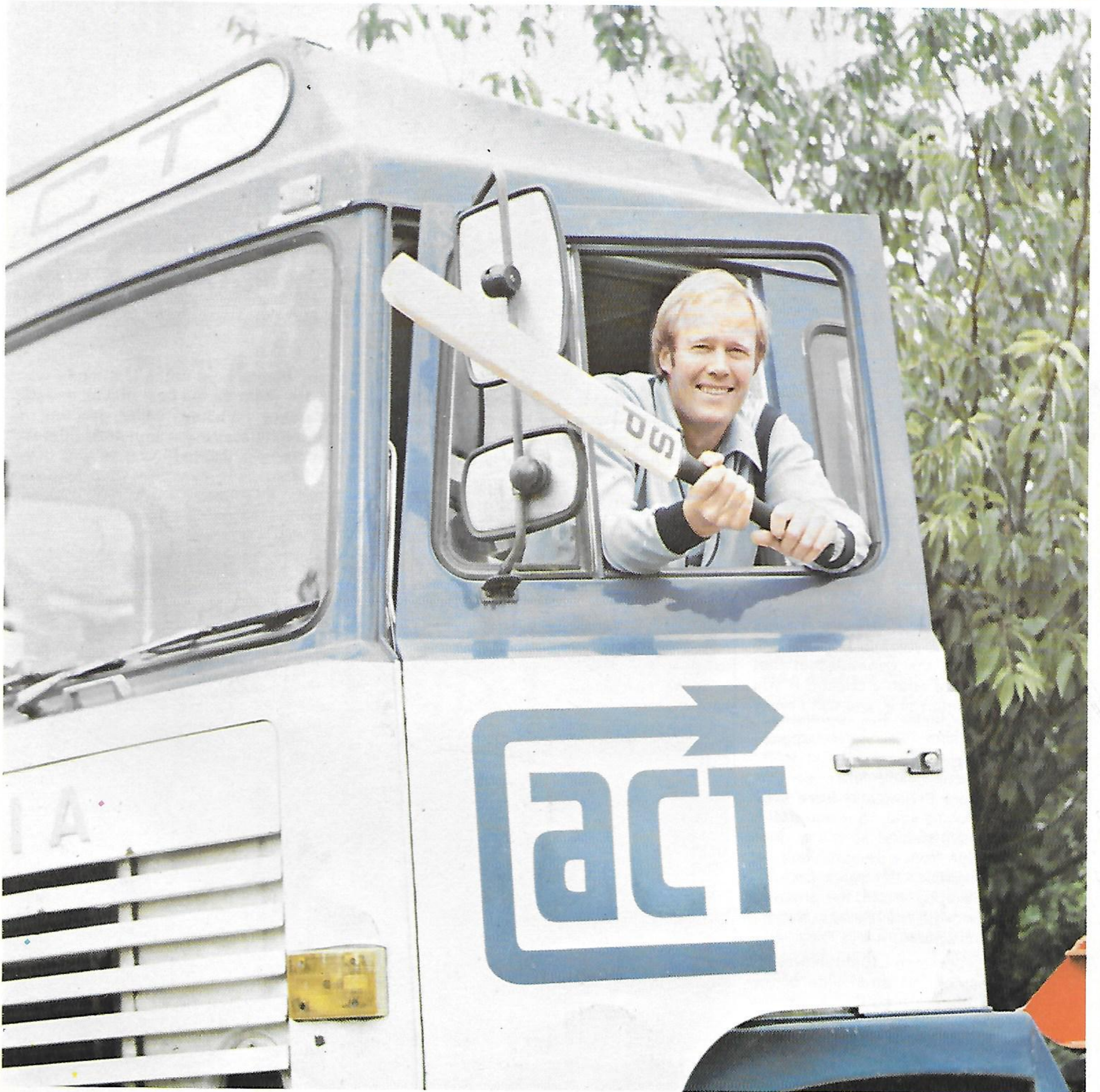


# act news

AUTUMN 1978



## TWO GREAT NAMES GET TOGETHER

What's this world-famous cricketer doing in an ACT cab?

To find out, please turn to Page 2.



# ACT(A) helps Tony Greig to 'hat-trick' success

"When the prospect of a move cropped up, the thought of having the horrible business of moving house — not just within the country but across the ocean — was a bit daunting," said cricketer Tony Greig on the eve of his departure to take up permanent residence in Australia.

"Of course, ACT(A)'s reputation as the leading container operator to Australia is well known and I naturally decided to ship my household effects with them. I must say that with ACT(A) and forwarding agents Brewer and Turnbull handling the move for us, it turned out to be an absolute doddle," Greig said.

"They have taken care of everything for us — loaded our things, taken them to the port, they will carry them to Australia — and when we arrive at Vaucluse (Rose Bay) on the outskirts of Sydney, our household effects will already be waiting there for us."

## SPONSORS

The former England and Sussex Captain appealed to cricketers to make sure that the game is always attractive to sponsors. "I shall never be happy until such time as a compromise along the lines of that reached by the tennis people is achieved," he said.

"If there is one message I would like to leave behind to cricketers it is that they must keep in mind that cricket is basically entertainment and players must give their best efforts and put their whole heart into the game."

He recalled some of the happy memories of his 12 years in England and said: "I will miss the comradeship that goes with test and county cricket. If you have never been part of it, you can't really understand."

## PROSPECT

"Our 12 years in England have been magnificent fun," he said, "but regrettably we have to leave behind so many good friends. However, from a personal point of view, having spent 12 years running around the cricketing world, the prospect of settling down with the family in Sydney excites us all very much."

"While one appreciates that the grass is always greener on the other side of the fence — and there are no doubt millions of people who would give their eye-teeth to have a job which entailed playing a game they love in stadiums all over the world — I am now looking forward to the 9-to-5 situation. I've never experienced it and it will give me much more time with the children."

"While I will still be able to play cricket, outside the world series cricket, it will in fact be the sort of cricket the man in the street plays if he so wishes — Club



"We'll load this one last," Tony Greig (left) tells Derek Mitchell, ACT(A) Sales Representative, Southern Region. They are watching the loading of the cricketer's household and personal effects outside his home at Hove, Sussex, prior to his leaving to take up permanent residence in Australia.

Cricket — and while it is competitive, it is also a day out for the family, packing a picnic lunch, with the kids coming along and having an enjoyable day together.

"It's not goodbye but only au revoir to

all my friends here in the U.K. and I want to wish them all the best of luck and particularly to the county which gave me my opportunity way back in 1966, Sussex," Tony Greig concluded.

## Finishing touches . . .



are being put on the new Northfleet Hope development at Tilbury and discussing final details are Bob Guille (left), Manager of Tilbury Container Services (TCS), who are responsible for the running of the new container complex, and Ron Curtis, Site Engineer for the Port of London Authority. The two Paceco-Vickers cranes in the background, with lifting capacities of 35 tonnes, were being tested to ensure they were working perfectly, ready for the first ship to call at the riverside quay. The £24 million project will absorb ACT(A)'s operations which have been carried out at multi-user Berth 45. The terminal will have a capacity of between 170,000 and 190,000 containers per annum and has the largest multiple refrigeration unit ("reefer stack") in Europe.



## Port Elizabeth expansion in final stages

Plans to improve Port Elizabeth, one of South Africa's most important harbours and an EHCL port of call, so that container vessels could be accommodated there were announced at the end of 1973 by the South African Railway and Harbour Administration.

These plans were woefully inadequate, limited in scope and provided for a very small back up area with no allowance for expansion.

Following urgent representations to the Administration by the Conference Lines, a completely new plan was drawn for the harbour extensions and this was approved in December 1974. Tender documents were available in April 1975 and closed in July.

The contract was awarded in September 1975 to Christiana & Nielsen and construction began shortly thereafter.

### WIDENING

The plan called for the widening of the Charl Malan quay from 108 metres to 400 metres and in order to achieve this, an east quay wall was built marking the eastern limit of the work and a north sea wall extending 2.8 kilometres to the shore line.

To fill the enclosed area, approximately 6,400,000 cubic metres of sand was dredged from the approach channel which is now some 900 metres wide, three kilometres long and with a depth LWOST of 14½ metres. To protect the entrance and widened quay, the existing breakwater was extended by 335 metres.



Work on the expansion of Port Elizabeth Harbour is nearing completion. The widened Charl Malan quay is pictured and the extended breakwater can be seen at the right of picture.

Two berths created at the end of the Charl Malan quay are serviced by two Demag container cranes with a third one now being put into service. The stacking area behind the two berths cover approximately 18 hectares.

Construction of the harbour extension is expected to be completed by the end of this year, which is considered to be a notable achievement by the shipping lines

in the conference.

Throughout the work, Christiani & Nielsen have been dead on schedule and, at times, ahead of schedule and all equipment has been supplied and operational by the due date.

The final completion date for the plan is September 1980, when all rail and road links will have been effected and the Administration buildings and workshops completed. The development is costing approximately R70 million plus a further R10 million for three 40-ton container cranes, 10 straddle carriers and a fleet of hauliers and trailers.

### ADAPTED

Port Elizabeth's economy relies very heavily on the motor industry who have quickly adapted to the new system of transport and account for a large percentage of containers loaded at the port. Other import traffic is for related industries and a considerable proportion of LCL cargo is for inland destinations, particularly in the Transvaal.

The depot serving Port Elizabeth is situated in Deal Party, an industrial area some eight kilometres from the Terminal.

Containerised export tonnages consist principally of wool, mohair, hides, skins and asbestos. Port Elizabeth is the centre of the South African wool industry, who have quickly adapted to the container concept.



Partial view of the mohair store at Port Elizabeth, centre of the South African wool industry. Mohair, wool, hides, skins and asbestos make up the bulk of containerised exports from Port Elizabeth.



# The bullfrog makes beautiful music

How did EHCL and ACT Services become involved with a bullfrog?

It all started when Richard Wilkinson of South Africa wanted to enter his yacht "GWAAP" in the ½ Ton World Yachting Championships which were being held at Poole in the U.K. county of Dorset.

The yacht was designed by Angelo Lavranos and built in Cape Town especially for this series of races to demonstrate the belief of her owner and his crew that a South African designed, built and manned craft can enter an international event of this nature and have every chance of winning.

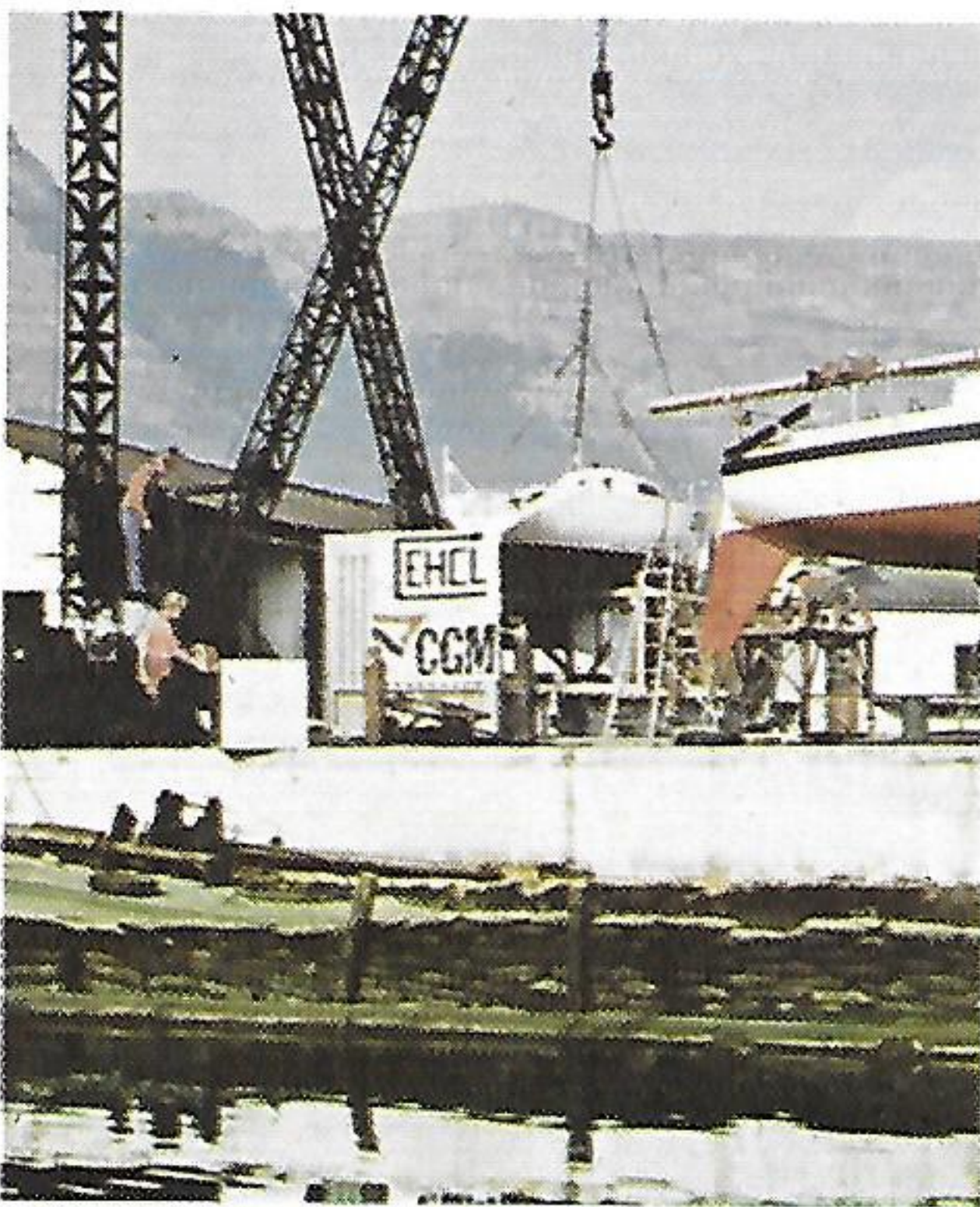
Mr. Wilkinson had a problem to overcome, however: getting the yacht from Cape Town to Southampton. It would have been out of the question for the small craft to make the voyage under sail and as she is fitted only with the tiniest of auxiliary engines, she was hardly equipped to go under her own power.

## CRADLE

So he approached Ellerman & Bucknall (Pty.) Limited, agents for EHCL/CGM and asked for their assistance. Arrangements were made to cradle the vessel on a 40 foot flat rack container and to load it on the "S.A. Langeberg".

"GWAAP" is sponsored by the Cruising Association of South Africa and in varying degrees by all parties involved. A special freight rate was agreed by the South African Europe Conference; Ellerman and Bucknall and ACT Services undertook Customs clearance formalities without charge; and Solent Container Services launched "GWAAP" from the Terminal and is storing the flat rack until the yacht is ready to return to South Africa.

And where does the bullfrog come into it? Well, this beautiful yacht's name, "GWAAP" believe it or not is the onomatopoeic word for the sound made by a bullfrog — South African species of course.



The "GWAAP" being placed in a 40 foot flat rack container to be cradled for its voyage from South Africa to the U.K.



The yacht is gently lowered into the water on arrival at Southampton to compete in the ½ Ton World Yachting Championships at Poole.

## No protest lodged by BLC following boarding of 'Benalder'

The BLC containership "Benalder" was boarded while steaming across the Indian Ocean en route from Europe to Singapore and the Far East, but no action was taken against the intruder, a "Phaethon Lep-turus", a white tailed tropical bird.

The bird was found unconscious on the deck by Chief Engineer Peter Laurie. Water was administered by means of a syringe since the bird could not manage to drink. Later it was fed with small pieces of raw fish.

On arrival at Singapore, the bird was

turned over to a representative of the Jurong Bird Park (right in photo) by Mrs. Dorothy Forbes. Looking on are Mr. Hamish Forbes (left) retired Manager of Ben Line, and Captain Angus MacLean, Master of "Benalder".

An inhabitant of the Ocean and Oceanic Islands, the bird spends most of its time in the air which accounts for the long span of its wings. Following a period in quarantine and a special diet to get it back into shape, the bird was released into the open aviary.





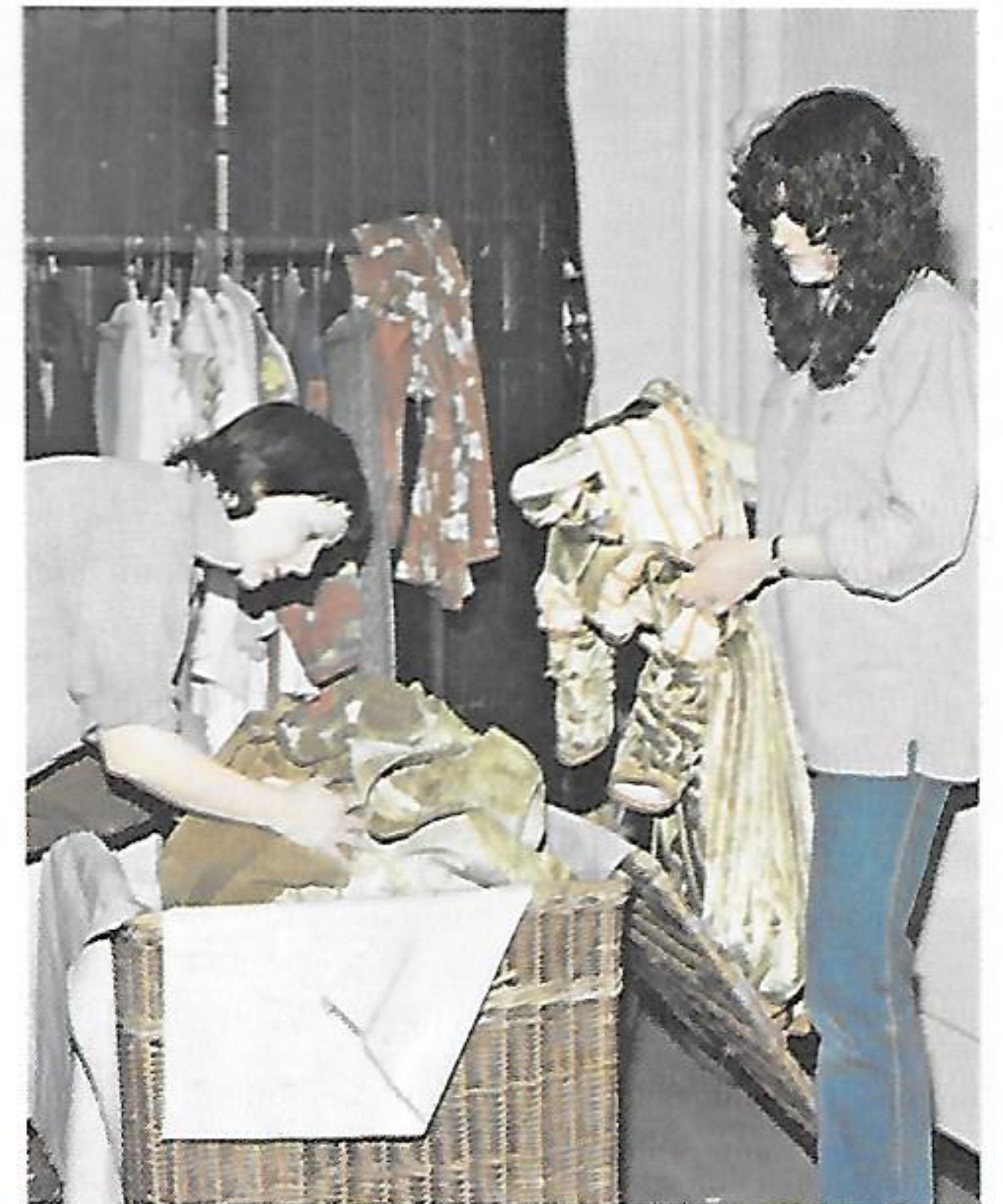
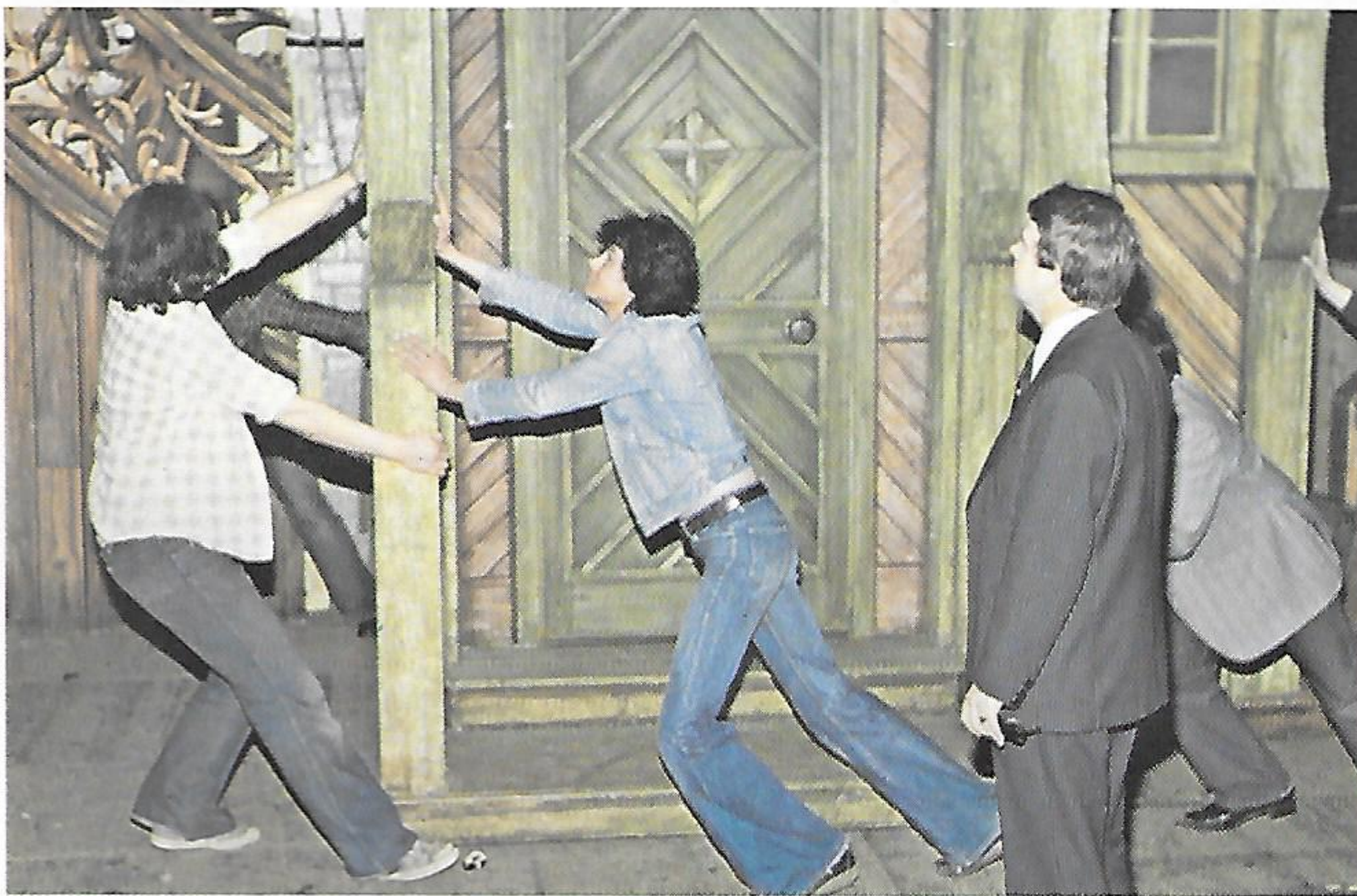
# EXPORTING PLEASURE TO THE WORLD



The Scottish National Opera have long been recognised for their outstanding productions and they are in great demand all over the world. They were invited to Australia to perform and a decision was taken that the extensive scenery, costumes and props would be shipped by ACT in containers.

After studying the best combination for the shipment, three 40ft containers were chosen to carry the equipment for this tour Down Under.

Once again ACT has helped carry happiness to Australia — and to do it efficiently, quickly and safely.



*Packing away some of the elaborate costumes for the Australian tour are Wardrobe Mistress Mary Jane Reyner (right) and Carol Galloway, Wardrobe Assistant.*



*Top: The Scottish National Opera during one of their most famous productions, "Die Meistersinger von Nürnberg"*

*Centre: the final performance at Edinburgh is over and the scenery is being struck to be packed into ACT containers for the long voyage. The stage crew works quickly and efficiently observed by ACT(A)'s John McLatchie (right).*

*Left: watching the loading of a piece of scenery are (left to right) John McLatchie ACT(A)'s Sales Manager, Scottish Region; Malcolm Donnelly, one of the principals of the Scottish National Opera and an Australian; Una Buchanan, a Chorister; and John Dee, Technical Manager of the Scottish National Opera*



# THE TEAM

## Our Continental Agents-2



Inward Department (left to right) Werner Almstedt, Peter Fischer, Kurt Cohn, Franz Hack, Achim Sanger and Hans Sorensen.



Terminal offices are located in this modern building at Hamburg's largest Container Terminal.



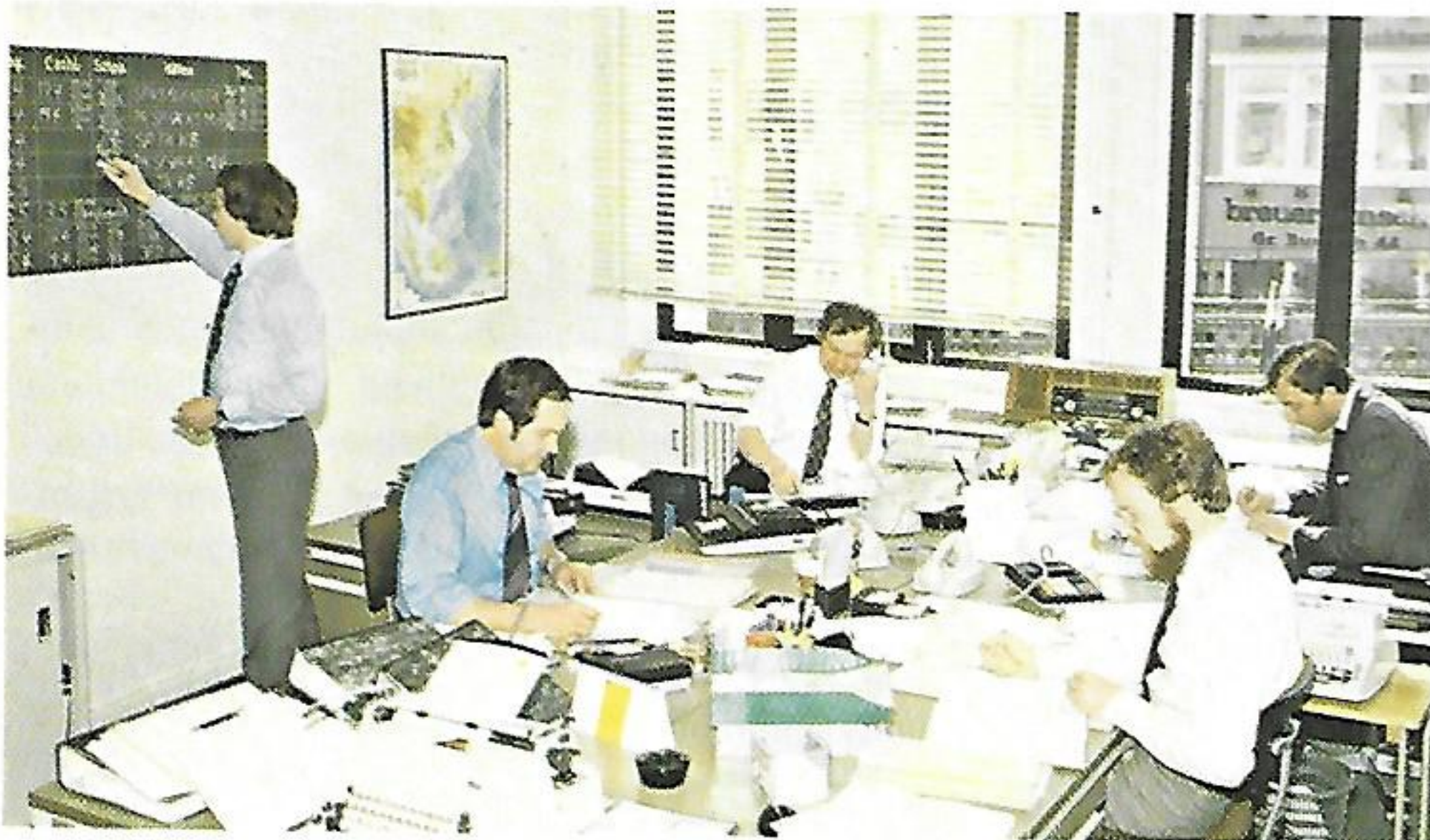
Telex Room with Karin Heimann and Martina Nunez.



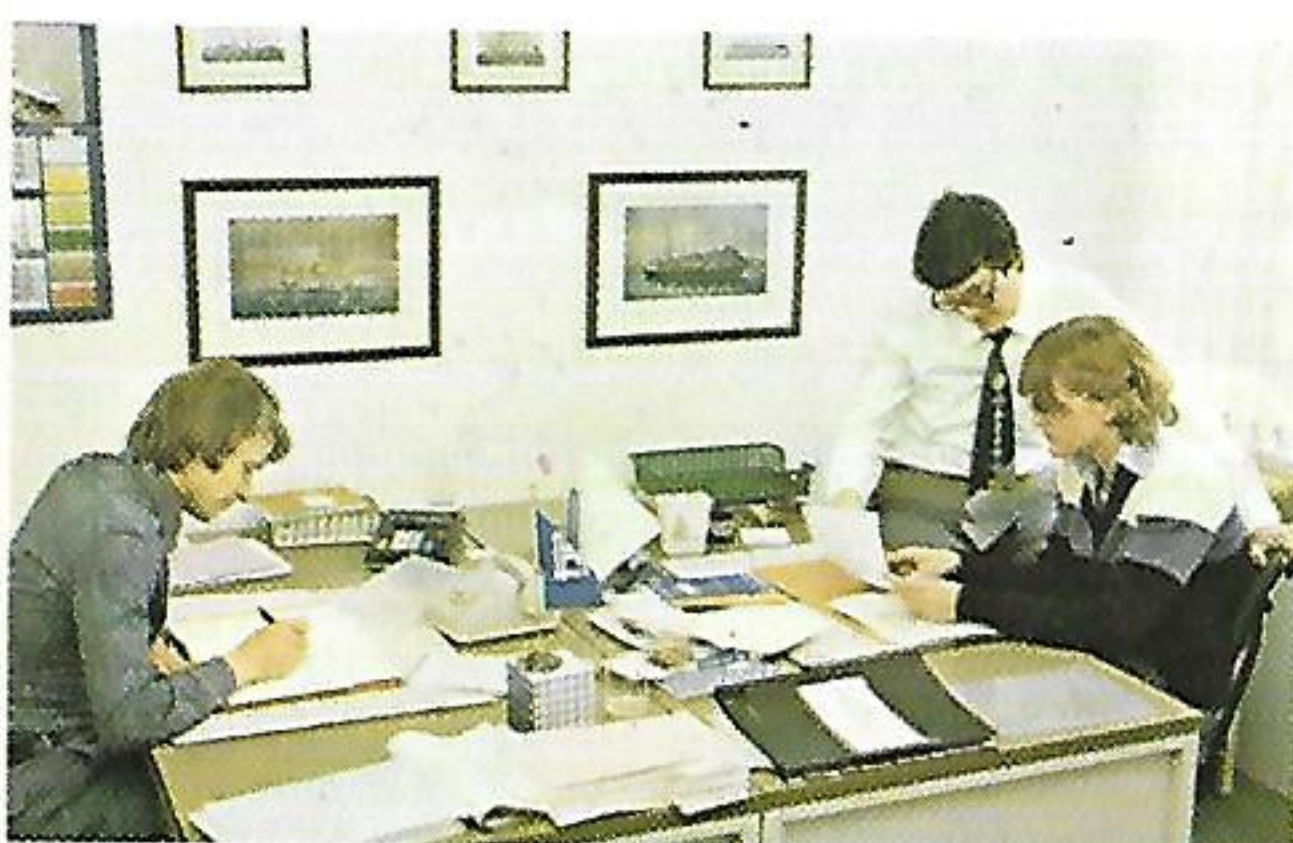
Data-Link connection is handled by Dagmar Bartels of the Documentation Department.



Operations Department: Manfred Schmidt, Bettina Blancke, Heike Hornschuh and Christa Porath.



BLC/ACT(A) Eastbound Department: Ferdinand Frantz (standing at board). Peter Vollmers Hans Kracht, Bernhard Fischer-Wasels Uwe Kurps, and Freddy Kramer.



Export Sales Department: Lothar Flach, Dieter Goltermann and Sabine Kraft.



ACT(A) Southbound Department: Harald Bunnenberg, Monika Schramm and Angela Schulze.



Documentation Department is headed by Hans Schaper (standing in background).



# Menzell & Co., Hamburg

Menzell and Company Schiffsmakler, Hamburg, agents for ACT(A)/ANL, BLC and C.A.M.E.L. in Germany, can trace their roots back to the beginning of the century when Mr. Hermann Menzell set up as a shipowner.

In 1932, Menzell joined with Mr. Karl Ehrhardt to form a shipping agency. The firm's business grew quickly and the first British lines to appoint the company were The Ben Line Steamers and The Blue Star Line. They were in good company with Lamport & Holt, Pacific Steam Navigation Company, Glen Line and Blue Funnel Line.

After the Second World War, all pre-war agencies were renewed and new business developed when Menzell was appointed by other lines such as Union Castle, Port Line, Shaw Savill, New Zealand Shipping Company and Brocklebanks.

In 1971 Menzell became agents for BLC and one year later Menzell were appointed to handle the ACT(A)/ANL service.

Today Menzell are responsible for the marketing and operations of ACT(A)/ANL, BLC and C.A.M.E.L. apart from their responsibilities for other container and conventional principals which include Ben Ocean and Cunard Brocklebank. To cover these functions, Menzell offer a comprehensive network of offices in Germany, e.g. the wholly owned "daughter" company Ernst Glaessel GmbH in Bremen with a Terminal Office in Bremerhaven and their own sales offices under the name of Menzell in Frankfurt, Düsseldorf, Stuttgart and Nuremberg.

Under the management of Senior Partner H. J. Erhardt-Renken, Joerg

*Right: Terminal Office Container Control Department with Gerrit Post, Udo Proesch, Werner Blaumann and Gerd Marschewsky.*

*Lower left: Terminal Office Transport Department: Hans-Walter Stahr, Heiko Roemling, Annette Gebauer and Evelyn Jonas.*

*Lower right: Terminal Office with Helga Schubert, Office Manager Capt. Uwe Messenbrink and Angelika Possardt.*

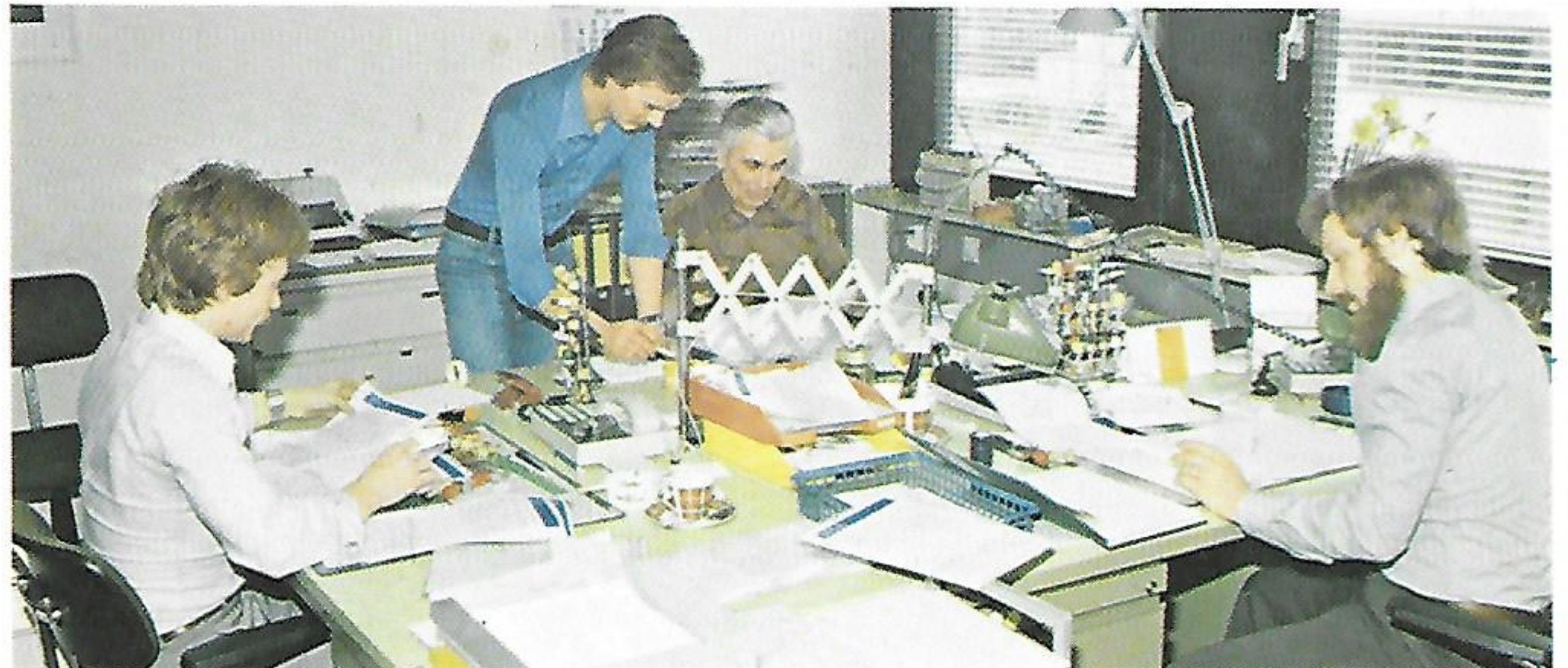
Lunau and Juergen (Paul as he is known to his many friends in Great Britain) Sengpiel, Menzell employ a staff of about 200 who ensure that the customers of ACT(A)/ANL, BLC and C.A.M.E.L. enjoy a service second to none.

Menzell have diversified into other fields, owning an important travel agency in Hamburg and also have a stake in another important agency in Cologne as well as in Germany's largest Air Charter Broker, Aerotrans in Frankfurt.

*Menzell have their headquarters in a newly renovated building (right) on a choice corner located in Hamburg's City.*

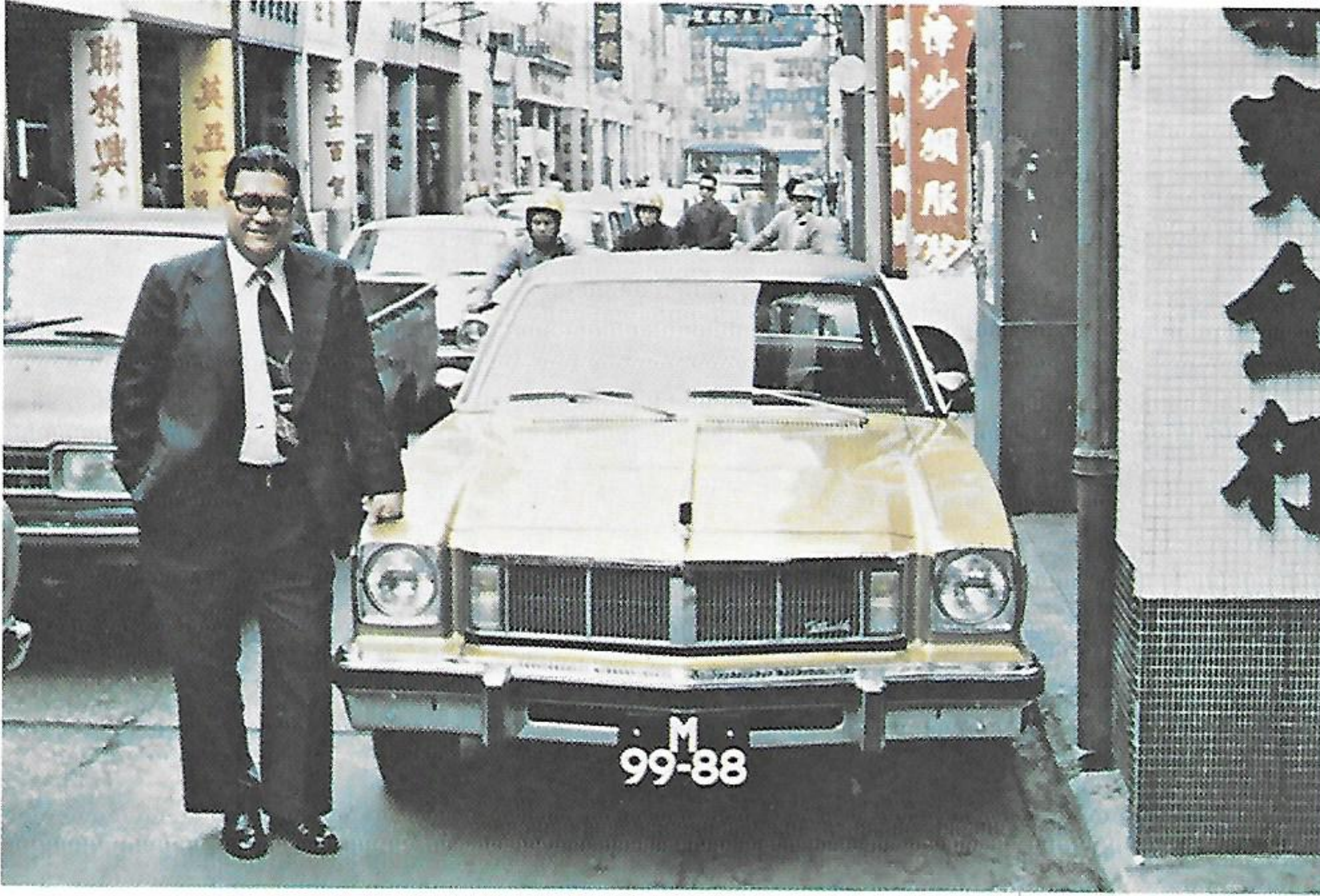


*The management Team hold a conference (left to right standing) Freddy Kramer, Hans Kracht, Hans Schaper and Harald Bunnenburg, (sitting left to right) Peter Fischer, Monika Schramm, Paul Sengpiel, Teddy Erhardt-Renken, Joerg Lunau, Dieter Goltermann and Manfred Schmidt.*





# Macau — the unique 'City of the Name



If you have never been to Macau (and there is a good chance you haven't), you are missing an unusual opportunity.

Macau! The very name conjures up pictures of the mysterious and exciting Orient with its beautiful women, exotic foods, enchanting customs, perpetual summer days and nights, ships from around the world at the quayside. . .

But is Macau really like that today?

Located about 40 miles south-west of Hong Kong Island, Macau is under Portuguese Administration. The Colony consists of Macau ("The City of the Name of God") on the Mainland and the beautiful off-shore islands of Taipa and Coloane, both easily reached within minutes from Macau City.

## GAMBLING

Macau is a unique racial and cultural blend of the South China Coast and the Mediterranean — a wedge-shaped maze of streets, terraces and courtyards, slums, convents, gambling casinos and Iberian villas. Look on a world map and you will find it on the south-eastern Coast of Asia on latitude 21°11'N and longitude 113°33'E.

But no international airlines or world tourist shipping services call, although it only takes 60 minutes by Jetfoil (when they don't break down, which happens frequently!) or 75 minutes by Hydrofoil from Hong Kong. There are departures approximately every half hour during daylight hours and if you prefer the more leisurely steamers which take 2½ hours, they leave throughout the day and night.

It can also be reached by bus and ferry from Canton, 65 miles to the north, on the Mainland (if you happen to be coming that way!)

Macau was officially founded in 1557 during the great era of Portuguese exploration initiated by Prince Henry the



*In the top photograph, Mr. Alberto Dias Ferreira, who heads up Agencia Comercial Aldifera, BLC's agents in Macau, is seen outside the offices in the main street, Avenida De Almeida Ribeiro.*

*In the middle photo, an ageing Macau bus might bring back memories to some of our readers.*

*Blending of the old and new in the picture at left. These coolies at work at the pier use age-old methods of carrying boxes, including on top of their heads, which will then be loaded in the most modern containers and containerships. The rickshaws (foreground) mix freely with the latest model automobiles in the streets of Macau.*



# of God' — where West meets East

Navigator. Vasco da Gama had made his historic voyage to India at the end of the 15th Century and early in the 16th Century, the Portuguese explorers moved further east and then turned north.

Jorge Alvares became the first Portuguese to set foot on Southern China in 1513 and this was followed by the establishment of a number of Portuguese trading centres in the area. These were eventually consolidated at Macau which boomed with a virtual monopoly of trade between China and Japan and between both nations and Europe.

Macau also served as a vital base for the introduction of Christianity to China — and Japan — an activity which provided the City with some of its most glorious — and tempestuous — moments.

## PLOTTING

Soon, other European nations began casting covetous looks at Macau and plotting to seize it from Portugal. The Dutch actually tried to invade the city — but were repulsed.

As time passed and other trading nations from the West sent missions to China, Macau became the summer residence for the "Taipans" (Great Traders) who retreated from their "factories" in Canton to await the opening of the trading season.

Macau had its role in some major events in history; like in the Boston Tea Party of 1773, the ships sailed from Macau laden with tea; the mutiny on Captain Cook's ships occurred in Macau Harbour.

Portuguese is the official language of Macau, while Cantonese is the most widely spoken — English is officially Macau's third language and is (occasionally) understood. The major industry in the area is gambling, and the famous casinos operate 24 hours a day, 365 days a year, and visitors to each of the four casinos are recommended to read carefully the sombre sign in each entrance-way urging players to "chance only what they can spare" at the gambling tables.

## OUTPOST

Macau is built on several hills — a geographically insignificant colonial outpost; a museum piece in its own right, gathering dust and remembering its great days when East and West met and fought amidst its fortresses and chapels.

The old world of Macau is gradually disappearing under the wrecker's hammer and vulgar tenement blocks rise instead, but there is still much to enjoy.

It is a leisurely spot, with cobbled lanes winding through stands of terrace houses, and distinguished semi-baroque churches with peeling paint-work in the wet heat (though a good many are maintained in excellent condition). To the traveller in the Orient, Macau might almost seem more



*The ruins of St. Paulo, one of the historic sights in Macau, illustrates the blending of Eastern and Western cultures which gives Macau its unique flavour.*

exotic than the Orient itself; it has what some European cities have but most Asian ones lack — age.

## ROMANTIC

Today, though Portuguese power is nominal and the Chinese authorities watch carefully from beyond the Porta do Cerco, a great deal of the romantic past lingers in the town. As the ferry from Hong Kong slides at night into the inner harbour, the place could easily be back in the 19th Century.

The primitive shapes of sea-going junks rise in the silhouette against the yellow light of oil lamps. Loud staccato voices screech from the decks and answer from the holds. The sweet rotting smell of the town comes to flavour the sea air.

The population is estimated at around 280,000. Apart from tourism and gambling, which provide a large part of the colony's revenues, there is also an active gold trade and a small but growing industrial sector.

This is obviously the part which affects BLC, which serves the colony, the most.

## GROWING

Macau has now a fast growing manufacturing industry and exports its goods (mainly T-shirts, shirts and knitwear) to the U.S.A. and Europe. There is also pottery (a more traditional industry), some food stuffs, firecrackers and other items which are exported.

Although plans have been discussed, thought about and proposed at regular intervals for the last five years to build a container feeder terminal, nothing con-

crete (no pun intended) has as yet been achieved and the finished cartoned goods are still trans-shipped in lighters with conventional holds to MTL and other terminals for eventual shipment to Europe and elsewhere.

BLC has been established in Macau for almost 10 years now and their current agents, Agencia Comercial Aldifera, have been their agents since 1972.

## IMPOSING

Aldifera is presided over by the imposing and comradial presence of Mr. Alberto Dias Ferreira, aided by his assistants Kelly Tsao, Ricky Yeung, and Vincent Wong. The latter two are mainly involved in Westbound canvassing.

Little cargo moves into Macau from Europe — the main items being factory machinery from Hong Kong and usually second-hand and other lower volume specialist items not readily available there.

However, during 1977 some 80,000 freight tons of cargo were shipped from Macau to U.K. and North Continent destinations, of which some 30% went to Germany, 30% to Benelux, 13% to U.K. and 12% each to Northern France and Scandinavia and of this total BLC carried some 16,000 freight tons during the year.

"ACT News" is published on behalf of Associated Container Transportation Limited (ACT), who comprise Ben Line, Blue Star Line, The Cunard Steamship Company Limited, The Ellerman Lines and Harrison Line, by RG Public Relations, 13-19 Curtain Road, London EC2A 3LT. Editor: Robert Guggenheimer (Tel.: 01-247 1369). Printed by Greater London & Essex Newspapers (R.P.), Printing House, Magnolia Road, Rochford, Essex SS4 3AN.



## BOARD APPOINTMENTS AT ACT SERVICES

Mr. G. B. Reid of Thos. & Jas. Harrison Ltd. has been appointed Chairman of ACT Services Ltd., taking over from Mr. R. A. Lloyd, Deputy Chairman of Ellerman City Liners, who has had to relinquish his Chairmanship due to heavy commitments in Ellermans.

Mr. W. B. Slater, Managing Director of The Cunard Steam-Ship Company Limited, has joined the Board of ACT Services as Deputy Chairman, replacing Mr. Reid, who was previously Deputy Chairman.

Mr. Gordon Reid, who is a Senior Director of Thomas and James Harrison Limited, has spent his working life with the Harrison Line. He is a founder Director of ACT Ltd. and ACT Services Ltd. and is a Director of Ellerman Harrison Container Line Ltd.

Gordon Reid served in the ranks and was later commissioned in the Royal Artillery and served with the Royal Artillery and Indian Engineers during World War II in the U.K., India and Burma.

He was recently awarded the OBE for services to the Shipping Industry.

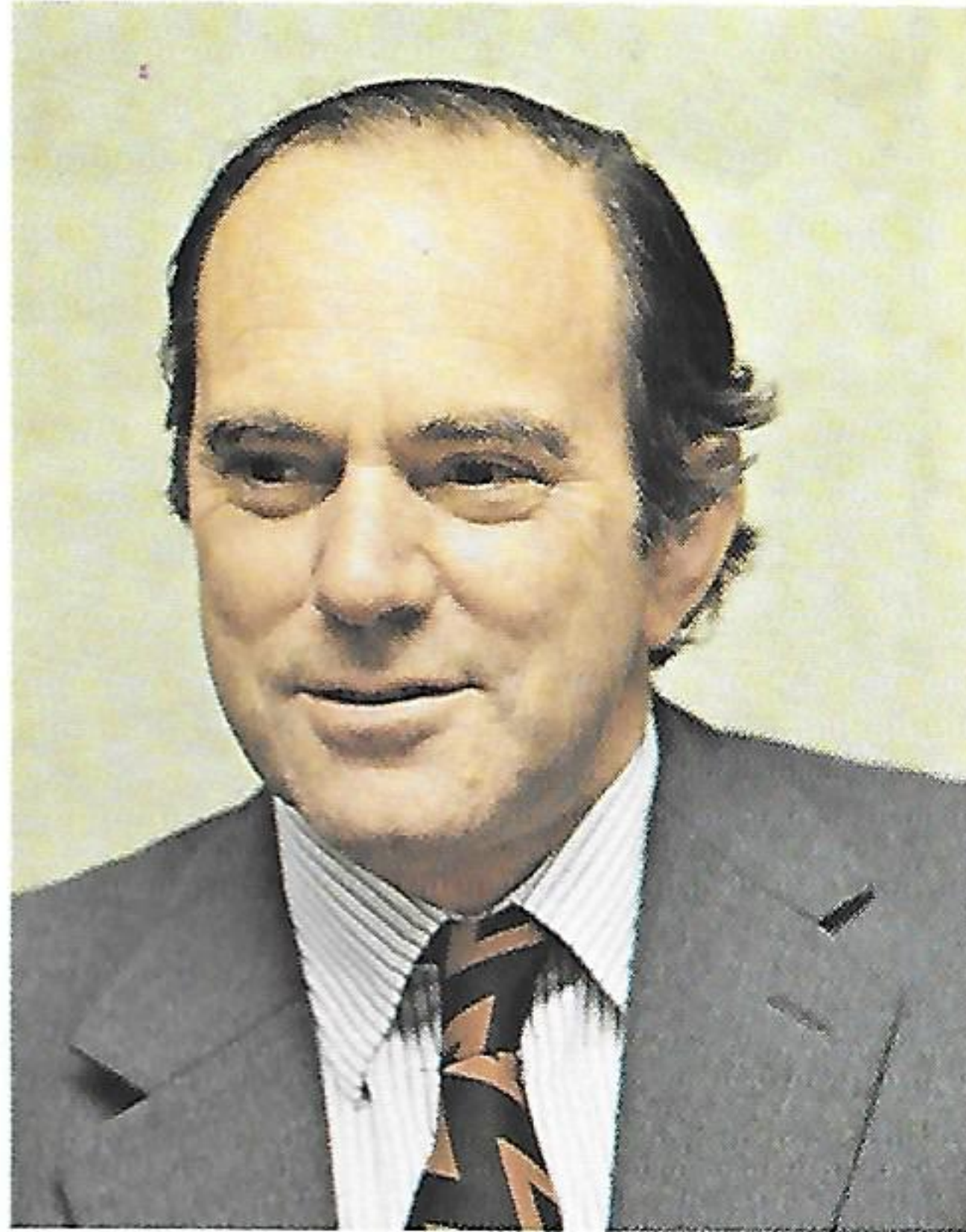
Mr. Reid is married and he and his wife have three daughters and one son.

### SLATER

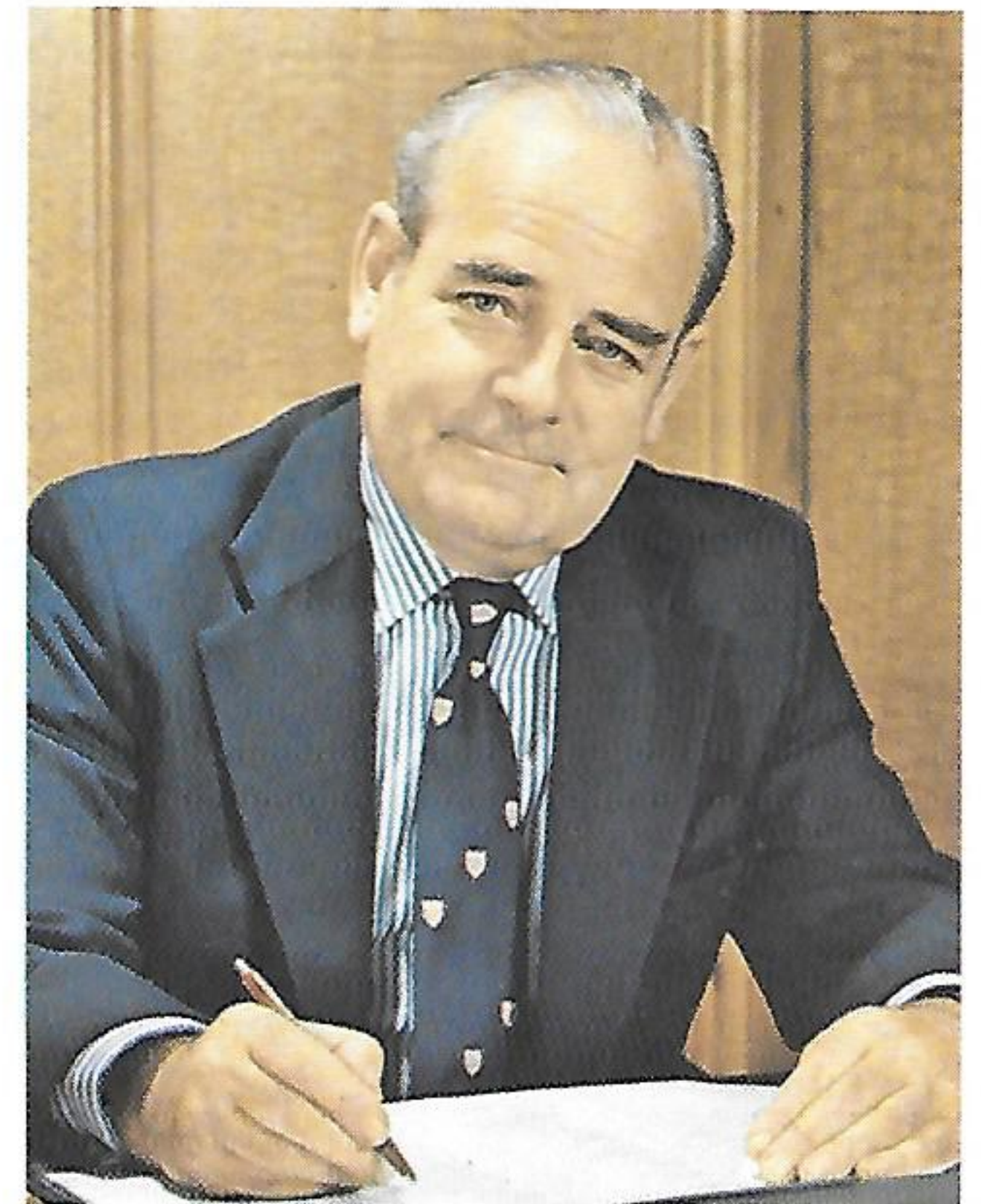
Mr. William Slater, Chairman of Cunard-Brocklebank Ltd., Cunard Shipping Services Ltd. and Port Line Ltd., joined Thos. & Jno. Brocklebank Ltd. in January 1947 following wartime service from 1943 to 1946 during which he was commissioned in the Royal Marines and served with the 3rd Commando Brigade in the Far East.

He was appointed Assistant General Manager of Brocklebanks in 1965 and the following year a Director and Deputy General Manager. In January 1968 on the formation of Cunard-Brocklebank Ltd., he was appointed Operations Director and in May of that year became Deputy Managing Director.

William Slater is married and he and his wife have two sons.



G. B. REID



W. B. SLATER

## British Export to Australia will help 'quality of life'

The first Silent Karrier electric van — developed jointly by Chloride Technical, National Freight Corporation and Chrysler — for export to Australia was loaded onto "ACT 2" at Liverpool.

The vehicle, which runs on pollution-free, quiet batteries, has a range of over 50 miles of stop-and-start driving and speeds of up to 45 miles per hour. It is expected to contribute to the quality of life by helping provide cleaner air and cutting down significantly on noise.

Shipping agents were K.I. Andrews of Liverpool.

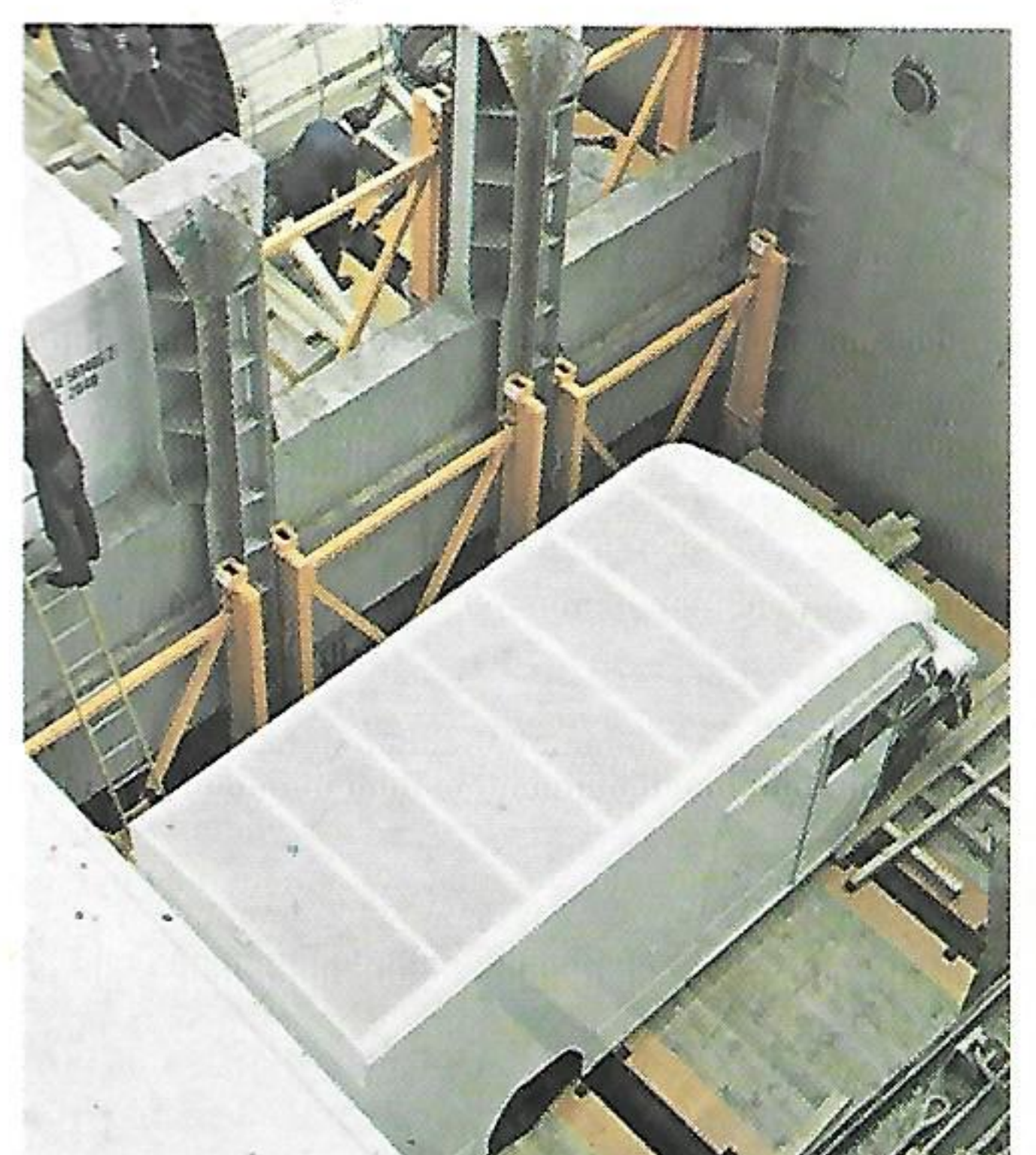
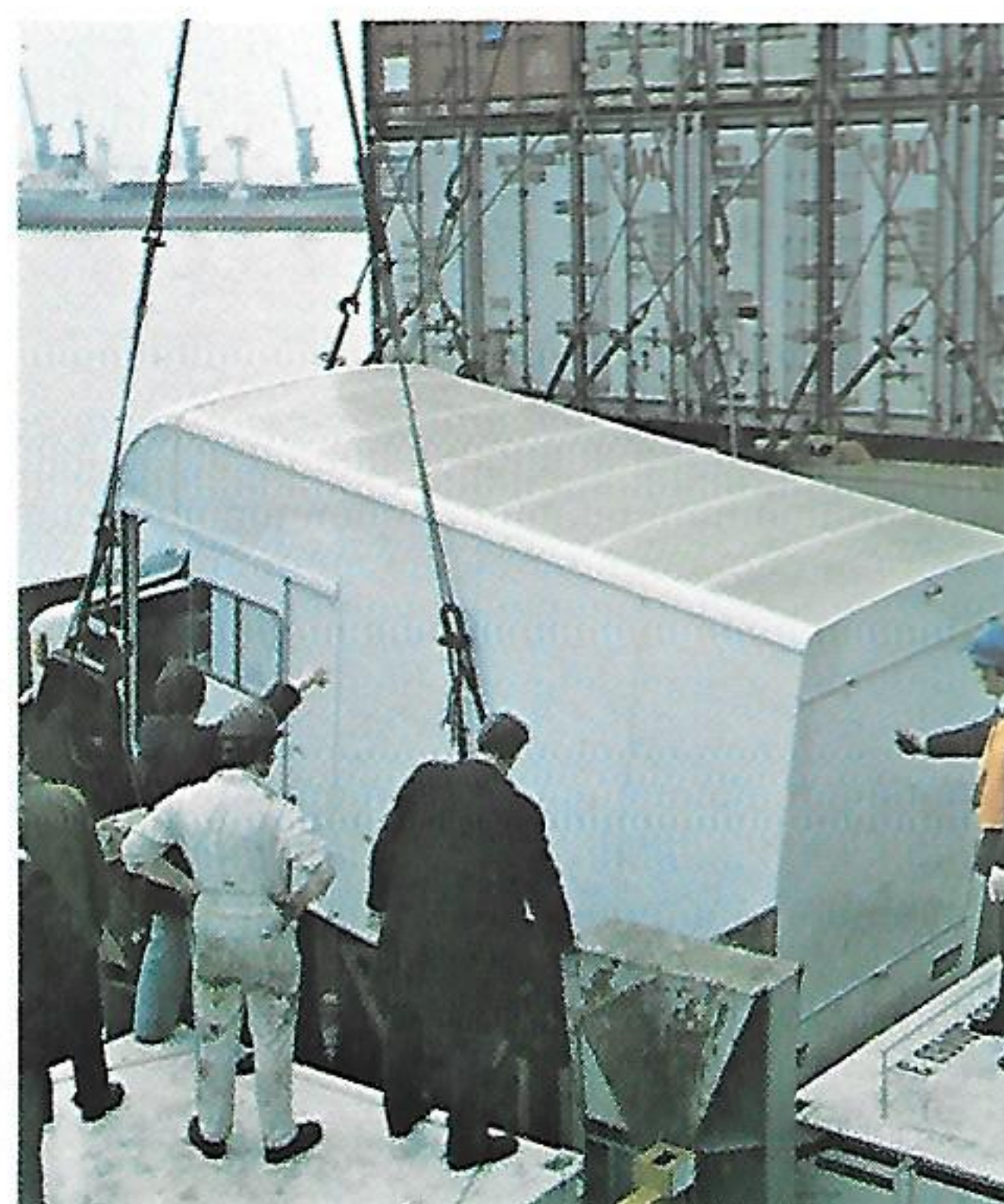
*Below left: The van is lifted aboard "ACT 2."*

*Below centre: The Silent Karrier is lowered gently into the hold.*

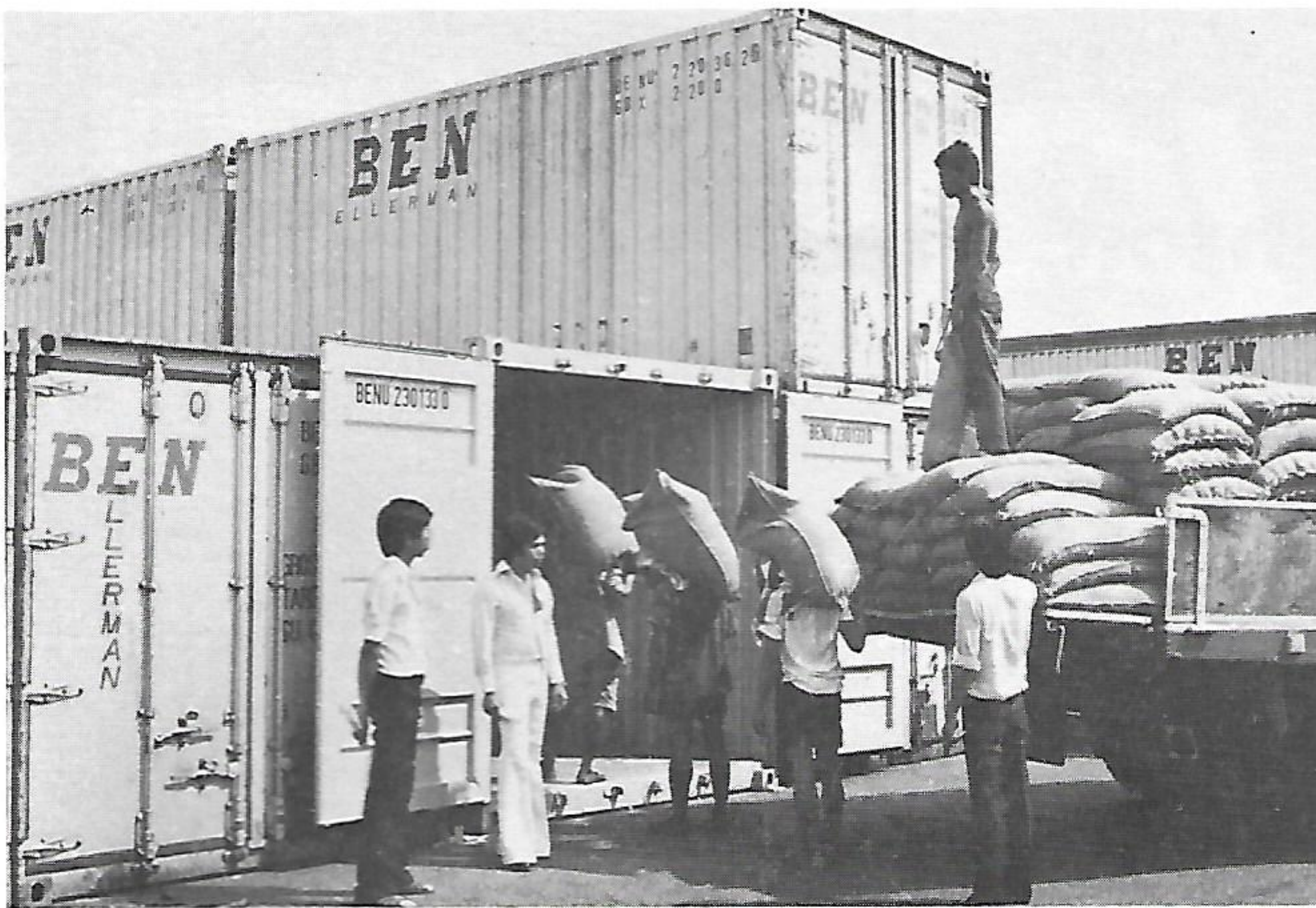
*Below right: The van is safely underdeck and will be secured for the voyage to Australia.*



*Explaining the van's operation is Technician Kenneth Nicholson (right), of Chloride, to Keith Riley (left), Deputy Sales Manager, North-west Region, ACT(A), and Ted Clayton, ACT Services' Terminal Manager at Seaforth.*







## BEANS ARE BIG BUSINESS

A record single consignment of mung beans weighing 183 tons and packed in 4,500 bags has been brought to Britain from Bangkok by BLC in ten 20 foot containers.

Consumption of this product in Britain has been growing steadily over the past decade and is attributed to the growing Chinese and Indian communities in the U.K. and Britain's own culinary renaissance. The Chinese water the mung bean to grow bean sprouts, the Indians grind them into a savoury flour and the British use them in soups and stews.

Exporters were Yong Sang Trading Co. Ltd., one of Bangkok's leading exporters of agricultural products.

## BEN LINE MASTERS KEEP IT ALL IN THE FAMILY

It's a small world . . . especially if one happens to be a Master in the Ben Line fleet and travels around the globe.

Two brothers who are both Ben Line Masters met in Hong Kong and were photographed on board the "Benavon".

Capt. Ralph E. Cowie (left) was en route back to the U.K. after handing over the cargo liner "Benattow" to new owners in Taiwan when he met his brother Capt. W. D. (Donald) Cowie (centre), Master of the BLC containership "Benavon". With the two brothers is Mr. M. H. Hoh, Terminal Superintendent of Modern Terminals Limited in Hong Kong, which berth is used by BLC and their TRIO partners.



## BLC'S ELASTIC CONTAINERS

Did you ever wonder about those millions of elastic rubber bands used by the British GPO every year?

It looks like there's no danger of them running short now. BLC has just brought four 20 foot containers full of different size bands weighing a total of 54 tons from Thailand.

They were manufactured by the Mahakij Thai Rubber Factory LP. Mahakij has been growing rubber in its Rayong plantation for 30 years but they only started converting raw sheet into rubber products in the past five years.

Incidentally, its elastic bands are the only ones approved by the Export Service Centre, thus guaranteeing quality for the GPO.



## THE **act** TEAM

# Captain Leighton, Master of 'ACT 1'

The ships operated by the ACT Group today are a far cry from the ships of yesteryear — they are big, expensive and carry sophisticated technical equipment. But how has the Master's job changed? Captain Leighton, Master of "ACT 1" talks to "ACT News" about the subject.

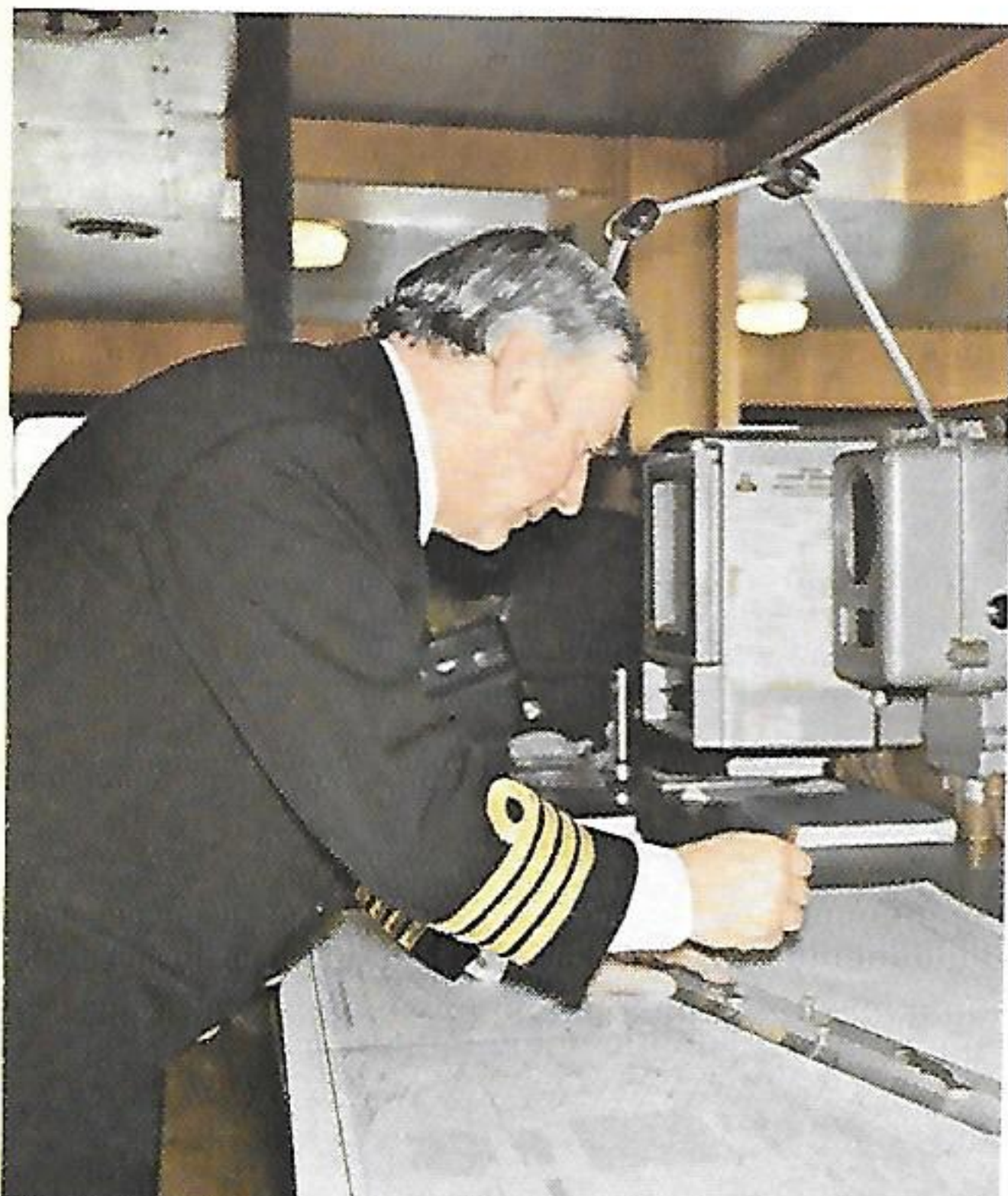
Typical of the Masters of ACT ships today is Capt. Charles P. Leighton, Master of "ACT 1." He first went to sea in February 1941 and has been a Master with Blue Star and associated companies for more than 20 years. He served in the Merchant Navy during World War II.

Capt. Leighton believes that in some aspects the Master's job hasn't changed at all: 'To command and maintain a safe, happy and efficient ship; to ensure that the cargoes entrusted to him and his officers are transported across the oceans of the world to the customers' satisfaction; and to keep personnel as content as possible and at the same time to maintain the best discipline that one can,' he says.

### RECRUIT

"On a modern containership the pay is good, the accommodation is comfortable and the food is excellent. This helps to make it easier in our continuing endeavour to recruit and keep good men, which in turn makes the Captain's job easier," he pointed out.

"The older and perhaps more settled officers and crewmen like to know that they are going out and coming back on a fixed schedule and that they won't be away for long periods as often happens on conventional ships," he explained. "This permits them and their families to make plans and know what to expect.



Plotting the course "ACT 1" will take on leaving port.

"Discipline is still as important as it always has been and the Master must see that everyone does their job well," Capt. Leighton emphasised. "The Captain tries to instill 'a fair day's work for a fair day's pay' philosophy in his men.

"Some problems which today's giant ACT containerships pose for the Master include having to adapt to quick turn-round and it requires that extra effort to keep up with the paper work. It's 'all go' on these modern faster ships. They are extremely well equipped and that makes the Master's life a bit easier particularly if he is fortunate enough to be able to get

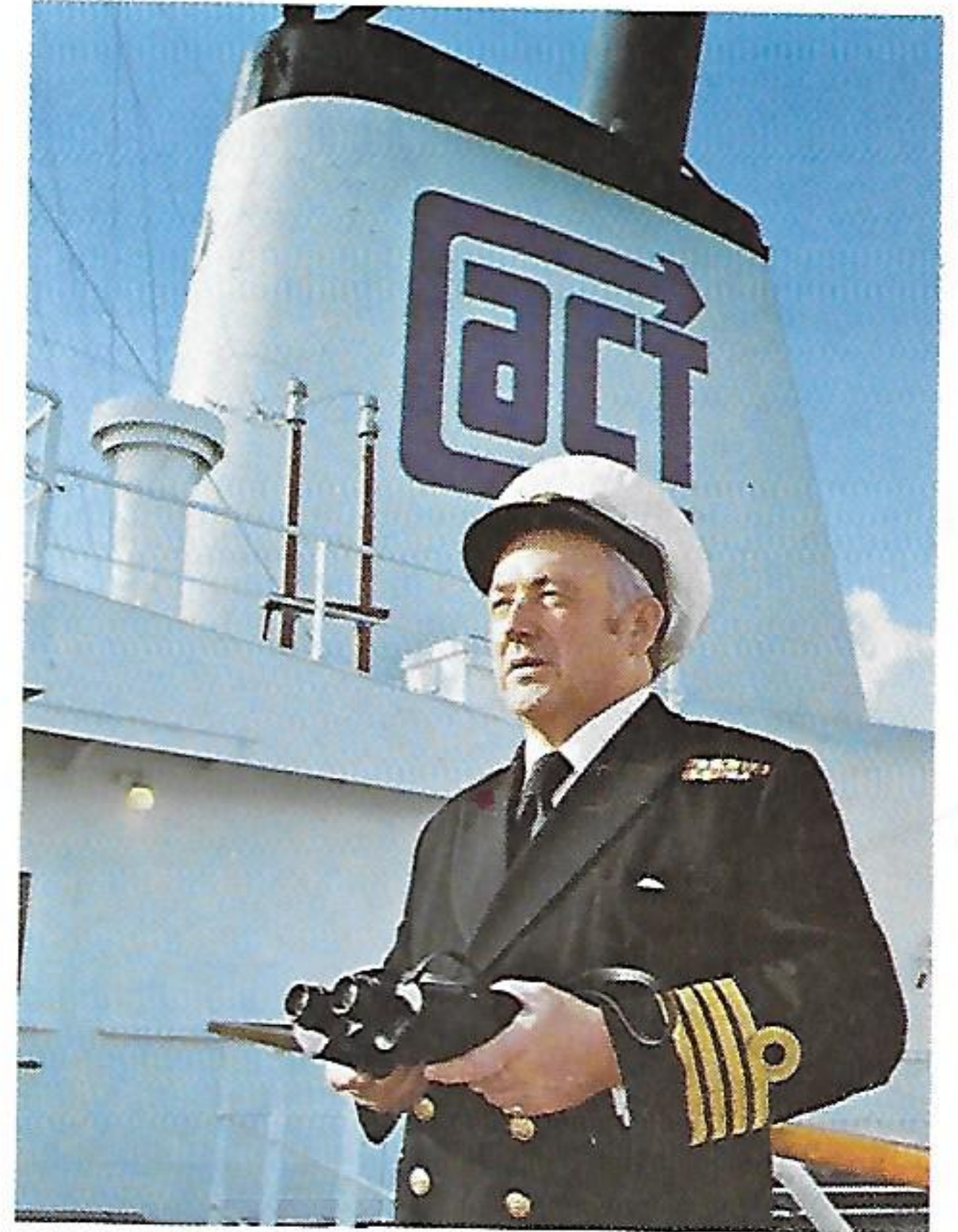


It's a long climb down but Capt. Leighton personally inspects refrigeration unit in the hold with Chief Engineer Ronnie Waugh.

together the basis of a good crew who may stay together as a team.

"With the excellent working conditions and the shorter runs, there is a good chance in the future that certain vessels, like those in the ACT Group, especially on the shorter runs, may encourage continuity of service from seamen who wouldn't otherwise continue at sea on overseas runs.

"Many Masters today consider themselves fortunate if they can remain on the same trade for many years and aren't constantly being switched from one trade to another as often is the case today," he continued.



Capt. Leighton on the bridge of "ACT 1".

"The larger containerships paradoxically have a smaller complement than conventional ships which are considerably smaller in size and as a result the Master of a containership today has to do many things himself and you will often find him in his 'boiler suit' checking things out personally. Everyone is fully occupied and, as time is short, the Master finds himself taking a more active and practical part in the work," said "ACT 1's" Master.

"Of course the modern navigational equipment and other technical advancements are of great assistance to the Master of today's modern containerships and help him run these big, expensive vessels more safely and efficiently," Capt. Leighton pointed out.

### PAPER WORK

After plotting the course which would be taken by "ACT 1" when she left port, Capt. Leighton slipped on his 'boiler suit' and began an inspection of the refrigeration units with his Chief Engineer before returning to his desk to fill out reports and catch up on some of the pile of paper work.

And while he was much too polite to say anything, we had the opportunity of observing the stream of visitors which Captain Leighton had to attend to including being delayed by having an interview with the Editor of "ACT News".

But he took it all in his stride and never lost his good humour and warm smile.

It has been a typical day in the life of one of today's Master Mariners who run our ACT fleet so smoothly and capably.