

# act news

SUMMER 1979

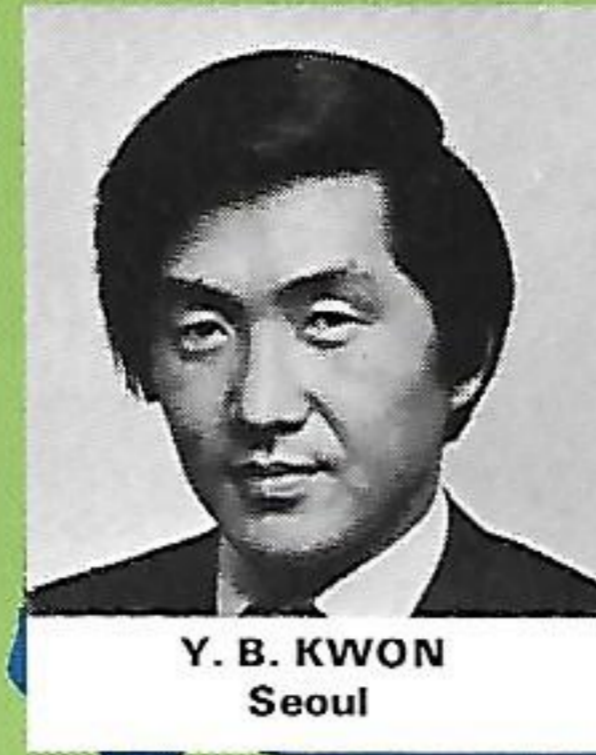


## NIGHT AND DAY...

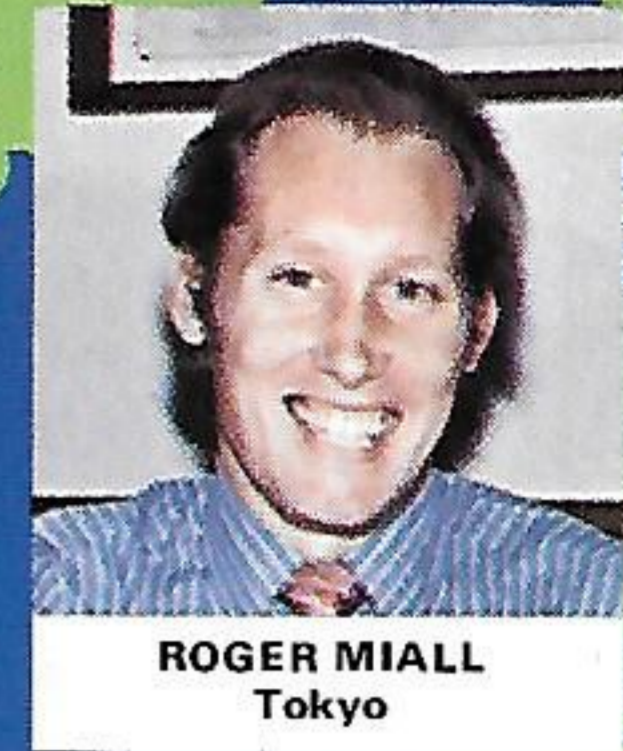
Speed is one of the many advantages of containerisation and to ensure the fastest turnaround time, loading and unloading goes on around the clock. In our photograph BLC's modern purpose-built containership "Benavon" is unloaded at Southampton as night falls. She will soon be loaded again and on her way to the Far East.

# BEN LINE'S FAR EAST TEAM

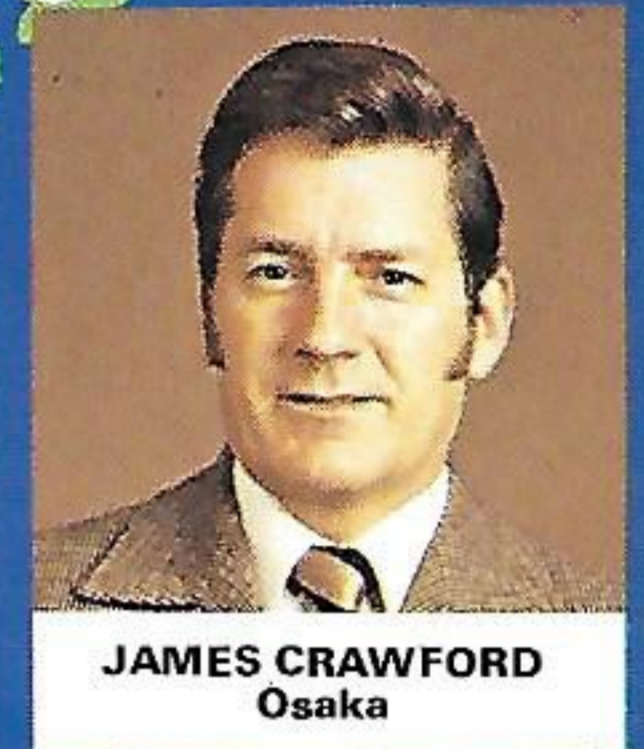
In the Far East 450 staff are directly employed in Ben Line offices in Japan, Hong Kong, Singapore, Thailand, Indonesia and Malaysia, supervised by the General Manager Far East. An agency network, closely integrated into the direct Ben Line organisation, provides additional representation.



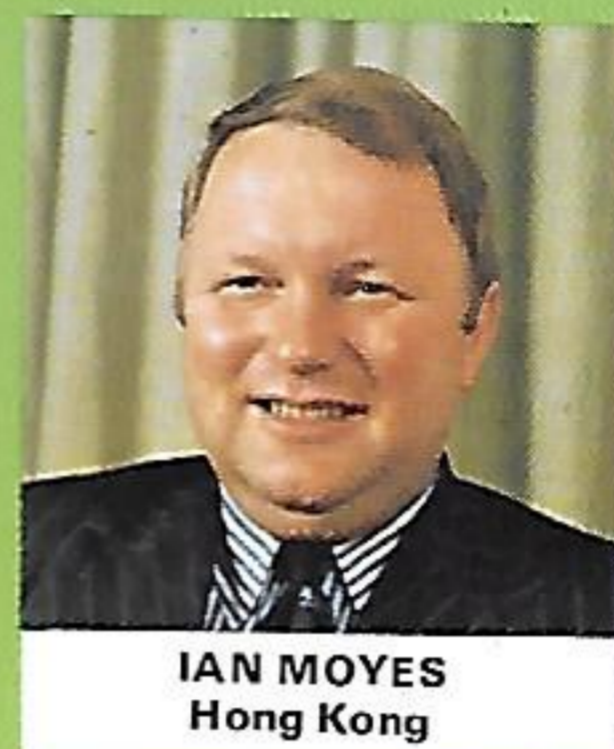
**Y. B. KWON**  
Seoul



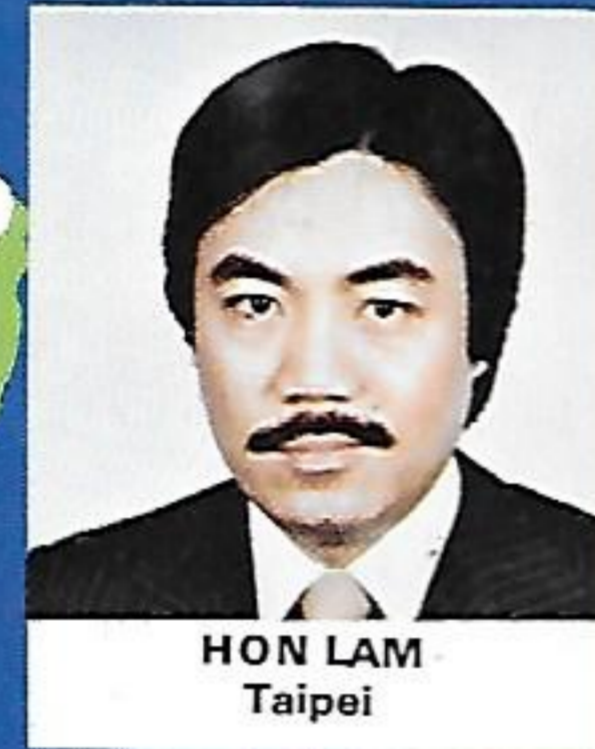
**ROGER MIALL**  
Tokyo



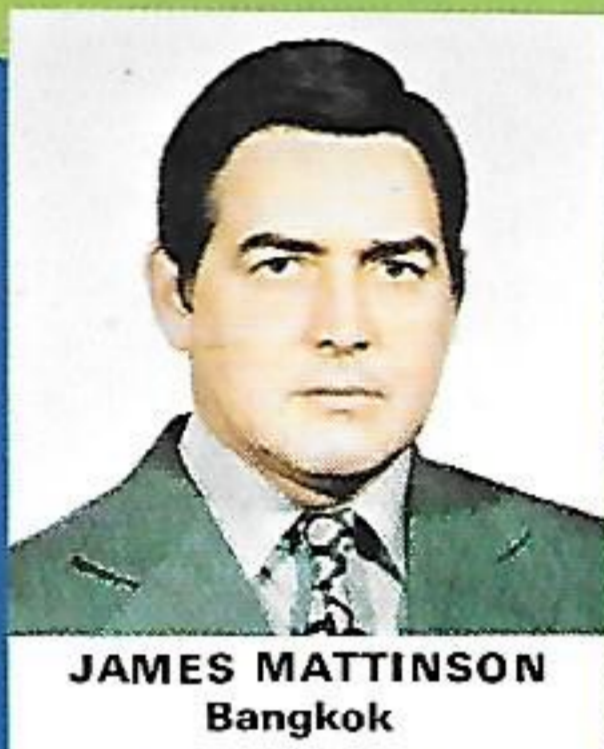
**JAMES CRAWFORD**  
Osaka



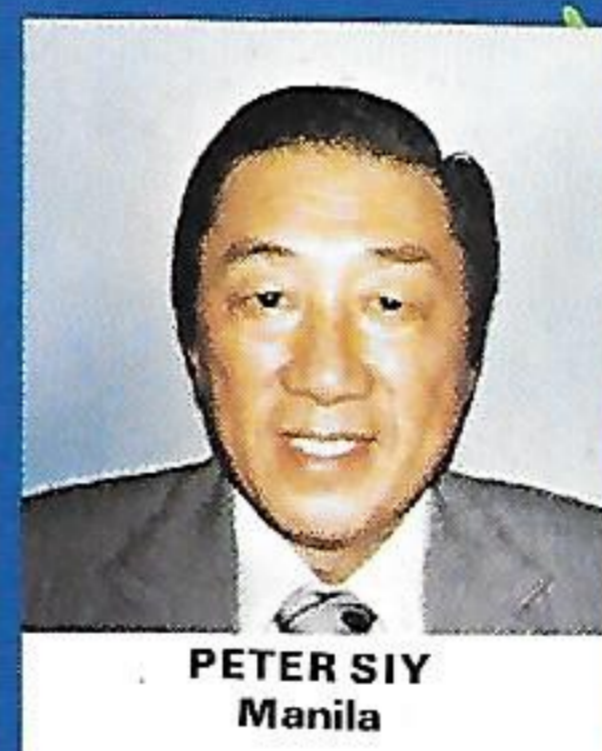
**IAN MOYES**  
Hong Kong



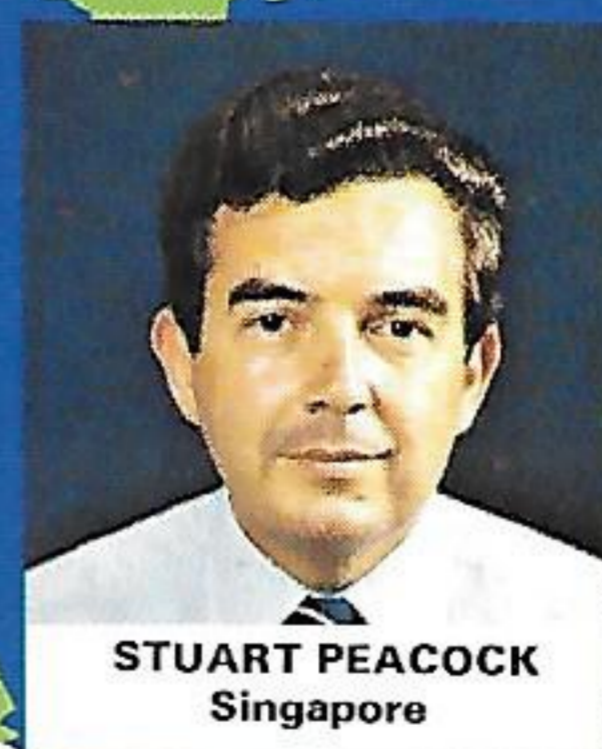
**HON LAM**  
Taipei



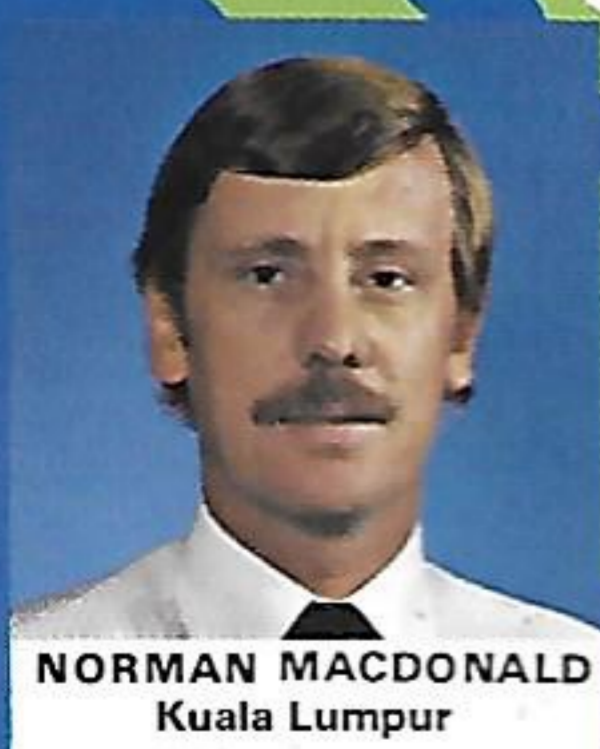
**JAMES MATTINSON**  
Bangkok



**PETER SIY**  
Manila



**STUART PEACOCK**  
Singapore



**NORMAN MACDONALD**  
Kuala Lumpur

# NEW ZEALAND TONNAGE COMMITTEE HELPS KEEP TRADE FLOWING

The New Zealand Tonnage Committee (NZTC) plays an important role in keeping trade between the U.K. and New Zealand running smoothly.

Working quietly and efficiently behind the scenes, the permanent staff of the Committee is concerned with everything of common interest to members and, primarily, to ensure that there is an adequate supply of tonnage available to cater for the trade.

They co-ordinate with the member lines the availability of tonnage, bearing in mind the requirements of shippers and seasonal and other unusual fluctuations. During the haulage strike earlier this year, for example, ships could not discharge any more cargo in the U.K. as the ports were chock-a-block, so the Committee had to determine how to relieve the situation in New Zealand where a steady flow of ships is necessary to ensure that the chain from farm to market is maintained and to avoid difficulties for meat freezing works and other shippers.

## CHARTER

It was decided to go out on the market and charter ships, and what could have been a disastrous situation was saved, and the pipeline was kept open.

Close links exist between New Zealand and the U.K. with major exports from down under to Britain including dairy products, meat and wool. The U.K. exports cars, chemicals, fertilizers and manufactured goods.

Taking a look at meat, New Zealand sends nearly 240,000 tonnes to the U.K. out of 650,000 tonnes exported annually. If one adds the amount of meat exported from New Zealand to the rest of Europe to the U.K. import, the total comes close to 50% of all New Zealand meat exports, making it an extremely important market.

The members of the Committee hold



Members of the permanent staff of the New Zealand Tonnage Committee (NZTC) discuss latest estimates of tonnage available, during a meeting at the Committee's offices in Plantation House, Fenchurch Street, in London. In the photograph are (left to right) Geoff Perks, Secretary of the NZTC and staff members Nigel Wilder and Pat Pilcher.

frequent meetings, have contacts with shipping bodies and through the Committee are involved in liaison and negotiations with such organisations in New Zealand as the Meat Producers Board, Dairy Board and Wool Board.

They have discussions and meetings with trade associations on both sides of the world, such as those concerned with hides and pelts, peas and seeds; British Wool Confederation; the Australian and New Zealand Merchants Association in the U.K.; New Zealand Chambers of Commerce representatives, etc.

In this way they serve as a forum for an exchange of ideas and opinions which can be of mutual advantage to all concerned.

The Committee is composed of those shipping lines involved in the U.K. to New Zealand trade including Blue Star, Port Line, P & O, Shaw Savill, ACT(A), OCL

and Shipping Corporation of New Zealand. They also co-operate with the New Zealand European Shipping Association (NZESA), covering trade between the Continent and New Zealand.

The New Zealand Tonnage Committee can trace its beginnings back over more than 50 years from the end of World War I. The advent of containers early in the 1970's introduced a new element into the trade and has resulted in improved service to shippers in this trade, which is considered to be the largest refrigerated trade in the world.

The Committee and its member lines have a genuine commitment to New Zealand and a deep involvement with the trade which they and their predecessors have served for more than 120 years.

Rodney Hazlitt, Director of ACT(A), is the current Chairman of the NZTC.



A joint meeting of members of the NZTC and the New Zealand European Shipping Association (NZESA) at the London offices of the NZTC highlights the close co-operation between the two bodies. Pictured during one of the regular meetings are (left to right) N. J. Forsdick, NZESA Secretariat; D. Peall, Secretary of Outward Trade, NZESA; R. Bosse, CGM; Miss P. M. Lawes, ACT(A); L. B. Fiddock who was in the Chair, ACT(A); O. Ljones, ScanCarriers; C. P. Boyle, OCL; and P. A. Hosie, Hapag-Lloyd.

# E. H. Vestey appointed ACT(A) Chairman

Mr. E. H. Vestey, Chairman of Blue Star Line, has been appointed Chairman of ACT(A) in succession to Sir Basil Smallpeice who has retired.

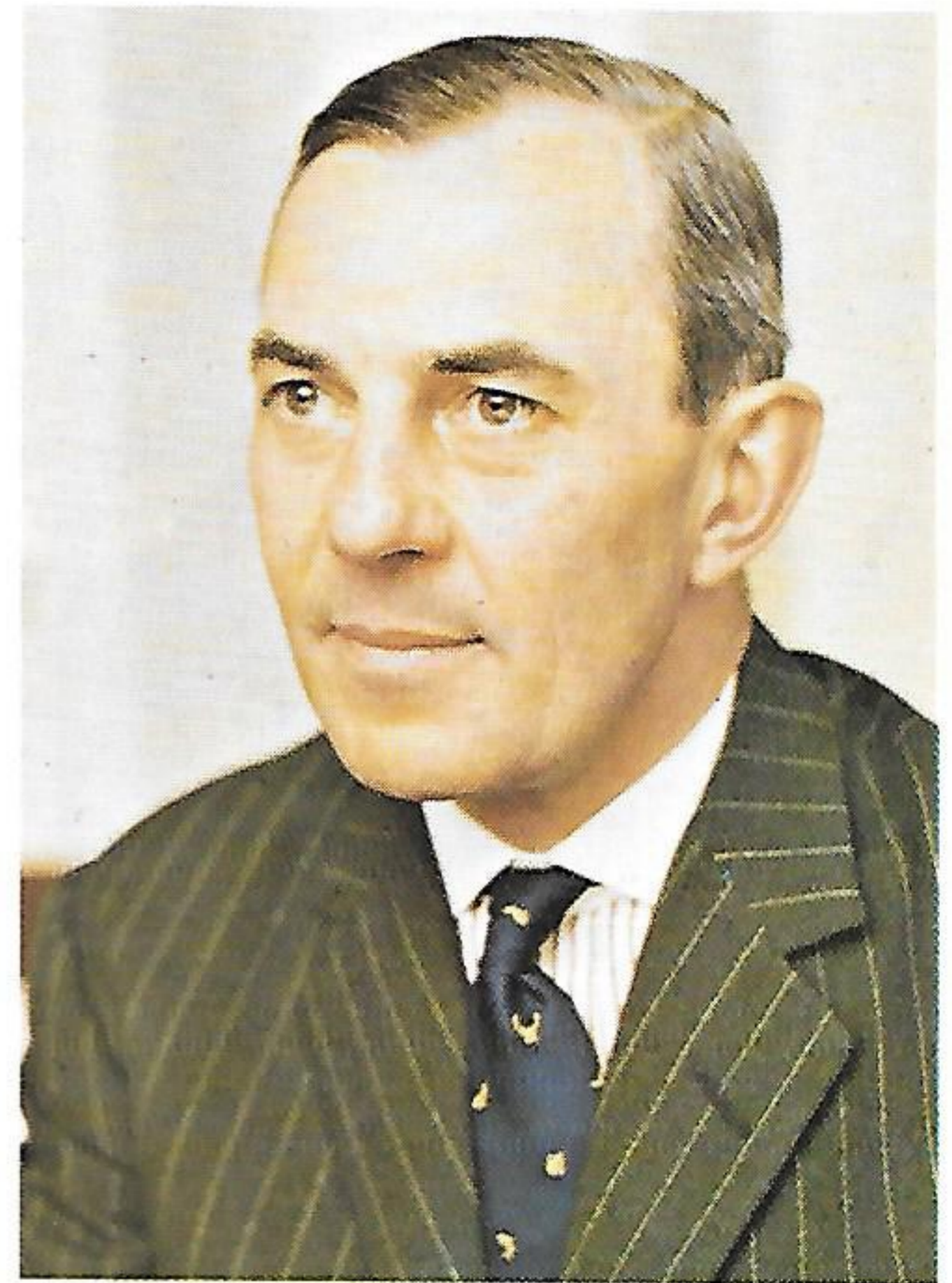
Following his military service from 1950 to 1952, Mr. Vestey spent seven years travelling and working, getting to know all of the companies in the shipping and meat side of the family business. He spent one year in New Zealand, two years in Australia,

two years in South America and the remaining time in Europe and the Far East, Canada and the U.S.A., the Caribbean and South Africa.

In 1959 he returned to the United Kingdom to work in London and he worked more and more closely with his father in both the shipping and meat field.

His family got into shipping to carry eggs from China and later meat from South America and fruit from the West Coast of North America. As the business grew, the company gradually built up a fleet of its own ships.

Mr. Vestey is married and he and his wife have four sons. He met his wife in New Zealand (she was the daughter of the British High Commissioner there) when he was doing his apprenticeship in New Zealand. He lives in East Anglia and has a second home in the North of Scotland where he spent much of his childhood.



E. H. VESTEY

## ACT(A) appoints John Griffith Operations Manager

Mr. C. John Griffith has been appointed Operations Manager of ACT(A).

Mr. Griffith was born in Edinburgh and brought up in, what was at the time, the Cheshire area. He was educated at Sir John Deane's Northwich and "H.M.S. Conway" before joining Ellerman Lines in 1959 as an Apprentice and served with them until 1970. He also has a Master's Foreign Going Ticket.

In 1970 he was appointed Assistant Marine Superintendent of the Manz Line in Montreal, Canada.

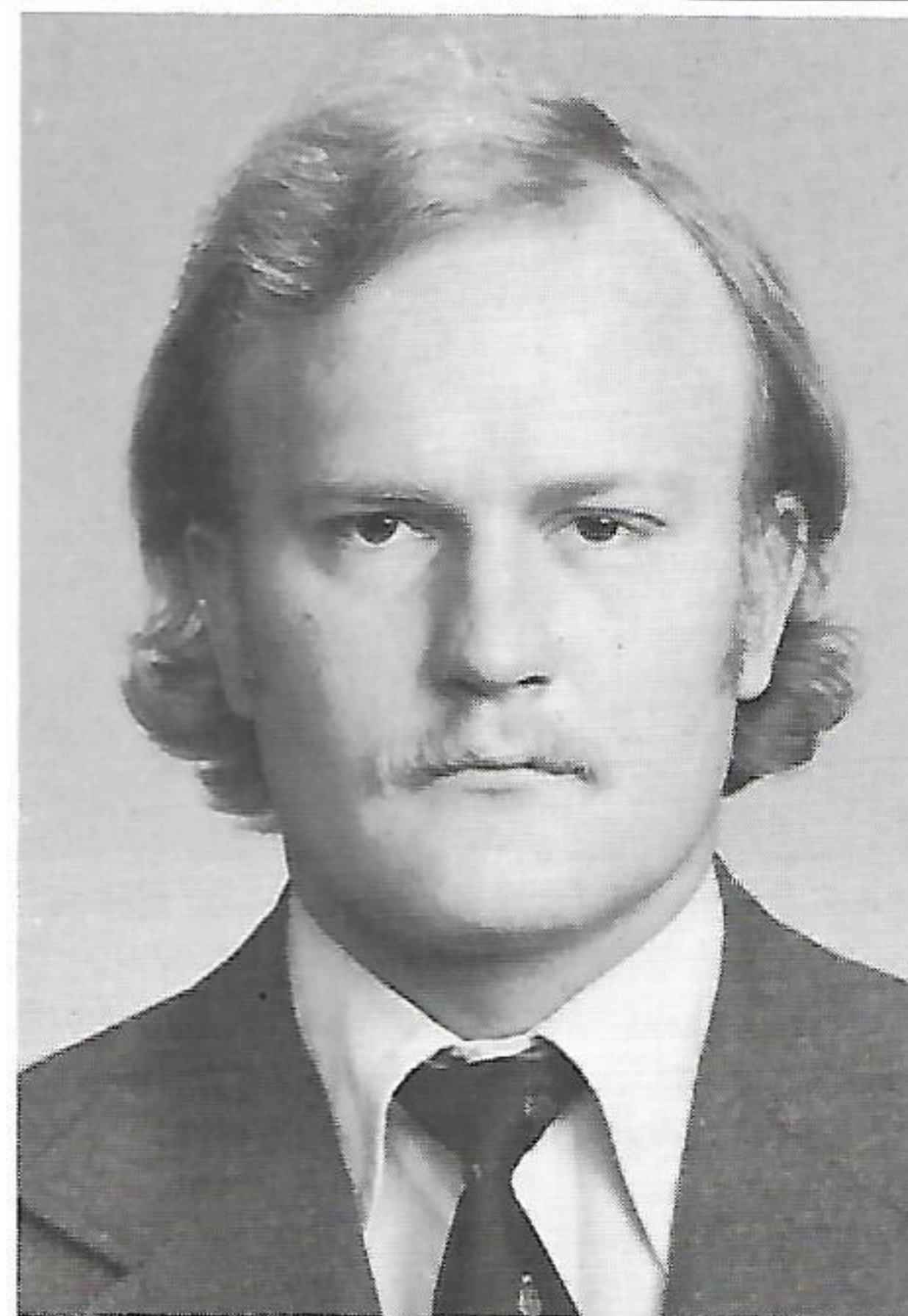
In 1971 Manz Line merged and formed ACT Canada and Mr. Griffith was appointed Assistant Terminal Manager in 1975.

John Griffith returned to the U.K. and became Assistant Operations Manager of ACT(A) in 1977 and was in charge of Scheduling, Marine and Terminals.

He and his wife have two children and in his leisure time he enjoys classical music and reading.



JOHN GRIFFITH



## New Korean representative for Ben Line

Mr. Paul Ellis has been appointed Ben Line Representative for Korea replacing Mr. Gavin Strachan who has been posted to Singapore where he will have a roving commission connected with the establishment of the Ben Bulk Service.

Mr. Ellis, who previously undertook Eastbound marketing in Japan, based in Tokyo, will be responsible for the marketing of all Ben Line services with special emphasis on the growing Korean-European container trade handled by BLC.

## Three top management appointments at ANL

The Australian National Line (ANL) has appointed Mr. R. M. Whyte as Vice Chairman, Mr. H. Rogers to serve as a new Commissioner and Dr. F. Taylor to the post of Assistant General Manager.

Mr. Whyte, an Australian banker, is Managing Director of Universal Flexible Trusts, Chairman of Thomas Cook (Australia), Director of Matthew Hall Pty Ltd. and member of several other Boards and Investment Committees. He was previously an adviser to the Schroeder Banking Group in London.

Mr. Whyte was first appointed a part-time Commissioner in 1976.

Mr. Rogers is Personnel Director of Australian Paper Manufacturers Limited. He is also a member of the Victorian Universities and Schools Examination Board, the Board of Social Studies at Melbourne University, the Victorian Post-Secondary Education Commission and he is Chairman of the Council of the State of Victoria at Burwood.

Dr. Taylor, BSc, PhD, is a member of the Royal Institute of Naval Architects. He joined ANL in December 1976 as Technical Director after 25 years with Swan Hunter Shipbuilders Limited, the largest shipbuilding and repair company in the U.K.

He became Director of Planning and Development in 1978.



## Thompson appointed ACTS Regional Manager, Barking

Mr. Kenneth Thompson has been appointed ACT Services' Regional Manager at Barking.

Mr. Thompson joined ACT in November 1968 and worked at Manchester until the following year when he transferred to Liverpool as Senior Commercial Assistant.

He was appointed Assistant Regional Manager at Liverpool in 1970 and a year later he became Regional Manager. In 1977 he was appointed Regional Manager of Manchester.

Ken Thompson has had a long career in shipping which began in 1945 when he went to work in Liverpool, spending his early working days in shipping and forwarding and transport. He worked with the Frank C. Strick Agency in Liverpool from 1955 to 1962.

He interrupted his career to do his National Service in the Royal Air Force from 1950 to 1952.

Ken Thompson met his wife when they both worked for the Strick Agency and they have three boys. In his leisure time he is an devoted Everton supporter and used to be quite active in 5-a-side football in Manchester; however, he finds badminton less strenuous now. He is also an enthusiastic Do-it-yourselfer.

## Beckett appointed Administration Manager of ACT(A)

Mr. Geoffrey J. Beckett has been appointed Administration Manager of ACT(A).

He has had a long career in shipping having been with Clan Line from 1948 to 1976 where he was principally involved in its trades with India and South Africa. He performed his National Service in the Royal Air Force serving mainly in the Middle East.

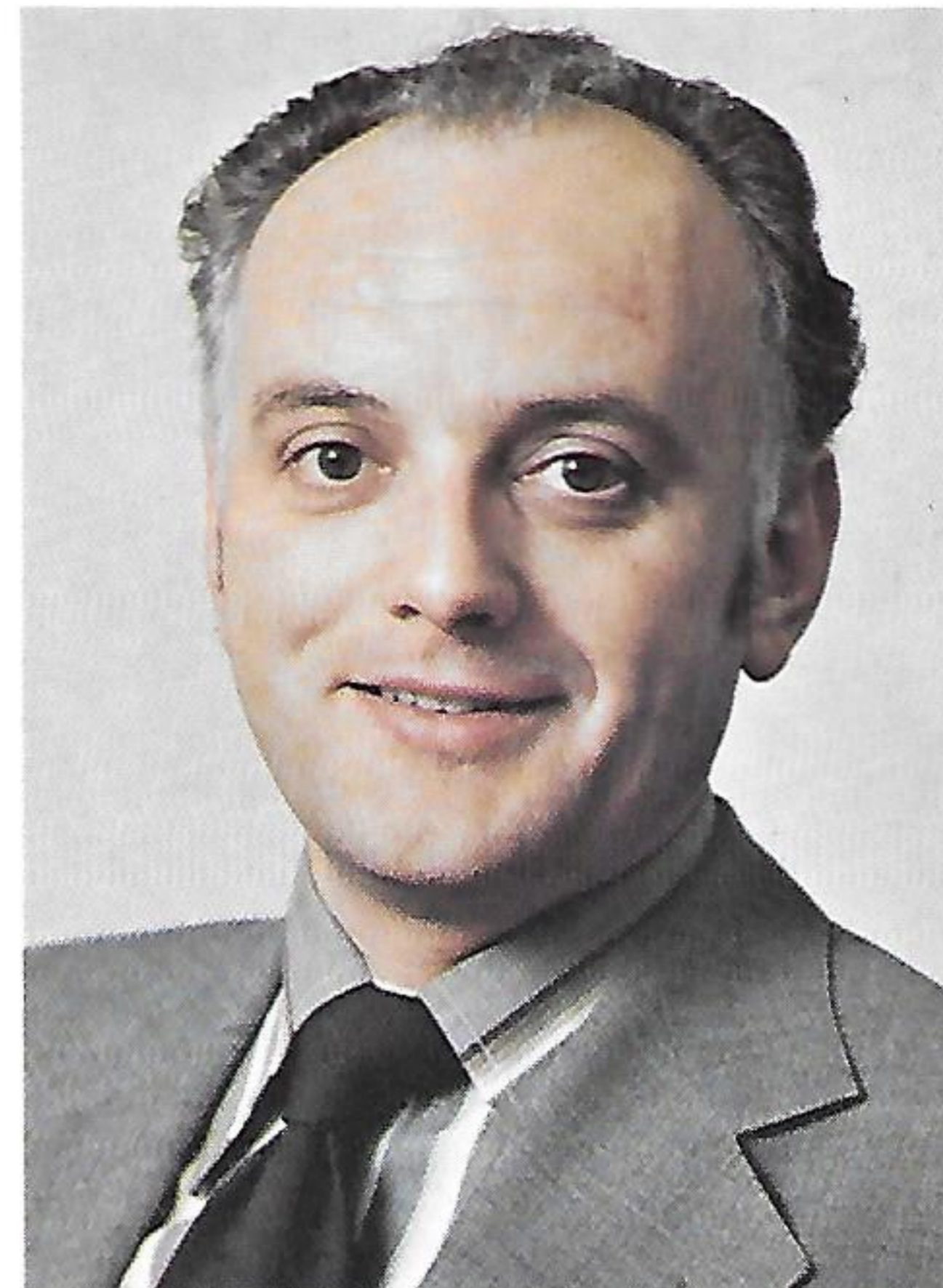
In 1976 Geoff Beckett joined Cunard - Brocklebank where he was General Manager, Eastern Services, and continued his involvement with the Indian trade through Cunard - Brocklebank's cargo service from Calcutta and Bangladesh to



**G. J. BECKETT**

the U.S. and, at the same time, he was manager of the company's conventional cargo service from the U.K. and Continent to the Red Sea.

Geoff is married and he and his wife have three children. His leisure time is devoted mostly to painting — principally watercolours — and collecting jazz records.



## New Regional Manager for ACTS, Manchester

Mr. Ian R. Jarrett has been appointed Regional Manager of ACT Services at Manchester.

Mr. Jarrett's early working career was spent with Unilever from 1962 until 1970 when he joined OCL at Tilbury on Mechanical Engineering work. In 1972 when ACT(A) started their independent service, he went to work for ACTS at Tilbury as Refrigeration Supervisor and then to Seaforth in the same position.

He was responsible for supervising the installation of the Holima Refrigeration Units at both Tilbury and Seaforth.

In 1974 he was appointed Deputy Terminal Manager at Seaforth and in May 1976 he transferred to Manchester as Deputy Regional Manager there.

Ian Jarrett is married and he and his wife have two daughters. He spends much of his leisure time following the Liverpool football team, of which he is an ardent fan, and gardening.

## BLC promote three in Bangkok office

To cope with expanding business in Thailand, BLC have made three new executive appointments there.

Mr. Chainarong Petchprom (centre), who has been head of import marketing activities for the past two years, has been promoted to an assistant manager with greater responsibility for marketing in the export field. Mr. Pratueng Uengseesawat (right) takes over the responsibility for

import marketing supported by Mr. Suchin Limchimchol (left), who has been appointed eastbound canvasser.

Commenting on the appointments, Ben Line manager James Mattinson said: "The strengthening of our marketing team recognizes the rapidly expanding export market we are serving out of Thailand. The new marketing team will be aggressively promoting our services."



## It was an entertaining evening for BLC customers at a party given in Hong Kong



The evening gets off to an early and relaxing start with a game of mah-jong. There is a brief pause for the photographer and smiling for him are (left to right) Messrs. Cho and Pong of Vint Hazell Ltd., Mr. Ernest Yung of Ben Line, and Mrs. Poog and Miss Lam also of Vint Hazell Ltd.



Some guests prefer card games and this group from the Friesland Trading Co. Ltd. appear to be enjoying themselves and include Messrs. S. J. Chan, J. B. Chan, S. W. Lam and C. T. Chau.



The dining room is beautifully decorated and this group seated in front of one of the elaborate murals are (left to right) Messrs. Thomas Wong and Or of Paterson Simons (HK) Ltd., Messrs. W. F. Ho, Yim, H. F. Lam and R. N. Choy of Yuen Hing Hong, Messrs. Ho and W. H. Choi of Hon Kee Machinery, Mr. H. K. Wu of King Tah Steel Ball Bearing Co., and Mr. Paul Loo of Ben Line.

When Ben Line Containers (BLC) entertain their customers in Hong Kong, it is not quite like the parties they give for shippers in the U.K. or on the Continent.

To begin with, the evening normally starts immediately after offices close, with guests arriving about 6 p.m. to play mah-jong, cards and Chinese board games. Drinks are served and about 7.30 p.m. the guests sit down at circular tables and enjoy a Chinese dinner of anything from 11 to 14 courses.

The photographs on this page were taken at a recent marketing party given in Hong Kong to entertain BLC Eastbound customers.



Before dinner gets under way BLC wanted to photograph several groups of guests "for posterity" and in this picture are (left to right seated) Mr. W. K. Tung of Kuen Kee Trading Co., Miss W. C. Lai and Mr. K. M. Lai of Kam Fat Co., Messrs. W. K. Chan and L. Chan of Hop Shing Loong, and Mrs. S. Lai of Kam Fat Co. and (left to right standing) Messrs. G. Ng and P. Loo of Ben Line.

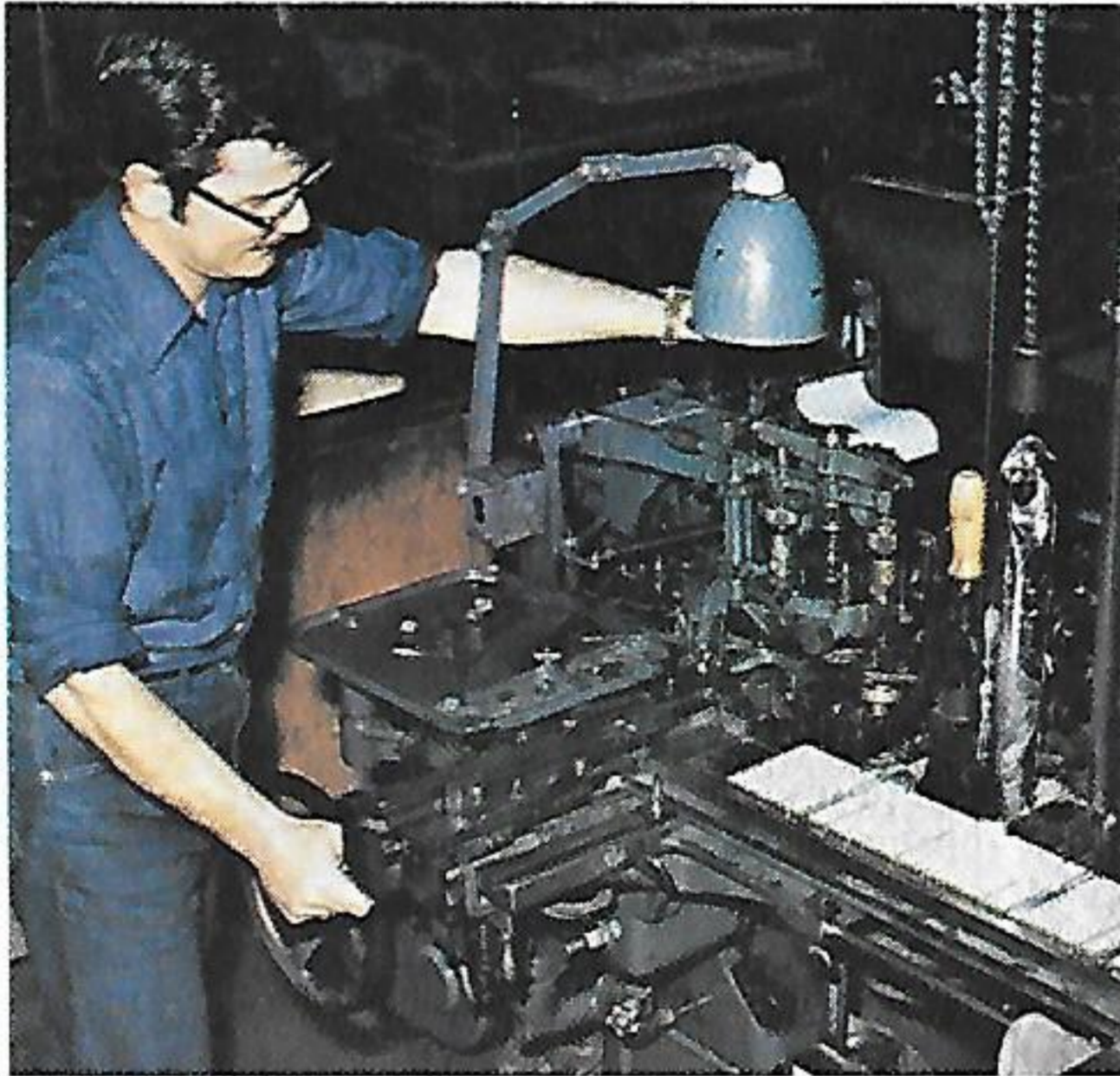


Friendliness and informality are the order of the evening and this group of guests seems to be enjoying the fun. They are (left to right) Messrs. S. H. Tang, Chiu and Sin of Deacon & Co. Ltd., Messrs. Norman Lau, Albert Lee, S. L. Tan and Tony Hui of Mark Tancock, Messrs. Yeung and Wong of Man Tak Co., and Mr. M. T. Tam of Deacon & Co. Ltd.

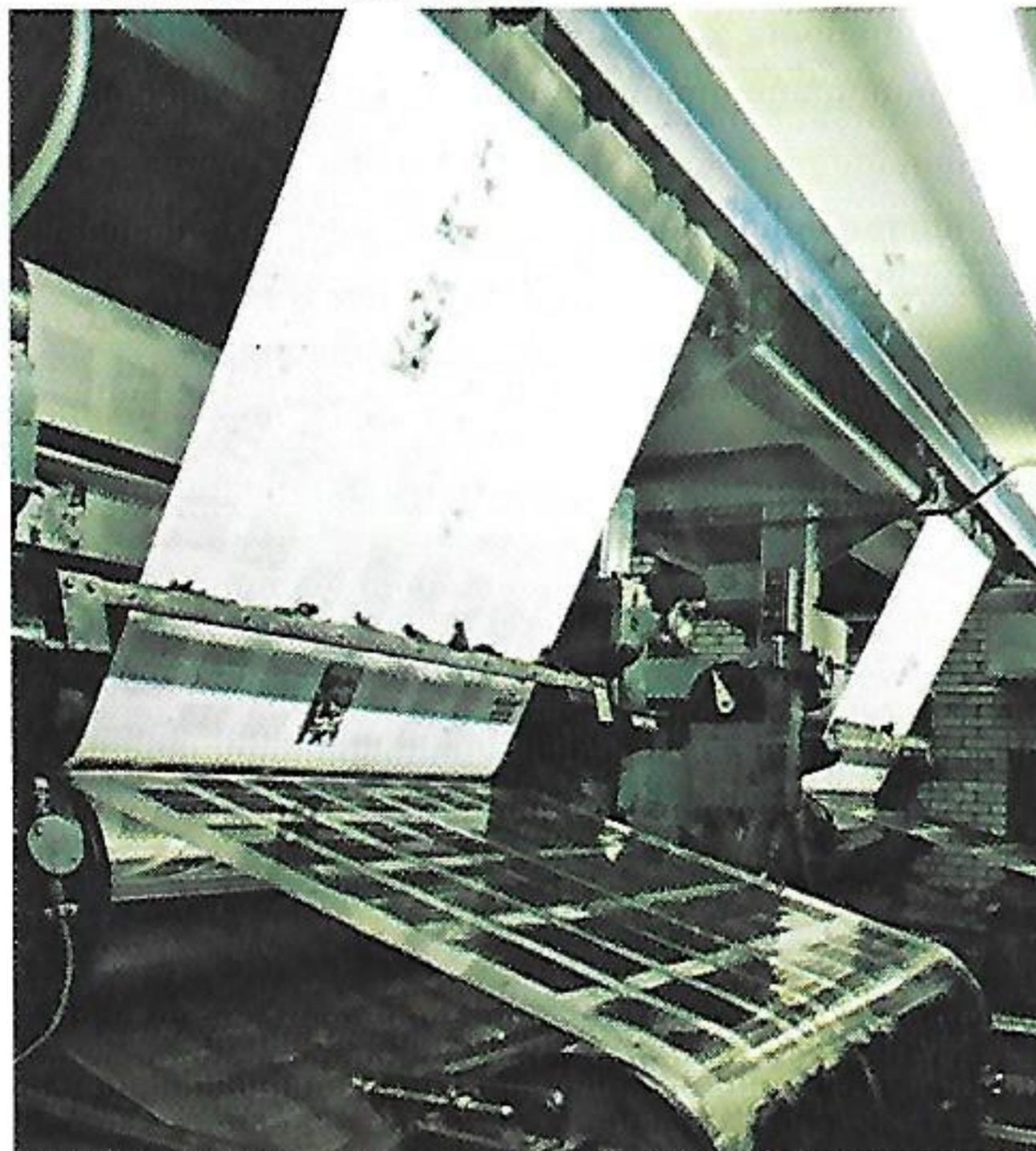
# The House of Collins — 160 years



*It all begins with typesetting. Very little is set by hand today and linotype and hot metal appear to be slowly giving way to photo composition and other modern methods.*



*Preparing the galleys.*



*This is the first Cameron Belt Press to be installed in the U.K. and one of the first in the world. It prints an entire book in one run, folds, binds and delivers the finished product.*

*Top right: It takes experience, knowledge and expertise to run the Cameron Belt Press into which reels of paper are fed and a completed book emerges.*

*Right: Monitoring the books as they come from the press.*

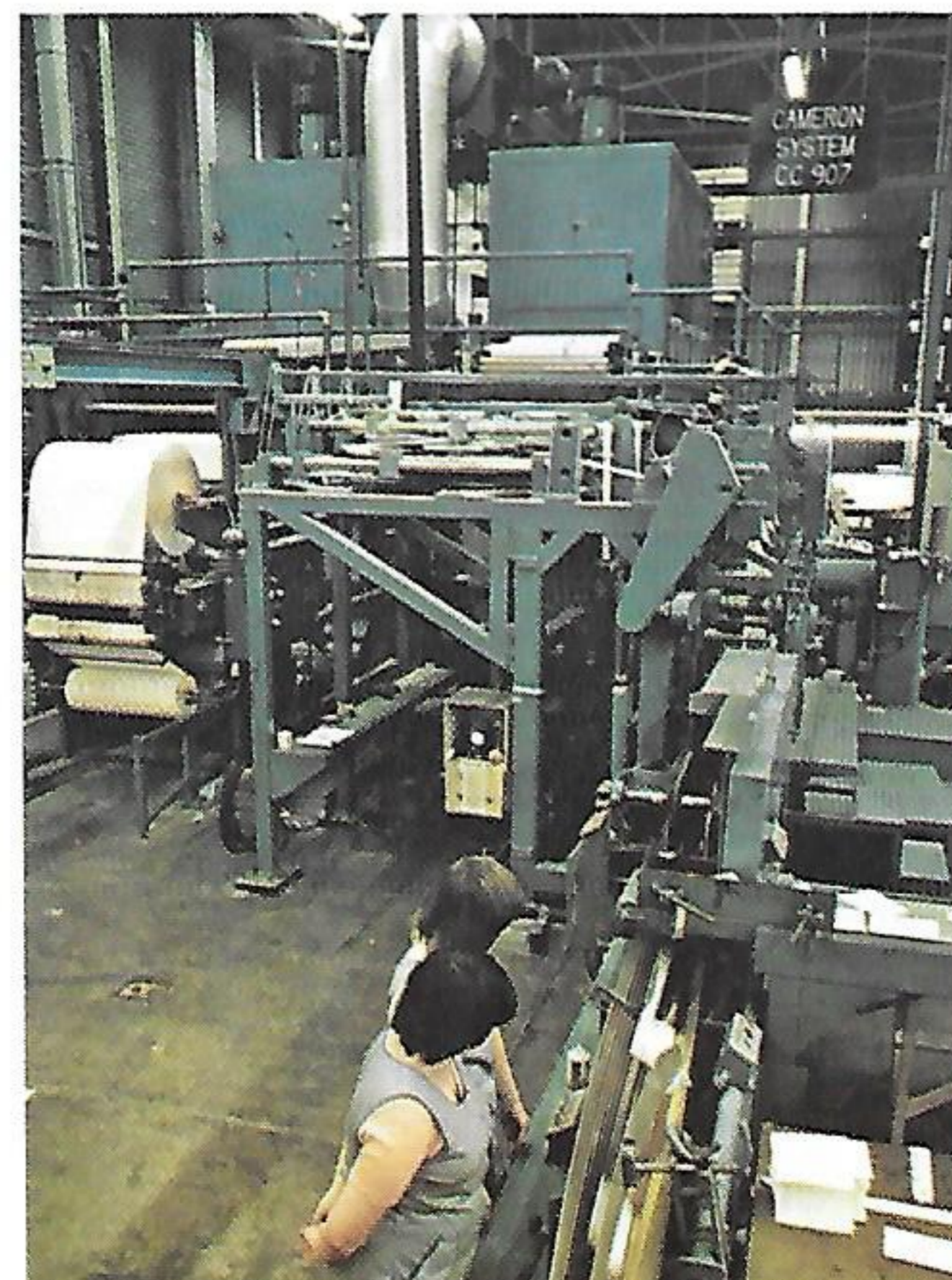
When young William Collins set himself up as a printer in Glasgow in 1819 he could scarcely have imagined that 160 years later his company would have grown into one of the most successful and respected printing and publishing houses in the world.

Today Collins is the largest independent U.K. company in book publishing and book manufacturing with international interests throughout the world. They employ some 3,500 people and the present Chairman is only the sixth in line since the original founder.

They have subsidiary companies in Australia, New Zealand, Canada, U.S.A., the West Indies and South Africa, plus agents and representatives in many other countries through whom they export more than 40% of their sales.

## SOCIAL PROBLEMS

When William Collins first set up in business to publish religious and educational books — it was the year of Queen Victoria's birth and just four years after Waterloo — he was a young schoolmaster with a profound concern for social problems. This was reflected in his first publication, "The Christian and Civic Economy of Large Towns" by Dr. Thomas Chalmers.



It wasn't until 1842 that he received a licence to publish his first edition of the Bible, but this has become one of the mainstays of the company. When William Collins died in 1853 he left a prosperous and expanding printing, stationery and publishing business which was well established in Glasgow and London and on the point of launching into overseas markets.

The family tradition set by the Collins family has persisted over the years throughout the factory, warehouse and offices and has contributed much to the sound and solid base on which the House of Collins has developed. It became a public company in 1947.

## MACHINERY AND METHODS

From the beginning the company have always invested in the latest machinery and methods and they have been the first in the U.K. to install many modern machines and computers. In 1870 William Collins III developed a machine which produced 180,000 envelopes a day and in the 1920's the firm introduced a new stationery machine which doubled the previous output.

In the 1950's Collins pioneered the fast running Timson rotary printing presses essential to the production of their Bibles,



*Discussing future overseas shipments (left to right) Neil McCallum, Collins' Port Service Manager; Alex Dickie, Printing Supervisor of Collins; and Ian McLatchie, ACT(A)'s Regional Manager for Scotland.*

*The overseas shipments are loaded into the containers. These shipments go by BLC to the Far East, to South Africa, Australia and New Zealand, and to other parts of the world.*

# of tradition and leadership

dictionaries, diaries and best-sellers and more recently they installed the first Cameron Belt Press in Great Britain and one of the first in the world.

Also from the beginning, Collins have maintained a deep and radical interest in the welfare of their employees and initiated schemes which were to serve as models for many of the social and welfare facilities adopted by other companies in Britain.

## CONDITIONS

In 1887 William Collins II founded the Collins Welfare Institute and presented it to the employees, serving meals during the day and offering recreational facilities outside of working hours. Conditions of employment improved steadily over the years — piecework, merit money and production bonuses were introduced and in 1949 a scheme was started to enable employees to share in the profits of the firm, with more than £2 million pounds having already been distributed.

Well over a hundred years ago, William Collins II reduced the working week from 66 to 60 hours and later from 60 to 57, and during the period in which Mr. William Hope Collins was President of all three Scottish, British and International organisations of Master Printers, the industry's working week was reduced from 48 to 40 hours.

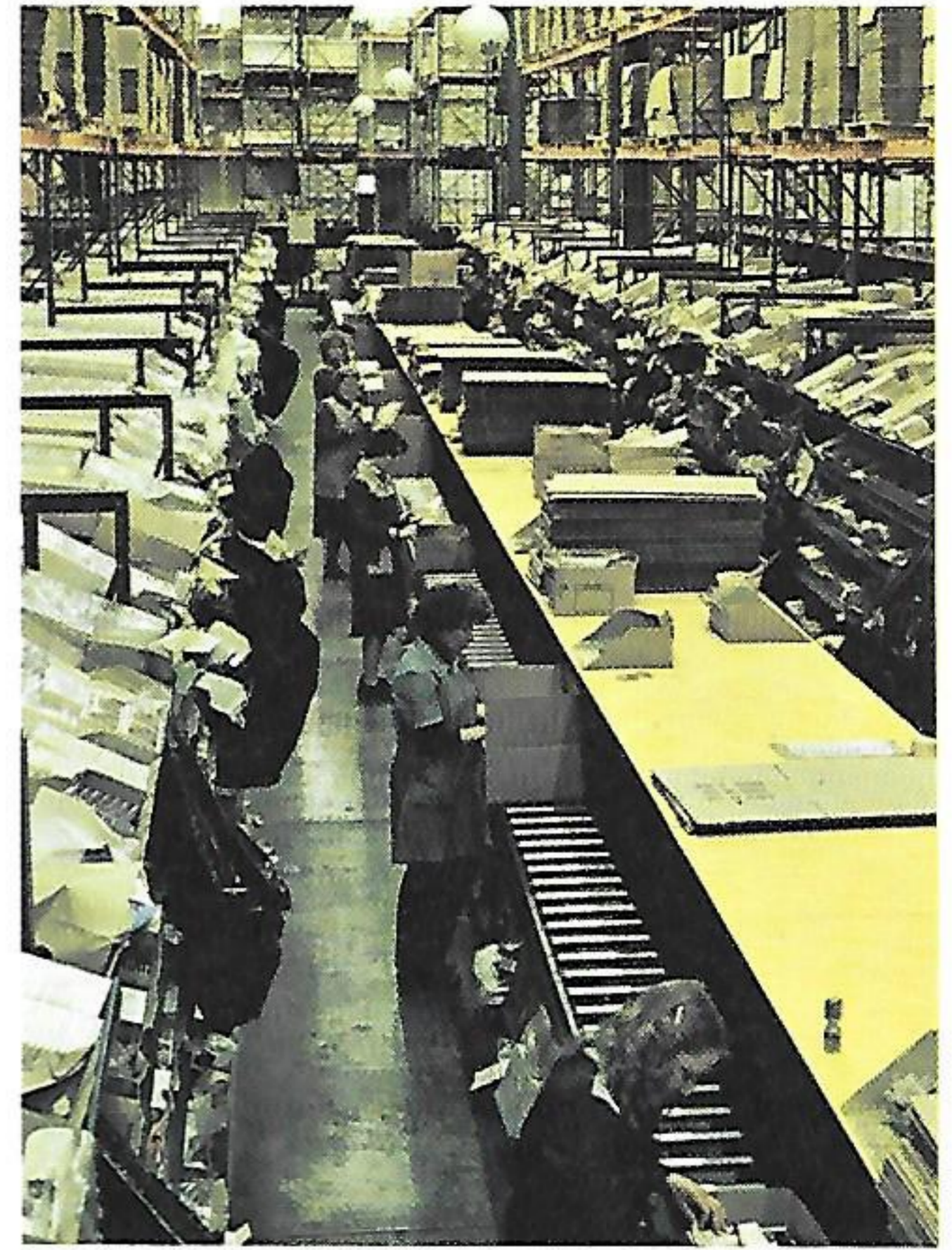
Collins was one of the first companies in the U.K. to introduce Flexible Working Hours for its employees and they pioneered such facilities as a fully equipped Medical Centre with doctors and nurses on call to deal with any problems and allowing time off work to use company facilities which include dental and chiropody services.

## HAPPY

Following the family philosophy that a happy employee is a good employee, the company currently provides such facilities as squash courts, gymnasium, badminton court, football pitch, tennis court, driving range, putting green and changing and shower facilities.

The House of Collins today is in fact eight businesses with different departments specialising in the publication of general trade books, paperbacks, reference books, children's books, Bibles and Testaments, educational books and diaries. The company are printers-binders and manufacturers of stationery on a large scale.

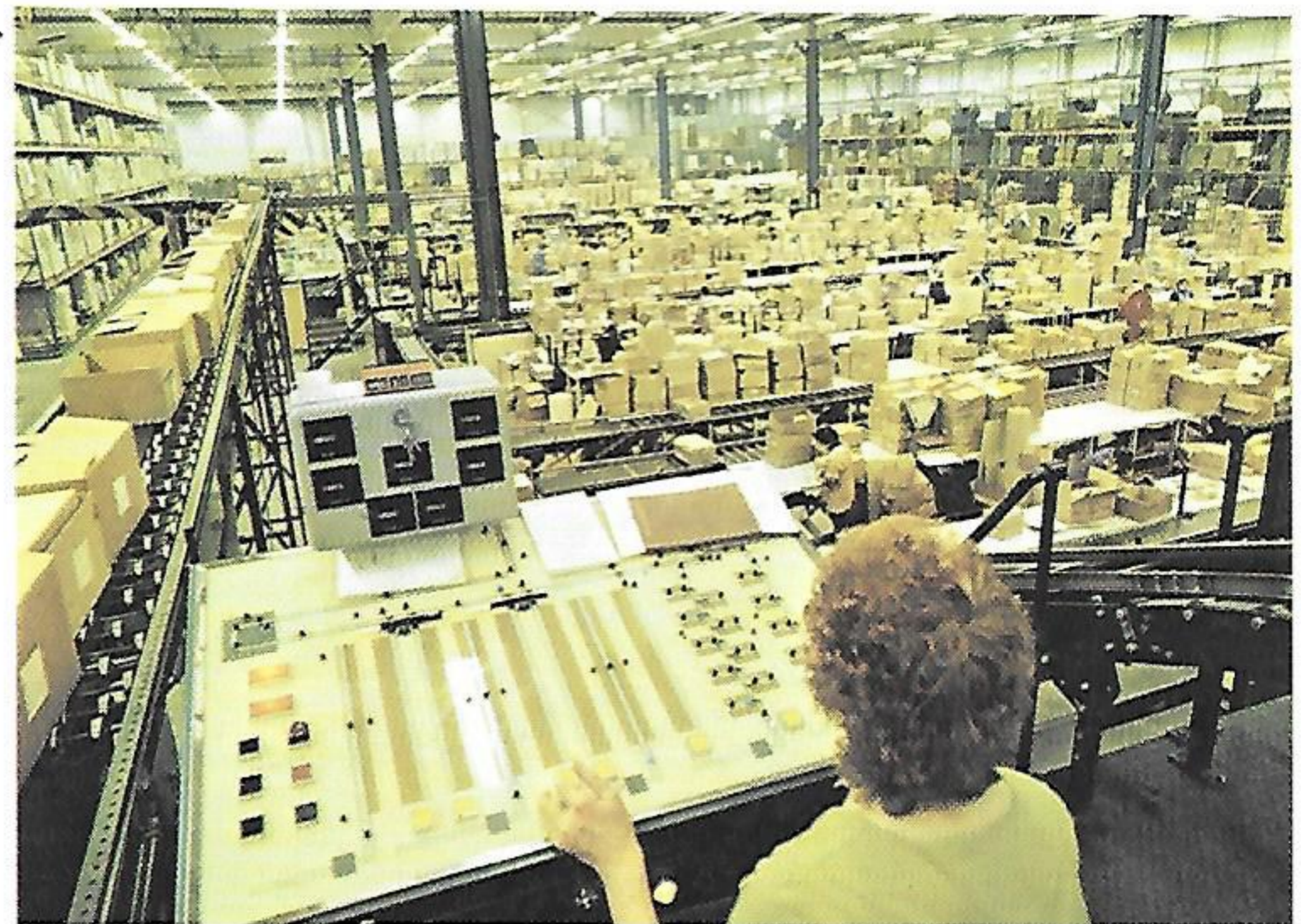
Their output of over 60 million units per year includes four million Bibles and 24 million paperbacks which are published, manufactured and distributed throughout the world at an average rate of over one million per week.



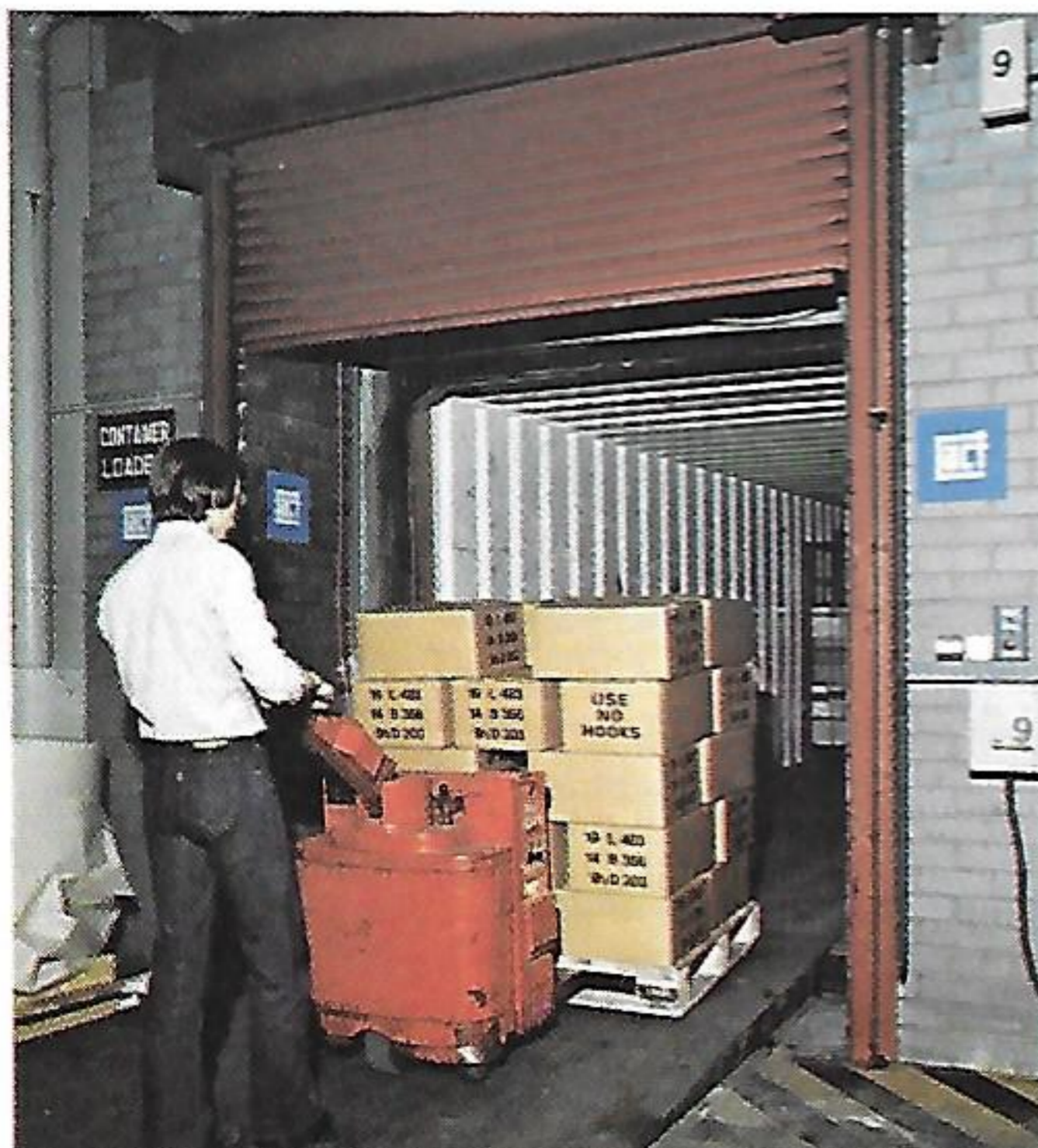
*Orders are processed on this production line which is designed to be flexible and to provide personalised service for customers. The Distribution Centre has 220,000 square feet of space with a capacity for 25 million books and 20,000 rack positions.*



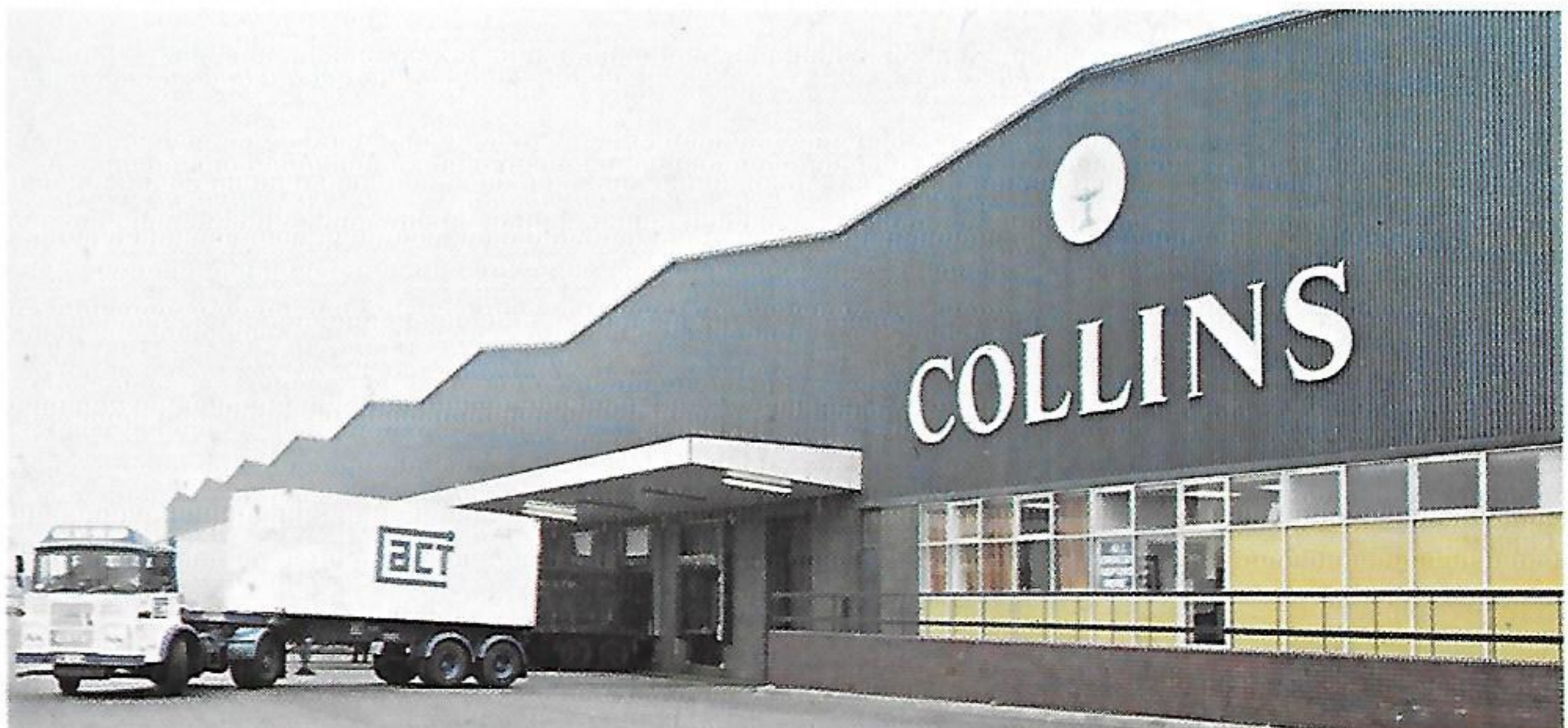
*Once the orders are packaged, the boxed orders are controlled by modern computerised equipment which allows the operator to direct the orders to the proper station.*



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*An ACT container pulls up to the loading bay at Collins to collect another export order.*



# CONTAINERS — TAILOR-MADE FOR THE JOB



On arrival at Tibbett & Britten's premises and before unloading, an EHCL container is inspected by (left to right) Chris Burke, Warehouse Manager, and Colin Geraghty, Import Manager, of T&B, and Howard Doree, EHCL Sales/Marketing Representative.



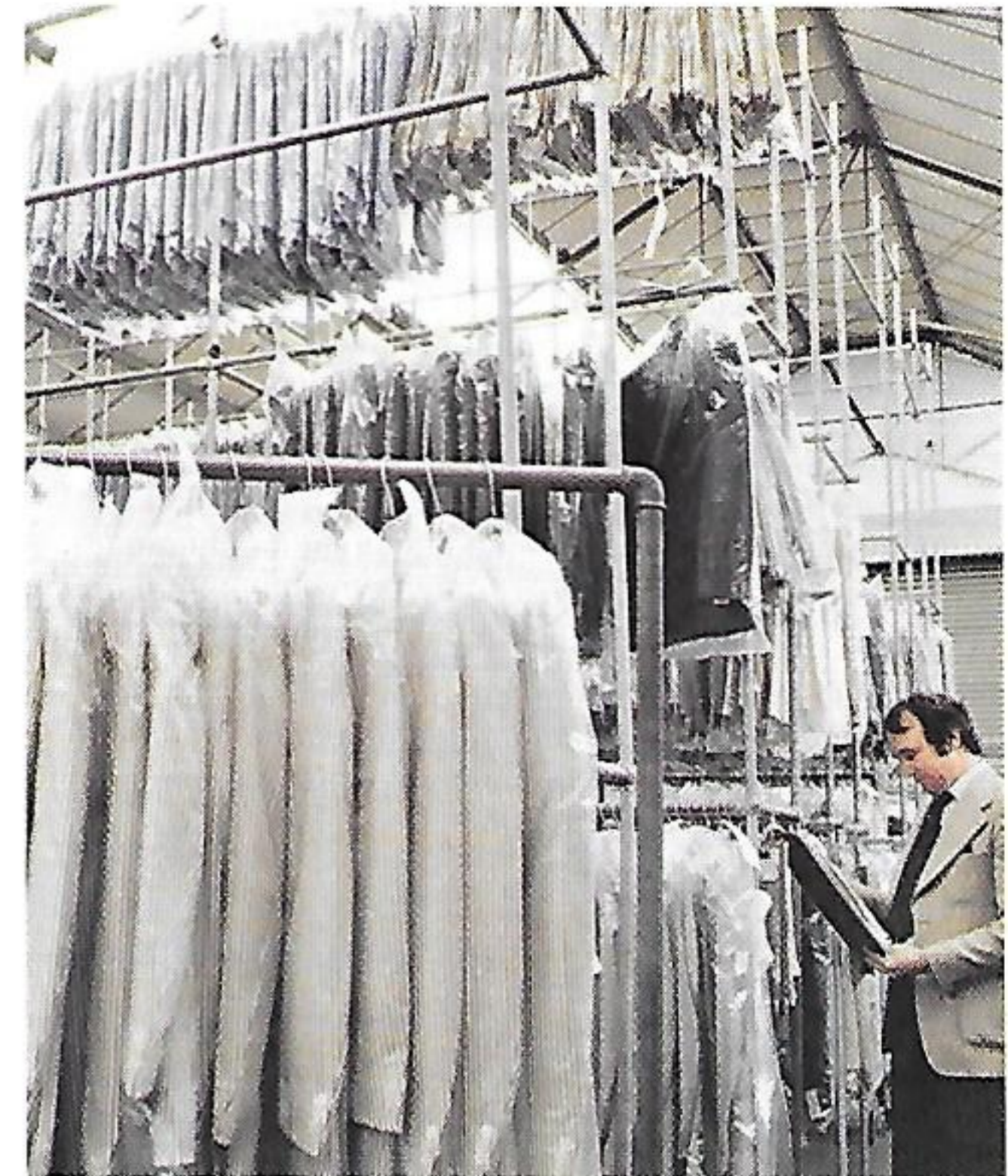
Subsequently the garments are loaded into one of T&B's specially designed lorries for delivery. They are being looked at by (left to right) Import Manager Colin Geraghty, EHCL Sales/Marketing Representative Terry Haines, Warehouse Manager Chris Burke and Guy Wren, General Import Clerk.



The load is delivered in Saville Row, London.

Containers have helped revolutionise the shipment of garments from South Africa and Ellerman Harrison Container Line (EHCL) are playing a key role in this industry, together with one of their important customers, Tibbett & Britten (T&B), the largest garment transport specialists in the U.K. and Europe.

Tibbett & Britten offer a special hanging garment service to clothing manufacturers, customers and distributors covering the U.K. and major



Garments are transferred to T&B's special storage racks where they are checked by Warehouse Manager Chris Burke.

clothing and textile producing countries world-wide.

They handle nearly 100 million garments a year and most are carried on hangers under polythene covers, which avoids packing and creasing and saves labour, handling time, space and packaging materials. This reduces cost and increases security. In fact, with T&B's use of containers and their efficient security system, they are able to boast a loss record of less than one in 100,000 garments carried.

T&B offer a personal service through their 1100 employees who operate from ten depots (the 11th will be opening shortly) throughout the British Isles with 450,000 square feet of warehouse space and a fleet of 450 lorries.

Formed in 1960 to specialise in the collection and delivery of hanging garments, T&B's original partners were joined in 1969 by two companies: SPD Ltd., a wholly-owned subsidiary of Unilever Ltd., and Van Gend & Loos NV, part of the Dutch State Railways.

T&B's clients include large and small manufacturers, leading multiple store organisations, import/export agents and garment wholesalers. When a container-load is received, it is taken to one of their purpose-designed depots, handled by specialised equipment and distributed in their own lorries incorporating specifically designed systems for handling requirements.

## SWEETENING THINGS UP A BIT



*This giant roller for crushing cane is part of an order from the Royal Swaziland Sugar Corporation for six mills which are being supplied by A&W Smith & Co. Ltd. of Glasgow, a subsidiary of Tate & Lyle Engineering, and being carried by EHCL. Inspecting the roller just prior to its being loaded at Coatbridge (Scotland) Containerbase are (left to right) Bert Rae of Prentice, Service & Henderson (PSH), EHCL's agents in Scotland; Bill Caldwell of A&W Smith & Co. Ltd.; Bill Guthrie, Director of PSH; Harry Mackie, A&W Smith; John Mairs and Colin Grant of Kuehne & Nagel, the Forwarding Agents; and Brian Baillie of PSH.*

## ACT(A)'s Sutton elected Chairman of LGSS

Mr. Eric C. Sutton, Director and Company Secretary of ACT(A), has been elected the 152nd Chairman of the London General Shipowners' Society.

Founded in 1811, the Society is the oldest association of its kind in the country and from it stemmed the Chamber of Shipping (now the General Council of British Shipping) and part of Lloyd's Register as well.

The Society's objectives include

watching over and defending the interests of British Shipping and more particularly in respect of matters affecting the Port of London. Its members include British and overseas shipping companies whose vessels use the Port of London.

Mr. Sutton joined Port Line in 1937 and except for World War II when he served in the 8th Army in North Africa, he has been with the Company ever since. He has been associated with ACT(A) since its formation.

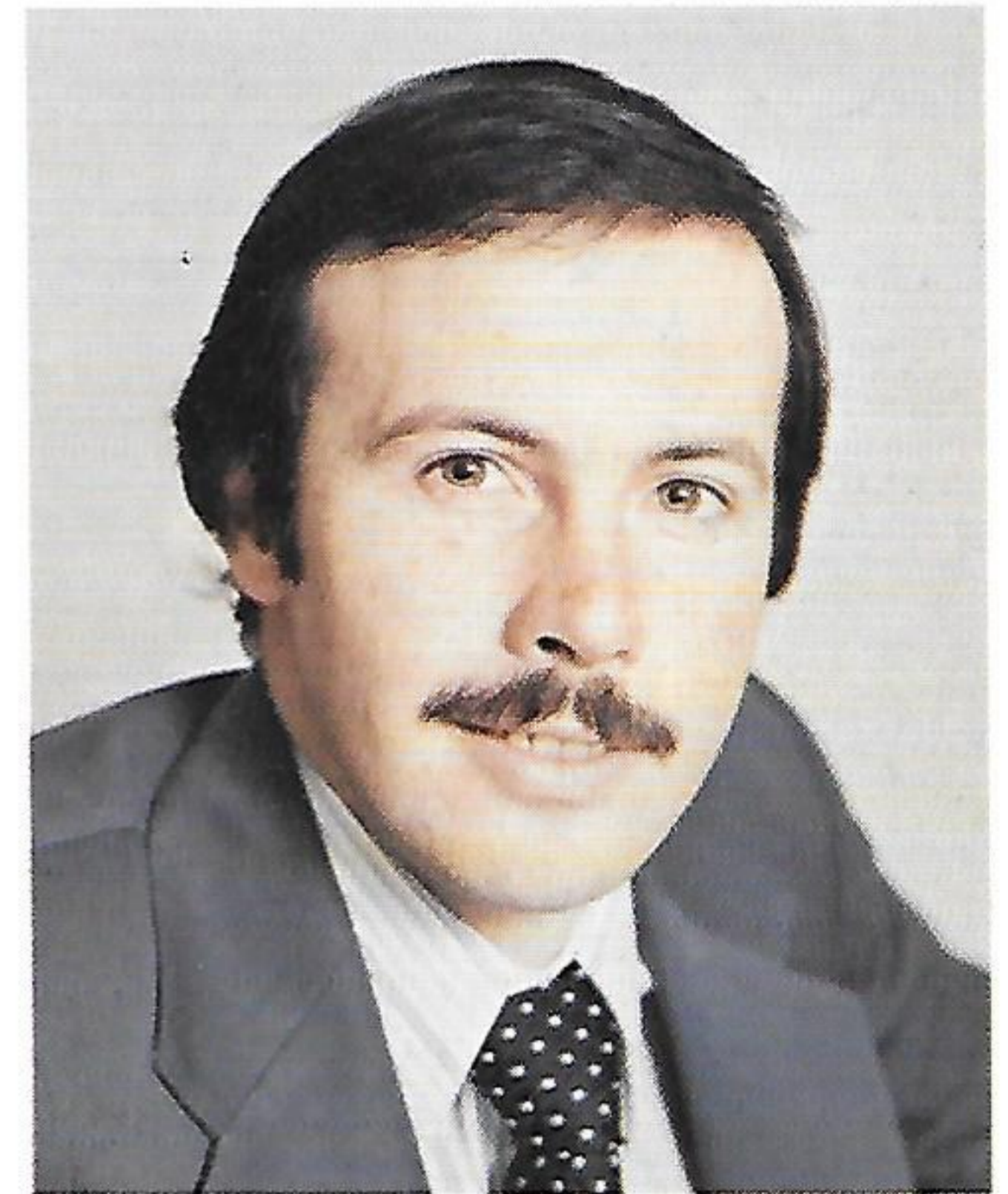
## ACT(A) appoints Equipment Manager

Mr. Brian A. Condon has been appointed Equipment Manager of ACT (A).

Mr. Condon joined ACT(A) in New Zealand in 1972 in Administration and then transferred to Marketing where he handled bookings. He later went into Container Control and became Container Controller for New Zealand and subsequently Equipment Controller.

Born in Hawera in the province of Taranaki, New Zealand, Brian Condon went into the hotel business before joining ACT (A).

In his leisure time he enjoys playing rugby and is a keen follower of most sports with a particular interest in Athletics.



**BRIAN CONDON**



**SEEING FOR THEMSELVES** — Whenever possible, Ellerman Harrison Container Line (EHCL) like to show their customers first hand exactly how their cargo is handled. Recently they organised a visit to the "City of Durban" — one of the world's largest and most modern containerships — when it was loading in Southampton.

On a tour of the ship, they are shown the complex control and guidance systems by the Master, Capt. N. Airey (left). In the party were (left to right) P. Stroud, South African Embassy; T. J. Haines, Sales/Marketing Representative, EHCL; R. Pointer, Post Office; J. C. Mendham, Southern Area Sales Manager, EHCL; E. Illingworth, Brentford International; P. Fowler, Davies Turner; D. Turner, G.E.C. Power Engineering Ltd.; V. Walsh, British Leyland; I. D. Kimberley, Midland Area Sales Manager, EHCL; B. Barnett, Koo International; R. A. Lloyd, Director, EHCL and Chairman of ACT Ltd.; N. J. Kent, Divisional Sales Manager, EHCL; S. Venus, Tate and Lyle Ltd.; P. Robinson, J. E. Sturge Ltd.; and J. White, Transtec Ltd.

# 'Photo finish' in 10th Anniversary Competition



**THE WINNAH!**—The grand prize of a cruise for two on the "Queen Elizabeth 2" is presented to the competition's winner Mr. Fred Aiano (left) and Mrs. Aiano by Mr. Alexander Macintosh, Managing Director of ACT(A).



**CONGRATULATIONS** go to two of the three runners-up who each received a bottle of champagne and a box of chocolates from ACT(A)'s Managing Director Alexander Macintosh. The runners-up were Mr. Anthony Bozzard (left) of Australian Dried Fruits (Europe) Ltd.; Mr. Paul Waplington (centre) of Rank Xerox Ltd.; and Mr. Barry Elvin (not shown) of Double E. Overseas Removals Ltd.

Mr. Fred Aiano, Container Manager of Meadows Freight Ltd., won the grand prize of a cruise for two on the "Queen Elizabeth 2" in an exciting and close finish to ACT(A)'s 10th Anniversary Competition.

It was a difficult decision for the judging committee and the Tie-breaker had to be used to decide the winner among the finalists. The committee included Mr. Bruce Farthing, a Director of the General Council of British Shipping; Ms. Lyn Thompson, Editor of "Freight News Weekly" (the competition was run in conjunction with this publication); Mr. Roy Davis, Marketing Manager of ACT(A); and Mr. Robert Guggenheimer of RG Public Relations, whose company handled the administration of the competition.

"The four finalists were tied and at least a dozen others were only a 'hair's breadth' behind," said ACT(A)'s Marketing Manager Roy Davis commenting on the competition. "It was obvious that all the finalists had put thought and effort into answering the Tie-breaker," he added.

Mr. Aiano told "ACT News", "I was over the moon when I received the notification that I had won. I never expected it to be me. My wife and I were wondering where to go on our holiday—now we know!"

## High and Dry

It was cold, windy and rainy—a thoroughly miserable day—when a group of ACT(A) customers went to visit the "ACT 6". But once inside they found it snug, warm and safe from the elements.

They were shown around the ship by Captain Michael Twomey, Master of the "ACT 6" and in the photograph Capt. Twomey demonstrates some of the controls in the wheelhouse to (left to right) Derek Mitchell, ACT(A) Sales Representative; David Attrell, Shipping Manager of Redifon Simulation Ltd.; Eric Russell, ACT Services' Terminal Manager at Tilbury; Charles Knight of Myer European Buying Ltd.; Richard Whitely of the New Zealand Dairy Board; Fred Gardner, ACT(A) Sales Representative; and Ray Warwick, Bulk Stock Controller, New Zealand Dairy Board.

## Tied at 26 all

One of the products carried by ACT(A) is a real tongue-twister which has the same number of letters as the alphabet (26).

An invoice clerk says he knows a longer word than that (it's the name of a town in Wales) but there probably aren't many . . . and he says he's thankful for that too.

You can get tongue-tied trying to pronounce the product, Bromochlorodifluoromethane, unless you use its more common name which is Liquefied Gas.



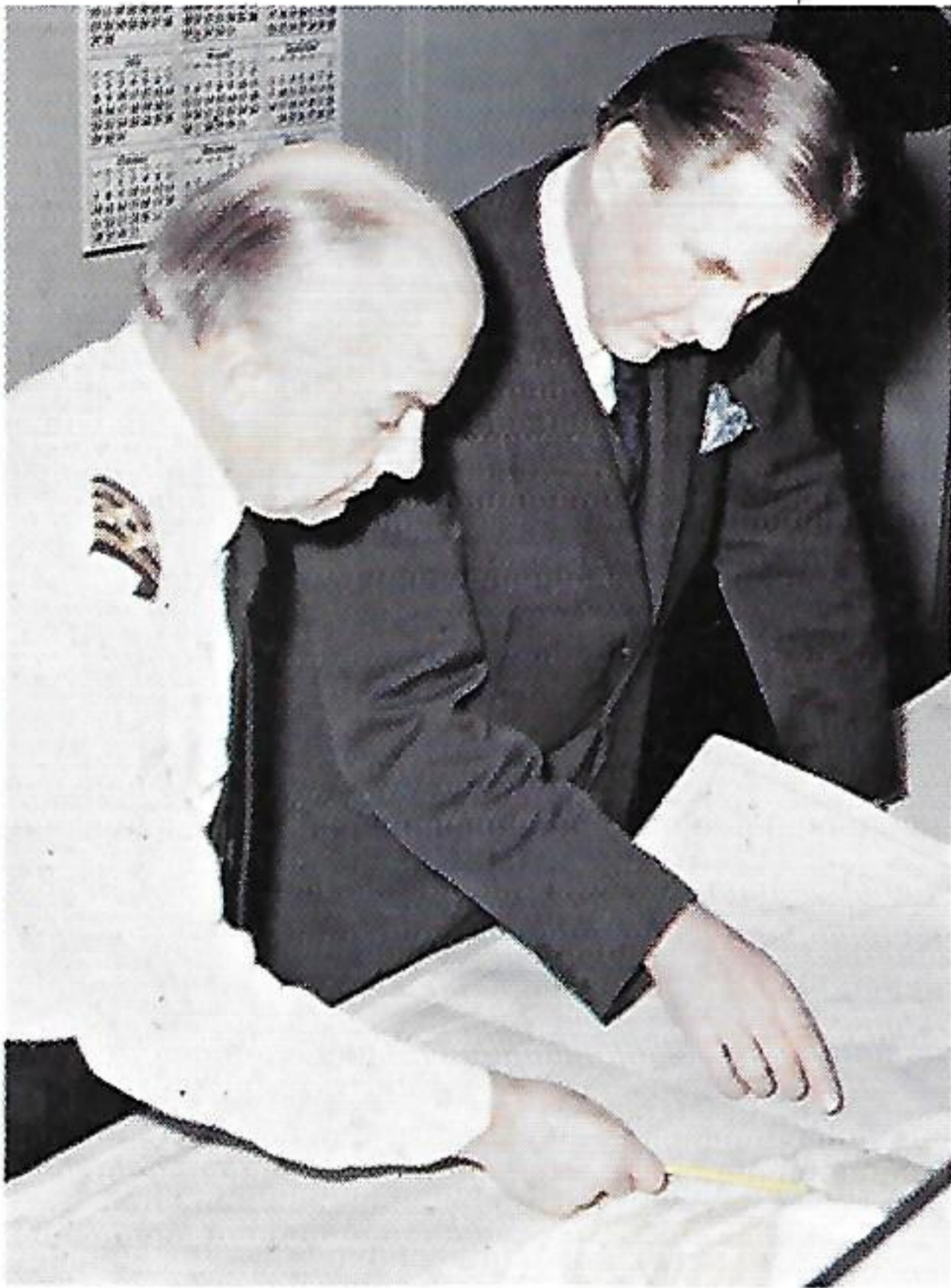
# CAPT. AIREY — MILLIONAIRE OF THE SEA

Capt. Neil B. Airey, Master of EHCL's "City of Durban", has completed nearly a million and a half miles at sea and will soon be signing up for his 100th voyage, but he still finds it an exciting and interesting life.

He says he never wanted to do anything else and in 1944 he went direct from Grammar School to the "HMS Conway" training ship. After two years there, he joined Ellerman & Bucknall in 1946 and saw service as a cadet on the old "City of Durban" from 1948 to 1950 — the first of three ships bearing the same name, on which he was to serve.

Capt. Airey served as third mate on various ships in Ellerman & Bucknall's world service which included South Africa, the Mediterranean, Persian Gulf and the Far East. In 1954 he became second officer and in 1958 was promoted to chief officer.

In 1961-63 he stood by the building of the "City of Dundee" and the "City of



Capt. Airey (left) discusses the route he will take on leaving Southampton with Mr. R. Alastair Lloyd, Director of EHCL and Chairman of Ellerman City Liners, who visited the ship.

Gloucester". He joined the passenger ship "City of Durban" as Chief Officer in 1965 and was promoted to Master in 1968. He took the "City of Hull" out from the shipyard when it was new in 1971.

Capt. Airey went to work for ACT in the Pacific Australia Direct (PAD) Service from 1972 to 1975. Following that he went to Germany and stood by for the building of the "City of Winchester" which he took out in 1976, and served on the "Carchester" the following year.

After a short stint at the London office, he was assigned to stand by the building of the "City of Durban" — the third with which he had been associated. When standing by the building of a ship it is the officer's responsibility to supervise the

layout and installation of the bridge equipment and general supervision of construction and deck fittings.

With this long and varied experience behind him, how does Capt. Airey feel about the different types of ships on which he has served?

"I have enjoyed it all but I prefer the modern era of containerisation," he said. "It is a challenge to people at sea although it is more arduous for the Master, doing eight voyages a year instead of three," he continued.

## CREW

"The 'City of Durban' is a joy to handle and operates with only 40 crew members plus four cadets. Its size is impressive, compared with conventional ships, and vast amounts of cargo and fuel are carried," he added.

"One of the advantages of the present set-up is that wives and family can be taken on voyages. One crewman had been at sea 40 years and his wife had never even been on a ship. For her it was a thrilling experience going on a voyage and helped make it easier to understand her husband's profession.

"While you are at sea on a container-ship, you can't stop working as you have to do all the work you used to do in port on a conventional ship. With the short turn around time for container ships, the work has to be done at sea," he pointed out.

How did Capt. Airey happen to go to work for Ellermans?

## REPUTATION

"When I was on the 'Conway', I had to select a shipping line and Ellermans had a worldwide service and an excellent reputation," he said. "It was an opportunity to go to work for an outstanding company and to get experience on all trades and with all cargoes."

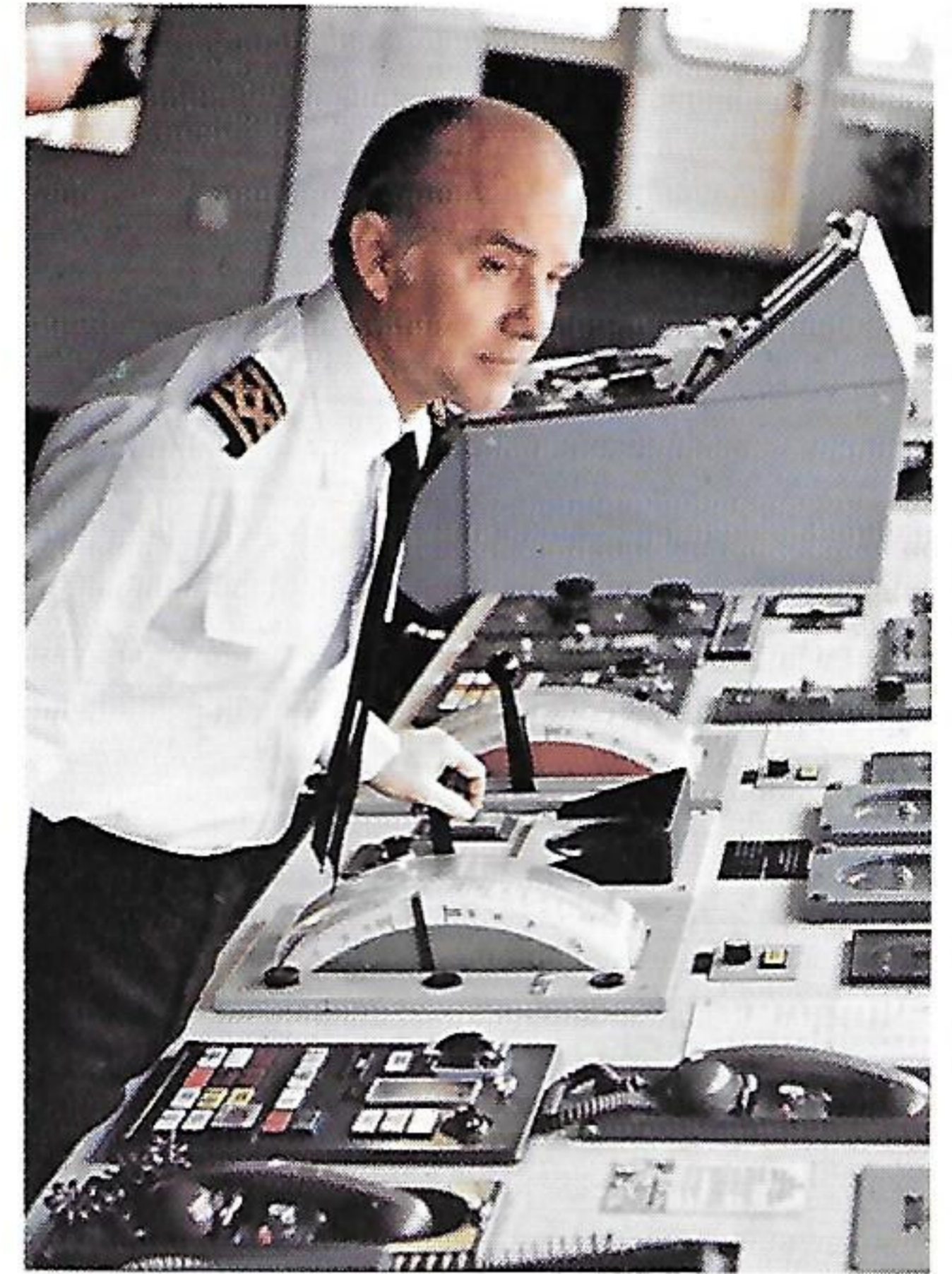
Does Capt. Airey come from a shipping family?

"My father was a Doctor of Chemical Engineering and I had no close family links with the sea, but I knew as a very young lad that it was what I wanted to do," he emphasised.

What advice would he give someone contemplating going to sea?

"That hasn't changed," Capt. Airey said. "You have to want to go to sea. It is continuous coming and going and you have to accept it and your wife will also have to accept it.

"I think it is as good as any profession that one might go into and there is a wide scope for future advancement and development, but you have to be interested in your work. Conditions are



The complex and sophisticated controls and equipment on EHCL's "City of Durban" include some of the most modern systems in the world. In the photograph Capt. Airey gives his full attention to the task as the ship knifes its way through the water carrying a full load of 2450 TEU's.

very good now and will continue to improve," he said.

How does Capt. Airey see the future?

"I think it will be a shared market between containerisation and ro-ro. I also think that the next generation of container ships will be smaller — 1600 box capacity instead of 2400 — making them more flexible. With smaller vessels it is easier to transfer the ships to other trades when they are needed."

And the crew?

"My philosophy is to have a united crew working as a team for the efficient operation of the vessel and having the best working conditions possible. Perhaps it could best be summed up by 'maintaining discipline, having a good standard of feeding and comfortable conditions and running a happy ship,' he said.

Born in Runcorn in Cheshire, Capt. Airey has lived in the Lake District and now makes his home in Kelsall in Cheshire.

He met his wife when they went to school together and they were married in 1952 and have one son and one daughter. In his leisure time Capt. Airey gardens and plays golf.

"ACT NEWS" is published on behalf of Associated Container Transportation Limited (ACT), who comprise Ben Line, Blue Star Line, The Cunard Steam Ship Company Limited, The Ellerman Lines and Harrison Line, by RG Public Relations, 11-17 Ludgate Hill, London EC4M 7AE. Editor: Robert Guggenheimer (Tel: 01-248 1975). Printed by Essex Web-Offset Ltd. Printing House, Magnolia Road, Rochford, Essex SS4 3AN.