

act news

WINTER 1976/1977



EHCL LAUNCHES INTERIM SERVICE

Ellerman Harrison Container Line have launched their interim container service to South Africa. The "City of Pretoria" is seen loading at Tilbury to inaugurate this interim service in preparation for ECHL's fully cellular service later this year.

EHCL CHOOSES 'CITY OF PRETORIA' AND 'FELLOWSHIP' TO LAUNCH INTERIM SOUTH AFRICAN CONTAINER SERVICE

Ellerman Harrison Container Line (EHCL) have chartered two vessels to launch an interim container service to South Africa in preparation for their fully cellular service which will begin later this year.

The two vessels, "City of Pretoria" and "Fellowship", will offer a 25-day service to shippers and ports of call in South Africa will be Cape Town, Port Elizabeth, East London and Durban.

This new service will enable Ellerman and Harrison customers to gain experience of the use of containers on the South African route prior to the fully cellular ship being built by EHCL, "City of Durban", coming into service. The "City of Durban" will carry approximately 2,500 twenty-foot equivalent units and the fully cellular service will eventually provide shippers with a



A large number of journalists attended the Press Conference held at Ellerman's to announce the launching of EHCL's Interim South African Service. At the Head Table are (left to right) Mr. A. Douglas-Bate, Marketing Director of Ellerman City Liners; Mr. D. A. Lloyd, Divisional Chairman of Ellerman City Line; Mr. G. B. Reid, Managing Director of Harrison Line; and Mr. R. A. Dalzell, Manager of Ellerman Harrison Container Line.



The "City of Pretoria" loading at Tilbury prior to beginning the first voyage of the EHCL Interim Service.

Unloading at Cape Town is the "City of Pretoria", which together with the "Fellowship", will provide regular service between the U.K. and South African ports.

five-six day frequency.

"We are proud that, together with our good friends Harrison, we can offer this new more convenient service to our customers," said Mr. D. A. Lloyd, Chairman of Ellerman City Liners. "We consider it to be yet another step in the long tradition of reliability and service, which we are both determined to maintain," he added.

The "City of Pretoria" is a British-registered vessel, 9,000 tons deadweight, with a capacity of up to 298 twenty-foot equivalents. "Fellowship" is Danish registered with a capacity of up to 270 twenty-foot equivalents and a deadweight of 8,400 tons.

EHCL owned containers will be used on the Interim Service and these

(Continued on page 3)



EHCL'S INTERIM SOUTH AFRICAN LEAGUE

(continued from page 2)

will be supplemented by some leased containers. The containers are of the 20' x 8' x 8'6" type and designed for carrying general cargo. Initially the service was operated on the basis of FCL/FCL and pier to pier with Conference freight rates applying. An LCL service has, however, now been introduced.

Southbound bookings are being accepted by Associated Container Transportation Services Limited (ACTS), on behalf of EHCL, at their regional offices and by brokers currently accepting conventional cargo on behalf of Ellerman City Liners and Thos. & Jas. Harrison Limited. Bills of Lading and certain other shipping documents will be computer products by ACTS and distributed through their regional offices.

Northbound bookings are being accepted by Ellerman & Bucknall at their various offices in South Africa. Consignees may lodge their Bills of Lading at the Ellerman City Liners London office. This procedure conforms with the present conventional service.

EHCL is also able to offer inland haulage and customers clearance services in the United Kingdom.

ANOTHER FIRST FOR PICKFORDS



When ACT(A) launched its Australian/New Zealand service, a shipment from Pickfords was given Bill of Lading No. 1. When EHCL launched its Interim South African Service, Pickfords once again had Bill of Lading No. 1 on this Service. A shipment of household effects is loaded into an EHCL Container at Pickfords' Enfield premises and in the photograph discussing the shipment are (left to right) Mr. Ted Philp, Overseas Removals Manager of Pickfords; Mr. Gerry Van Graan, International Removals Manager of Stuttafords Van Lines, Pickfords' agents in South Africa; and Mr. John Mendham, Southern Area Sales Manager of Ellerman City Liners.



EHCL's fully cellular containership, "City of Durban" which is now under construction, and when completed later this year will carry some 2,500 twenty-foot equivalent units and will provide regular container service to South Africa.

12,000 EXPORT BOOKINGS



MORE than 12,000 export cargo bookings were handled in 1976 for Ben Line Containers Ltd., from Scotland to the Far East, by the three young ladies in the photograph (left to right), Maureen Grant, Irene Henning and Netta Stoddart. They are shown checking the freight figures of Far East Shipments at the offices of Prentice Service and Henderson Ltd., the BLC agents at Coatbridge.

The voices of these three ladies and their colleagues are well known by most shippers and forwarding agents throughout Scotland, and they have built up an enviable reputation for efficient service to exporters in Scotland by being able to handle everything from freight quotations to the Far East through to advice on the routing of cargo to the Far East, whether it be shortbread or stabilisers.

BLC APPOINT NEW DUBLIN AGENTS

Ben Line Containers have appointed Container Agencies and Shipping Limited (CAS) of Dublin as their Agents in the Republic of Ireland, for the BLC Container Services to and from the Far East. The appointment took effect on November 15th, 1976.

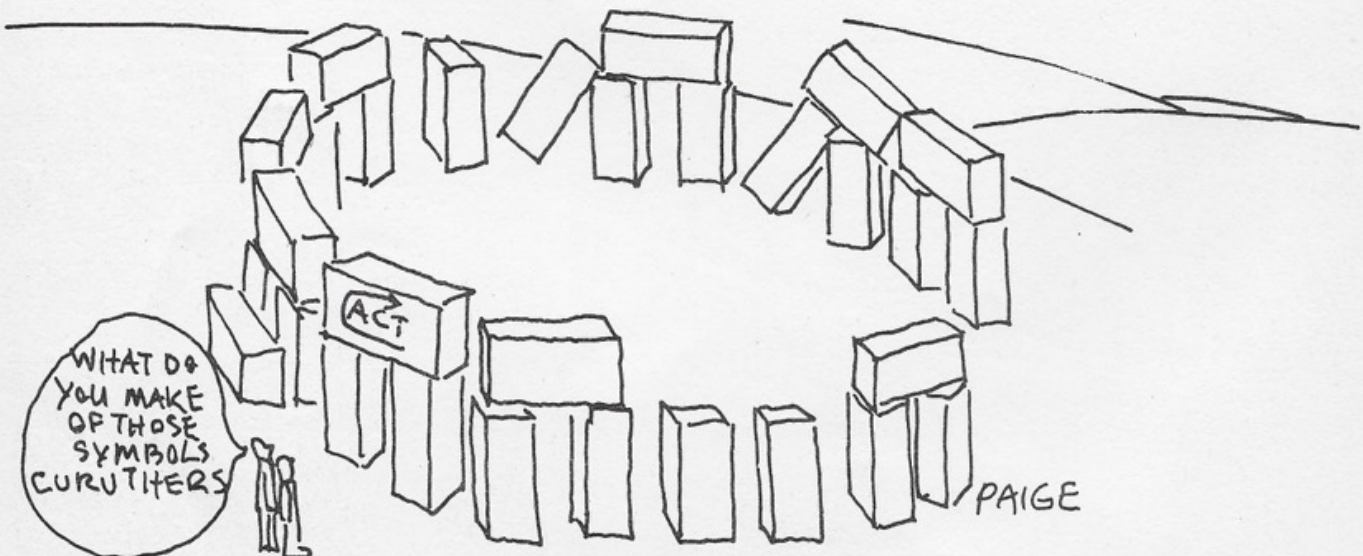
CAS already represent ACT(A) and EHCL and they took over the Ben Line Containers Agency from George Bell (Agencies) Ltd.

Mr. Terry A. Jones, the Managing Director of CAS, said that he and his staff are looking forward to this expansion of their interests with confidence and a determination to show their capabilities in the Far East Trade. CAS have already gained considerable experience in deep sea container operations with their other Principals and are well placed to give BLC's customers in Ireland a first class service.

BEN LINE RECEIVES THIRD CHEMICAL TANKER 'BENCLEUCH'

Ben Line has taken delivery of its third chemical tanker, the 2,567 tonne "Bencleuch", completing the present building programme for this class of ship in the Ben Line fleet.

The "Bencleuch" has joined her two sister ships, the "Benvenue" and the "Benmachdhuil", the latter launched in 1976 and the "Benvenue" in 1975. The three ships were built by Nieuwe Noord Nederland Scheepswerven BV of Groningen, Holland and all comply with the Inter-Governmental Maritime Consultative Organisation (IMCO) code for the construction and equipment of vessels carrying IMCO Type 2 chemicals.



SHERRY TOAST FOR CHICKEN SUCCESS

The first shipment of British frozen chickens to the leading Chinese importer and wholesaler in Hong Kong, William Y. W. Wong & Son Ltd. is toasted with Ben Line's famous Old East India Sherry, which has been around the world on a cargo ship.

This success was scored by Ross Poultry Ltd. and toasting their achievement are Mr. Maurice Moss (right), Southern Division Sales Manager for Ross Poultry, and Mr. Trevor Foster, Ben Line Containers' Freight Manager.

Agents for the shipment were Robinson and Carr Ltd. and BLC were pleased to be able to carry this British export success to the Far East.



ROYAL MARINES AT BLC'S ANNUAL JAPANESE DINNER

Ben Line Containers entertained leading members of the Japanese trading community at the Annual Dinner BLC gives in their honour and five Buglers of the Royal Marines who performed during the dinner are photographed outside Trinity House where the function was held.

The ceremony was similar to that performed outside the British Embassy in Washington when H.M. The Queen and H.R.H. The Duke of Edinburgh entertained President and Mrs. Gerald Ford at lunch.

One of the items at BLC's dinner was a Mess Beating outside Trinity House by the Corps of Drums, the first time it has been performed there.

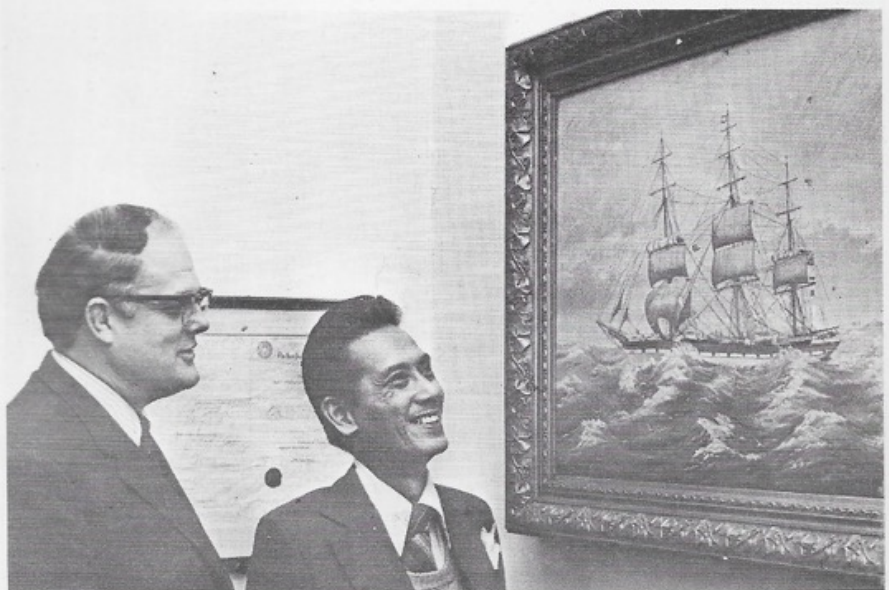
Among the distinguished guests was Sir Fred Warner, former British Ambassador to Tokyo.

MANILA MARKETING MAN VISITS EDINBURGH ON EUROPEAN TOUR

Visiting the Head Office of Ben Line in Edinburgh before starting a six-week business tour of the U.K., West Germany and Holland was Mr. Conrado R. Ticzon of Citadel Lines, Manila, Ben Line Containers' agents for the Manila Service.

Mr. Ticzon (right) is shown with Mr. Hamish Muirhead, Joint Managing Director of Ben Line, admiring one of Ben Lines former magnificent sailing ships which is hung in the Board Room of Head Office.

Mr. Ticzon's tour was to help promote the BLC service which has been operating successfully between the Philippines and Europe since June 1, 1976.



BRITANNIA STILL RULES THE

By Richard Gibney

Editor

Containerisation International

Special to "ACT News"

Any claim to pre-eminence by the UK merchant marine is perhaps best exemplified by the impressive position British owners and operators are building up within the world deepsea container carrying business.

Though second to the USA in terms of deepsea lo-lo and cellular capacity actually in service towards the end of 1976, the UK flag will be attached to more such capacity than any other ensign by late 1978.

Of course it is possible that certain US-flag owners, perhaps United States Lines and American President Lines, will seek replacement newbuildings in the shortish term, but extremely unlikely that delivery of any extra large containerships could be achieved by US shipyards within 24 months.

PERSPECTIVE

Consequently, Britannia will, in a sense, be ruling the waves — containerwise at least — for a while from end-1978.

Before looking closely at the UK's rise to fame it is relevant to see Britain's position in worldwide perspective.

The accompanying tables, based on "Containerisation International's Register of Container Carrying vessels, 1977" show clearly the measure of the UK's status in the deepsea scene.



The ACT 4, seen loading in the photograph, is typical of the Containership Fleet that keeps Britain in the Number One spot in the deepsea container carrying business.

On an international basis the figures indicate the varying relationships between TEU capacity in service now and the levels on order, country by country. Interestingly, half the fleet in service presently flies a British, American or Japanese flag.

Significantly though, West Germany, France, South Africa and the Soviet/Eastern bloc, which between them currently control less than 20% of the world deepsea containership fleet, have contracted over half of the capacity either

under construction or on order for delivery by end-1978. While West Germany is increasing its deepsea container carrying capacity by nearly 50%, the French and Soviet/Eastern bloc fleets will be more than doubled during the next two years.

NEWBUILDING

The South African fleet will, as the result of Safmarine's entry onto the scene, have come from nowhere to 13th position worldwide within two years.

It should be borne in mind that Japanese owners tend to reveal details of their newbuilding plans virtually at the keel-laying stage. Thus, the meagre 4,000 TEU indicated as being on order at present is unlikely to represent the total capacity scheduled to join the Japanese fleet between now and 1978.

CHANGE

The Scandinavians, with over 50,000 TEU in service between the four countries, or nearly 13% of the present world deepsea fleet, have just 1,700 TEU on order. This too is a situation likely to change over the next two years.

The Liberian/Panamanian fleet, presently standing at about 25,000 TEU, is scheduled to rise to over 37,000 TEU during 1977-78, indicating a near 50% addition to the key flags of convenience. This capacity is mainly for the account of



British containers are seen around the world. In the photograph a Ben Line container is shown in downtown Hong Kong.

(Continued on next page)

DEEPSEA CONTAINER WAVES

either Evergreen Line of Taiwan or Orient, Overseas Container Line, Hong Kong.

On the lo-lo/cellular front the Soviet/Eastern bloc offensive, while quite impressive, does not smack of monster-like aggression. In fact, with 8,000 TEU in service now and about 16,000 TEU on order, the Soviet/Polish/Roumanian flag fleets are in for a virtual 200% boost over the next two years. However, the 1978 total of 24,000 TEU will represent less than 5% of the world deepsea lo-lo/cellular fleet.

SUPERIOR

By contrast the UK, the USA, Japan, West Germany and France will between them be controlling over 60% of the 528,000 TEU fleet by the end of 1978. Both Denmark and Liberia will, on an individual basis, be superior in strength TEU-wise to the entire Soviet/Eastern bloc.

True, the Soviets are building up strength in the ro-ro sector too, but for the purposes of this analysis pure, through multideck ro-ro's have been disregarded. Consequently the Norwegian, Swedish and US flag figures are lower than they would have been had such vessels been viewed as containerships.

BARGE CARRIERS

Likewise, barge carriers have been excluded from the containership fleet, with almost all of these vessels being US-flag.

So, Britannia rules, OK?

The reason the UK containership orderbook looks proportionately low to its existing fleet in comparison to other countries — France and West Germany in

particular — is that Britain, like the US and Japan, got off to a flying start. Hence there is not now so much catching up to do as is the case with several other European countries.

After all, ACT, Manchester Liners and OCL had got 14 or 15 vessels aggregating some 15,000 TEU in service by late 1969, well ahead of most European and several leading US carriers. Hapag-Lloyd (at the time separately as Hamburg-Amerika Linie and Norddeutscher Lloyd) in West Germany and the leading Japanese lines also got into the deepsea action during 1968-69.

Apart from the above-mentioned carriers, plus Matson, Moore-McCormack, Sea-Land and US Lines in the US, most other lines did not see action until the main containership armada joined the world's ocean routes during 1970-73.

TO THE FORE

UK-flag lines were to the fore during this period too. Ben-Ellerman and OCL came into the Far East trade through Trio; Cunard contributed two ro-ro/cellular vessels to ACL; and ACT, together with ANL of Australia, got the Pace Line operation underway. Manchester Liners, Dart and CP Ships all put more capacity onto the Atlantic and Blue Star Line put two vessels into the joint Europe/West Coast North America trade with Johnson Line and East Asiatic.

In the Pacific AJCL got going and P & O's earlybird New Zealand trade reefer containership 'Remuera' made its debut under the ACTA/ANL banner.

The table (2) showing the relative strength of individual owners and operators contributing to Britain's mighty

deepsea containership fleet is to a degree misleading. There are also certain anomalies that ought to be taken into account.

The J & J Denholm fleet is largely comprised of four 1,920 TEU vessels operated by Seatrain Lines of the US and cannot strictly be viewed as under effective UK control. With CP Ships being a wholly-owned subsidiary of Canadian Pacific of Montreal the same applies to its three 779 TEU vessels.

Moreover, C Y Tung now owns one of the Dart 1,595 TEU ships and has two other vessels of around 1,500 TEU registered under the British flag. Be that as it may, the ships fly the Red Ensign and thus help boost the UK fleet image and freight earnings.

COMBINED

The combined interests of ACTA, Ben Line, Blue Star Line, Cunard, Ellermans and T & J Harrison work out at over 20,000 TEU in service and another 6,500 TEU on order. The latter figure includes the Harrison contribution to Carol, the Ellerman-Harrison ship for the Europe/Southern Africa trade and ACTA's big new reefer containership for the UK/New Zealand run.

OCL is putting two similar size vessels in for the New Zealand trade, and another for AJCL of 1,500 TEU, plus one of the larger 2,450 TEU vessels for the South Africa route. Manchester Liners is building two more ships for speculative worldwide trade potential, interestingly the first-ever vessels the company has built that will be too big to transit the Manchester Ship Canal.

There's no holding Britannia!

Flag of registry	TEU in service	TEU on order	Total TEU
United Kingdom	71,254	17,581	88,835
USA	75,690	7,162	82,852
Japan	57,302	4,015	61,317
West Germany	40,335	19,828	60,163
France	19,216	21,508	40,724
Denmark	28,197	1,712	29,909
Liberia	18,772	4,702	23,474
Netherlands	9,750	8,860	18,610
Sweden	15,768		15,768
USSR	7,414	8,183	15,597
Panama	6,892	7,072	13,964
Italy	7,420	4,838	12,258
South Africa		11,940	11,940
Singapore	8,002	1,569	9,571
Poland	636	7,150	7,786
Australia	5,580	1,783	7,363
Israel	4,656	1,680	6,336
Belgium	2,395	3,886	6,281
Norway	4,483		4,483
New Zealand		1,814	1,814
Yugoslavia	332	1,152	1,484
Finland	1,407		1,407
South Korea	1,278		1,278
Greece	1,120		1,120
Others	2,980	600	3,580
TOTAL	390,879	137,035	527,914

Table 1 (left): Deepsea lo-lo and cellular container vessels: TEU capacity in service and on order as of November 1, 1976.

Table 2: United Kingdom-flag deepsea lo-lo and cellular container carrying vessels: capacity in service and on order, November 1, 1976.

Operator/owner	TEU in service	TEU on order	Total TEU
OCL/AJCL	26,940	7,578	34,518
ACT Group	20,560	6,553	27,113
J & J Denholm	9,023		9,023
Manchester Liners	3,989	1,876	5,865
Dart Containerline	3,190		3,190
OOCL	1,044	1,574	2,618
CP Ships	2,337		2,337
P & O	1,813		1,813
Ukwal	1,220		1,220
Haverton Shipping	786		786
G Heyn	352		352
TOTAL	71,254	17,581	88,835

NB: Only purpose-designed vessels of 275 TEU capacity and above built after 1950 included in Tables 1 and 2. Barge carriers and pure through-deck ro-ros are excluded. Source: Containerisation International Yearbook 1977.

Importance of Communicating Stressed at ACT(A) Sales Conference

The importance of communicating was emphasised at the Annual ACT(A) Sales Conference held in Cophthorne.

Guest speaker was Mr. Stewart Murray of the TACK Organisation, who spoke on "Selling is Communicating".

Chairman of the Conference was ACT(A)'s Marketing Manager, Mr. Roy L. Davis, who opened the session. He spoke of the importance of the Sales Organisation to ACT(A) and achievements of individuals and the group in the past year. He outlined marketing objectives and underlined the necessity of continuing to give personalised service and of achieving complete customer satisfaction.

Other speakers included Mr. Alexander J. Macintosh, Managing Director of ACT(A), who reviewed the record over the past 12 months and took a candid look at the future.

Members of ACT(A)'s management team formed a panel to answer questions put to them and on this panel were ACT(A) Directors D. G. Hollebhone and B. R. Hazlitt, General Manager C. M. Morse, Assistant General Manager M. R. F. Cartwright and L. B. Fiddock, Trade Manager.

A minute of silence was observed in memory of the late Mr. Peter W. Yarwood, who was Director and General Manager of ACTS until his death in October 1976. A number of references were made to his contributions to the Group by the speakers.

A special training session, including a film, was chaired by Mr. Francis Eastop, Marketing Co-ordinator, and he pointed out the importance of having meetings only when they were necessary and would prove useful; that careful preparation of a meaningful agenda was vital to a successful meeting; and that it was essential to keep discussions "on the track" if valuable time was not to be wasted.

In summing up the Conference, Mr. B. R. Hazlitt, who is the Director responsible for the ACT(A)/ANL Trade, said he saw a bright future for the service in the coming year and stated that he was quite pleased with the highly successful record of the past 12 months.

Roy Davis ACT(A) Marketing Manager opens the Conference (top photograph) and having a hearty laugh with him is Richard Bills (left), Import Sales Manager. Managing Director Alexander Macintosh (centre photo) during his talk (the panel is seated in front of him). The Inter-Region quiz (photo right) was compered by Ray French (right), Assistant Marketing Manager.



PREHISTORIC CARGO RIDES IN STYLE



COURAGEOUS LADS loading the fierce animals into an ACT(A) open-top 40-foot container (above) at ARTISAIR's premises in Scunthorpe and below and right the prehistoric beasts "in situ".

When ARTISAIR Limited of Scunthorpe had to send 10 mammoth prehistoric animals, such as the Tyrannosaurus Rex, the Triceratops and the Stegosaurus to Australia, they wondered who could take on such an assignment.

They looked around and decided that ACT(A) would be the ones to handle the job for them and it was agreed that the forty-foot open-top container would be the best unit for the shipment.

ARTISAIR has been supplying these life like creatures to parks and zoos around the world during their seven years of operations. Their range of animals, in addition to the prehistoric ones, include zebras, lions, water buffalo, tigers and monkeys.

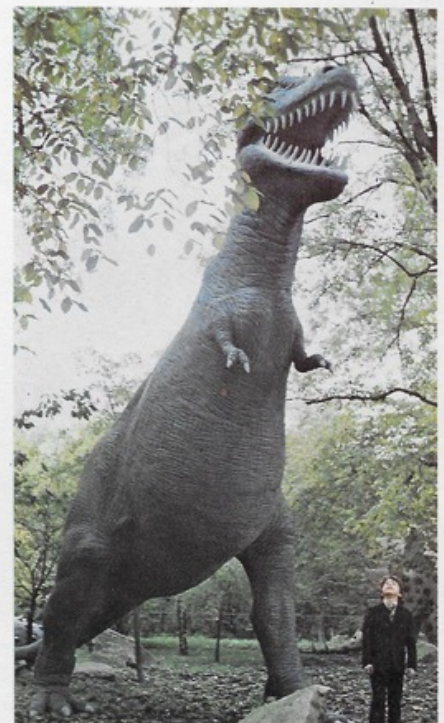
Made of glass reinforced fibres, the multi-coloured and highly decorative animals are manufactured in the company's own patented moulds.

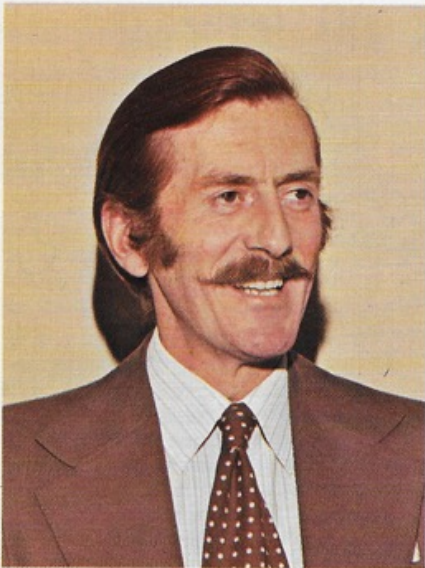
DIFFERENT

It takes about six weeks to complete each large animal and they are to be seen in places as different as Malaysia, Manchester, Holland, Australia and Germany.

The company has built up a library of books and drawings to make the animals as accurate as possible and great help has been given by the Natural History Museum of London, according to Mr. A. J. Cooper, ARTISAIR's Sales Director.

The animals have been the source of many surprises and have stopped traffic when they have been transported through cities. But they were just one more unusual cargo to ACT(A)'s personnel and were carried safely to their destination in Sydney.





SAM GARNETT

GARNETT APPOINTED SALES MANAGER SOUTHERN REGION

Mr. Sam Garnett has been appointed Sales Manager of the Southern Region of ACT(A), replacing Mr. Howel Williams, who has taken up the position of Assistant Marketing Manager of ACT(A).

Mr. Garnett, who has been Assistant Sales Manager of the Southern Region (headquartered in Basildon) since August 1974, joined ACT in 1971 as Sales Representative. Prior to that he was with the Royal Mail Line, which he joined as a clerk in 1953 and went on to be a Trainee Manager and then into sales.

He is an Associate Member of the Institution of Transport.

Mr. Garnett did his National Service from 1951 to 1953 in the Queen's Own Royal West Kent, which was an infantry regiment.

WILLIAMS APPOINTED ASSISTANT MARKETING MANAGER OF ACT(A)

Mr. Howel Williams has been appointed Assistant Marketing Manager of ACT(A) replacing Mr. Ray French, who joins ACT Services in Liverpool.

Mr. Williams was ACT(A)'s Sales Manager for the Southern Region before taking up this appointment.

After doing his National Service in the Royal Corps of Signals from 1951 to 1953 as a Second Lieutenant, Mr. Williams went to Oxford University.

He joined ACT in 1967 from Port Line, where he was in the Freight Department. In 1968 Mr. Williams went to Bristol to set up the Area Office.

In 1972 he was appointed Sales Manager of the North West Region for ACT(A), and in 1973 he went to Basildon to take up the position of Southern Region Sales Manager.



CAPT. R. O. GUILLE

CAPT. GUILLE APPOINTED CHIEF EXECUTIVE OF TCS

Captain Robert O. Guille has been appointed Chief Executive of Tilbury Container Services Ltd. (TCS), which will operate the new container terminal being built jointly by ACT(A), OCL and the Port of London Authority at Tilbury's Northfleet Hope.

Capt. Guille was Deputy General Manager of Solent Container Services in Southampton from 1970 until 1976. Prior to that he was a captain with Shaw Savill and later worked with them ashore in their cargo operations.

He has had 28 years' service, having been at sea for the first 15 years. In his period ashore with Shaw Savill, Capt. Guille was involved in a feasibility study of the containerisation of the New Zealand Trade, which was carried out in conjunction with ACT(A) and OCL.



HOWEL WILLIAMS



Two Combine Harvesters from the well-known manufacturers D. & F. Miller & Sons Ltd., of Royston, Herts., await loading on ACT(A)'s "ACT 5" at 45 Berth, Tilbury Dock. Shipment was arranged through Freight Forwarders, Wareham Containers Limited, whose technical director, Mr. R. H. Hill, is shown alongside the cargo.

ELLERMAN'S FLOATING IN LONDON



Ellerman City Liners participated in the Lord Mayor's Show with this striking float which was warmly applauded by the public.

ACT(A) TO LAUNCH CONTAINERSHIP

In March ACT(A) will launch the "ACT 7" and in the same month the "Australian Venture" will be making her maiden voyage.

Complete coverage of these latest additions to the ACT(A)/ANL fleet will be presented in the next issue of "ACT News", including full colour photos. Don't miss it!

ACTS TO PROVIDE SERVICES TO SHARJAH

The systems and knowledge which ACTS has been using to provide such excellent services to ACT(A) and Ben Line for many years has long been recognised as outstanding. Now an agreement has been reached between Sharjah Container Terminal Limited (SCT) and ACTS under which ACTS will make available to SCT their expertise, providing proven systems operated by ACTS for many years at other container terminals.

The agreement also provides for ACTS to second and recruit proven and experienced staff as required by SCT.

BEN LINE TAKES CARE OF THE GRENADIER GUARDS



The 2nd Battalion Grenadier Guards are shown loading their equipment into Ben Line Container boxes at Stanley Ford, Hong Kong. BLC handled the whole move, which totalled 57 TFE's over three sailings.

Newest Addition to ACT(A)/ANL Fleet Launched

The "Australian Venture", the latest addition to ACT(A)/ANL's Australia/New Zealand/Europe trade, has been launched and will enter the service in March.

The 33,700 deadweight tonnes vessel built for the Australian National Line has a total capacity to carry 1,800 20ft. TEU containers, including 884 refrigerated units. It has a service speed of 23 knots.

A sister ship to the "Australian Venture" will be launched by ACT(A) in March and will be the "ACT 7". Both vessels are built by the Bremer Vulkan Shipyard in West Germany.

BAINBRIDGE APPOINTED GENERAL MANAGER OF ACT SERVICES

Mr. P. R. A. Bainbridge has been appointed General Manager of Associated Container Transportation Services Ltd. (ACTS). He joined the Board of ACTS in January 1976 and has been Acting



P. R. A. BAINBRIDGE

General Manager since last October, following the death of Mr. Peter W. Yarwood.

Mr. Bainbridge joined ACTS from British Rail's Operational Research Department in 1966 as Technical Research Manager and in 1968 he became Development Manager.

Peter Bainbridge is married and he and his wife have one son and one daughter. He is a keen yachtsman, belonging to the Lymington Town Sailing Club.



Shortly before launching, the ultra-modern containership "Australian Venture" waits to slip into the water. With majestic serenity, the 824-foot long (251.15 metres) giant towers high in the sky.



Discussing the expanding ACT(A)/ANL Europe/Australian/New Zealand service at the launching of the "Australian Venture" are (left to right) Mr. Alexander Macintosh, Managing Director of ACT(A); Mr. E. Hudemann of Ernest Glaeseel GmbH, ACT(A)/ANL's agents in Bremen (Sub-Agents of Menzell & Co. of Hamburg); Mr. Neville Jenner, Chairman of Australian National Line; Mr. J. P. Sengpiel of Menzell & Co. of Hamburg, ACT(A)/ANL's agents for Germany; and Mr. R. D. Robin, General Manager of Australian National Line.