Head Office, where it is checked as a matter of urgency to ensure that all "hazardous" containers booked with a vessel are accounted for. Anything missing must be traced immediately, for at worst it could mean that somehow a container of dangerous cargo is jeopardising the vessel, and then it might have to be returned to port, hopefully while still in coastal waters.

"Fortunately," says Bob Butler, "this has never been necessary, though we have discharged containers from vessels because dangerous cargo has not been declared by the shipper concerned."

Here's a man for whom something is always brewing

WHY ERNIE HAD 114 BOTTLES FOR XMAS

You could say, I suppose, that Ernest Evans, senior transport assistant at Leeds and a man who, one way or another, has spent all his working life in transport, is the sort who never does things by halves.

That's probably why, when he began thinking about Christmas, he got in 40 pints of lager, 24 pints of bitter, 12 of Guinness and eight of light ale. And then decided he'd better have six bottles of port, six of sherry, six of Graves wine, six of Sauternes and six of Rosé as well.

"I thought I should be prepared in case the odd pal dropped in to wish us well," he says . . .

Don't imagine, however, that Ernest, who counts his pennies just as carefully as the rest of us, was frittering away a fortune. When he'd paid for the 84 pints of beer (of one kind or another) and the 24 bottles of wine, he still had enough change out of a £10 note to buy himself 60 King-size cigarettes!

Like thousands of others in Britain to-day, Ernest has gone into competition with the breweries and is 'doing his own thing' so far as liquid refreshment is concerned.

Married with three grown-up children, Ernest began making his own booze four or five years ago when one of his daughters bought him a beer concentrate.

The good old bucket

"Now I'm always brewing something," he says. "Not because I drink a lot, but because I get tremendous satisfaction from the process of brewing itself."

Has he any tips to pass on to those going into the 'brewery game' for themselves?

"Firstly," he says, "remember that it's difficult to go wrong if you follow to the letter the instructions that come with the concentrate."

"So far as beer is concerned, I have learned that a key to success is the bottling itself. You can buy all

sorts of casks, heated and otherwise, in which to do the initial fermentation, but I maintain there's nothing to beat the old-fashioned metal bucket — so long as it is thoroughly clean.

"IN THE SUMMER, leave the mixture in the bucket until the fermentation bubbling ceases altogether — and then bottle.

"IN THE WINTER, bottle just before the fermentation process finally ends — or your beer will be flat".

Stirring time

A final beer-brewing tip. Some instructions advise the home brewer to prepare a small concentrate of sugar and put a little of this into each bottle before the bottling process begins. "My advice is to stir this sugar concentrate into the bucket just BEFORE bottling," says Ernest.

Do dinner wines require the same attention, particularly just before bottling? "Certainly not," says Ernest. "It's not nearly so vital to watch the mixture all the time. Just set it under way and then leave it for a month or more, without anything else to do to it.

"Do what you are told in the instructions — and you can't go wrong."

We shall see . . .

Mary Attley

Ernest Evans: 'Do what you're told and you can't go wrong'



So what's a note between friends . . .

I love the piano — listening to it and playing it — but I cannot read a note of music (writes Joan Shergold, of Head Office Admin.). Those little black dots leave me completely confused. I try though.

At home I have a very nice piano and a pile of books for beginners. Three teachers have retired to the country after trying to teach me, and tucked away somewhere is a set of 12 long-playing teach yourself records.

All I can still do, however, is strum away 'by ear'. Sing-song stuff, golden oldies . . . you name it, I play it happily for an hour or more, always finishing with my favourite Chopin epic — labouriously picked out, learned and practised many years ago. I call it my party piece.

One evening on holiday this year, I was playing odd melodies on the drawing-room piano in the large country house in which I was staying, and was invited by another guest to 'give us a tune'. It so happened that the lady was Director of Music in an educational establishment and had aspired, albeit unsuccessfully, to the dizzy heights of concert pianist in her youth. She had entertained us with complicated recitals during our stay, so I was particularly flattered she should ask me to play.

NO MISTAKES

I immediately sailed into my Chopin party piece, I played it beautifully. No mistakes and complete with trills in all the right places. It was the best performance I'd ever given.

When it was finished, I waited — and waited — and waited, then the Lady Director of Music said, "Wasn't that Chopin's Nocturne in E Flat?" I agreed that it was and she then said, "The why were you playing it in F?"

Can you imagine the complete devastation? All these years I have been playing Chopin's Nocturne in E Flat in F and I didn't know the difference!

IS THIS A RECORD?

Dave Bristow, Project leader in Management Services at Southampton, cycles 16 miles a day to work — then 16 miles back in the evening.

He's no fair weather cyclist, either; come rain or shine, he pedals on . . .

Roy now looks at life from a new angle

A doctor who specialises in the problems of colour deficiency — colour blindness to the uninitiated — must take the credit for getting 40-year-old Roy Hickman, Credit Control Manager with ACTS at Southampton, his pilot's licence.

Roy first tried to get into the Royal Air Force ("I'd always wanted to be a pilot") at the age of 16, but was told that he was slightly colour-blind and would never get a pilot's licence.

"The next best thing seemed to be gliding," says Roy. "The training period was only half that for propelled aircraft, so an accountant friend and I began gliding training in 1963.

"When I told a chum at the gliding club that I really wanted to fly planes, he suggested I see a doctor friend — expert in colour deficiency. This chap took a thorough look at me and pronounced that anything I had was not bad enough to stop me flying."



So Roy Hickman is now a fully-qualified pilot. But not entirely without problems. On his final qualifying flight for a licence, he had to do a 'round robin' journey from Portsmouth to Hurn, to Weston-super-Mare, to Salisbury Plain — and back to Portsmouth. On the flight across Salisbury Plain, he became irretrievably lost — and had to ask for radar guidance. But he still got his licence . . .

Very soon Roy hopes to become part owner of a plane he has helped a friend to build. "Flying is the greatest relaxation I know," he says. "It enables you to look at everything, including life, from a completely different angle".

Ray takes over at Liverpool

Thirty-five-year-old Ray French, who had been with ACT (A) since 1968, has joined ACTS as Regional Manager at Liverpool.

When Ray first went to ACT (A) from Blue Star Line, he was a marketing salesman and was later promoted to Sales Manager. He became Assistant Marketing Manager in September 1972.

Ray, who has his own four-berth boat, lists his outside interests as sailing, tennis and skiing.

Hail — and Farewell

Sandra Wells, secretary to the Regional Manager at Birmingham and for some time our 'Contacts' co-ordinator there, has left to await a baby.

We wish her well — as we do Mrs. Pat Speer, who takes over both the jobs. Pat has two daughters and enjoys walking, swimming, cooking and sewing.

NOTE TO READERS in all regions. Do you know the name of the 'Contacts' co-ordinator in your region? And are you keeping him or her posted with news of all that goes on in your neck of the woods? Remember — it's your news we're after . . .

NOW ACTS MEN GO EAST TO HELP THE ARABS

Arab finance and Western know-how — in the familiar shapes of characters like 'Wally' Walshaw and Graham Wilson — are to-day helping to create at Sharjah, in the Persian Gulf, one of the most advanced, purpose-built container terminals in the world.

During the summer of last year, it was announced that ACTS had signed an agreement with Sharjah Container Terminal Ltd. to make its considerable expertise available to the Arab firm. Within a very short time Wally Walshaw in Manchester and Graham Wilson at Basildon were packing their bags to lead the ACTS 'invasion' of Sharjah, one of seven booming States within the United Arab Emirates.

Under this Anglo-Arab agreement, ACTS will install container control systems like those successfully developed to service its own vessels. It will also second and recruit experienced operations and administrative personnel to work at Sharjah.

FAST-GROWING

The Gulf has the fastest-growing freight traffic in the world, and congestion at ports in the Arabian peninsula can keep ships waiting months for berths. Containerisation, still in its infancy in the region, will, it is hoped, provide a partial answer to the congestion problem.

Shippers believe that 40 per cent of the goods imported to the booming emirates and the surrounding area could be containerised, and when



Turbaned Wally Walshaw (left) says farewell to Manchester friends before leaving for Sharjah.

Go-carter Phillip seeks a crew

Twenty-eight-year-old Phillip Shepherd, who has taken over from Ian Key as Cargo Superintendent at Leeds, was at sea with Blue Star for seven years from the age of 17. He joined as a cadet and left as second officer.

Phillip and wife Jean, married for three years, have a two-year-old son, Mark. Phillip's hobbies include sailing, and he's looking for a crew for the summer — "preferably experienced".

He is a motor-racing enthusiast and has been known to go go-cartering.



Out of all this will come the new Sharjah terminal. Below: The car? It's the terminal manager's office!



carry £1,000 of petty cash in your hip pocket for 'incidentals'? No wonder all the local men carry handbags!

emphasis on construction materials lessens and the import of consumer goods increases, this could easily jump to 60 per cent.

Among those who went from ACTS in England for a limited spell at Sharjah was Ian Massie, Assistant Operations Manager, Container Control, at Richmond House. He was not an entire stranger to Sharjah. He had last been there 15 years previously. That, of course, was B.O. — before oil.

Ian sent us this report:—

"The small village and airstrip I remember 15 years ago are now hardly recognisable among the tower blocks, industrial estates and dual carriageways. Sharjah must surely be one of the biggest single building sites in the world.

"Certainly town planning is one of the ruler's main enthusiasms, and in one area alone they are building a market with 604 stores and another smaller market housing a further 200 foodshops and stalls.

£10,000 RENT

"An abundance of bowling alleys, health spas, restaurants, cinemas and other recreation centres is resulting from heavy investment by the Lebanese.

"But everything is so expensive! A Sunday newspaper, for instance, costs £1.50, a hotel room £40 to £50 a night, and the rent on a small, three-bedroom house is £10,000 a year. No wonder people are working from 8.30 a.m. to 7 p.m., six days a week!

"I personally was very glad to be working during the cool season — a steady 80 degrees fahrenheit by day, and 70 degrees by night, with a constant breeze.

"When I was there in November last, containers and cargo lying everywhere provided evidence that the terminal itself was nowhere near completion, but I gather that Graham Wilson is already creating a mini Basildon.

"But where else in the world would you have to

New job for John

Thirty-five-year-old John Ormiston, who joined ACTS in 1973 and has been Engineer and Design manager, has been appointed Technical Services Manager.



John, a member of Meon Valley Lions Club, is a keen gardener and occasional golfer. He and his wife Myra have two children — eight-year-old Craig and six-year-old Susan.

'CONTACTS' CHALLENGE CUP RULES

The following rules will apply for the 'Contacts' Challenge Cup competition open to all Sports Clubs within the ACTS 'family'. It is hoped that club secretaries will write quickly to Mrs. Chandler, at Southampton, notifying acceptance, so that the competition can be underway by the Summer.

- i The ACTS Challenge Cup will be competed for annually by Sports Clubs within the ACTS 'family', along with cash prizes of £50 for the winning club and £25 each for two runners-up.
- ii The Cup will be held by the winning club for one year only.
- iii Only contestants who are bona fide members of an ACTS Sports Club and are employed by ACTS or an associated company are eligible. If any non-eligible contestant is found to be competing, the offending club will be disqualified from the competition for that year.
- iv When a fixture list is posted, clubs matched together will decide between themselves which club will act as host for the heat concerned.
- v Each club will provide one judge for each heat and the decisions of those judges will be final for the heat.
- vi In the preliminary rounds, clubs will be responsible (financially and otherwise) for the team's travel. If a very long journey is involved, or there are any other special circumstances, application for financial help can be made to Head Office through Mrs. Jan Chandler, at Richmond House Personnel Dept.
- vii Whenever possible, fixture lists will be published in 'Contacts', as will reports and pictures of the heats as played. If publication dates do not allow this, fixture lists will be sent to each ACTS Sports Club Secretary, with enough copies for posting on notice boards.

- viii No firm dates for the playing of heats will be laid down, but it will be stipulated on which dates the results of those heats must be with Mrs. Chandler.
- ix Sports Club secretaries will be responsible for notifying Mrs. Chandler, BY MARCH 31 AT THE LATEST, that their clubs will be taking part in the competition. Composition of the five-a-side teams, together with the name of the club's appointed judge, must be notified to Mrs. Chandler at least two weeks before heats are played.
- x Travel and accommodation expenses incurred by those taking part in the final of the competition, in which longer distances may well be involved, will be met by ACTS.
- xi The cash prizes must be used for the benefit of the winning club and/or its members, to buy equipment or additional facilities for the club. Cheques will be sent direct to the club treasurers who will be asked eventually to inform Mrs. Chandler how the money has been spent (this, as much as anything, for a news story in 'Contacts').
- xii Any questions about these rules, requests for clarification or disputes arising therefrom should be referred to Mrs. Chandler, who will refer them to a Challenge Cup committee to be formed as quickly as possible with the help of individual clubs.

A BIT OF XMAS MAGIC



We do hope it's nothing we said, Wally . . .

WE HOPE it wasn't anything we said in the last issue of 'Contacts' that made Regional Manager Wally Walshaw up sticks from Manchester and depart post haste for the warmer climes of Sharjah (as reported on Page 11).

Before he left, his Manchester colleagues gave a party for him — and presented him with a cut-glass decanter and glasses. Also at the party were a number of Wally's friends from around the Container base.

He has succeeded as Regional Manager at Manchester by Ken Thompson, from Liverpool.

CONGRATULATIONS to Dave Evans on his



Lesley McMillan (Bookings Department, ACTS Coatbridge) had her colleague Liz Sullivan as bridesmaid when she was married at Muir Memorial Church, Garrowhill, to Ian Struthers (above).

Lesley wore a white satin dress, trimmed with marabou fur, and she and Ian honeymooned in Spain.

MANCHESTER NEWS

promotion to Section Leader (Imports) at Barking; and to Sheila Reeves (Commercial), who joined Manchester staff in October last as a clerk/typist and has since been promoted to Trainee Commercial Assistant.

WELCOME to Janet Wolfenden, who has joined Commercial as clerk/typist; Julie Higginson, telephonist/receptionist; and Credit Controller Richard Tomlinson.

SORRY to learn that Geoff Fuller (Cargo Dept) is emigrating with his wife to Australia. We wish them well.

Linda Gill has moved from reception to Data Prep, and Carol Hamilton has been promoted to Senior Data Prep. Operator.

CHILDREN IN WONDERLAND at the Richmond House Christmas party, organised by the Sports and Social Club. Thirty young guests enjoyed the antics of a clown and all received gifts from a Santa Claus who looked remarkably like Bob Butler (gallantly standing-in for an indisposed Dudley Kirk). Eyen bosses joined the 'catering staff' — that's why General Manager Peter Bainbridge was waiting on guests (below). Special thanks from the young guests to all who worked so hard, including Sue Cresswell, Kenny Mockridge, Jenny MacTaggart, Terry Williams, Graham Godwin, Janet Fry, Rhona Smith, Bob and Edie Butler and Mr. Butler Snr.



STOP PRESS STORK NEWS

Barbara Nicholson, a clerk with Accounts Payable at Southampton, and Jane Liversage, EDP clerk, both had babies just before this issue of "Contacts" went to the printer.

Barbara's 8lb 7oz daughter Rebecca Ann will be emigrating soon with mother and father Russell to America.

Jane's hubby Terry is a Management Accounts clerk. Daughter Sarah Jane weighed 5lb 13oz at birth.