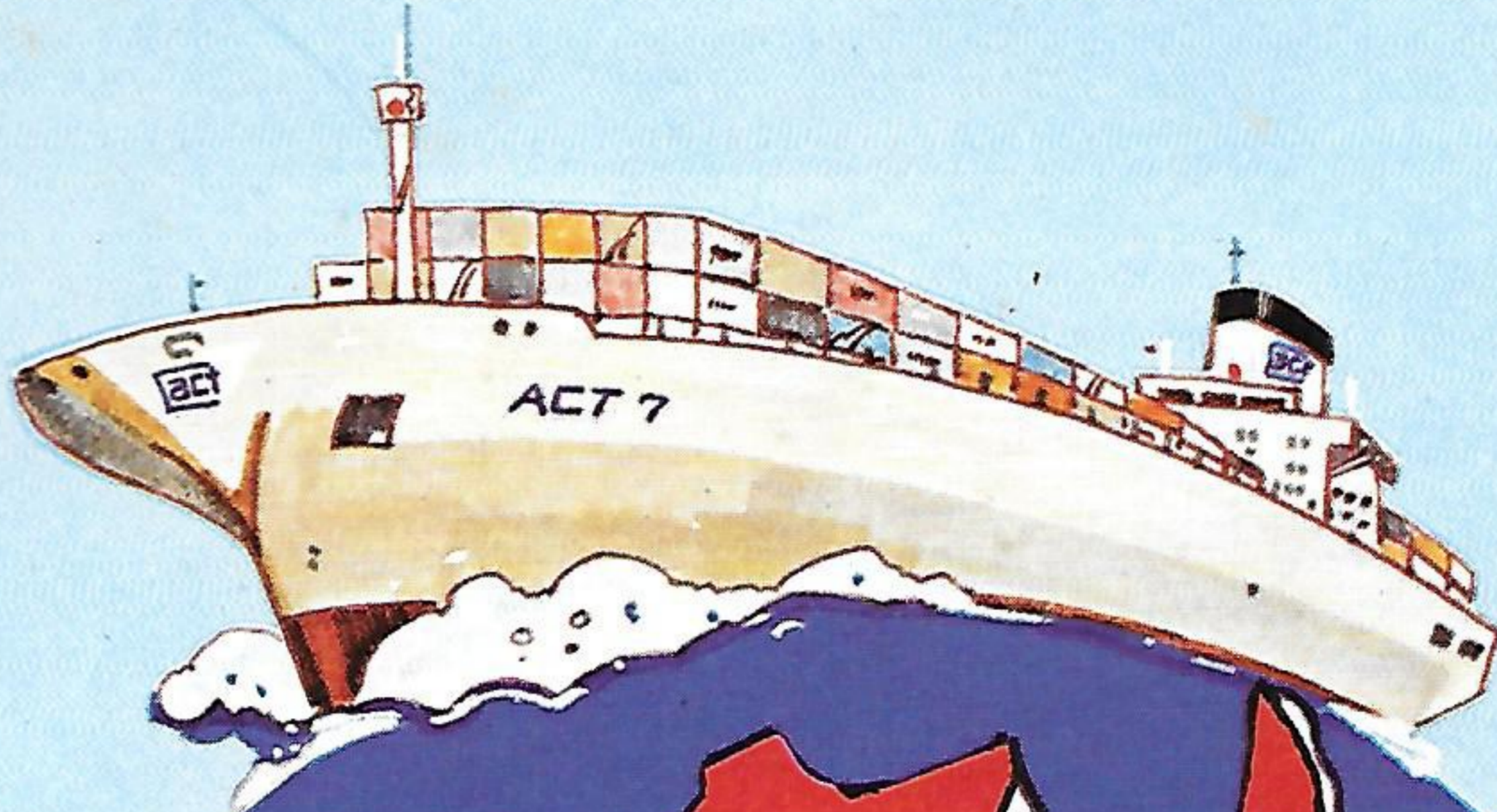


# act news

SPRING 1979



**10th Anniversary Issue**



# EUROPEAN/AUSTRALASIAN SERVICE

Sir Basil's decade with ACT is just another in his long list of successes during an extended and varied career.

Sir Basil was born in Brazil in 1906 and after education at Shrewsbury he qualified as a Chartered Accountant in 1930. He went on to develop the use of accountancy as a tool of management in various industries.

Since 1948 when he joined the British Transport Commission, he has worked entirely in the transport



**SIR BASIL SMALLPEICE**

field. He went to BOAC in 1950 as Financial Controller and was Managing Director of BOAC from 1956 to the end of 1963.

In 1964 he moved from aviation into shipping and was Chairman of Cunard and its principal subsidiary companies from 1965 until it was taken over by Trefalgar House Investments in 1971.

Sir Basil's varied career has also included his appointment as Administrative Adviser in the Household of Her Majesty the Queen; Director of Martins Bank; Chairman of the British Institute of Management from 1970 to 1972; member of the Council of the Institute of Chartered Accountants and also of the Chartered Institute of Transport; and President of the Institute of Freight Forwarders. He was made KCVO in 1961.

During a dinner given recently in Sir Basil's honour in Australia, Captain Sir John Williams, former Chairman of Australian National Lines, said: "Without

doubt Sir Basil's presence at our Councils will be sorely missed, but the example he set is there for those who will follow and what better guide could be given to them, I do not know."

And he added: "For men such as Sir Basil they retire in the ordinary sense of the word only when they cease to draw breath and I have no doubt he will continue to exercise his many gifts in such direction as he may decide he can do best."

This is typical of the comments being made by those in the ACT Group and the shipping world in general as they pay tribute to this quiet, unassuming, courteous gentleman who has set such a splendid record of achievement for those at ACT(A) and ANL to aspire to and carry forward.


## CUSTOMERS

ACT(A) offer a wide range of services to ensure regular, reliable, efficient and outstanding door-to-door through service for customers. Not only do they operate modern cellular purpose-built container vessels but also depots for packing and unpacking containers, inland haulage services and terminals for loading and unloading containers from ships.

Such a highly complex operation means that ACT(A) must employ a highly trained staff exercising a multitude of skills and during its decade of operation, the Company has always believed in employing the best personnel available for each job as only in this way can they offer the personalised and expert service for which they strive.

Container development by ACT(A) has meant a huge capital investment but the Company has great faith in the future of containerisation, seeing the past ten years as merely a stepping stone to the future!



BILL OF LADING for Combined Transport or Port to Port Shipment.		BL No.	00261714	
Shipper <b>HAMERS WILLS LIMITED</b> 23/35 CITY ROAD LONDON E.C.1		Reference No. HE/39235/PH  Associated Container Transportation (Australia) Ltd. The Australian National Line (Australian Shipping Commission)		
CONSIGNEE TO ORDER				
Name of Party <b>PETER MARICH &amp; CO LTD</b> 4/14 DICKSON AVENUE ARTARMON N.S.W. 2054 SYDNEY AUSTRALIA				
Intended Vessel <b>ACT 6</b>		Intended Port of Loading <b>TILBURY</b>		
Intended Port of Discharge <b>SYDNEY</b>		Intended Voyage No. <b>4253</b>		
No. of Original Bills of Lading <b>2 (TWO)</b>				
Marks and Numbers	Number and Kind of Packages	Description of Goods	Gross Weight KILOGS	Measurement CU.M
CONTAINER NO INTU 2677074 SUPPLIED BY THE CARRIER, SAID TO CONTAIN				
MARICH SYDNEY NOS 1-79	759 CTNS	TABLE MATS	13064	30,420
PARTICULARS ABOVE DECLARED BY THE SHIPPER				
Place of Acceptance <b>CLOVER LEAF LTD</b> <b>CHENEY MANOR</b> <b>SWINDON</b> <b>WILTS</b>		Place of Delivery <b>SYDNEY CONTAINER FACILITY</b>		
SUBJECT TO CONDITIONS ON BACK AND TO TERMS OF CARRIERS APPLICABLE TARIFF				
Freight and Charges		For Carrier's Use Only		Number of Packages in <b>2</b> CONTAINERS
UK Eur Land Haulage UK Eur Port Service Ocean Freight NZ Port Service Aust NZ Land Haulage	DUE EUR N/A DUE EUR N/A N/A	Type of Service <b>FCL/FCL</b>	Place and Date of Issue <b>LONDON</b> <b>23/02/79</b>	
IN WITNESS WHEREOF TWO ORIGINAL BILLS OF LADING HAVE BEEN SIGNED BY THE SHIPPER AND ONE OF WHICH BEING ACCOMPLISHED THE OTHERS TO BE VOID.				
<b>NON NEGOTIABLE</b>				
8 2 2 0				

# ACT(A)'S 10TH ANNIVERSARY COMPETITION

**An opportunity to win a cruise for two on the "Queen Elizabeth 2"  
to help celebrate ACT(A)'s ten years of service.**



All you have to do is answer the ten questions below and the tie breaker.

The winner will receive a ticket for two people to enjoy an unforgettable Atlantic Isles Cruise from 30th August to 7th September 1979 on the luxurious "QE2" — a chance to savour Cunard's superb lifestyle as you relax on your way to Las Palmas, Tenerife and Madeira. You will be lavishly entertained, enjoy marvellous food, have the fun of games, gambling, cinema, etc.

Don't delay, send off your answers today!

## QUESTIONS

- Name the longest river in:
  - Australia
  - Tasmania
- In the U.K./Australia Conference Trade how is the weight and measurement of a pallet taken into consideration when calculating the Basic Service Charge?
- In the U.K./Australia Conference Trade what concession is allowed to the consignee of a Northbound Full Container Load who, after unpacking the container at the place of delivery named on the Bill of Lading immediately reloads the same container for F.C.L. Southbound movement?
- Who was the sponsor of the 'ACT 3'?
- Give the names of the Containership Terminals used by ACT(A)/ANL in:
  - Sydney
  - Melbourne
  - Fremantle
- What do the initials P.A.C.E. represent?
  - What route does it cover?
- Name the three main primary exports from New Zealand.
- What do the initials P.A.D. represent?
  - What route does it cover?
- In the U.K./Australia Conference Trade what is the free period of loading for:
  - 20ft General Container
  - 40ft General Container
  - 20ft Refrigerated Container
- How many refrigerated containers can be carried on the 'ACT 7'?

## TIE BREAKER

**In 50 words or less explain the main benefits obtained by using the ACT (A)/ANL Service.**

## RULES

- This competition is open to any resident of the United Kingdom and the Republic of Ireland except employees and their relatives of the ACT Group, their Associated Companies and Agents, the U.K./Australia-New Zealand Conference and Member Lines thereof and Link House Publications.
- The answers to the ten questions and the tie breaker may be sent on this entry form or on a plain piece of paper approximately 8" x 11".
- Entries should be addressed to:
 

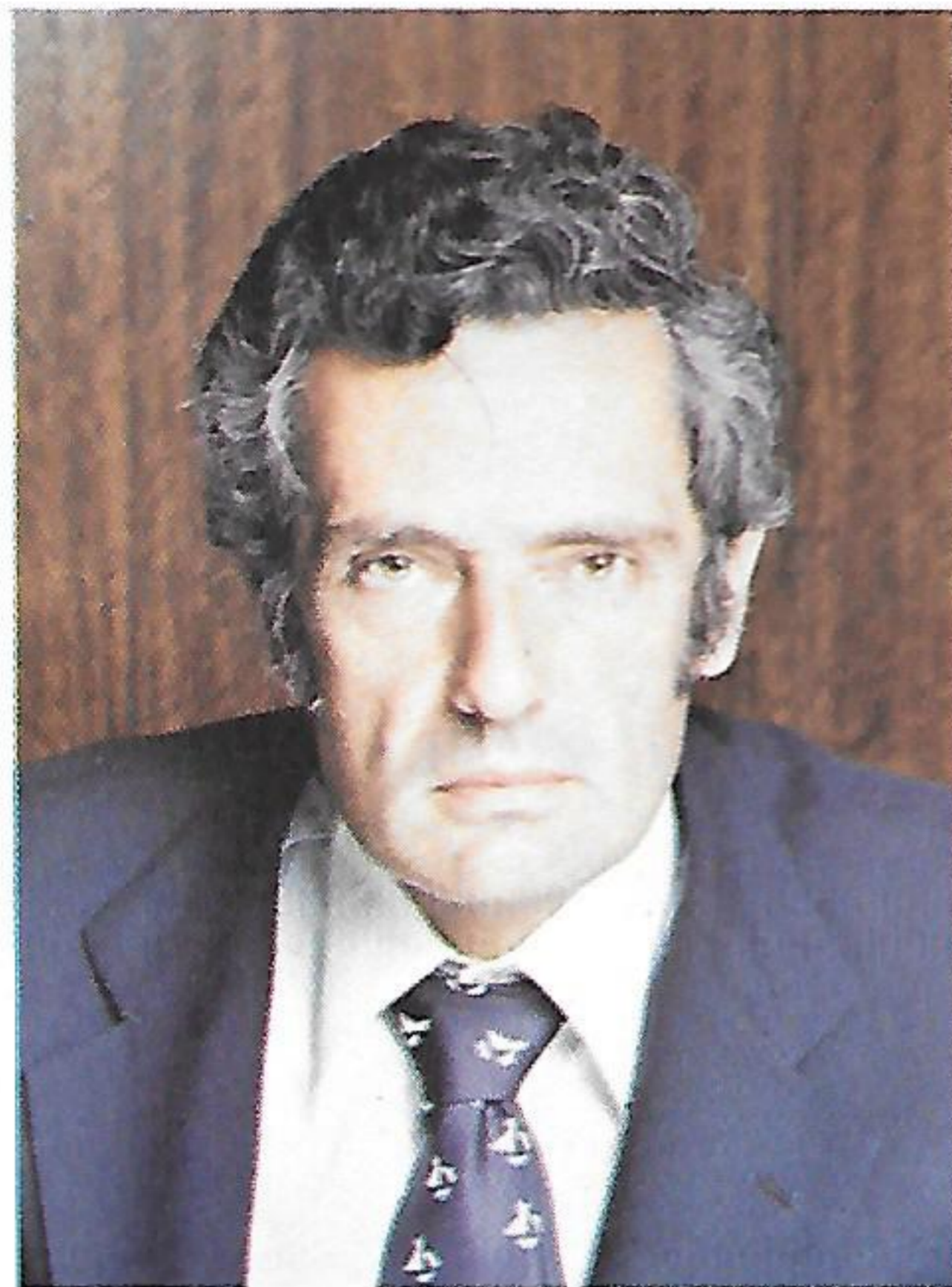
ACT(A)'s 10th Anniversary Competition,  
136 Fenchurch Street,  
London, EC3M 6DD.
- No responsibility will be accepted for lost or mislaid entries.
- The organisers will not enter into any correspondence regarding the competition and the judges' decision is final.
- The Grand Prize of a cruise on the 'Queen Elizabeth 2' is valid only on the eight-day Atlantic Isles Cruise which runs from 30th August to 7th September 1979 and may not be exchanged for any other cruise or cash equivalent.
- All entries must be received no later than 30th April 1979 and the winner will be notified by 30th June 1979.

## John Morgan appointed ANL's new General Manager

Mr. John Morgan has been appointed General Manager of The Australian National Line (ANL) following the retirement of Mr. Reg Robin.

Mr. Morgan joined ANL in 1959 and held the positions of Chief Accountant, Secretary and Director of Finance before being appointed Assistant General Manager in 1970.

Before joining ANL, Mr. Morgan held a number of financial positions in industry both in Australia and overseas. He is a Fellow of the Australian Society of Accountants, the Institute of Chartered Secretaries and Administrators, the Chartered Institute of Transport and the Australian Institute of Management.



**JOHN MORGAN**

"When I joined ANL in 1959," Mr. Morgan recalled, "the revenue earnings of the Line came almost entirely from coastal operations and totalled \$27,223,000. Since then the Company has been transformed into an international organisation with earnings now approaching the \$400,000,000 mark."

In referring to the growth of the Line, Mr. Morgan paid tribute to his predecessor, Mr. R. D. Robin, with whom Mr. Morgan has worked closely since 1959 and under whose guidance as General Manager ANL's recent development took place.

"The shipping industry is passing through challenging times," Mr. Morgan said, "but I feel confident that with a team effort from personnel both ashore and at sea we will meet the challenge and look forward to continued growth."

## New Chairman of ACT Ltd.

Mr. R. Alastair Lloyd, Director of Ellerman Lines Ltd. and newly appointed Chairman of Ellerman City Liners, has been elected Chairman of ACT Ltd. in succession to Mr. H. R. MacLeod, Joint Managing Director of Ben Line.

On leaving Eton in 1940, Alastair Lloyd joined the 60th Rifles. He saw service in Germany and was demobilised in 1946. This did not end his military association, however, as he served seven years in the Territorial Army in the Queen's Westminster Rifles.

Following demobilisation, Mr. Lloyd joined Ellerman & Bucknall Steam-Ship Co. Ltd. in January 1947. He underwent a training course which included a trip to the U.S., Australia and New Zealand.

### INDEPENDENT

Once his initial training was completed, he joined the Australian Department of E&B as Assistant Manager. At that time E&B operated an independent service from Australia to Europe as well as two services from the East Coast of North America to Australia and New Zealand — one from the U.S.A. jointly with Federal Steam Navigation Co. Ltd. (a P&O subsidiary) known as the American and Australian Line, and the other from Canada jointly with The New Zealand Shipping Co. Ltd. (also a P&O subsidiary) and Port Line.

When ACT was formed, Mr. Lloyd became one of the original directors of ACT Ltd. in 1966 and an Ellerman Director of ACT (A) in 1967. That same year he also became a Director of Ellerman Lines.

He played a key role in the development of the PACE Line Service from the East Coast of the U.S. to Australia and New Zealand and he became an Executive Director of ACT(A) responsible for the PACE Line Service in 1970.

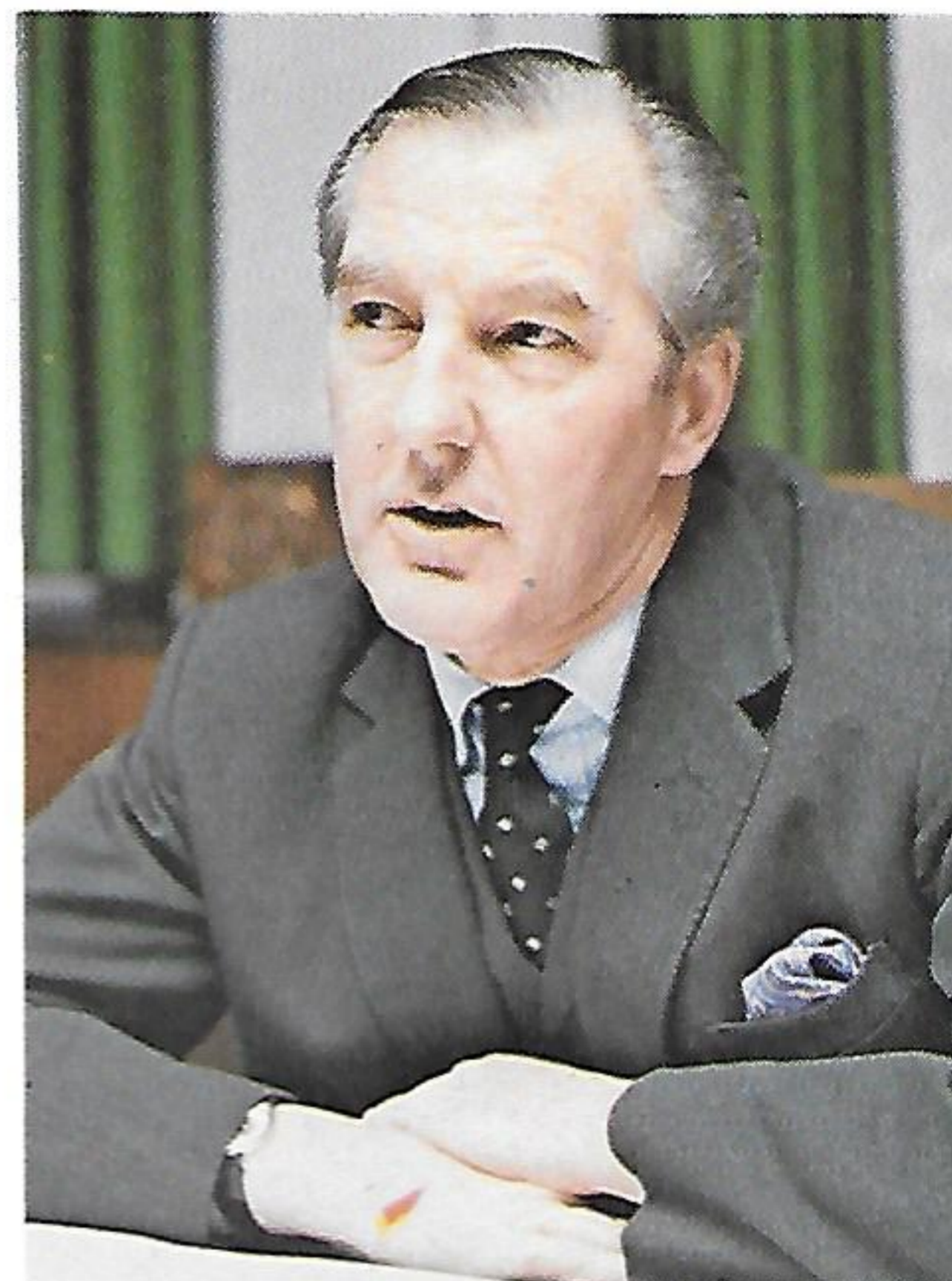
### TRADE

He returned to Ellerman Lines in 1973 and in 1975 when it was decided to containerise the South African trade, he took charge of the formation of Ellerman Harrison Container Line (EHCL). At the same time he became Deputy Chairman of Ellerman City Liners (Ellerman's Shipping Division).

Mr. Lloyd also became a Director of Ben Line Containers (BLC) in 1975 and he served as Chairman of ACT Services Ltd. from 1975 to 1978.

Alastair Lloyd comes from a family heavily steeped in shipping tradition. His grandfather (who is also his cousin David Lloyd's grandfather) was General Manager of the old Bucknall Steam-Ship Co. before it was taken over by Sir John Ellerman and both Alastair and David's fathers worked for Ellerman shipping interests. At the present time there is also another Lloyd with the company, David's brother Jeremy.

Alastair Lloyd is married and has four daughters. In his leisure time he hunts, gardens and plays tennis.



**ALASTAIR LLOYD**

## Terminal Manager for ACTS Tilbury

Mr. Eric C. Russell has been appointed ACT Services' Terminal Manager at Tilbury.

Mr. Russell joined ACT in December 1969 following 17 years at sea with Ellerman Lines, latterly as Chief Officer. After a brief stint at ACT in London with the Cargo Department, he went to Aintree as Cargo Superintendent and a year later returned to London with ACT Services as Cargo Handling Officer.

In 1973 he was sent to Southampton as Terminal Manager for ACT Services and in 1976 he was transferred to Barking as Regional Manager, where he remained until his new appointment.

Eric Russell is married and has two children. He met his wife in Hong Kong where she worked for several years. In his leisure moments Eric spends much of his time gardening and relaxing with the family.



**ERIC RUSSELL**

# SRCRA finds better ways for refrigerated

INFRA red cameras, specially adapted computers, rigorously controlled conditions, non-stop complex recording machines...

It may sound like something out of a science-fiction novel but actually it's all located in a modest building on Newmarket Road in Cambridge. There a small group of dedicated men and women are working at the Shipowners Refrigerated Cargo Research Association (SRCRA) constantly looking for better ways of transporting refrigerated goods.

And they have scored some impressive successes.

One of the problems that has long plagued those who are concerned with moving food by sea is taint. Foods and fatty foods in particular will readily absorb odorous chemicals from other foodstuffs and from the environment, which could include paint, plastics or a large range of other materials.

Thirty years ago the problem was oil fuel taint caused by slight leakage from double bottom tanks strained during war service. This subsided and after a period of relative quiet a new wave of taints appeared, reflecting the increasing use of petro-chemicals. For example, a shellac

occurred, remedial treatments have to be devised. All these require investigation.

Containers first appeared on the SRCRA scene about 1952. They were then single units used as refrigerated space on ships that had none. Containers in the full sense began to involve the Association from 1962 onwards but the full impact came in 1965 and 1966 with the formation — principally from existing members of the Association — of the two container consortia, ACT and OCL.

The method of refrigerating containers on board ship had to be studied and a committee was formed which produced a design — later patented — for the coupling between containers and ship ducts. The container had to be designed from the point of view of air movement, insulation, etc. involving a huge amount of investigation.

A design for a closure valve for the air



**ALEXANDER  
MACINTOSH**

## 'Impact disproportionate to its size' — SRCRA Chairman

Co-operative Research Associations have long played an important role in advancing business and industrial interests in Great Britain. Perhaps one of the smallest of these is the SRCRA but because of the Association's belief that there should be complete co-operation between members and staff, it has enabled the SRCRA to have an impact disproportionate to its size.

It gives me great pleasure to salute the men and women who have worked so untiringly in this pursuit and none more so than Ken Hales, who has recently retired as Director of the SRCRA but who continues to maintain a lively interest in its progress.

**Alexander Macintosh, Managing Director  
of ACT(A), is currently Chairman of SRCRA**

The involvement of U.K. and Commonwealth shipowners in research in the carriage of refrigerated cargoes had its origins over 50 years ago in an extremely successful co-operation between shipowners and the Government's Food Investigation Board and, in particular, with the Low Temperature Research Station in Cambridge.

That co-operation continues today with the successors of the Low Temperature Research Station — the Food and Meat Research Institutes, Torry Research Station and East Malling Research Station. The SRCRA has since its formation taken over that part of the research dealing with transport of perishable products directly concerned with ships and latterly containers.

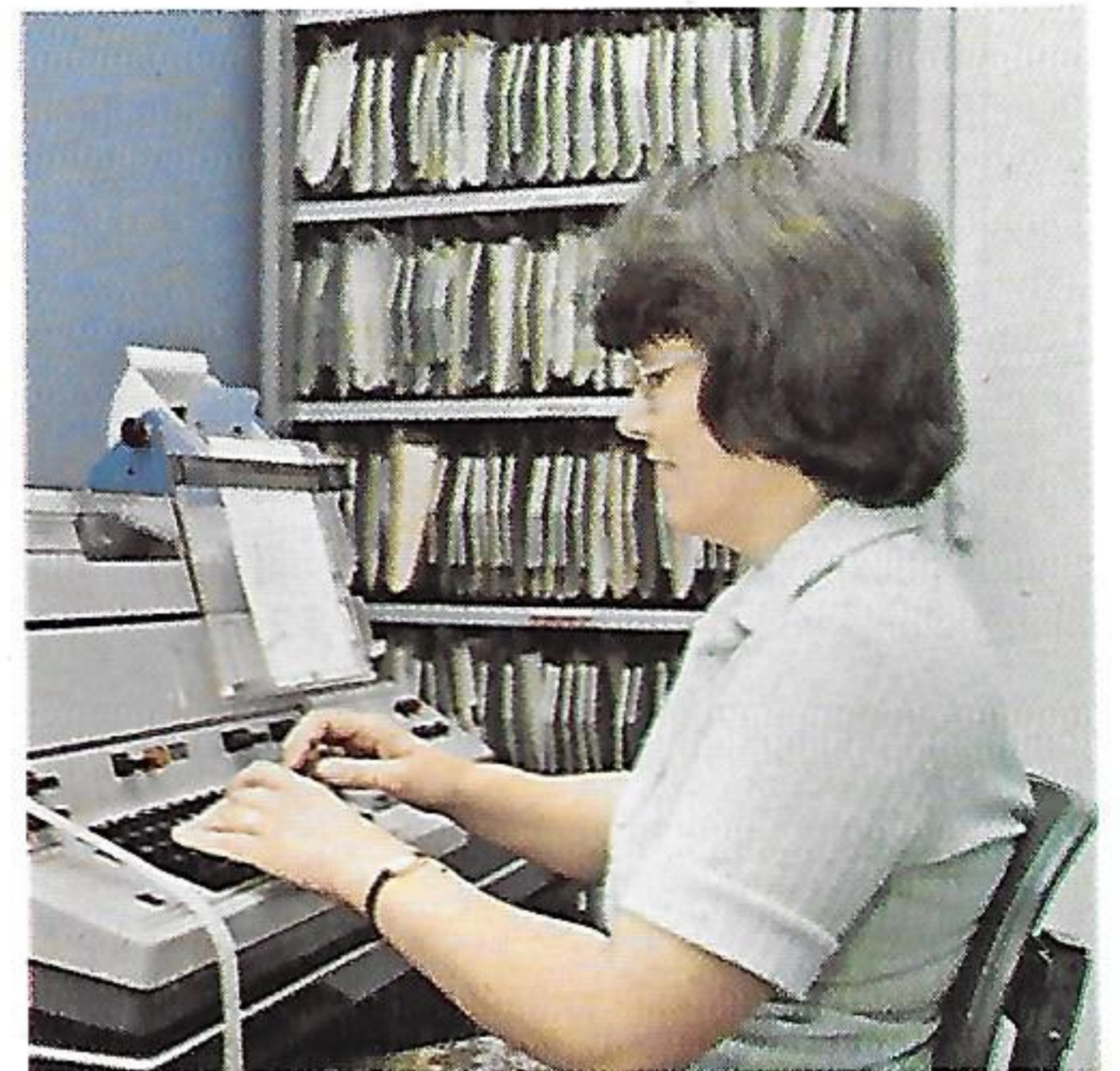
### EXPERTISE

The present membership of the Association includes the major British owners and operators of refrigerated ships plus their consortium partners, Australian National Line and the Shipping Corporation of New Zealand, representing a considerable proportion of the world's expertise in the transport of refrigerated cargo.

Among the early problems was insulation and the insulation of the ship's structure. It was a period when new insulating materials were being developed. There were problems associated with their durability, stability and efficiency when used in the context of sea transport.

alcohol varnish was innocuous enough but a polyurethane varnish in a petro-chemical solvent for spray application is not.

Paint and plastic odours will disappear with time — but this disappearance can be prolonged — and it is an expensive luxury to severely limit the use of a ship's hold for a year. Problems to be solved include test methods, alternative materials and, if taint has



*Keeping in close contact with members of the Association is essential and telex messages help to speed communication.*



*SRCRA's headquarters in Newmarket Road, Cambridge.*

# transport

supply holes in the containers was produced and also patented and it is now in world-wide use.

Containers with the system in which the ship provides for the refrigeration while at sea pose problems when operating on land. For short journeys refrigeration may not be necessary, but it was necessary to define the limits of such an operation by investigating behaviour of loaded containers.

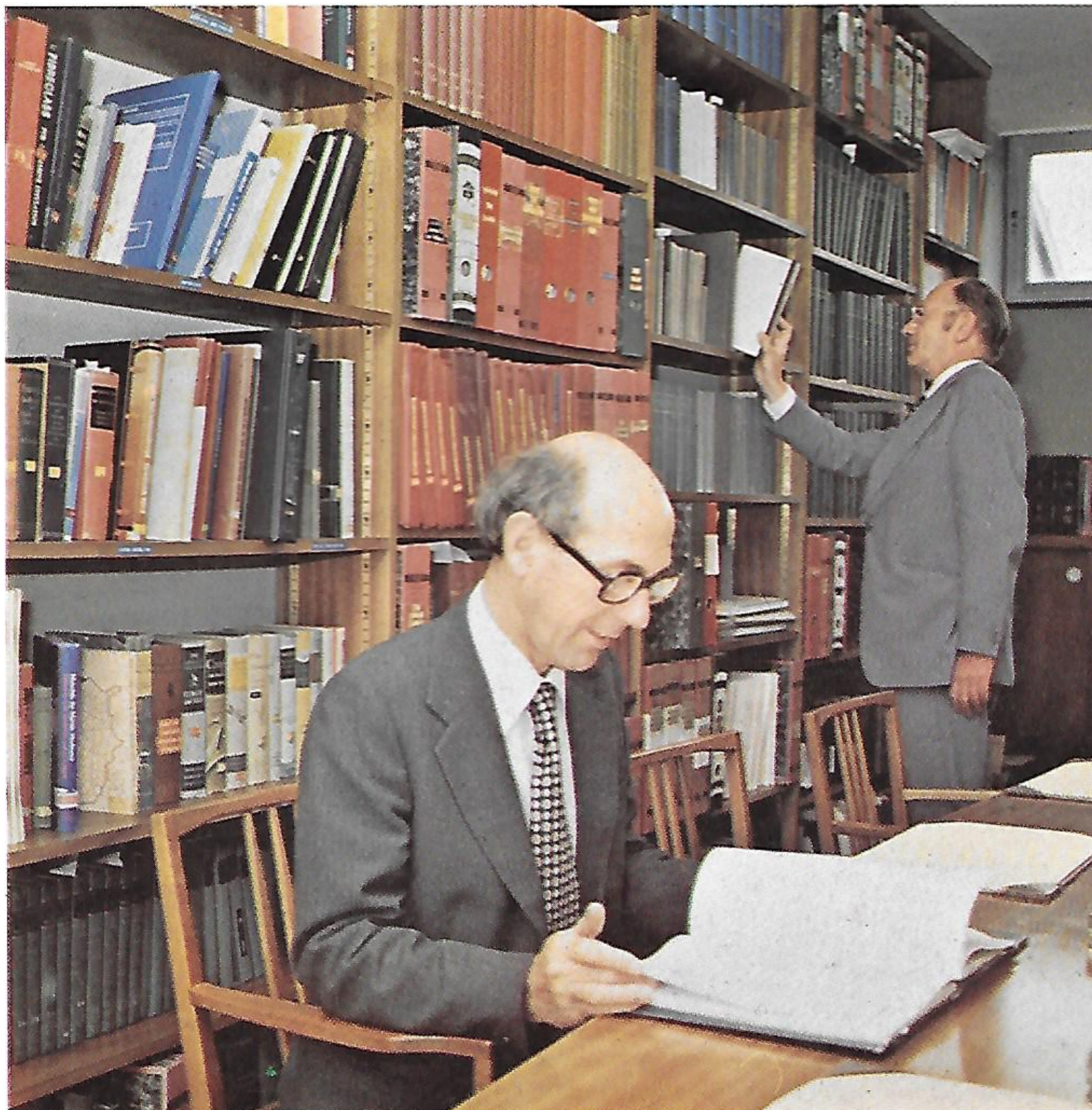
In addition to new problems which arise from time to time, there are others that have continued over long periods. The latter include investigation of refrigeration systems. Clip-on units and later liquid nitrogen and liquid carbon dioxide were seen to have advantages in some operations, but two improved methods of temperature control, giving stability of temperature of the inlet air to  $0.5^{\circ}\text{C}$  have been devised and patented.

These or variants of these are beginning to come into regular use and this research has spurred manufacturers of refrigeration systems and controls to strive for the higher standards which are now accepted as being possible as well as desirable.

Control of temperature is vital in refrigerated shipping and the SRCRA was involved first in the development of accurate measuring equipment for ships cargo spaces and then in the automatic control of the temperature of the air delivered to these spaces.



*One of the newest additions to SRCRA's facilities in this test chamber capable of taking a 40' refrigerated container or two 20' boxes.*



During the past decade there has been a gradual introduction of electronic controllers both for large refrigeration plants on board ship and more latterly for container refrigeration systems.

The Association has co-operated closely in the shipment of fruit from Australia to the U.S. and from South Africa to the U.K./Continent.

Currently studies are being made with a view to improving container design; attention continues to be given to the development of small plant fitted to containers; investigation continues to be carried out on improving techniques of using the total loss refrigerants — liquid nitrogen and solid or liquid carbon dioxide.

Through the combined efforts and total co-operation of SRCRA and its members, more refrigerated cargoes are being shipped and housewives in the U.K. now accept that most fruits and vegetables are available year round at reasonable prices.

*Research and exchange of information is of tremendous importance to the Association. In its extensive library Director Robin Scrine (foreground) looks over a newly received document while Ken Hales, who recently retired as Director of the SRCRA after 32 years' service with them, consults a report.*

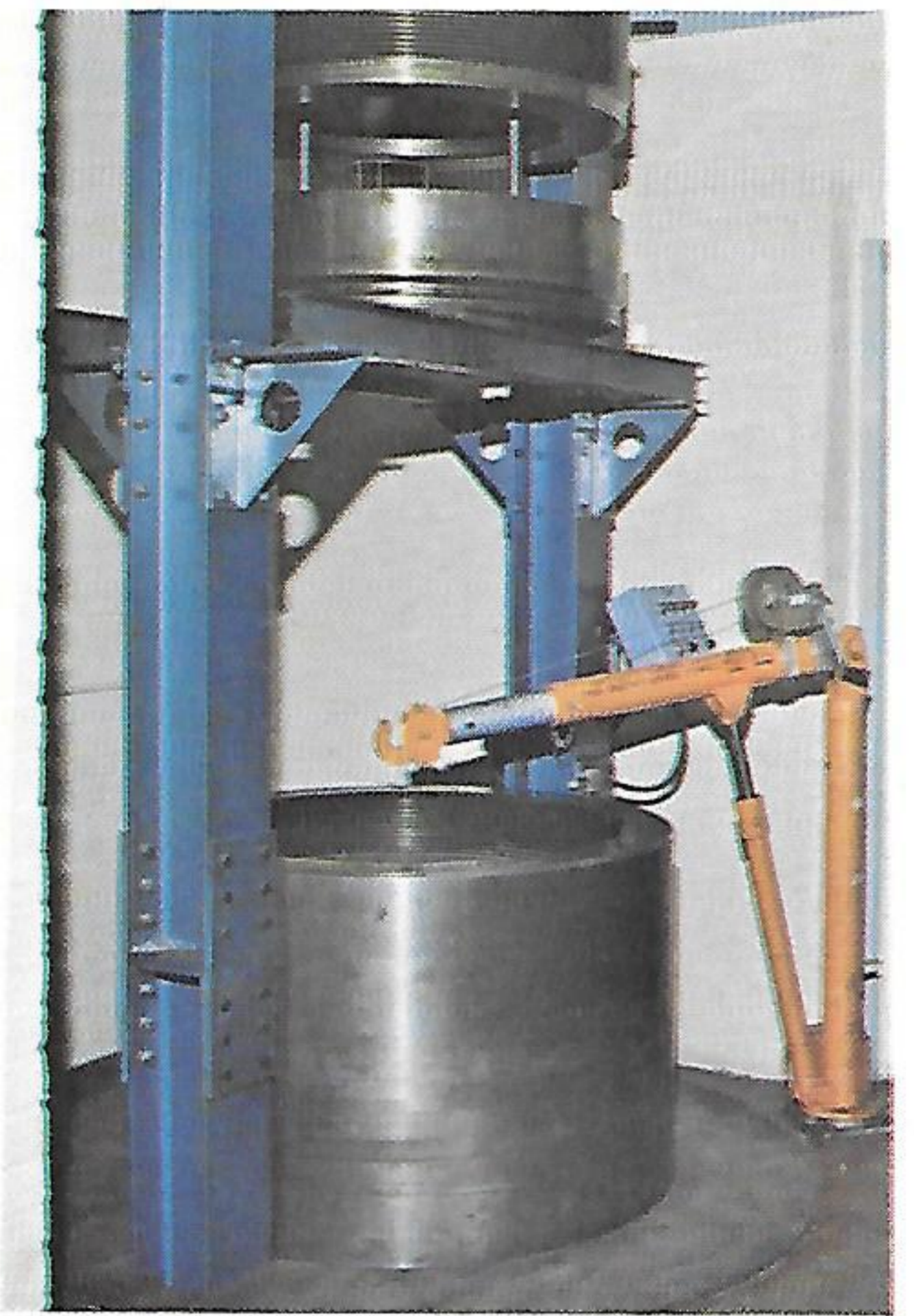
# EHCL INVOLVED WITH 'DISCOVERY'



The important work being carried out by the "RRS Discovery" on its cruise No. 100 — which is currently under way — has been made possible by the teamwork of a large number of people and organisations including Ellerman Harrison Container Line (EHCL), which carried vital pieces of equipment for the project in several 40 foot containers, in co-operation with the Institute of Oceanographic Sciences at Wormley in Surrey, and Ellerman & Bucknall, EHCL's agents in South Africa, who are acting as agents for the operation there.

The "Discovery" is carrying out a closely integrated physical and biological programme to determine if the Weddell Sea Drift turns towards the south in the 20°-30°E sector of the Southern Ocean.

If this southerly movement exists, it is



Vessels housing underwater equipment are subjected to heavy pressures at the bottom of the ocean. This high pressure test facility makes sure they are water-tight and can withstand the pressures.



Top left: Partial view of the Institute of Oceanographic Sciences' headquarters at Wormley in Surrey.

Centre left: DO make waves! This tank is part of the Institute's research facilities and simulates ocean waves, allowing equipment to be tested under realistic conditions.

Left: One of the 40-foot EHCL containers used to transport equipment to South Africa for use on the "RRS Discovery". Discussing the loading are (left to right) J.F. Payne, EHCL Sales and Marketing Representative; A.E. Fisher, Scientific Liaison Officer to the "RRS Discovery"; T.W. Christian, ACTS Cargo Superintendent; R.A. Clement of the Institute's Liaison Staff; and Dr. D.M. Shale, Marine Biologist.



# IN THE SOUTHERN OCEAN

important to know its extent and strength as this will help in understanding Southern Ocean dynamics and the distribution of animals and krill, carried into the area from the west in the Weddel Drift.

The Institute of Oceanographic Sciences is made up of a group of dedicated and tenacious men and women who are helping to improve our knowledge of processes in the sea. Their principal area of operation is long-term research on fundamental problems of marine science which is necessary if practical questions such as the role of the oceans as a regulator of climate, mineral extraction from the seabed, waste disposal, energy from waves and tides and coast defences, to name but a few, are to be solved.

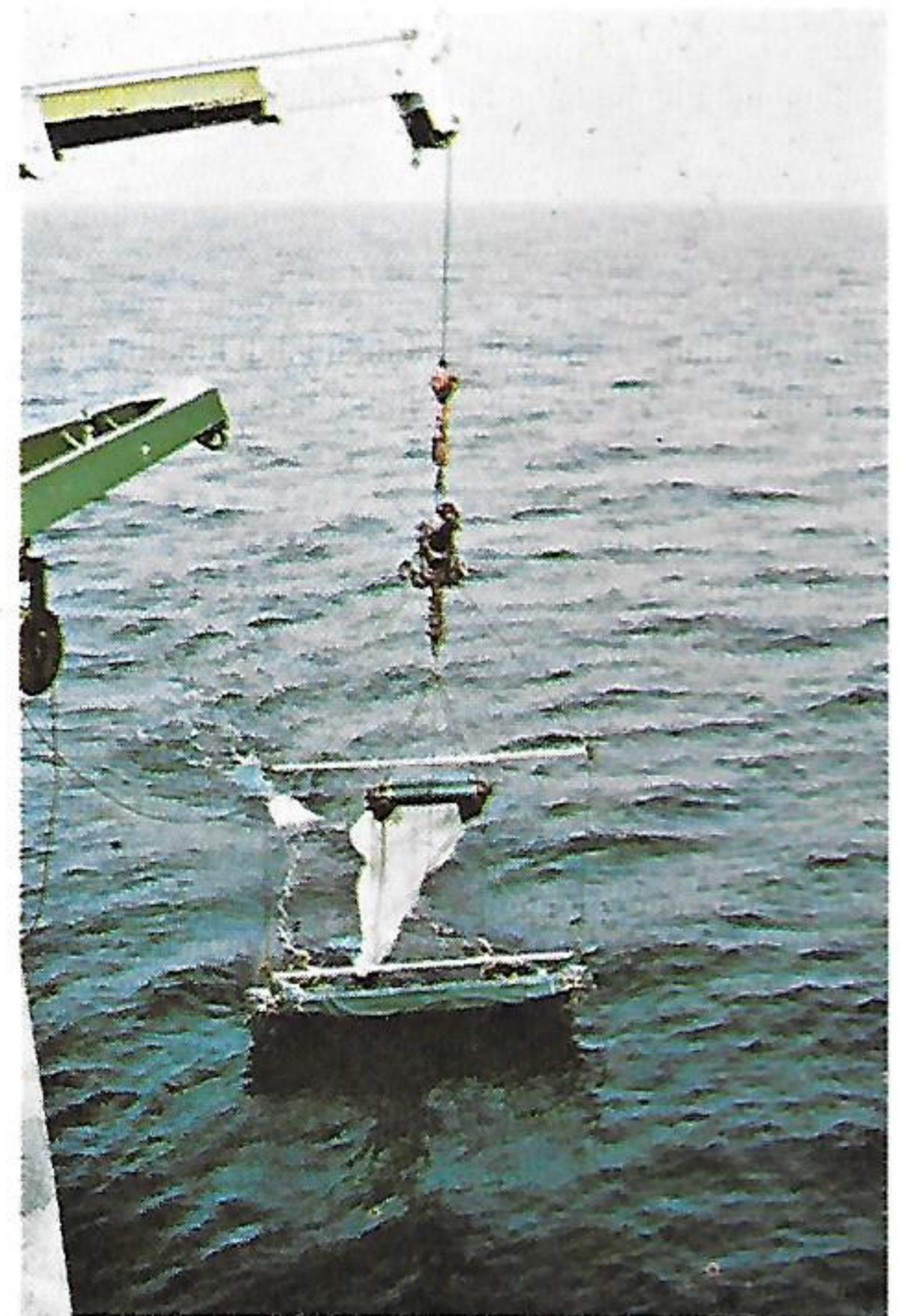


The "RRS Discovery" carries out important research and investigative work for the Institute



A subsurface buoy ready to be lowered from the "Discovery". It is attached to underwater equipment and will eventually be used to bring the equipment back to the surface.

These rectangular midwater trawls are being lowered gently into the ocean and will provide useful information on plankton.



And the EHCL boxes were carried on the "City of Durban" to South Africa. This is one of the largest and fastest containerships in the world, purpose-built for the trade.

## City of Durban-tailor made for the job

### The Problem

1. Research into projected trading patterns indicated a requirement for a carrying capacity as close to 2450 TEUs as possible.
2. Restrictions on length of hull imposed by the tight bends in the approach to Durban harbour and on a width to provide a capability to use the Panama Canal if ever required ruled out such capacity within conventional hull geometry.

### The Solution

Develop conventional design with a completely new wide hold involving research by builders, owners and Lloyd's Register.

### The Result

9.2 miles of containers (2436 TEUs) in 800 feet of ship, and a breakthrough in containership technology.

#### Satellite Navigation

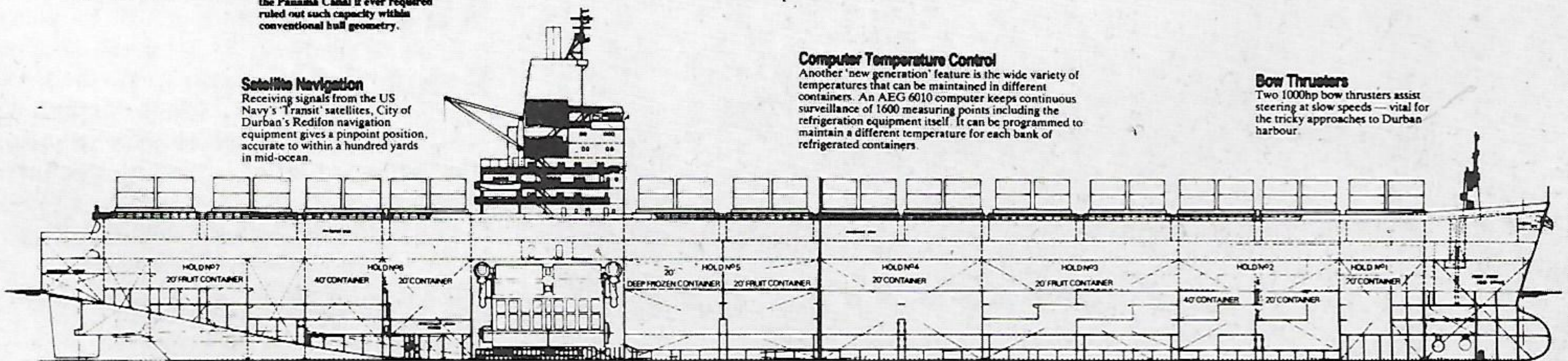
Receiving signals from the US Navy's "Transit" satellites, City of Durban's Redifon navigation equipment gives a pinpoint position, accurate to within a hundred yards in mid-ocean.

#### Computer Temperature Control

Another 'new generation' feature is the wide variety of temperatures that can be maintained in different containers. An AEG 6010 computer keeps continuous surveillance of 1600 measuring points including the refrigeration equipment itself. It can be programmed to maintain a different temperature for each bank of refrigerated containers.

#### Bow Thrusters

Two 1000hp bow thrusters assist steering at slow speeds—vital for the tricky approaches to Durban harbour.



#### Auxiliary Power

Six 1,500kw diesel driven generators provide 9 megawatts of electrical power—enough to supply the town of Ashford. This mini power station is one of the largest afloat. The OEII has 10 megawatts capacity.

#### Main Engines

2 MAN turbocharged slow speed diesels, type K5S2 90/160, provide a total of 51,360bhp, giving a service speed of 21 knots.

#### LOA 848 ft

Capacity 2436 TEUs  
The highest capacity in relation to length of any existing panamax containership. The key to its capacity is in the developed hull design which allows space to stow containers 10 wide underdeck—the first time that this has been achieved in a panamax vessel.

#### Containers

2436 TEU (20 ft equivalent units) including 710 refrigerated 716 hard frozen



## EHCL's growing Northern Ireland trade

Container business is booming in the port of Belfast and the photograph shows another consignment of canned fruit brought from South Africa by Ellerman Harrison Container Line (EHCL). It is being examined at the Belfast container terminal of Head Line by (left to right) Mr. D. H. McWhir, Director of John McWhir Canned Fruit Importers; Mr. G. J. Hill, Marketing Director, and Mr. M. W. S. MacLaren, Director, of G. Heyn & Sons Limited, EHCL's Northern Ireland Agents.

## Behind the scenes in ACT

ACT Services Ltd. provide the ACT member lines — including ACT(A), BLC and EHCL — with the infrastructure they need throughout Europe. Working quietly and effectively behind the scenes they are an essential part of the ACT Group.

Nowhere is this more obvious than in the Operations Department which keeps the traffic flowing smoothly. Constantly alert for better ways to serve the member lines, a meeting was held recently with key members of ACTS' Head Office operations staff, Regional Managers, Terminal Managers and ACTS' Continental Manager participating.

Discussing how to provide an even higher standard of service to member lines and their customers are (left to right) N. A. Cooper, Regional Manager, Basildon; W. E. Clayton, Terminal

Manager, Seaforth; N. G. Niblock, Regional Manager, Coatbridge; K. Thompson, Acting Regional Manager, Barking; J. F. Hodgson, Regional Manager, Birmingham; Mrs. J. Squire, Secretary to W. C. Campbell, taking the minutes of the meeting; H. M. Townsend, Traffic Manager; B. R. Conchie, Operations Manager; W. C. Campbell, Director of ACTS; J. D. Farrar, Marine Manager; I. F. Massie, Equipment Control Manager; G. M. Grainger, Cargo Handling Officer; A. G. Ashby, Continental Manager; R. R. French, Regional Manager, Liverpool; D. Parsons, Terminal Manager, Southampton; E. C. Russell, Terminal Manager, Tilbury; I. R. Jarrett, Acting Regional Manager, Manchester; and J. D. Armitstead, Regional Manager, Leeds.



## The versatile container

More and more different uses are being made of the flexible container concept but an unusual application was found for the box when the Bearsden Ski Club was holding a Jumble Sale in aid of the Scottish Branch of the Royal Commonwealth Society for the Blind.

The organisers wondered where they could safely store the large number of items being donated for the sale. Everything was placed securely under lock and key thanks to ACT(A), who lent a container to the Ski Club.



In the photograph, a vacuum cleaner is being loaded into the 20-foot container by John Gray (left), ACT Services' Assistant Cargo Superintendent at Coatbridge Containerbase, and Craig McMillan, Bearsden Ski Club Manager, while Sheila Milne, Scottish Secretary for the Royal Commonwealth Society for the Blind, and John McLatchie, ACT(A)'s Regional Sales Manager, look on.

## New telephone number for ACT(A)'s Bristol Office

ACT(A)'s Bristol Office has a new telephone number, which became effective on March 1st. It is (0272) 211251. The address remains the same: 40 Park Street, Bristol BSQ 5JG.

The Bristol Office is managed by Howel Williams.

The telephone numbers of ACT(A)'s other regional offices:

Basildon: (0268) 3993; Leeds (0532) 712211; Birmingham (021) 356 9151; Glasgow (0236) 27371; Manchester (061) 748 4077.

## Handing over in the Far East



Roger Miall (left) turns over some of the paperwork from Ben Line's Bangkok Office, where he has been the Manager, to James Mattinson who is taking over from him. Mr. Miall has been appointed Manager of Ben Line's office in Japan and Mr. Mattinson was previously based in Hong Kong.

## £58,000 for your thoughts

A prize of \$A100,000 (about £58,000) is being offered by Victoria (Australia) for the best idea for a suitable landmark for the Port of Melbourne — something that will immediately identify the city as the Eiffel Tower does for Paris; Big Ben for London; the Opera House, Sydney; and the Leaning Tower, Pisa.

"Competition Landmark" is open to everyone — housewives, students, clerks and farmers as well as professionals. But it is the idea that is important. Once that has been chosen, another competition will be considered for plans, designs, technical specifications and details.

The competition seeks to find a unique concept that will serve for generations to come as a symbol of Melbourne, Victoria's capital city. The site where it is to be located is on the whole or part of 80 acres of Flinders' Street railway yards which separate Melbourne's central business district from the River Yarra (see photograph at right).

The winning idea should:

1. Make a major contribution to the way of life of the population of Melbourne and the State of Victoria.

2. Serve to attract international attention to itself and other noted developments within the State.

3. Be appropriate for Melbourne when considering elements of the city and its background.

For more information, write to: Victoria Promotion Committee, Bush House, The Strand London WC2B 4PA.



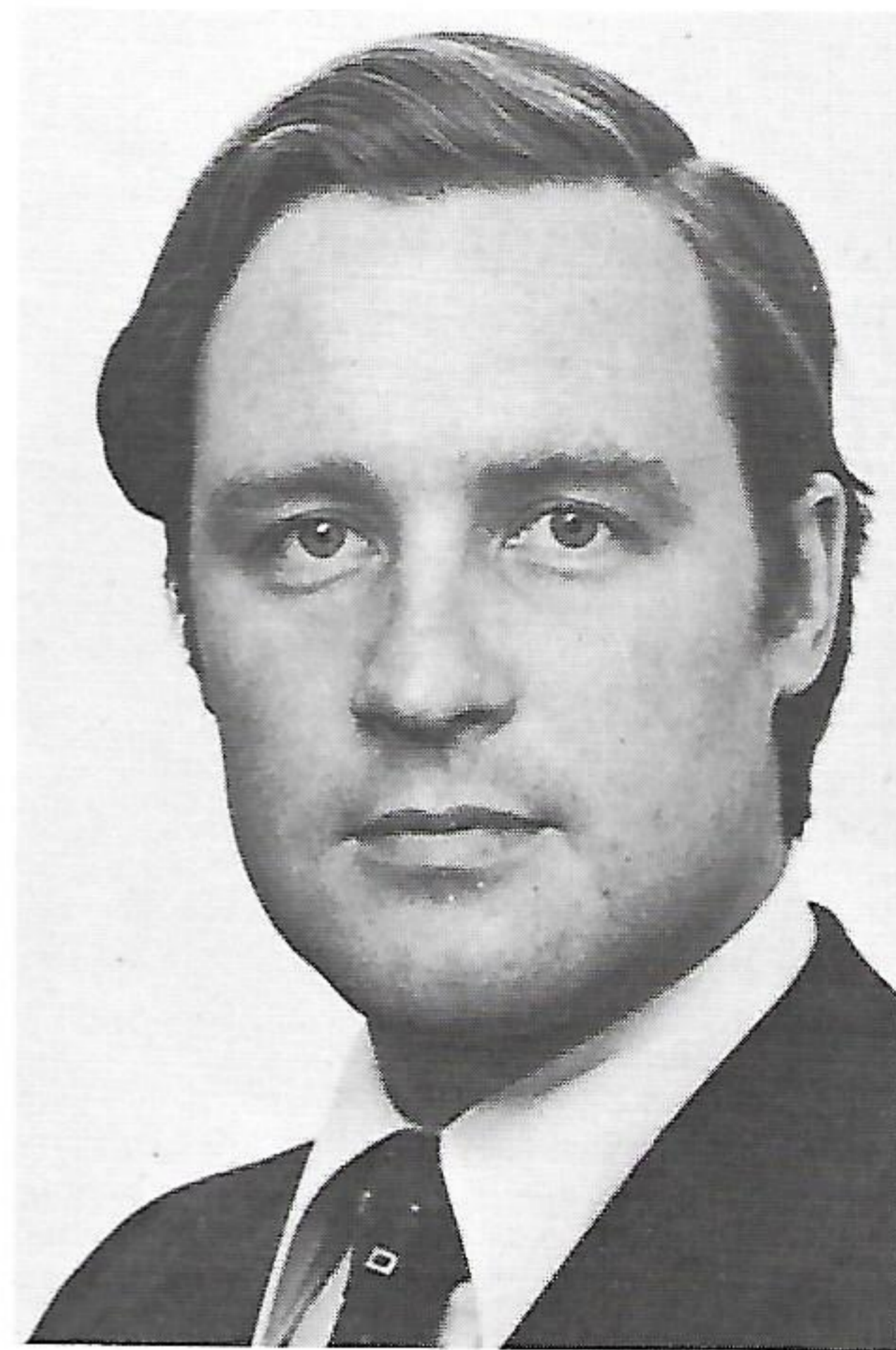
## William Thomson Appointed to Board of Ben Line

Mr. William A. C. Thomson has joined the Board of The Ben Line Steamers Limited.

"Bill" Thomson, who has already been a Director of Ben Line Ship Management Limited, joined the Ben Line in 1970 after leaving the Army in which he held a commission in the 17th/21st Lancers.

He has served as Ben Line representative in Indonesia, Taiwan and Jeddah and he also worked in the Ben Line offices in Tokyo and Hong Kong before joining the Ben Line head office staff in Edinburgh.

Bill Thomson, who is 30 years old, is the great-great grandson of the first William Thomson, founder of the Ben Line. He is married and has one son.



W. A. C. THOMSON

# BLC'S CAPTAIN COWIE

He welcomed us into the Captain's quarters with a pleasant greeting and showed no sign of impatience although we knew that he had much urgent business to attend to during "Benalder's" brief call at Southampton during which time his ship would load and discharge over 800 containers, crew changes would be made, and there would be numerous visits from maintenance experts, port agents, ships' agents and many other important people.

Captain W. D. (Donald) Cowie joined Ben Line in 1942 as a cadet on the cargo liner "Benreoch" following a pre-sea course at South Shields Marine School at



*At the controls of the "Benalder", one of the largest and fastest container ships in the world, Capt. Cowie has a heavy responsibility.*

Tyneside. He served on the "Benreoch" until 1945 and obtained a Second Mate's Certificate.

During this time the Second World War was in progress and "Benreoch" sailed mostly in convoy carrying vital materials including aviation petrol to supply the Allied cause.

From 1946 onwards Ben Line returned to their traditional trade of carrying cargo between Europe and the Far East on which route Captain Cowie has served, apart from the odd charter voyage to other parts of the world, ever since.

He obtained his Master's Certificate in 1954 and his first command was as Master of the heavy lift ship "Benarty" in 1961. He was for a time voyage Master of the cargo passenger liner "Benvalla" one of a class of 20 knot ships which built up a fine reputation for Ben Line trading between Europe and the Far East in the 1960s.

So 37 years after joining Ben Line what are some of the changes that Captain Cowie has seen take place?

"Well we certainly spend less time in port — which is a mixed blessing — but leave is better and this is important to a seaman and his family. The leave arrangements for officers with BLC are that after two voyages to the Far East,

each of two months duration, they have two months off. Officers can take their wives on voyages and this helps morale a great deal."

Having served on both, what difference does Captain Cowie find between conventional and container ships used by Ben Line?

"If a Captain who was only familiar with conventional ships came aboard he would immediately be struck by the size and speed of our container ships. He would probably readily appreciate our satellite navigation system which is a tremendous help to the Master in keeping the ship on an efficient course with minimum deviation.

"He would find that he wouldn't have so much to do with the physical cargo work, as containers are assigned places by a team of cargo superintendents ashore who work out a pre-stow plan with the aid of a computer. The Captain has much less worry about the different products for loading and where they should be stowed for safety, stability and ease of access at ports of loading and discharge.

"During coastal passages around U.K., Continent, Mediterranean, Malacca Straits and Japan, the Master has to spend many hours on the bridge.

"Due to the quick turn-round time and very little, if any, shore leave, efficiency can start to fall if after about four months a good leave isn't granted. However, I find that most men like the shorter voyages and that the men manning container ships get accustomed to them quickly and prefer them to conventional ships.



**CAPT. W. D. COWIE**  
... 37 years with Ben Line.

"Of course you have to get used to lots of 'fancy' equipment but these are very stable ships and provide smoother voyages.

Captain Cowie comes from a long line of shipping people. Both his father and his grandfather were in shipping; his brother, Captain Ralph E. Cowie, is also a Ben Line Master with many years' experience; and his cousin Alec Laws is a Chief Engineer with Ben Line.

Captain Cowie lives in Haddington near Edinburgh and spends much of his leisure time gardening. This helps him relax from the heavy responsibility he carries on his shoulders as Master of one of the largest and fastest container ships in the world.



*Although the "Benalder" doesn't carry passengers, frequently there are visitors to the ship when she is in port. This photograph was taken in Southampton when a group of Killick Martin customers who use BLC's services were being shown around the vessel. First Officer Ian Marshall demonstrates the functioning of a Gyro Compass to (left to right) Gordon Spittal, ABMTM; Ron Goldsmith, Killick Martin; Dick Young, Tobacco Exporters International; Derek Stonnard, Inchcape Exports Ltd; David Austin, Killick Martin; John Oxenham, Director, Killick Martin (Southampton) Ltd; George Smith, Wander Ltd; June Merrick, Shell International Chemical Co. Ltd; Allan Houndsome, Ford Motor Company (Tractors) Ltd; Steve Brunt, Killick Martin; and Mrs. Susan Jeffries and Dennis Brewer of Shell International Chemical Co. Ltd.*