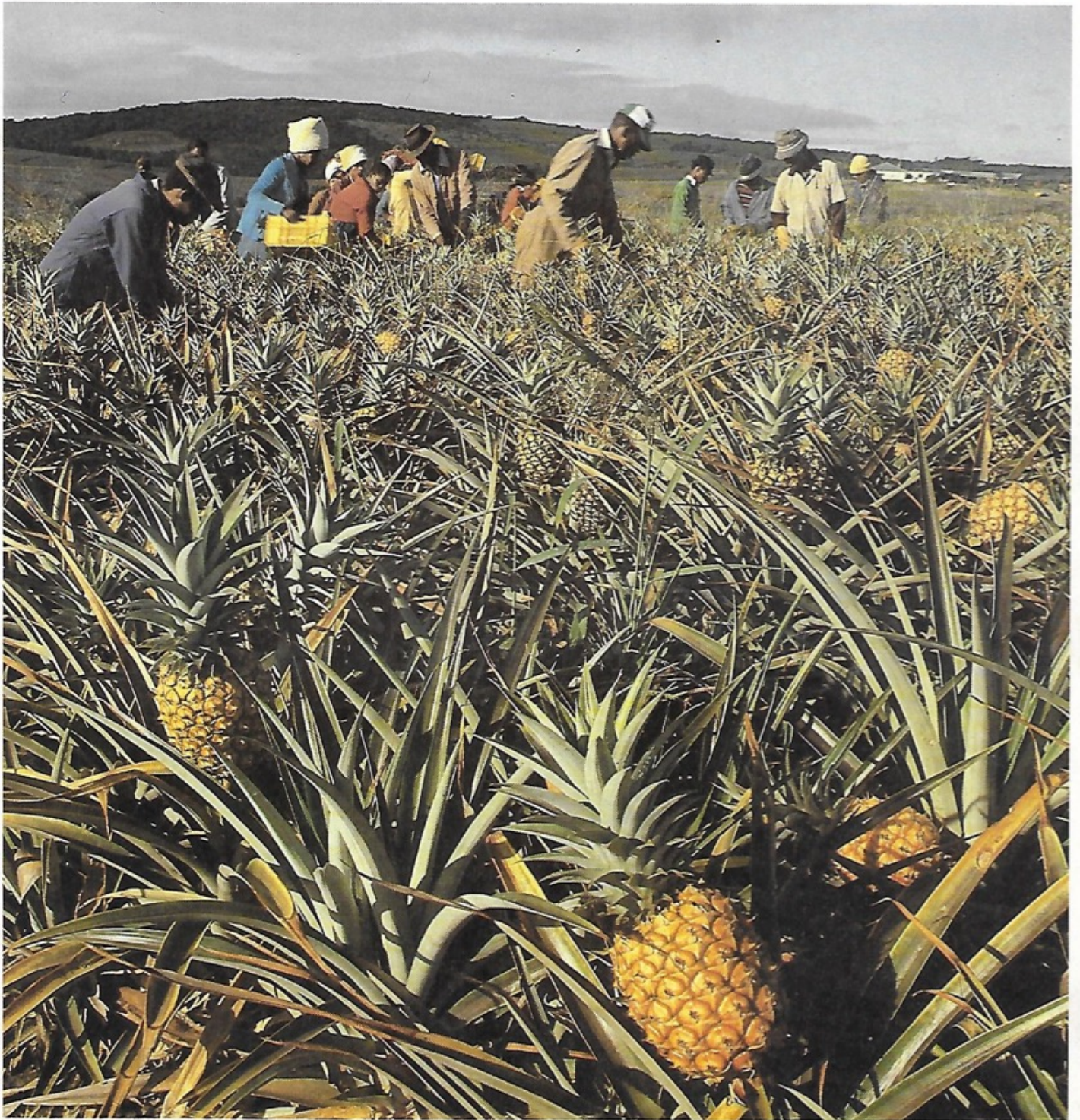


act news

SUMMER 1981



TO MARKET, TO MARKET! — See page 2

SPEED IS ESSENTIAL IN GETTING

One of the most important aspects of shipping fresh pineapples from South Africa to the U.K. by container is to ensure that the fruit is moved rapidly from the ship to the container depot and from the container depot to the marketplace.

It is extremely difficult to market pineapples if it takes more than two days to get from the ship to the marketplace as pineapples are a very

to overseas markets using containers. The other 20 per cent of production is packed as fresh fruit in the modern packhouse of Shelford, which is fully equipped to handle containers.

The conversion from conventional refrigerated ships to containerisation meant that Shelford had to re-think its packaging procedure. This included designing a new carton to fit snugly into the containers without wasting any

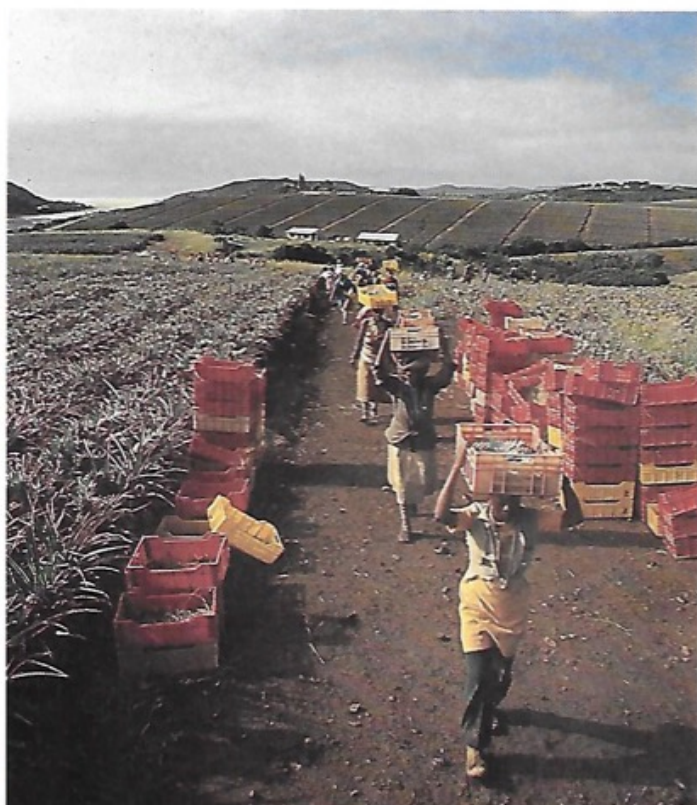
valuable space, but at the same time ensuring that both vertical and horizontal ventilation was maintained.

Much experimental work was carried out before the present carton was perfected and the company continues to carry out experiments with new types of packaging as well as new chemical methods of treating the fruit

Continued on page 3



Pineapples are individually selected and cut by hand to ensure they are perfectly ripened.



After being carefully placed in the box, they are gently transported to the waiting lorry.

delicate fruit and break down quite easily.

EHCL has proven its capacity for bringing the fruit quickly and safely to its destination. A typical example was when a shipment of pineapples for the Christmas market arrived in the U.K. later than expected. The ship docked at Southampton at 3 p.m. on December 18th and the containerloads of pineapple were in the marketplace for sale on the morning of December 19th.

EXPORT MARKET

Shelford Pineries are one of South Africa's leading producers of pineapples for the export market. They have a farm of approximately 6,000 acres situated 15 miles south-west of East London on the coast.

About 80 per cent of all pineapples produced at Shelford are canned at Collondale Cannery, which is an associate company, and then shipped

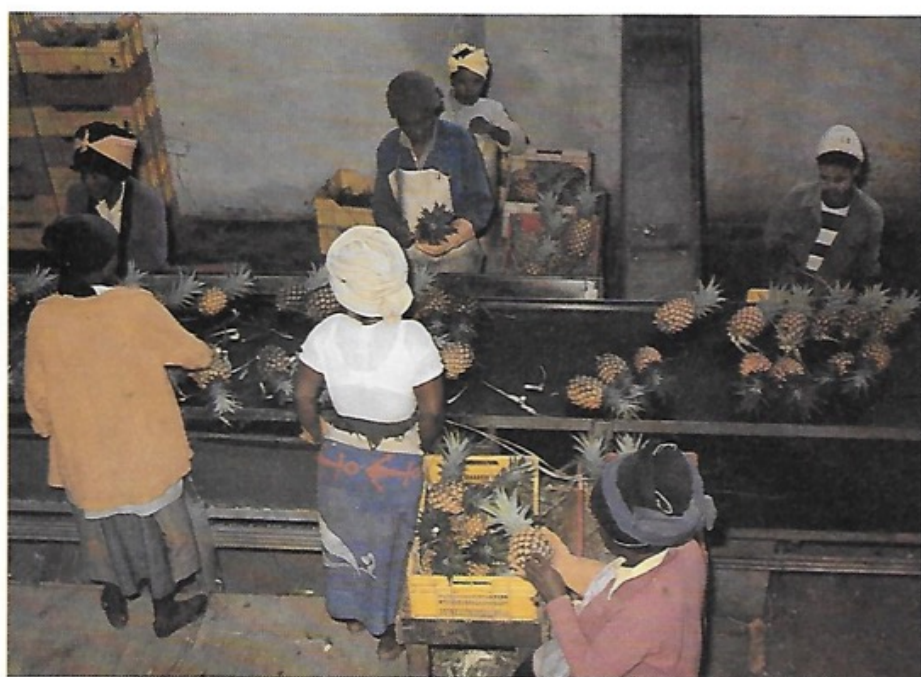


The boxes are securely loaded on the lorry (left) and the vehicle immediately proceeds to the packhouse.

FRESH PINEAPPLE TO THE MARKET



As soon as the pineapples arrive at the packhouse they are unloaded and placed on a conveyor belt.



The fruit is closely inspected and sized by experienced personnel.



Pineapple being packed for shipment to the U.K. and Europe.

so as to ensure that it arrives in the U.K. and other European markets in perfect condition.

The fruit is packed into the cardboard cartons and then is pre-cooled in the pre-cooling store. The containers are then positioned on a daily basis and coupled up to the special container cooling unit which keeps the temperature down in the containers. The containers are first cooled to a temperature of seven degrees Centigrade and the fruit — which has also been pre-cooled to seven degrees Centigrade — is then packed into the containers.

These are then sealed and the container cooling unit continues to keep the temperature constant at seven degrees Centigrade until the Road Motor Transport Service brings two more empty containers and collects the two packed containers. These are then taken to Port Elizabeth, a journey which takes approximately five hours.

Tests carried out showed that the temperature pick-up during that journey was approximately one degree

Centigrade, resulting in the pineapples reaching Port Elizabeth at the correct temperature of eight degrees Centigrade.

Clip-on units are then attached to the containers and the temperature held at between eight and eight and a half degrees Centigrade until they are loaded aboard ship. In the ship, the temperature is held at eight degrees Centigrade all the way to the U.K. and European markets.



On arrival at Spitafields Market in London, Shelford's pineapples are inspected by (left to right) David Hathway, Director of J.O. Sims Ltd., European importing organisation for Shelford Pineries; Ronald Driver, Sales Director, and Mark Levy, Head Salesman, of Reuben Levy Ltd., one of the leading distributors for Shelford's pineapples and the "panelist" for Spitafields Market, where the pineapples are on the market 52 weeks a year; and Howard Doree, EHCL Sales/Marketing Representative.

SAVING ENERGY AND CONTAINING COSTS

In these times of world energy shortages, rising costs and widespread recession, most companies and organisations are looking for ways to conserve energy and keep costs to a minimum.

The ACT Group is actively pursuing this policy and the management of the Lines have been and are continually giving careful consideration to how they can hold the line and maintain freight rates as low as practicable.

What are some of the things that

BLC are now in the process of converting three of their giant container ships from steam turbine propulsion to diesel engines and work on the first of these, the "City of Edinburgh", was recently completed dead on schedule and has rejoined the TRIO fleet.

Shortly afterwards the "Benalder" slipped into the berth vacated by the "City of Edinburgh" and her refit is due for completion by the end of summer. She will be immediately followed by the "Benavon", which is due to be

machinery, the engine room casing — forming a giant chimney from the engine room to the funnel — has to be widened and an opening cut in the bulkhead between No. 6 hold and the engine room. Engineers from Kawasaki Heavy Industries and Ben Line are supervising the smooth changeover of the engines and the fitting of new propellers.

INCREASED CAPACITY

At the same time, the opportunity is being taken to increase the container capacity of the three ships from 2,804 TEUs to over 3,000 TEUs concurrently with the re-engining. This alteration involves modifying the hatches to accommodate 13 containers abreast as opposed to 11, with four-high stacking in certain areas.

The value of this increased capacity was demonstrated when the "City of Edinburgh" was fully booked for Europe on her first voyage after re-entering service from Kobe.

While each ship is out of service, replacement tonnage is being chartered to maintain the TRIO service at the required carrying capacity.

The change of engines necessitates new propellers and these are larger in diameter, finer in pitch and lighter in weight than those which they replace, although they will still be manufactured out of nickel aluminium and bronze.

CUTTING FUEL COSTS

ACT(A)/ANL on the other hand, are not planning major surgery, although fuel consumption will be significantly reduced when modifications costing £3.5 million are completed on eight container ships which they operate jointly.

The steam driven single screw vessels to be modified are ACT 1, 2, 3, 4, 5 and 6, "Australian Endeavour" and "Australian Exporter".



ACT(A)/ANL's third generation sister ships "ACT 7" and "Australian Venture" are powered by two MAN slow speed diesel engines, among the most fuel efficient to be found in modern vessels, "ACT 7" was photographed recently at Northfleet Hope, Tilbury, near London.

are being done?

The Lines have investigated the feasibility of converting or modifying engines to achieve lower fuel costs; where possible they are running their vessels at an economical speed; they are studying ways of saving money in offices by conserving heating and lighting; sophisticated satellite navigation systems have been installed... and the search continues.

finished by the end of the year.

Each ship's engines are being replaced by K7SZ90 MAN diesels manufactured and installed by Kawasaki Heavy Industries of Japan. Each ship is being equipped with two 7-cylinder engines giving a service speed of 23 knots with economical fuel consumption and each motor providing 25,690 horsepower.

In order to remove the old turbine



The recycling of 1,250 refrigerated ACT containers to improve thermal efficiency is taking place at Concargo's plant at Weston-super-Mare. The containers are stripped down completely and then rebuilt. In the photographs (left to right) the flooring rails are laid; polyurethane foam for insulation is press-injected in panels; the components are riveted; the inspection of newly recycled container is carried out by Mr. Bernard Glynn (left), ACT Services' Container and Equipment Inspector in charge of approving the completed work, and Mr. Alan Hollier, Estimator, of Concargo.

New slow running propellers will be fitted to these ACT(A)/ANL ships and the ratio of the gear boxes will be altered in order to retain the high efficiencies of the turbines, the output of which will be adjusted to meet the new optimized speed of the vessels.

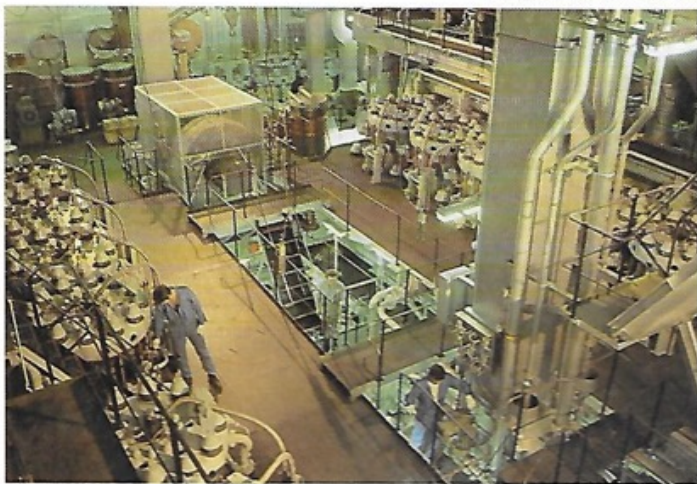
It is anticipated that the considerable fuel savings will result in a rapid payback period and the original design can be fully restored should it be required at some point in the future.

Work on the first of these eight vessels will begin in July and the conversions will be completed by the end of 1982. The equipment is being supplied by STAL-LAVAL Limited, acting as main contractor for consortium partners SMM Propellers and APE Allen Gears Limited, and the conversions are taking place during normal drydocking periods.

ACT(A)/ANL's third generation container ships "ACT 7" and



BLC's "City of Edinburgh" completing trials following her conversion from steam to diesel. At the same time, container capacity was increased to over 3,000 TEUs.



A view of the engine room (left) of the "City of Edinburgh" showing the newly installed 25,690 horsepower, 7-cylinder diesel engines, which give a service speed of 23 knots. The sophisticated control panels (right) monitor the smooth functioning of the engine room 24 hours a day.

"Australian Venture", among the largest refrigerated cellular container vessels in the world, are powered by two MAN slow speed diesel engines, among the most fuel efficient to be found in modern vessels.

The Lines studied a number of possible alternatives before reaching a decision to modify their existing steam turbines, which they believe is the most efficient and cost-effective option available.

ACT(A) is currently involved in a major project, recycling 1,250 of their refrigerated containers to make them more efficient at maintaining temperatures, which will help the company contain costs.

Recycling indicates that considerably more work is being carried out than if the boxes were simply being refurbished. The containers are stripped down completely and rebuilt. The thermal efficiency of the recycled containers is 10 per cent better than when they were first built.

The work is being carried out by

Concarga Limited and involves completely dismantling and re-assembling the reefers, putting in new press-injected polyurethane foam for insulation, new interior linings and re-shotblasting the steel components and having them repainted.

This project is scheduled for completion by the end of 1981.

Sophisticated satellite navigation systems have been installed by the Lines and this gives the vessels more efficient steaming and scheduling with less wastage in fuel consumption. Arrival times at port can be more accurately determined and the most economical routes followed.

At ACT Services' Southampton headquarters the installation of a lighting control system enables each light in a pre-selected group on every floor to be switched off automatically to a pre-determined time schedule. The system has the option of local user override.

The principle behind the system is to enable staff to turn lights on only when they need them rather than off

when they don't. This means that they are contributing all the time to saving electricity, even though the total electricity bill for the building may not be something they naturally think of as often as they do their own domestic electricity bills.

Looking for further ways to contain costs, ACT(A) has rationalized its service to Australia and New Zealand. Slots are exchanged between ACT(A) and OCL and this results in an improved service to customers, less vacant space on vessels and fewer steaming miles as ships can alternate at ports of call when opportune to do so.

Container stocks have also been reduced to keep costs down. This means strict control of container movements and maximizing the utilisation of containers being held at terminals and container bases.

Meanwhile, the member Lines of the ACT Group go on examining, exploring, investigating, scrutinizing, considering and searching for more and better ways to save energy and contain costs.

THE THREAD THAT STRETCHES



Before the manufacturing process begins, the cotton bale is broken open (left) and allowed to expand from its compressed state. Then bales of different cotton lots (right) are blended to obtain the required strength and quality in the finished thread.



Thread is everywhere

You find it in shirts, skirts, blouses and trousers...and in less obvious items like books, boots, carpets, curtains, hats and mats. Thread will hurtle across the surface of the earth in the upholstery of a high-powered racing car, and it will float gently through space in the seams of a parachute.

Thread went to the moon with Armstrong; was present when Stanley met Livingstone; reached the top of Everest; and in April this year was carried on a different kind of "shuttle" into space and back.

In one form or another, sewing thread has been around for a very long time.



Then cotton is then fed into the machine in the photograph where after blending and scutching, it emerges fleece-like in the form of a lap.



After carding, which converts the lap into the form of a soft rope or sliver and begins to lay the cotton fibres parallel to one another, several slivers are combined, extended in length and reduced in diameter (in this photograph). More and more impurities are removed by each process.



During combing, rapidly rotating needles thoroughly comb the lap from end to end and unwanted short fibres are removed. This ensures the sliver leaving the combing machine consists only of the longer cotton fibres.



Slivers are fed into high speed frames which reduce each sliver from a diameter of about one inch to a thickness rather less than that of a pencil. The cotton is now termed "roving" and then the roving goes through spinning, during which it is again drawn out and reduced in diameter. The single yarns produced by spinning are not nearly strong enough for sewing and two or more yarns must be combined to make a thread.

AROUND THE WORLD

time. When our predecessors fashioned their crude, shapeless garments they more or less cobbled together pieces of animal skin or, later, pieces of fabric, using whatever they could lay hand on to join the pieces.

Visually, the threads of today are quite unlike those of pre-history but their function is the same — to join together the parts of a garment or some other item, or to provide

asbestos.

One of the world's leading manufacturers of thread today is J & P Coats Limited, whose head office is located in Glasgow. The company has factories or manufacturing interests in 28 countries and its products are sold almost everywhere.

Each week Coats units throughout the world produce 10 million miles of thread — enough to stretch to the



A view of the entrance to the J & P Coats Anchor Mills at Paisley. While some of the buildings have been modernized, many others retain their beautiful period exteriors.



Synthetic staple polyester being ring spun at the Ferguslie Mill. Automation means that fewer employees are needed to process the thread but Coats still have thousands of workers, many of whom have spent their lives with the company.

decorative effects on an otherwise plain piece of material.

The principal types of sewing thread in use today are those made from cotton, linen, silk and certain synthetic fibres. There are also blended or core-spun threads which offer a combination of synthetic and cotton and certain specialty threads made from materials such as glass fibre or

moon and back 21 times.

Last year Coats celebrated its 150th anniversary and while the company is suffering the effects of world recession, cheap imports from the Far East and other problems, it is looking ahead with optimism to the future. Work has begun on a £1.5 million Wet Processing Complex and a new Boiler Plant has just been completed at its Anchor Mills costing nearly £600,000.

Paisley first became a centre for thread production in the early 18th century. In the late 18th century the brothers Peter and James Clark worked independently as weavers/furnishers in Paisley. About 1806 the weaving business was hit by Napoleon's Berlin Decree banning exports to Great Britain.

This situation prompted Peter Clark to experiment in producing heddles of cotton instead of silk — the embryo of what was to become the successful business of the Clark family, who began manufacturing cotton thread on part of the Anchor Mills site in 1812.

Fourteen years later at the other end of the town, James Coats built a small thread-making factory at Ferguslie. Two of his sons, James and Peter, took over the business in 1830. By 1840 hard work increased the trade of the firm and the size of the factory. Three quarters of Coats' production went to America at this time and so

another brother, Andrew, was sent to the U.S. to manage sales.

Several years after Andrew Coats arrived in America, George A. Clark set sail for the U.S.A. and saw the advantages of having thread manufactured in the U.S. and in 1864 it was announced that a Clark's mill was to be built in Newark, New Jersey. In 1870 a mill was built by Coats at Pawtucket.

There was great rivalry between the two companies both in the U.S. and Paisley, but in 1896 Clark & Co. and J & P Coats Limited amalgamated under the Coats name and later that year they were joined by Brook Brothers of



Thread coming off the production line and being packaged. Coats' threads are produced in three main finishes — soft, glacé and mercerised.

Meltham and James Chadwick & Brother of Bolton.

Today Coats is part of the international Coats Patons Group of Companies which has interests in the manufacture and sale of cotton and synthetic yarns and fabrics, fashion garments, knitwear and children's wear. The non-textile activities include the manufacture and sale of zip fasteners, small diecastings and mouldings and needles.

Coats products are shipped around the world and ACT(A), BLC, EHCL and other members of the ACT Group help carry them safely to their destinations.



A unique sewing museum is located at Anchor Mills and in the photograph Mr. Hugh Girvin (right), Merchandising Services Manager of Coats, explains the history of one of the sewing machines on display to Mr. John McLatchie, ACT(A)'s Regional Sales Manager for Scotland.

C.A.M.E.L.'S FIFTH ANNIVERSARY

This year C.A.M.E.L. is celebrating the fifth anniversary of its service to the Middle East.

"We have been going from strength to strength and are looking to the future with optimism", said General Manager Captain Alasdair MacVean.

As reported in the last issue of "ACT News", the line has introduced two larger capacity vessels, the "Aqaba Crown" and "Hodeidah Crown", each with capacity of 414 TEUs.

LCL services to Port Sudan began on April 1st and with more reefer points being installed in Sudan ready by Autumn, C.A.M.E.L. will be able to offer the complete range of container services.

Since the commencement of the Port Sudan call in November of last year, C.A.M.E.L. has now established a



▲ At the recent C.A.M.E.L. Sales Meeting discussions are held by (left to right) Jim Hawthorne, Southern Area Sales Representative (London); Mike Wild, U.K. Southern Area Sales Manager; Bob Moore, Southern Area Sales Representative (London); Keith Watkins, ACL Division, Manager of Bristol Office; and John Bingley, Southern Area Sales Representative (London).

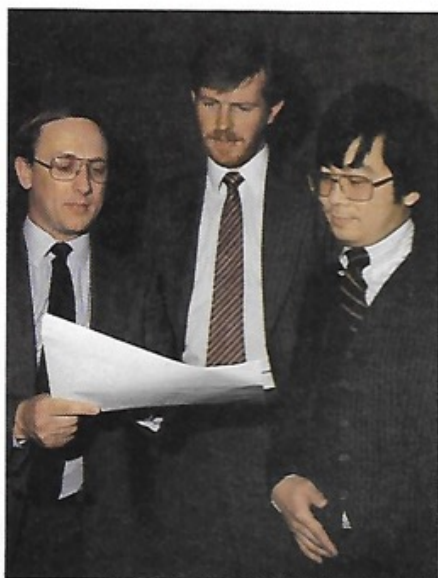
◀ Time out for a moment of light-hearted banter and Dave Prosser (left), Birmingham Area Sales Representative, tells of an amusing incident. Enjoying the break are (left to right) Eric Sunderland, North Midlands Sales Representative; Pe Woon Chin, Assistant Marketing Manager; and Harry Joss of Bigland Hogg & Company, covering the north-east.

regular service with a 12-day loading frequency from Felixstowe. Containers can also be taken to Khartoum and major towns alongside Port Sudan.

C.A.M.E.L.'s team of experienced sales and marketing representatives in the U.K. met recently for its half-yearly Sales Meeting and they were briefed on developments by members of the management team.

► Future planning is the subject being studied by (left to right) John McLatchie, ACT(A)'s Regional Manager, Glasgow; Neville Phillips, Sales and Marketing Manager of C.A.M.E.L.; Christine Ferguson, Liverpool Area Sales Representative; Captain Alasdair MacVean, General Manager of C.A.M.E.L.; and Reg Stabback, U.K. Northern Area Sales Manager.





Marketing strategy is reviewed by (left to right) Captain Alasdair MacVean, General Manager of C.A.M.E.L.; Graham Whitney, General Manager (Middle East); and Pe Woon Chin, Assistant Marketing Manager, during the recent half-yearly Sales Meeting of C.A.M.E.L.'s sales and marketing representatives.

ASSISTANT MARKETING MANAGER APPOINTED

Mr. Pe Woon Chin has been appointed Assistant Marketing Manager of C.A.M.E.L.

Mr. Chin spent six years with Killick Martin & Company Limited's London office in Container Marketing Control where he was involved with BLC and the Far East Trade. He later moved to the North Atlantic Trade before joining C.A.M.E.L.

Pe Woon Chin has passed his A.I.C.S. examinations and is a member of the Institute of Chartered Shipbrokers.



PE WOON CHIN

CAPTAIN SPRIGINGS APPOINTED C.A.M.E.L. OPERATIONS MANAGER

Captain A.C. (Tony) Sprigings has been appointed Operations manager of C.A.M.E.L. following a three year tour of duty in the Middle East.

Captain Sprigings joined Brocklebank in 1944 as a cadet during World War II. He was promoted to Master in 1964 and came ashore the following year. His subsequent assignments have included heading up the Works Study Department, serving as Assistant Marine Superintendent, Training Officer, Superintendent of the Deck Department and he was Operations Manager for the conventional service for five years before joining C.A.M.E.L.

Tony Sprigings' late father was a director of the Cunard Steam-Ship Company Limited and served with them for 47 years.



CAPTAIN A.C. SPRIGINGS

PETER BAINBRIDGE APPOINTED DIRECTOR OF ACT LIMITED

Mr. P.R.A. Bainbridge has been appointed a director of ACT Limited. He continues in his present position as Managing Director of ACT Services Limited.

Mr. Bainbridge joined ACT Services from British Rail's Operational Research Department in 1966 as Technical Research Manager and two years later he was appointed Development Manager. In January 1977 he became General Manager of ACT Services and later the same year he was appointed Managing Director.

Peter Bainbridge and his wife have one son and live in Hampshire. He is a keen and internationally successful yachtsman, belonging to the Royal Southampton Yacht Club.



GRAHAM WHITNEY

WHITNEY APPOINTED GENERAL MANAGER (MIDDLE EAST)

Mr. Graham F. Whitney took up his new appointment as General Manager (Middle East) for C.A.M.E.L. in February. He has been heading the operation there and making trips to the various Red Sea areas served by C.A.M.E.L.

Mr. Whitney joined Cunard in 1978 in the Planning and Development Department and the following year became Assistant Marketing Manager, serving in that capacity until his new appointment.

Following graduation from Manchester University, Graham Whitney worked two years in shipping before joining Cunard.



PETER BAINBRIDGE

EXPORTING BRITISH ARTISTIC KNOW-HOW TO N.Z.

When one of Britain's outstanding producers of limited editions of fine bone china pieces decided to move part of its operation to New Zealand, it was logical that it should choose ACT(A) to handle this valuable and unique shipment.

Material to set up an entire plant, including kilns, moulds and equipment



Discussing shipment to New Zealand of these invaluable moulds are (left to right) Bob Lavers, ACT Services Cargo Superintendent, Midland Region; Mrs. Patricia Ferguson, Manageress of the Ledbury Office of Hereford Fine China; and Martyn Hodson, ACT(A) Sales Representative, Midland Region.

were to be shipped from Hereford Fine China's plant at Ledbury (in Hereford and Worcestershire) and great care had to be taken to ensure that everything arrived in perfect condition.

Hereford Fine China produces mainly limited issue porcelains of the highest quality and its larger pieces retail at £2,000 each. Moving force behind the operation is Managing Director Ricky Lewis, whose artistic sensitivity, exquisite designs and attention to detail and execution have earned him a reputation as one of the world leaders in this field.

He started his career in fine china by joining the Worcester Royal Porcelain Company Limited where he worked on design and all aspects of the art field.

Ricky Lewis was apprenticed to Harry Davis, considered the finest ceramic artist that Worcester has ever had, and studied with him for four years until his death. In 1968 he decided to venture into the painting of porcelain plaques depicting fruit, landscapes, seascapes, flowers and birds, etc. The success of the plaques inspired him to form a company producing models as well as plaque work.

In setting up Hereford Fine China Limited, Ricky Lewis was realizing his initial ambition of leading a small select unit of outstanding ceramic artists to produce fine bone china pieces which would surpass any others made throughout the world.

Now he is expanding his horizons and Hereford Fine China Australasia Limited in New Zealand will produce pieces for New Zealand, Australia and



One of the larger pieces manufactured by Hereford Fine China of Ledbury being removed from the kiln — one of some dozen times it is "baked".

the American markets, while the U.K. operation will continue to supply the U.K. and Europe.

No other company is doing this kind of work in New Zealand according to Ricky Lewis and he thinks that there are magnificent prospects in Australasia. Now that the equipment, carefully packed in ACT's own containers, has arrived at its destination, New Zealanders will soon be able to start collecting the beautiful and artistic pieces from Hereford Fine China.



The detailed work is painstakingly exact and in the photograph members of the small, select unit of outstanding ceramic artists at work at Hereford Fine China.



Hereford Fine China's Managing Director Ricky Lewis (right) explains the manufacturing process, design and colouring to ACT(A) Sales Representative Martyn Hodson

BLC CARRY THE LOAD FOR G.E.C.

The 227 tonne G.E.C. generator/transformer (below right) is shown being discharged at M.T.L. Hong Kong and is part of the Castle Peak "A" Project.

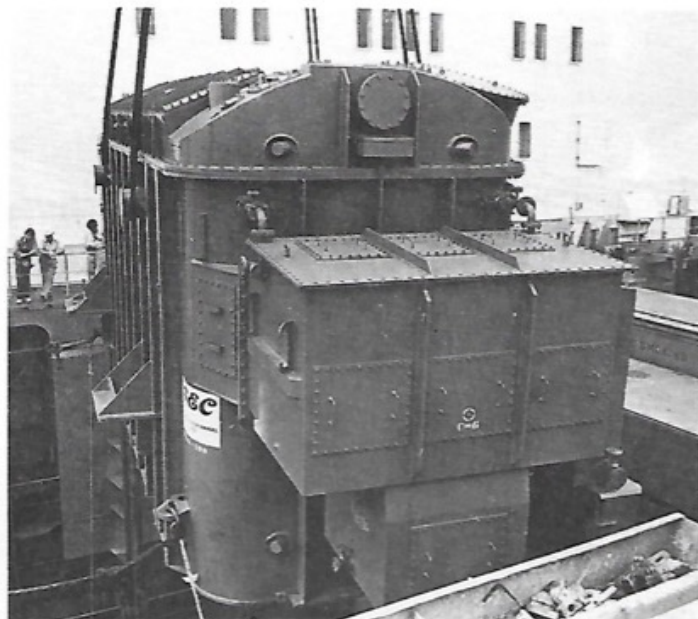
G.E.C. of U.K., who manufactured the generator, will also be supplying 4 x 660 megawatt sets of generation equipment for the Station "B" Project and

this latter contract is believed to be the largest U.K. export order ever made.

BLC has already carried a substantial part of this equipment and the shipments have been given very careful attention by both the BLC marketing and operation teams.

In the photograph (below left) members of the BLC team visit the new

Castle Peak Project. In the picture are (left to right) Chris Brightman and Ron Godman of Ben Line's Hong Kong office; John MacKinnon, BLC Technical Advisor, who has been monitoring these shipments closely; and Geoff Boardman of China Light & Power for whom the new plant is being constructed in the New Territories, Hong Kong.



NIGEL TULLOH

ANL APPOINTMENTS

Mr. Nigel J. Tulloh has been appointed ANL's Representative in the U.K. and Europe, and Mr. Philip J. McCann has taken up the position of Assistant Representative.

Mr. Tulloh succeeds Mr. Guy Griffiths who has returned to Melbourne as ANL's Technical and Planning Director. A Chartered Accountant, he joined the Finance Branch of ANL in 1966, becoming Chief Accountant prior to being appointed Administration Manager in 1972.

In 1974 he spent six months in the U.K. as Acting Representative, and on his return to Melbourne he became Manager Europe and North America Trades, and remained in that position until his recent appointment.

Nigel Tulloh served in the Royal Australian Naval Reserve in World War II. He enjoys golf and swimming, and is a keen collector of early jazz recordings.

Mr. Philip J. McCann joined ANL in 1978 in the Overseas Liner Trades Division, being involved in the ACT(A)ANL European and North American Trades. He is a Bachelor of Commerce, having received his degree from the University of Melbourne.

He is a sixth generation Australian but the first of his family to become involved in the shipping industry. His in-

terest in shipping is reflected in a paper on Overseas Cargo Shipping Legislation written during the course of his degree studies, and which won him a First Class Honours award in that subject.

Philip McCann is an enthusiastic cricket and squash player and also enjoys watching cricket when he is not playing.



PHILIP McCANN

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EDMUND VESTEY NEW PRESIDENT OF GCBS

Mr. Edmund Vestey, Chairman of ACT(A), Blue Star Line, Lamport & Holt Line and Booth Line took office as President of the General Council of British Shipping (GCBS) on 28th May. GCBS is the national body representing British shipping companies.

In his inaugural address Mr. Vestey called for a co-operative effort by the whole industry to regain its competitive edge and try to halt the decline in the size of the fleet.

In the photograph (right) Mr. Vestey (centre) is invested as President of GCBS by outgoing President Mr. Adrian Swire (left), while the new Vice President, Mr. Malise Nicolson, MC, looks on.



'WELCOME TO THE CONFERENCE'

ACT(A) held its Sales Conference at the end of May with more than 50 members of the Marketing Department attending, including two senior marketing men from ACTA Pty. Limited, Australia.

Being welcomed (in the photograph) by Mr. Roy Davis (right), General Manager — Marketing of ACT(A), are Mr. Lionel Johnston (centre), Marketing Manager, Victoria, and Mr. Robert Jones, Marketing Manager for New South Wales.

"These meetings help us to achieve our final objective which is to provide even better service to our customers", Mr. Davis declared.

'OF COMETS AND QUEENS'

When Sir Basil Smallpeice retired two years ago as Chairman of ACT(A) he decided to write a book, which he had wanted to do for some years.

The result is an interesting 304-page autobiography, "Of Comets and Queens", which traces his exciting and varied career that led him to run great international companies such as BOAC and Cunard and involved him in some well-publicized controversies and decisions.

His achievements are legendary and he was involved with revolutionary new transport technology from introducing the Comet, the world's first commercial jet aircraft, to the QE2 and containerisation, through his association with ACT.

* Published by Airline Publishing Limited.



At the recent launch of his autobiography, "Of Comets and Queens", Sir Basil Smallpeice (centre) discusses the 36 photographs which illustrate the book with Messrs. Robert Pooley (left) and Alastair Simpson, directors of Airline Publishing Limited, who published the work.