

act news

SUMMER 1980



WHO RULES THE WAVES?

This is HMS Invincible, the Royal Navy's latest ASW cruiser. Is the R.N. able to protect the United Kingdom and British shipping in time of hostilities and war? For the whole story, see pages 2 and 3.

(photo courtesy of Rolls-Royce)

THE ROYAL NAVY—IS IT GOING TO BE STRONG

by Anthony Randolph

(Editor's Note: Anthony Randolph is the pen name of a retired Naval Officer. He writes extensively on defence matters and NATO.

This article should not be assumed to represent the views of the Ministry of Defence or the Navy Department.)

Blazoned across the front of the Britannia Royal Naval College at Dartmouth, where most British Naval officers are trained, are the words: "It is on the Navy, under the good providence of God, that our wealth, prosperity and peace depend".

These are noble words and are embedded in the hearts and minds of all Royal Navy officers (possibly because of the hours they spent on the parade ground facing the College with little else to look at), but are they applicable today?

It would be absurd to suppose that the Royal Navy alone could take on the might of the Soviet Union and it has become necessary for nearly all Western countries to combine together to face the common foe; hence the formation of NATO shortly after the end of World War II.

ATTACK

NATO's precept is that an attack on one allied country constitutes an attack on the whole Alliance and, in order to support this, the NATO countries have in effect pooled their resources. Virtually the whole of the Royal Navy is assigned to the Alliance and it makes the largest single contribution of ships and aircraft to NATO with the exception of the United States.

Thus it is that "our wealth, prosperity and peace" no longer depend solely upon the Royal Navy, but much more upon NATO as a whole. All the same, and particularly since Britain is the second largest naval contributor to NATO, it is important that her fleet should be as strong and well balanced as possible.

Further, a large amount of the protection of shipping bringing us much needed supplies in war would be carried out by R.N. ships, if only because they are the best suited from a geographical point of view.

R.N.'s STRENGTH

The present strength of the main units of the Royal Navy is as follows:

Frigates	54
Minesweepers/Minehunters	36
Offshore Patrol Vessels	7
Guided Weapon Destroyers (the guided weapon refers to those for use against aircraft)	13
Ballistic Missile Submarines	4
Fleet/Attack Submarines (nuclear propelled)	12
Patrol Submarines (diesel)	16
ASW Carrier/Cruiser	1
ASW/Commando Carriers	2
Assault Ships	2
Helicopter Cruisers	1 (in reserve)

On order are:

ASW Carrier/Cruisers	2
Guided Weapon Destroyers	7
Minesweepers/Minehunters	4
Fleet/Attack Submarines	3
Frigates	4
Offshore Patrol Vessels	2

We can discount the Ballistic Missile Submarines since their role is purely nuclear deterrence and they would play little part in pure naval operations. The accent of the rest of the fleet is on anti-submarine warfare (ASW).

ANTI-SUBMARINE WARFARE

The Soviets have some 248 attack submarines, of which 96 are nuclear propelled and capable of underwater speeds of up to 30 knots or more. In addition, the Soviets



HMS Ardent, a Type 21 frigate, is one of a class of nine built between 1969 and 1978. She is armed with ship-to-ship missiles, anti-aircraft missiles, torpedoes and carries a Lynx helicopter. Her complement is 13 officers and 162 ratings.

(Royal Navy Photographs)

have 90 ballistic missile submarines which, although they might not play any part in a naval war, still have to be located and hunted.

The attack submarines constitute a tremendous threat to NATO's mercantile marine, hence it is no wonder that we and other NATO navies are doing our level best to strengthen our anti-submarine warfare capability.

One of the biggest problems which would face NATO on the outbreak of war would be the transport across the Atlantic of the large amount of American troops, tanks, weapons, ammunition, food and oil required to reinforce the NATO forces already deployed in Europe. The Soviets would undoubtedly make every effort to disrupt these supplies.

Some could go by air, but by far the greatest proportion will have to cross by sea and will provide wonderful targets for the Soviet submarines.

similar groups.

The Americans will also have ASW Task Groups deployed and in addition there will be the British Nimrods and the American Orions plus some European Atlantics, all carrying out ASW air patrols.

AIR ATTACK

However, that is not all of the problem. The Soviets might quite easily attack with their long range bombers, such as the Badgers, Bears and the formidable Backfires, hence the reason why anti-aircraft, missile armed destroyers will be deployed with the convoys and with the U.S. carriers. But also needed are fighters.

The American carriers should have enough fighters to look after themselves. The "Invincible" class will carry five VSTOL Sea Harriers (and nine Sea King ASW helicopters). The Harriers will take off up the new sloping flight deck (the ski-jump) in their

CONVOYS

The ships carrying the troops and supplies will cross partly in convoys and partly as independents. It is NATO policy to both protect the convoys by close escorts whenever possible, using ASW frigates, anti-aircraft destroyers fitted with SAMs and fleet/attack submarines, and to patrol the sea lanes, using ASW Task Groups and long range maritime patrol and anti-submarine aircraft.

Britain has built the "Invincible" primarily as an ASW Task Group leader and it is envisaged that she, accompanied by, say, five or six ASW frigates and one or two nuclear powered attack submarines, would patrol as a submarine hunting group. In due course, the other two ASW Carrier/Cruisers, "Illustrious" and "Ark Royal", will come along and these too will take charge of

ENOUGH TO DO THE JOB?

short take off role and, due to the extra boost the ski-jump gives them, will be able to carry more fuel, enabling them to remain airborne for longer and act as a CAP (Combat Air Patrol).

But they are very thin on the ground – only 15 fighters distributed in three ships. The American carrier-borne fighters may be able to intercept enemy bombers approaching the convoys, but America will not be able to spare many carriers for the protection of shipping as at the outbreak of a war they may be fully employed supporting landings in Northern Norway to assist the hard pressed Norwegians repel probable Soviet invasion.

MERCHANT SHIPS

In waters not too far from the U.K. assistance will be forthcoming from land-based fighters, but it is in mid-Atlantic where the need for more fighters will be most urgent. Discussions are going on as to whether it might be possible to deploy Sea Harriers in certain merchant ships, as was done in World War II, and these might make a useful contribution to the air defence of convoys.

The number of ASW frigates NATO can provide is, as has been so common in two world wars, far too few, but the modern frigate is very sophisticated and very expensive. Britain's Type 21 frigate, for example, now costs approximately £28 million.

There would seem to be a case for building less sophisticated ships in greater numbers, especially for use as convoy escorts, as was done in World War II when escort corvettes were built. Both America and Britain are considering this idea.

MINES

The final problem facing the navies is to get the merchant ships into harbour once safely across the Atlantic. It is highly desirable that the harbours should be as close as possible to the land battle, so this means crossing the shallow waters of the Channel and the Southern North Sea, which are obvious targets for an enemy mining offensive.

NATO has too few minesweepers and minehunters. Britain's minesweeping/hunting force is one of the largest in NATO, but is totally inadequate to keep the ports open by itself. However, Holland, Germany and Belgium will help out and it is hoped that it will be possible to keep some of the ports open, but not all.

There will always be the possibility of surface attack on convoys and independently routed ships, but most frigates are now armed with ship-to-ship missiles which should wreak havoc amongst the enemy attacking ships. It seems more likely that, at least initially, the Soviet surface forces will concentrate on the U.S. carriers and other important warships.

Whilst Britain has devoted most of her effort to getting merchant ships across the Atlantic, she is also responsible for sending a

Royal Marine Commando Brigade to help the Norwegians if their country is invaded. For this the Royal Navy is not well equipped with the right types of ship.

There are two assault ships, "Fearless" and "Intrepid", each capable of carrying up to 700 troops for short sea voyages, plus their vehicles and equipment. But this would be quite insufficient and it will be necessary to commandeer cross channel and other car ferries, always providing suitable ports in Norway for them to use are still available.

The two Commando/ASW carriers, "Hermes" and "Bulwark", each capable of carrying about 750 men, could be used, but their primary role is ASW and they may well be needed, with their helicopters, in the North Atlantic keeping the sea lanes free of submarines.

The Royal Navy would dearly love to have more amphibious ships and look longingly at the U.S. Navy, who are amply provided with these kind of craft.

PROLONGED WAR

Little has been said about the role of the Navy once the reinforcement phase is over, largely because nobody can see clearly how a future war might develop. If it goes nuclear, it is unlikely to last very long. On the other hand, both sides may shrink from unleashing this ultimate holocaust and it could be that a conventional war might develop in Europe and drag on for months or even years.

If this should happen, the allied navies' roles are likely to be very similar to those of World War II – Atlantic convoys, occasional landings or raids and the eternal mine-sweeping. The only difference will be that this time the enemy will possess three times the number of submarines to those used by the Germans and they will be three times as fast and twice as sophisticated.

He will be capable of deploying enormous surface forces, armed with very sophisticated missiles and will have at his



Armed with the Sea Dart Surface-to-Air missile, the HMS Sheffield also carries one 4.5 inch gun and a Lynx helicopter.

disposal a considerable number of long distance, land-based naval aircraft. How long the limited NATO naval forces could hold out against such odds is anybody's guess.

One thing, however, is certain: the ships of the Royal Navy are as modern and as adequate as Britain's economic position will allow and the morale of the men who serve in those ships is unsurpassed.

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All enquiries should be directed to The Editor, who welcomes comments, suggestions and material submitted for consideration by the Editorial Committee.

IT'S 'ALL ABOARD' AT SEAFORTH



One of the first containers to be loaded at the new £950,000 Freightliner Terminal at Royal Seaforth Container Terminal is watched by (left to right) Ted Clayton, ACT Services' Terminal Manager, Seaforth; Bernard Brown, Berth Manager, Mersey Docks and Harbour Company, Seaforth; and David Haigh, ACT(A)'s Regional Sales Manager.

Import and export containers are transported between the stacking area and the four-acre Freightliner Terminal by tugmaster articulated units serviced by straddle carriers.

This new development links Seaforth with 40 other Freightliner terminals throughout the U.K. and re-establishes the rail link with Liverpool Docks which was severed in 1974. First installed in 1851, it is believed that Liverpool was the first port in the world to be rail connected.

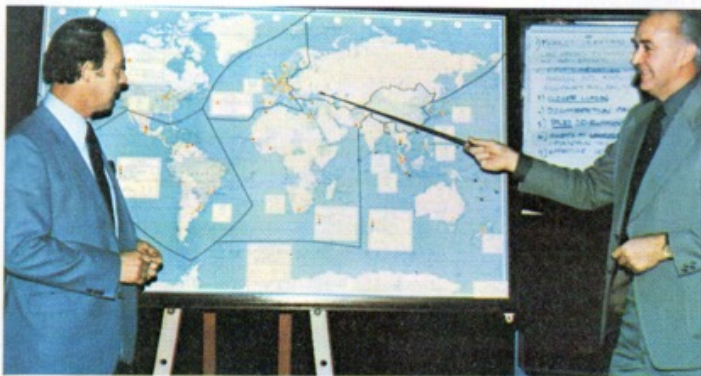
EHCL'S ANNUAL SALES/MARKETING CONFERENCE

Ellermans held their Annual Sales/Marketing Conference this year at the Thatched Barn in Boreham Wood, Herts., and service to customers was one of the principal topics of discussion.

The three-day meeting featured guest speakers including a number of EHCL customers who presented their ideas and problems to those attending.

The accompanying photographs were taken during the proceedings.

Welcoming Maurice Wright (right), Shipping Manager of the Glaxo Group, to the Sales/Marketing Conference is Andrew Douglas-Bate (centre), Marketing Director of EHCL, while Divisional Sales Manager Noël Kent looks on.



Following his talk to the conference, John Armfield (right), Vehicle Sales & Marketing Manager of Fords Export Operations, explains a point to Divisional Sales Manager Noël Kent.



Round table discussion during the EHCL Annual Conference shows (left to right) Jerry Wilson, Trade Manager, EHCL; Robin Galloway, ACT Services; Richard Palmer, EHCL Container Controller; and Lorna Lee, Midland Sales Representative for EHCL.

40 YEARS AND STILL GOING STRONG

A number of customers and friends got together recently to help Chris Deighton, EHCL Sales/Marketing Representative, celebrate the completion of 40 years' service with the company.

Chris joined Ellermans in Hall Line in 1940 and except for five years of wartime service during which he saw action in North Africa, he has been with the company in various capacities ever since.



Upper photo: During his talk paying tribute to Chris Deighton (centre), Noël Kent (right) tells a funny story which brings an appreciative smile to Chris while David Edwards of Wilkins and Mitchell has a good laugh.

Photo right: Enjoying a break with Chris Deighton is EHCL Marketing Director Andrew Douglas-Bate (right) and Noël Kent (centre) during the celebration held at the Atlantic Tower Hotel in Liverpool.



EHCL – THE GOURMET'S FRIEND

Rademacher Farms had a problem when exporting their popular asparagus from South Africa to the U.K. and Continent. It's a long way from the farm at Tarlton and frequent handling meant that cans were often damaged and this necessitated replacing orders and increased lead time.

At least, that's what used to happen before EHCL and containerisation came on the scene. Now it's a different story.

By packing the asparagus into EHCL's containers at the farm, they are able to reduce the number of times that the cargo is handled. This eliminates damage and enables the product to arrive on the U.K. and



The asparagus is carefully selected and graded before being canned for shipment to the U.K. and Continent.

European markets quicker than previously which in turn benefits Rademacher's customers.

Despite the fact that the farm is situated at Tarlton, some 600 kilometres from the coastal port of Durban, the containerised through transport system offered by EHCL meets their needs admirably.

WORLD'S LARGEST

Rademacher Farm consists of over 100 acres under asparagus and it is the largest single producing unit in the world. It has plans for doubling the area under cultivation over the next five years. Located at 1800 metres above sea level in the clear air of the Transvaal Highveld, Tarlton has a healthy climate and good soil which helps Rademacher to grow such superb asparagus.

It packs for some of the leading British brands including John West and Waitrose. It also sells a considerable amount to the Continent.

The asparagus season starts at the beginning of September and lasts until the end of November. Initial sowing takes place in midsummer, which in South Africa is



This good rich soil at Rademacher Farm at Tarlton is located 1800 metres above sea level and is part of over 100 acres under asparagus there – the largest single producing unit in the world.



Asparagus is loaded into an EHCL container for the 600 kilometre trip to the coastal port of Durban before being loaded aboard ship.

January. The crops take two and a half to three years to mature before the first harvesting takes place.

Asparagus tips can be picked either green or white. White tips are those that have been grown under the surface and green tips are those that have been grown above the surface. The production at Rademacher's Tarlton Farm is entirely white.

After picking and canning, the tins of asparagus go through an incubation period which lasts for two weeks and after incubation, the product is inspected by representatives from the Department of Agriculture, Economics and Marketing. The product is then ready for the export market and EHCL takes over.

South African asparagus can be found in the U.K. in large supermarket chains and small "corner groceries" and in the photo right a housewife chooses a tin for the family dinner.



QUALITY CONTROL IS PARAMOUNT AT NEW



Butter is unloaded from containers at the loading bay and placed into the cold store which has a capacity of 12,000 tonnes.

Europe's most modern butter and cheese packing factory was officially opened on June 11th at Swindon when the Duke of Kent inaugurated the Anchor Foods factory there.

The factory has been on stream since last summer when the first delivery of New Zealand dairy produce arrived at the £10 million packing plant in ACT containers ("ACT News" Autumn 1979) from the "ACT 7", which had been launched in 1977 by the wife of the Chairman of the New Zealand Dairy Board.

Along with this modern facility and its butter packing factory in London, Anchor Foods now has the capability of packing and distributing 75% of the Anchor Butter sold in the U.K. The remainder is packed under contract at factories in the North and Scotland.

More than 200 people are presently employed at the Swindon site and all but ten of them were recruited locally. The company plans to enlarge its staff at Swindon in the future with an extension of the range of

products offered under the Anchor brand.

The design and workmanship which has gone into the Swindon facility enables the highest standards of quality control to be maintained from the arrival of the New Zealand produce in temperature-controlled containers, through the packing processes to delivery to customers by refrigerated transport.

The complex consists of three separate structures, each related to a particular function—cold storage, conditioning and processing. The three-storey office block is linked to the factory by a bridge at first floor level.

The site was carefully chosen from a distribution point of view, being alongside the M-4 Motorway linking London to the West and with link roads to the North South M-5 Motorway. The main railway line is also nearby.



The first step before the packing operation begins is the "de-cartoning" of the butter when it is taken from cold storage.



The bulk butter is then transferred into conditioning rooms for the temperature to be raised from -10°C to between 0°C and 2°C . The warm air ducts can be seen in the ceiling.



After conditioning, which takes about 56 hours, the butter is conveyed to the stripping aisle where the parchment is removed. This is the only occasion during processing that butter is exposed to air and the area is maintained in a pharmaceutically sterile state, with operators under strict hygiene constraints.



From the stripping aisle the butter enters the packing hall and is fed into this type of machine which re-works and softens the butter for packing and automatically standardises the moisture and salt content.

SWINDON ANCHOR FOODS FACTORY

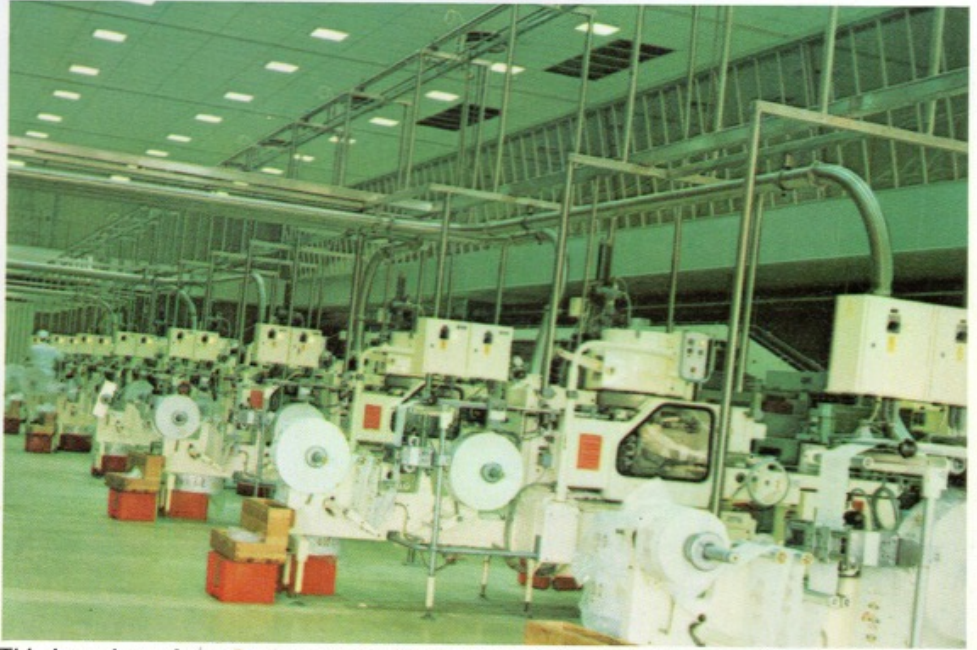
A distinctive architectural feature of the main buildings is the cladding of PVC coated steel sheeting which provides an uncluttered profile. The PVC is resistant to deterioration—it will never need painting or refurbishing—and the sheeting is without sharp edges, curving in at door and window openings and completely concealing the guttering.

Inside the factory the internal finishing reflects the attention to cleanliness of line. The walls are tiled or plastic coated and there is a special epoxy flooring. The light sources in the ceilings—as in the walls—are recessed, and cleaned and maintained from above to avoid unnecessary internal damage.

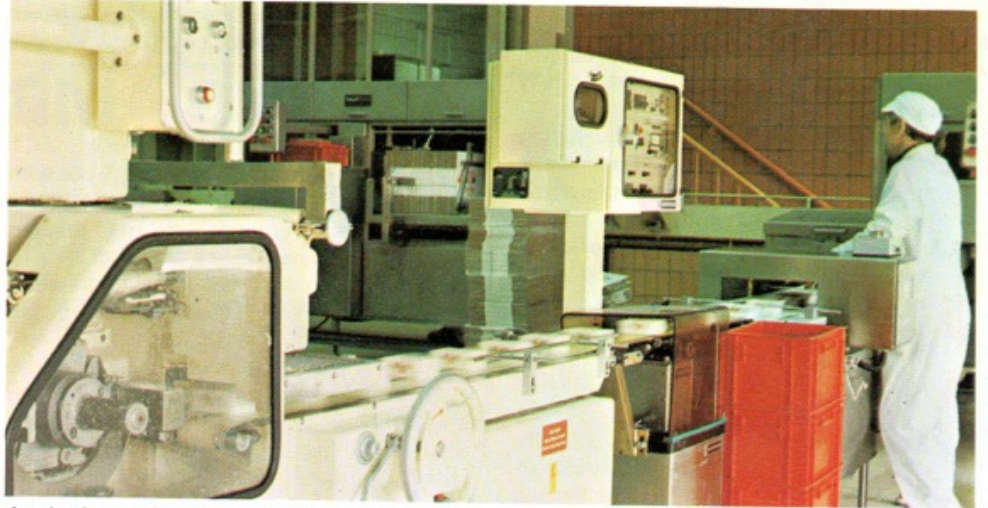
There are no glass fittings whatsoever within the production area and the windows are shatter-proof perspex. Mercury vapour or tungsten lamps are installed throughout to ensure the least possible emission of ultra-violet light, and natural light has been excluded from all areas where butter is exposed.



Continuous quality control monitoring, including compositional analysis and bacteriological testing is carried out at the laboratory and testing areas.



This is a view of the Packing Hall—heart of the factory's butter operation. Bulk butter is reworked and packed into 250 gram packs, ready for dispatch. The hall is kept at a positive pressure to inhibit dust particles and at a temperature of 20/22°C. The sophisticated cleaning system uses softened water for daily cleaning ensuring a high standard of hygiene.



As the butter is automatically packed, each pack is weighed with any underweight pack being automatically ejected. The packs are then placed into cartons, sealed and placed on the moving belt.



Discussing shipments of butter from New Zealand are (left to right) Chris Hall, Project Manager of Anchor Foods Limited; Richard Bills, Assistant Marketing Manager of ACT(A); Brian Ellis, Company Production Manager; and Howel Williams, ACT(A)'s Regional Sales Manager.



Final destination: the consumer's table. The customer can always be sure of the same fine quality when using New Zealand Anchor butter.

THE CONTAINER THAT'S NOT COMING BACK

This is one time that a container is being kept by its recipients, but that's the way it's supposed to be.

EHCL ensured that a British-made electronic telephone exchange was delivered speedily and safely to the Transkei in Southern Africa in its own specially adapted container.

The Plessey Pentex exchange installed in the container was in a fully commissioned state when it left Beeston in Nottingham where it was manufactured by Plessey Telecommunications Limited. It was taken to Southampton for its voyage to East London and from there it went by train to Butterworth, a township which is 60 miles from Umtate, the capital of the Transkei.

The exchange, valued at approximately £ ½ million, can provide automatic switching for up to 1200 subscribers.

ADVANTAGES

The concept of installing and commissioning electronic exchanges in shipping containers has paid dividends for Plessey over the years. One of the biggest advantages is that the exchanges will connect into any existing national communications network and can be fully operational within a short time.

This is particularly useful to developing countries and their telecommunications authorities find that the containerised exchanges are ideal when buildings are not available to house static equipment or when a temporary or emergency stand-alone facility is needed. The exchange can also be used to cater for unexpected growth in telecommunications traffic by creating additional line capacity within a very short period.

As each container is air-conditioned, the exchange will function in all kinds of climates. The first export order for Pentex was for New Zealand in 1966 and since then the exchange has been increased in capacity and has been sold in over 26 countries.



Partial view of the inside of the specially adapted container for the Plessey Pentex electronic telephone exchange shipped to Transkei. Explaining how the exchange functions is Mr. Dick Riley (inside container), Plessey's Regional Contracts Manager for the Electronic Exchanges Division, to Mr. Tom Roddis, EHCL North Midlands Sales Representative, and Mr. Barry Thorley (right), Plessey's Shipping Manager for Beeston.

ACT-ING AMBASSADOR

Captain Peter Leighton, Master of "ACT 1", has been doing a second job ... but with the approval of his employers. It's not that he doesn't earn enough in his present position - this has been a labour of love.

Captain Leighton was appointed Acting Ambassador from Liverpool, England to Liverpool N.S.W., near Sydney.

A Merseyside man through and through who underwent training in Liverpool and lives in Merseyside, Peter Leighton took an illuminated scroll to Australia, which officially proclaimed the sister-city relationship between the two Liverpools. He received the beautifully designed and framed document from The Lord Mayor of Liverpool and presented it to the Mayor of

Liverpool N.S.W. on his arrival down under.

In the photograph (below left) Captain Leighton (right) gets an explanation of the illuminated scroll from The Lord Mayor of Liverpool Councillor Doreen Jones while ACT(A)'s Regional Sales Manager David Haigh looks on and lower right Capt. Leighton delivers the scroll to Alderman Ron Hollands, Mayor of Liverpool N.S.W. at their Council Chambers.

"ACT(A) are delighted to co-operate in helping to strengthen the civic links between the two cities as they have done to increase commercial ties between the U.K. and Australia for more than a decade," said ACT(A)'s General Manager - Marketing, Mr. Roy Davis.



THROUGH THE EYES OF A CHILD

Winners of the painting competition sponsored by ACT(A) among Liverpool school children received an exciting surprise. In addition to winning a cheque for their respective schools and separate prizes for themselves, they were invited by ACT(A) to visit the Royal Seaforth Container Terminal, tour the "ACT 7" and have lunch on board.

The painting competition was part of the celebrations which are being held during 1980 to commemorate the 100th Anniversary of the Royal Charter which gave Liverpool "City" status and to help strengthen the sister-city links with Liverpool N.S.W. where the winning paintings will be exhibited later this year.



The judges, photographed during their selection of the winning entries, are (left to right) Mr. John Hart, Art Advisor of the Liverpool Education Authority; Mr. Joe Riley, Arts Critic of the "Liverpool Echo"; The Lord Mayor of Liverpool, Councillor Doreen Jones; and Mr. David Haigh, ACT(A)'s Regional Sales Manager.

A similar competition is being held in Australia's Liverpool sponsored by ACTA Pty. Limited and winners there will be brought by ACT(A) for showing in Liverpool, England.

The theme of the competition was The World Through the Eyes of a Child and more than a thousand paintings were originally submitted for the project to celebrate the International Year of the Child. The Judging Committee were faced with the difficult task of deciding the best in each of the three categories from a total of some 250 entries which had been selected for the final judging.

The Judges were The Lord Mayor of Liverpool, Councillor Doreen Jones; Mr. Joe Riley, Arts Critic of the "Liverpool Echo"; Mr. John Hart, Art Advisor of the Liverpool Education Authority; and Mr. David Haigh, ACT(A)'s Regional Sales Manager.

The prizes were presented at a special Reception held at the Liverpool Town Hall for winners, their parents and teachers.



Both children and teachers seem enthralled by the explanations being given by Captain Donald McPhail, Master of the "ACT 7", on their visit to the ship. First, second and third place winners in each category, together with teachers and judges, were invited to tour this modern third-generation containership and have lunch on board.



The winners of each of the three categories display their entries during a Reception held at the Liverpool Town Hall to present the prizes to winners, runners-up and those receiving Highly Commended certificates. In the photograph are (left to right) Carmel Flaherty, winner of the Junior School category (Christ the King Junior School); Shelia Murphy, Secondary Schools (Notre Dame High School); and Susan McNulty, Infant Schools (Mathew Arnold Infants School). They can indeed be proud of their achievement with more than 1,000 entries being submitted. They won cheques for their respective schools and individual prizes for themselves.



Captain Liston swallows the anchor

Captain Ian Liston, Ben Line Marine Superintendent, retired this summer after 49 years of service with the company which he joined as a Cadet back in 1931.

Apart from being well known by the seafaring and shore staff of BLC, Ian Liston was a familiar figure at many functions held for shippers and consignees on board ships and some of our readers will recognise him in the

centre of our photograph holding a silver tray which was engraved with the signatures of his colleagues.

Following the presentation of the silver salver and a video tape recorder, the picture was taken on the roof of the Head Office with Captain Liston accompanied by some of the Edinburgh staff.



New book covers 155 years of Ben Line history

Work has been completed on the preparation of the new Ben Line Fleet List and Short History and copies are scheduled to begin coming off the presses this summer.

The new publication covers the years from 1825 to the present day and includes illustrations of the 197 vessels listed. A number of photographs and paintings will be appearing in print for the first time.

While there are all those newcomers, it is interesting to note that three 'survivors' of the first Fleet List - "Benarty", "Bendearg" and "Benstac" - are still with Ben Line.

It would have been difficult for the founders of the company to have imagined that in 1980 Ben Line would be involved in such diverse activities as containerships and deep sea oil rigs. It might be quite surprising if we could see what the Ben Line Fleet List

contains in 2080!

More details will be published in the next issue of "ACT News".

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NO MONKEY BUSINESS HERE

BLC's Hong Kong Annual Staff Dinner was held to celebrate the start of The Year of the Monkey and guest of honour was Mr. Hamish Muirhead, Joint Managing Director of Ben Line.

As is traditional, before the dinner guests played cards and mah-jongg and during the 12-course feast one of the principal dishes was Beggars Chicken, which is a filleted chicken with spices cooked in an outer clay case and when put on the table, is ceremonially cracked with a special mallet.

In the photograph, taken at one of the tables at the start of the dinner, are (left to right) Mr. D.O. Smith, Mrs. J.A. Moyes, Mrs. G. Smith, Mr. J.F. Muirhead, Mrs. Lucy Yau, Mr. I.H. Moyes, Mrs. E. Patton, Capt. D.J. Cranna and Mr. C.A. Patton.

ALL WORK AND NO PLAY...

When Andrew Muir of Prentice Service & Henderson Limited of Glasgow, who is a Marketing Executive in Scotland for BLC and EHCL, went on a trip to Japan, Taiwan and Hong Kong to promote business for BLC in the Far East, he took time off to see some of the sights.

In the photograph, Andrew is seen in front of the beautiful and historic Nagoya Castle in Japan. Then it was back to work again on what Andrew describes as a "very useful marketing tour."



NEW APPOINTMENTS

Mr. R.I.L. Howland has been appointed Company Secretary of ACT Limited, taking over from Eric Sutton on his retirement. Mr. Howland is a Director of ACT Services Limited.



R.I.L. HOWLAND

Mr. W.C. Campbell, a Director of ACT Services Limited, is to become a Director of Containerbases Limited to take Mr. Sutton's place, whilst Mr. D.N.P. Hamilton, also a Director of ACT Services Limited, becomes an alternate on the Containerbases Limited Board.

Mr. J.H. Joyce becomes the ACT Director to replace Mr. Sutton on the Boards of Containerbase (Barking) Limited and Containerbase (London East) Limited. Mr. Joyce, already on the Board of Containerbases Limited, is Managing Director of Cunard-Brocklebank Limited, a



W.C. CAMPBELL

ERIC SUTTON RETIRES

Following 43 years of distinguished service with Port Line and latterly with the ACT Group, Eric Sutton, Director and Company Secretary of ACT(A), retired at the end of May.

Eric Sutton joined Port Line in 1937 in Inward Freight and in 1939 he joined the Forces and served with the 8th Army in North Africa. He rejoined Port Line in 1945 and spent 15 months in Australia and New Zealand.

On his return to the U.K. he joined the Managers Office and became Passenger Manager of Port Line. He was later appointed Assistant Company Secretary and then Company Secretary and Director of Port Line. When Blue Star and Port Line formed the Blue Star Port Line Management Company, he was appointed Company Secretary and continued in that appointment until his retirement.

He took on the mantle of Company Secretary of ACT(A) and ACT Limited and was appointed to the Board of ACT(A) in 1974. He also became Company Secretary of ACT Services on its formation in September 1971 and he relinquished this appointment in September 1976.

Eric Sutton became a Director of Containerbases Limited in September 1968 and he was Secretary of the ACT(A)/ANL Co-Ordinating Board and Secretary of Blueport ACT (N.Z.) Limited. He serves on the General Committee of Lloyd's Register

Director of The Cunard Steam-Ship Company Limited, of ACT Limited and ACT(A) Limited.

Mr. G.J. Beckett has been appointed Company Secretary of ACT(A) Limited following the retirement of Eric Sutton. Geoff Beckett will continue to be responsible for Administration at ACT(A), which he joined from Cunard in March 1979.



J.H. JOYCE

of Shipping and recently completed a term of office as Chairman of the London General Shipowners' Society.

In addition, he has been a Director of the Standard Steamship Owners' Protection and Indemnity Association (Bermuda) Limited and on the South Eastern Regional Council of the Mission to Seamen. For many



ERIC SUTTON

years he edited Port Line's House Journal, "G.W.Z.C. Calling". He is a Liveryman of the Fishmongers Company.

Eric Sutton is a widower with two sons, one 19, who is working as a Jackaroo in Queensland, Australia, and the other, who is 15, at Radley College. Eric expects to have more time to devote to fishing, playing tennis and enjoying life in the farmhouse in Kent where he lives.



G.J. BECKETT

BLC MARKETING MEN MEET IN SINGAPORE

Colourful Singapore was the site of the meeting of 35 BLC marketing men from 15 countries in Europe and the Far East when the group met to discuss BLC marketing strategy and better ways of serving customers.

During a lunch break (for satay-and-beer) at the food stalls of the Rasa Singapura, a block away from the Marco Polo Hotel where the three-day meeting was held, the group relaxed and smiled (well, most of them anyway) for the photographer.

In the group are J.F. Muirhead, who chaired the meeting, W.A.C. Thomson, D.W. McCulloch, J.E.C. Mittelstein and K.J. Gordon of BLC's Head Office in Edinburgh; G.S. Allan and N.W. Ireson of Killick Martin London; F. Kramer and P. Fischer of Menzell Hamburg; K. van der Boer of Conva Rotterdam; J. Bartels, Conship, Antwerp; G. Dumartheray, Henri Herpin Paris; D.O. Smith, D.N.A. Fergus and D.C.R. Graham, Far East Management, Hong Kong; R.W. Miall, D.M. Taylor and T. Iigaki, Tokyo; R.A.M. Ramsay and S.M. Sidharta, Jakarta; I.H. Moyes and C.M. Brightman, Hong Kong; D. Keith-Welsh and H.K. Kwa, Kuala Lumpur; J.B. Mattinson and P. Suphaphong, Bangkok; R.H.D. Patch and H.W. Lam, Taits Taipei; P.B. Ellis, C. Chai and B.J. Cho, Dae Yang Seoul; E.L. Olmos of Citadel and N. MacDonald from Manila; and S.C. Peacock and J. Quek, Singapore.



STUFFING IT THE RIGHT WAY DOWN

When members of BLC's Bangkok staff went to inspect the first of a series of shipments from the Siam Tobacco Export Company (STEC) to Europe in BLC containers, they were a bit nonplussed to find that although the cartons were perfectly stowed, they were all upside down.

The explanation was forthcoming,

however, during an extensive tour of the STEC factory. The tobacco is packed into cartons under pressure and a small gap is left on top of the tobacco in each carton. By stowing them upside down during shipment, the tobacco expands slightly and achieves exactly the right consistency

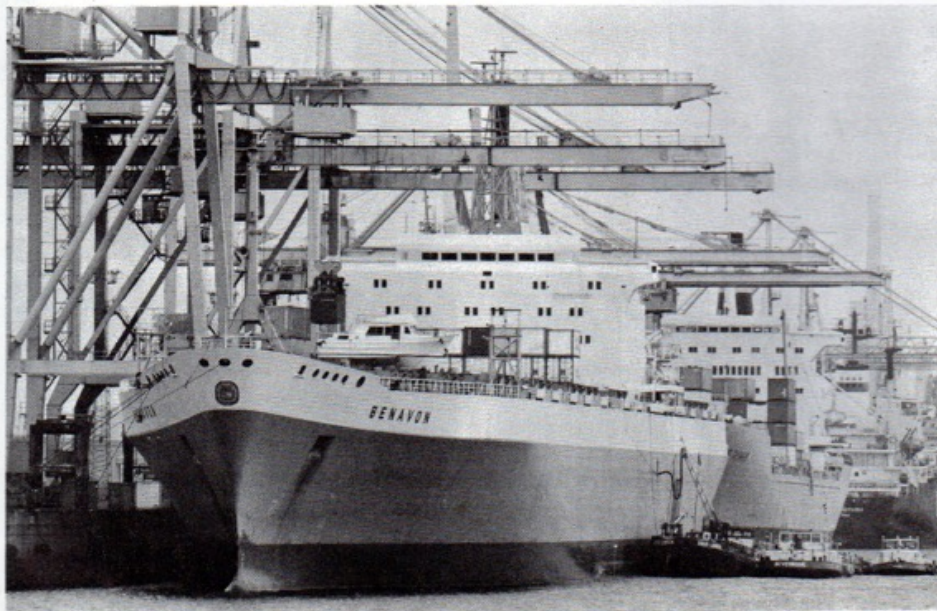
MANY GANTRIES MAKE LIGHT WORK

BLC'S "Benavon" was given short shrift at Hamburg recently, but there were no complaints from anyone.

In one night shift at the HHLA Container Terminal 900 TEUs were loaded and discharged in 7½ hours with four gantry cranes being used at the same time to achieve this total – a practice which has become routine at the terminal. During "Benavon's" stop there, 1630 TEUs were taken on and discharged from this third generation container

vessel in service to and from the Far East.

In addition to the 776 containers unloaded and 854 loaded, six 40-foot flats with over-height loads were put on board. On each of the flats were two cement-mixer units designed for the transport of concrete, destined for Hong Kong. The 12 cement-mixers, each weighing 3.8 tonnes and measuring 35 cbm, were given top stowage in the hold, making optimum use of space available.



"Mai Pen Rai" – Thai for "not to worry" – says the smiling face of Phongsan Suphaphong, BLC's Export Marketing Manager in Thailand, as he stands next to a containerload of tobacco which is plainly stowed upside down... or is it?

required by the manufacturers at destination.

Still slightly perplexed – but persistent – BLC's Bangkok Manager James Mattinson asked STEC's Operations Manager Gert Greyling, "If you know the cartons are to be stowed upside down, why don't you print the markings the other way round?"

"If we did that, how would anybody know the cartons were upside down!" Mr. Greyling replied logically.