

act news

WINTER 1981/82



A VERY SPECIAL DRIVER — See page 2

VERY CAREFUL HANDLING

When 1981 World Champion racing driver Alan Jones decided to ship his recently purchased Mercedes 500 SEL motor car to Australia, he asked forwarding agents Strowmar Limited of London to take care of the shipment. It was only natural that they should choose ACT(A) to handle the job.

The Champion drove his vehicle to Orsett Container Depot in Essex, near Tilbury, to be loaded in a container and when ACT(A)'s Regional Sales Manager Sam Garnett challenged him to drive it into the box himself, Alan Jones accepted the invitation.

In the photograph, the World Champion gets ready to drive his car into the container watched by (left to right) Sam Garnett, Southern Region Sales Manager of ACT(A); John Desbois (partly hidden), Managing Director of Strowmar Limited, who handled the shipment; and Peter Taylor, ACT(A)'s Assistant Sales Manager, Southern Area.



ANL'S SILVER JUBILEE

COVER

Having successfully completed putting his motor car into the container, Alan Jones was asked if he wanted to see what it's like to drive one of the huge trailer rigs which transport the ACT Group's containers and he said he would. On our cover, he is shown in the cab and he said he thought it was quite comfortable and well planned.

Australian National Line (ANL) is celebrating its 25th birthday.

For nearly half of its existence the Line has been associated with ACT(A), first in the U.K./Continent/Australia/New Zealand trade and then with ACT(A)'s PACE trade operating from East Coast of North America to Australasia.

ANL, which now operates a fleet of 32 modern cellular and vehicle-deck container ships and bulk car-

riers, plus Australia's only remaining passenger ship, "Empress of Australia", was founded by Federal Act of Parliament on October 1st, 1956. Formed as a mainly coastal operation, the Line inherited a fleet of 41 ships with a total tonnage of less than 250,000 deadweight tonnes.

Today, the ANL fleet's tonnage is more than four times its original size, standing at 1,137,112 deadweight tonnes, although with fewer but larger and more sophisticated ships.

Besides providing bulk and general cargo services linking all major Australian ports, the Line now operates modern vehicle-deck and container ships in seven overseas trades, linking Australia with North America and Europe as well as with its trading partners in South-east and East Asia and the Far East.

Vessels from ANL's 15-strong bulk carrier fleet, including four ships of more than 100,000 tonnes, also trade to the Middle East, India, South-east Asia and Japan carrying cargoes of export minerals and grain as well as bringing imports of phosphate rock from Christmas Island.

Over the years, in providing shore facilities for its expanding home and international trade, ANL has become Australia's biggest port terminal operator and now owns and operates terminals in 11 Australian ports, including Port Botany Container Terminal, the country's largest.



ANL's third generation container ship, "Australian Venture", sister-ship of "ACT 7", speeds another valuable cargo of exports from the U.K. and Continent on its way to Australia and New Zealand.

FINDING A BETTER WAY

One of the important functions of a container shipping company is to help customers find the best way to pack and ship their products and ACT(A) has recently scored another success in this area.

When Gary Corbett of Lanolin Trading of Christchurch, New Zealand, was in the U.K. last year, he said that the big problem they had in shipping wool grease — refined in Britain into pharmaceutical and cosmetic grade lanolin — was the cost of used oil drums, which have been the traditional method of shipment. The possibility of bulk movement was discussed by representatives of ACT(A), Lanolin Trading and Westbrook Lanolin of Bradford, the U.K. importer.

A trial shipment was agreed and the first bulk tank of wool grease was delivered recently by ACT(A) to Westbrook Lanolin. Steam coils were inserted through the manhole; the grease melted on

reaching 44 degrees Centigrade and came out by gravity and was then pumped into refining tanks.

Once melted, the contents of the tank — equivalent to some 80 drums — can be emptied in approximately two hours, whereas to unload and melt down 80 drums of wool grease would take four times as long with more manpower being required. And this is taking into consideration that Westbrook Lanolin use live steam while most competitors rely on hot rooms to melt the wool grease, which takes considerably longer.

ACT(A) has been involved in impressive innovations in container shipping and in the past two years have carried the first container of bulk apples from Australia; developed new technology and carried the first regular commercial containerload of ICI Terylene chips to Australia; and brought the first bulk container of onions from Australia, for which they won the S.E. Pike Memorial Trophy.



A sample of wool grease is inspected as it flows out of the bulk tank by Mr. Guy Kitchen (second from left), General Manager of Westbrook Lanolin of Bradford. Looking on are (left to right) Mr. Howard Cutler, ACT Services Cargo Superintendent, Leeds; (Mr. Kitchen); Mr. Rowland Swain, Sales Representative of ACT(A); and Mr. Walter Marshall, ACT(A)'s Regional Sales Manager for the North-East.

ANOTHER TROPHY FOR LIVERPOOL F.C.

It seems that no part of the world is too remote to find Liverpool Football Club supporters and a group of them in Auckland, New Zealand, had an intricately hand-carved plaque made to be presented to the Club.

Done in traditional Maori style, the plaque was brought over from New Zealand by Mr. Jim Speers, Purser of ACT(A)'s "ACT 1", and handed over to Liverpool Football Club in a simple ceremony held at

the Club's Board Room at Anfield.

In expressing the Club's appreciation, Director C.J. Hill said, "This beautiful plaque will be seen by many thousands of people who visit the Club's premises each year and it will remind us of the loyalty of our legion of supporters both in the U.K. and around the world.

In the photograph are (left to right) Mr. C.J. Hill, Director of the Liverpool Football Club; Liverpool Forward David Johnson; Mr. Jim



A close-up of the unusual plaque with its painstakingly carved woodwork and decorations done in traditional Maori style, which has been given a place of honour in the Club's Trophy Room.

Speers, Purser of "ACT 1"; Mr. David Haigh, North-west Regional Sales Manager of ACT(A); newly signed Goalkeeper Bruce Grobelaar; Mr. Bill Spedding, brother of the man who organised the making and sending of the plaque from New Zealand and a long-time Liverpool supporter; and Captain Peter Leighton, Master of "ACT 1".

C.A.M.E.L. SEMINAR ON 'CONTAINERS IN SUDAN'

"Should you ship your goods by containers?" was one of the major questions raised and answered at a recent seminar on "Containers in Sudan" presented by C.A.M.E.L.

Held at the Hilton Hotel in Khartoum, the meeting was attended by the heads of many of the major exporters and importers in the area as well as senior representatives of Government Departments involved

and Charman of C.A.M.E.L. Limited, who flew out from London specially to address the delegates, said, "Cunard-Brocklebank are one of the oldest shipping companies in the world and have been serving Sudan for over 30 years with conventional ships. Today we are proud to be one of the first companies to offer a regular, fully containerised shipping service from Europe to

concerning the use of containers in Sudan. The Chairman of the Sea Ports Corporation, Mr. Sadig Onsa, and the Director of Customs, Mr. Ibrahim Ali Dinnar, both said they were committed to helping sort out these initial problems regarding containers and would do all they could to help.

The Managing Director of Gezira Trade and Services Company, Mr.



A view of the seminar on "Containers in Sudan" presented by C.A.M.E.L. and attended by many major exporters and importers as well as senior representatives of Government Departments concerned with container shipping.



At the head (left to right) John H. Joyce, Managing Director of Cunard-Brocklebank Limited; Syd Abdel Rahman Shams El Din, Managing Director of Gezira Trade and Services, C.A.M.E.L.'s agents in Sudan; Zaki Sirelkhatim, Under Secretary of the Sudan Ministry of Commerce; and Syd Kamal El Bakry, Deputy Managing Director of Gezira Trade and Services.

in container shipping.

The Under Secretary of Commerce in his address to the delegates underlined the commitment of the Sudanese government to help develop this new form of shipping by containers, for both imports and exports.

John H. Joyce, Managing Director of Cunard-Brocklebank Limited

Sudan."

After a film showing one of the sophisticated container services of the Cunard Group, Graham Whitney, C.A.M.E.L.'s General Manager (Middle East), made a presentation on how to save money by shipping in containers.

The question and answer session raised a number of problems

Abdel Raham Shams El Din, closed the seminar and said, "Gezira Trade and Services as a Government Company, are proud to be agents for C.A.M.E.L. and are available at any time to discuss with both importers and exporters the ways in which C.A.M.E.L. container service can be of benefit to them."

BREAKING THE BEGGAR'S CHICKEN



Cracking the clay casing (a typical Chinese method of baking chicken) or "Breaking the beggar's chicken" is an honour given to guests who visit Hong Kong.

Recently, Kees Verhoeven of Conva in Rotterdam, BLC ACT(A) and EHCL's agents in Holland, cracked the casing with some style (photograph left) at a party held in Hong Kong by BLC for representatives of Hong Kong firms shipping to Holland. W.K. Wong stands by ready to lend a mallet.

A few weeks later, Peter Fischer of Menzell's in Hamburg, BLC and ACT(A)'s agents in Germany, decided that this delicate operation called for the female touch (photograph right) and enlisted the aid of Miss Judith Vogel of Hummelsheim K.G.

BLC MARKETING CONFERENCE IN YORK

A group of 64 BLC marketeers from all around the British Isles met in York recently for a marketing conference chaired by BLC Director Bill Thomson.

In spite of the large number of participants, everyone was encouraged to contribute their ideas to the occasion and lively and enthusiastic discussions took place. The keynote speeches were given by Bill Thomson and BLC Director Hamish Muirhead.

Among the group attending the conference were representatives from Killick Martin & Co. Ltd., Southampton; Lawther & Harvey, Belfast; Oughtred & Harrison, Hull;

Souter Shipping Ltd., Newcastle; Killick Martin, Leeds; Henry Tyrer & Co., Liverpool; Killick Martin, Birmingham; Container Agencies & Shipping Ltd., Dublin; Prentice, Service & Henderson Ltd., Glasgow; Killick Martin, Barking; Killick Martin, London; and Ben Line's headquarters in Edinburgh.

IN THE PHOTO

Our picture taken outside the Viking Hotel in York, with the Guildhall in the background, shows: 1. Alec Peill, Edinburgh; 2. Brian Ward, Leeds; 3. John McKinnon, London; 4. Jim Welby, Hull; 5.



Andrew Muir, Glasgow; 6. Terry Costigan, London; 7. Bert Rae, Glasgow; 8. Paul Brown, Birmingham; 9. David Webster, Bristol; 10. Jan de Bruyn, Dublin; 11. Peter Holland, London; 12. Terry Day, Leeds; 13. Peter Rush, London; 14. Trevor Cundill, Leeds; 15. Stan Davies, London; 16. Brian Baillie, Glasgow; 17. Bill Service, Glasgow; 18. Tony Horne, Birmingham; 19. Norman Ireson, London; 20. John Webb, London; 21. Bernie Smyth, Leeds; 22. John Hawthorn, London; 23. Alan Peters, London; 24. George Allan, London; 25. Robin Nelson, London; 26. Bill Rose, London; 27. Cliff Spiers, Liverpool; 28. Alastair Wilkinson, Birmingham; 29. Jock Dewar, Birmingham; 30. Michael Wilson, Belfast; 31. Fergus McCleave, Belfast; 32. Frank Tosko, London; 33. Keith Smallman, Liverpool; 34. Ron Crane, Liverpool; 35. Peter Bamford, Liverpool; 36. Bernard Myerscough, Birmingham; 37. Tom Pinney, Birmingham; 38. Rowland Batson, Birmingham; 39. Bill Thomson, Edinburgh; 40. Phil Hawkswell, Leeds; 41. Ralph



Barnett, London; 42. Mike Guest, Liverpool; 43. Steven Brunt, London; 44. Peter Englefield, Barking; 45. Maurice Lunn, Southampton; 46. Dick Evans, Southampton; 47. Donald McCulloch, Edinburgh; 48. Ron Paterson, London; 49. Bill Easton, Newcastle; 50. Tony Westwood, London; 51. Neil Kennedy, Liverpool; 52. Keith Martin, London; 53. Dennis O'Neill, London; 54. James Young, Edinburgh; 55. Bob Tookey, London; 56. Peter Murphy, Leeds; 57. Hamish Muirhead, Edinburgh; 58. Terry Stephenson, London; 59. Alan Jackson, Leeds; 60. Cynthia Trueman, Birmingham; 61. Jeni Prince, London; 62. Sandy Kenny, Liverpool; 63. Kathy Gaffney, Edinburgh; 64. Moyna O'Meara, Dublin.

SOUTH AFRICA'S MOST BEAUTIFUL PORT

Although Cape Town is South Africa's second commercial port — Durban is in first place — Table Bay Harbour can boast being number one from a scenic point of view.

The harbour lies at the foot of Table Mountain with Cape Town's main thoroughfare, Adderley Street, running down to the port — a really

Table Bay Harbour, comprising the Alfred Basin, the Victoria Basin, Duncan Dock and the new Ben Schoeman Basin, has the largest graving dock in the Southern Hemisphere. Few need reminding that "A" Berth in the Duncan Dock used to see the departure of the famous Mail Ships — a part of history few Capetonians

taking place and building is well under way on a fruit holding store which will eventually handle up to 500 reefer containers simultaneously.

Ellerman & Bucknall's total staff complement in Cape Town numbers approximately 120. They form various departments/divisions of which Computer Services, Liner Division and Sales play a vital role in the EHCL operation in Cape Town.

The Sales Department, headed by Sales Manager Brian Speck, reports directly to Group Marketing Manager Max Leipold. The Liner Division is headed by General Manager European Trade, Tony Stoner, who with his Trade and Commercial Managers, is assisted by Alan Bryant, Terminal Operations Supervisor; Howel Kilian, Import Controller; Johan Terblanche, Export Controller; and Mrs. Marietjie Batchelor, Export Supervisor.

Over the past year, this team has supervised the movements of some 4,200 import and 5,400 export containers. Fruit (fresh, dried and canned) has accounted for most of the exports, whilst whisky, nylon polymer and finished cars and parts have constituted the major part of the inward cargoes.



Cape Town Sales team includes (left to right) Mr. B. Speck, Sales Manager; Mrs. S. Victor, Secretary; Mr. J. C. Barbour, Sales Representative and Mr. A. N. Bush, Sales Representative.

magnificent situation!

The Head Office of Ellerman & Bucknall, EHCL's agents in South Africa, is in Cape Town Centre, which is in the Heerengracht, an extension of Adderley Street and a two minute drive from the harbour.



Two key members of the Ellerman & Bucknall team are Mrs. M. Batchelor, Export Supervisor, and Mr. H. Kilian, Import Controller.

will forget.

Ro-ro vessels now use that berth as well as "J" and "H" berths in the Duncan Dock. The tanker basin can accommodate two tankers simultaneously with a maximum permissible draft of 13.1 metres subject to a minimum of 0.9 metres on tide gauge. Oil fuelling facilities are available at many cargo-working berths.

On 1st July 1977 ("C Day" — Container Day), the Ben Schoeman Container Terminal was opened, thereby increasing the facilities available to the shipping world. The Terminal can accommodate two large cellular vessels, working four portainers. It has every modern facility, including straddle carriers, stacking trucks and road haulage vehicles.

The number of TEU's handled per annum has increased every year since the opening of the Terminal, which is now handling approximately 150,000 TEU's annually.

Cape Town handles the major part of South African exports of fruit and other perishable cargoes. Temperature controlled storage facilities are available for the storage of fruit under constant conditions. Developments are still



The famous "Table Cloth" pours over Table Mountain in the background unnoticed by (left to right) Mr. P. Langa of the Terminal Office, Mr. A. Bryant, Terminal Operations Supervisor, and Mr. T. Jones, Marine Supervisor, who are discussing container movements at the Container Terminal at Cape Town.



Aerial view of the Cape Peninsula showing Cape Town Harbour with the new Ben Schoeman Container Terminal in the left foreground.

(Photo courtesy of Mr. T. McNally)

FIRST SHIPMENT OF NEW WHISKY FOR HONG KONG

The first consignment of a new Black & White Premium Whisky — specially blended for the discerning palates of Asia — was shipped to Hong Kong from Scotland by BLC recently.

Black & White maintain that their new Premium Whisky, which is matured in oak casks, will be the most luxurious premium whisky on the Asian market, and future launches are planned for many areas of the Far East from Brunei and Macao to Malaysia, Singapore and Japan.

This exclusive scotch tippie will be available in time for the Christmas/New-Year celebrations and the Chinese New Year festivities in Singapore and Malaysia as well as Hong Kong. Local distributors in the Crown Colony, to whom the first shipment was sent, are Dodwell and Company Limited.



The first container load of the new Black & White Premium Whisky is loaded into a BLC container at the Black & White bottling plant in Stepps, Scotland, observed by (left to right) Stan Curtis, Shipping Manager, and John Williams, Director, of Black & White; Donald McCulloch, Marketing Manager of BLC; and David Kilgore Director, of Black & White.

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ANOTHER RECORD-BREAKING SUCCESS

General Electric Company (GEC) of Great Britain has won the largest single export order ever placed for manufacture in the U.K. to supply turbine generators and associated equipment for the Castle Peak "B" Power Station in Hong Kong.

This achievement was given warm praise in the House of Commons and is another record-

breaking accomplishment in a long line of notable successes over the years for the company. A group of 69 MP's from both sides of the House set down the following motion:

"That this House warmly congratulates GEC Turbine Generators of Rugby on obtaining Great Britain's largest single export order; and trusts that Her Majesty's Government will express official recognition and warm appreciation for this magnificent and memorable achievement which sets an outstanding example for the rest of British industry to follow."

The contract is to supply four 660 MW turbine generators and associated dual fired boilers, together with all of the electrical and mechanical equipment. It is thought that at least 35,000 man years of employment will be created in U.K. manufacturing industries as a direct result of the order, in addition to a large volume of work for those in the supply industries.

GEC is a federation of more than 150 operationally independent subsidiary companies, each unit engaging its own personnel, investing in its own equipment, designing its products, purchasing its raw materials, running its business and selling its goods in

the open market.

Most of the businesses are in Britain although GEC's growing overseas operations in Europe, The Americas, Australasia, Asia and Africa strengthen the home base and enable GEC to export more from Britain. Only 10% of GEC's turnover is traded between GEC units and 90% of it is sold straight to customers. GEC exports 33% of its British output.

The new order for the Castle Peak "B" Power Station equipment valued at approximately £600 million was obtained by GEC Tur-



Another heavy load is made ready at GEC for the long trip to its destination. Shipments are planned like military operations by Distribution Services from its Stafford headquarters.



Experienced and highly qualified technicians play an important role in producing GEC turbine generators and other equipment.



Taking a closer look during the manufacturing process at GEC's Stafford plant are (left to right) Mr. Ray Ryan, Divisional Manager of Distribution Services, GEC; Mr. John Mendham, Sales Manager of EHCL; Mr. Tom Bowen, EHCL Sales Representative for Liverpool and the North-west Area; Mr. Derek Estcourt, Assistant Sales Manager for the Midlands, ACT(A); Mr. John MacKinnon, BLC Technical Adviser and Mr. Charles Readdy, Shipping Manager, Distribution Services

bine Generators Limited, a subsidiary company of GEC, who employ over 30,000 people in the U.K. The new "B" station will be sited immediately adjacent to the Castle Peak "A" station presently under construction and for which GEC supplied four 350 MW turbine generators and four 60 MW gas turbines. Both stations are being managed by China Light and Power (CLP).

The herculean task of transporting these giant turbine generators and other large pieces world-wide falls to Distribution Services, a Division of GEC Power Engineering Limited, based at Stafford, and ACT(A), BLC, EHCL and other member lines of the ACT Group cooperate fully in assisting in these shipments overseas.

Distribution Services was formed into a separate trading Division three years ago by Divisional Manager Mr. J.R. (Ray) Ryan. The

FOR GEC

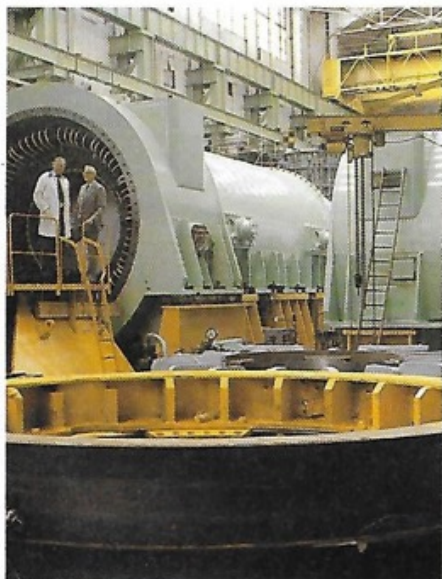
various departments were previously operating within the framework of Site Services for some 70 years and during this time substantial expertise has been developed in handling, transportation, storage and shipment of heavy electrical project equipments involving pieces of up to 450 tonnes in weight.

"Our involvement in GEC export projects over the last 10 years has been quite dramatic, so much so that we are now called upon to supply a more and more competitive global service ex-works to site," Mr. Ryan said. "We like to think that our expertise puts us amongst the leaders in project handling of multi-million pound contracts with the added advantage of specialising in heavy haulage of indivisible loads.

ORGANISE

"In this latter context, we organise and supervise some 75% of the girder type trailer movements in the U.K.," he pointed out. "Overseas we encounter many problems in getting the equipments to their various destinations safely which has involved us in discharging in the most unlikely places imaginable. This has entailed dredging, barging, raising telephone and power cables, strengthening loading areas, etc.," Mr. Ryan explained.

The growth rate of demand in Hong Kong for electric power has been quite substantial in recent years and it became necessary to



A 1100 MV inner stator under test at GEC's Stafford plant. Cooler enclosure (at left) goes on the end of the stator.



Partial view of GEC's Power Engineering Limited premises at Stafford, where part of the Castle Peak "A" and "B" Project's equipment is manufactured and tested, and the headquarters of Distribution Services Division.

introduce additional generating capacity such as the Castle Peak "A" and "B" stations. However, because of Hong Kong's dense population and traffic congestion, combined with a desperate shortage of building space, CLP was forced to develop the site for the stations some 25 miles up the coast from Kowloon by cutting back the rock face and tipping into the sea to develop the site as a small peninsula.

PROBLEM

This also presented a problem of road access and to further add to the headaches, operation was restricted to between 12 midnight and 5 a.m. To help solve this situation, Distribution Services negotiated for the sale of a 14-axle girder type unit of 250 tonnes capacity and three Scammel tractor units to CLP to assist them in the movement of the transformers, generators and other equipment not only to the power station site but also to the six 400 KV substations being constructed in Kowloon and the New Territories.

In addition, Distribution Services is providing them with a consultancy arrangement, training Chinese operators in handling and operating techniques so that they will ultimately become self-sufficient in this aspect. This is just one more example of the varied facets of distribution with which the division can get involved.

From its Stafford headquarters, Distribution Services carefully plans its shipments like a military operation and liaises closely with the shipping lines to ensure a smooth running project in each case. The extensive knowledge of members of the division covers road, rail, air and sea transporta-

tion and in the U.K. they supervise all heavy movements.

Some elements of the Castle Peak project are sent in containers to Southampton for on-carriage by BLC, whilst the giant pieces are taken to Manchester, shipped to Rotterdam and then direct to Kwai Chung Terminal in Hong Kong.

Despite the international recession GEC are hopeful of continuing to remain successful in the export market although world-wide competition is demanding ever reducing selling prices and thus operation margins.

Distribution Services can expect to be involved in the shipment of some large and difficult pieces of equipment. The ACT Group lines will go on giving full co-operation and helping to get GEC's products safely to their destination.



Stator frame for Castle Peak Project is carefully lowered into position for tests to be carried out. Even inside the plant, it takes a tremendous amount of expertise to shift these giant pieces of equipment.

GCBS - REPRESENTING BRITAIN'S SHIPPING INDUSTRY

When Mr. Edmund Vestey, Chairman of ACT(A), took over as President for 1981-82 of the General Council of British Shipping (GCBS) earlier this year, he set as two of his primary goals assisting the industry in regaining its competitive edge and trying to halt the decline of the size of the fleet — daunting tasks by any standard.

But if any organisation can help achieve these objectives, it must certainly be the GCBS, which is the

voice and representative body of the British shipping industry, nationally and internationally, on all aspects of corporate policy affecting it.

Formed in March 1975 by a merger of the Chamber of Shipping and the British Shipping Federation — both established for nearly a century — its members cover virtually the entire U.K. merchant fleet consisting of some 170 shipping companies owning or manag-

maintaining a position of strict political neutrality, it advises, consults, negotiates and, where necessary, takes issue with the Government of the day on policies which directly or indirectly can affect the interests of the shipping industry. This work is done in discussion with Ministers and their officials.

An important function of GCBS is to ensure that its views and policies are known and understood as widely as possible at home and overseas. Close contact is therefore maintained with the news media here and abroad, with members of both Houses of Parliament, with associated industries and with industry and commerce in general in the U.K. and overseas.



The weekly meetings of the Executive Committee of the GCBS keep the President and Vice-President informed of developments, and matters to be submitted to the General Policy Committee are brought up. At one of the regular meetings are (left to right) Mr. Michael Hindle, Director of Administration and Accounts; Mr. Simon Cotton, Director of the Legal and General Division; Mr. John Whitworth, Deputy Director General; Mr. Malise Nicolson, Vice-President of the GCBS; Mr. Edmund Vestey, President of the GCBS; Mr. Patrick Shovelton, Director General; Mr. Bruce Farthing, Deputy Director General; Mr. Horace Davy, Director of the Central Secretariat; and Mr. Michael Gamble, Secretary of the GCBS.



Publications are an important function of the GCBS and looking at the next issue of the quarterly magazine they publish, "Your Safety Aboard Ship", which is circulated to ships in the fleet, are Editor Michael Stubbings (seated) and Mr. Walter Welch, Director of the Marine Division.

ing about 32 million tonnes deadweight of shipping.

This year's President, in addition to being Chairman of ACT(A) and a Director of ACT Limited, is also Chairman of Blue Star Line, Lamport & Holt and Booth Line and he is typical of those whose life has been closely linked to the shipping industry and who are intensely committed to promoting and protecting the interests of owners and managers of British ships and to taking appropriate action to achieve these ends.

Because of its comprehensive membership, the GCBS is able to speak for the whole industry. Although it is not directly involved in the commercial affairs of individual companies, it tries to set the climate in which shipping can best serve trade and operate as a free enterprise competitive industry.

The GCBS is closely concerned with legislation which affects or could affect shipping and while

INFORMED

To keep its members as well as these bodies informed of its activities, the GCBS issues various publications on its work, including an Annual Report, an Annual Review of British Shipping and, again annually, a Facts and Figures Card.

On sea-going personnel matters, the GCBS represents British ship-owners and managers on bodies such as the National Maritime Board (which is the joint negotiating forum in which pay and conditions of service are discussed and agreements reached with the seafarers' representatives), the Merchant Navy Training Board, the Seafarers' Pension Funds and the Merchant Navy Welfare Board.

It provides an advisory service to its members on the development of industrial relations policies and it is responsible for the recruit-



The impressive entrance to the Headquarters of the GCBS in St. Mary Axe in London.



Frequent discussions are held by members of top management of the GCBS and in the photograph (left to right) Mr. Patrick Shovelton, Director-General; Mr. John Whitworth, Deputy Director General; and Mr. Bruce Farthing, Deputy Director General, get to grips with a particularly knotty problem.

ment, selection and shore training of most of the rating personnel employed in the Merchant Navy.

The GCBS plays an important part in the recruitment of deck and engineer cadets and in the formulation and co-ordination of policy on the training of officers. It also administers the Merchant Navy Established Service Scheme. All seafarers are registered under the Scheme which entitles them to financial provision while they are ashore awaiting voyages, under training or ill. The Scheme also provides medical facilities.

Shipping being an international business, effective working relationships are important with the many organisations concerned with trade and shipping throughout the world.

LINKED

In view of this, the GCBS is linked with the work of the Inter-Governmental Maritime Consultative Organisation (IMCO), the International Labour Organisation (ILO), the United Nations Conference on Trade and Development (UNCTAD), the International Chamber of Shipping (ICS) and the International Shipping Federation (ISF). It provides the Secretariat for the ICS and ISF.

The GCBS is also closely connected with the Council of European and Japanese National Shipowners' Associations (CENSA), the British and European Shippers' Councils, the EEC Shipowners' Association (CAACE), the Baltic and International Maritime Conference (BIMCO), and the International Association of Independent Tanker Owners (INTERTANKO) among other organisations.

The governing body of the GCBS is the General Council which com-



Keying in data in the Computer Section of the GCBS are Gill Yates (foreground), Natalie Wood (left background) and Barbara Graham. The tremendous amount of information received and disseminated by the GCBS make modern electronic processing equipment and computers vital to the operation.



Playing a key role in the Council's work is the Industrial Relations Division and in the photograph, Industrial Relations Director Iain Gunn (right) holds talks with several members of his department (left to right) Mr. David Dearsley, Miss Mary Lister and Mr. David Young.

prises all members and meets at least once a year. The conduct of the business of the GCBS is vested in a General Policy Committee (GPC) of not more than 40 persons, some elected — including the President and Vice-President who hold office for a year with the Vice-President succeeding to the Presidency — and some co-opted.

The GPC, which meets at regular intervals, is in effect the organisation's "board of directors" and as such is its top policy-making body. It is supported by a carefully integrated organisational structure comprising Sections (each representing a different category of shipping), Districts and Functional Committees.

MANAGEMENT

These cover every phase of work of the GCBS and are composed of persons drawn from the senior management of Member companies and members of their staff. There is a permanent staff of about 320 of whom rather less than half are located in the headquarters office in London. The remainder are in the 16 offices comprising the District organisation.

At the head of this staff is the Director-General, assisted by two Deputy Directors General. The work at headquarters is administered on a divisional basis and is broken down into Industrial Relations, Manning, Training, Marine, Foreign Shipping Policy, Legal and General, Central Secretariat, Taxation and Statistics and Administration and Accounts.

British shipping companies can fairly be said to be among the world leaders in providing regular, efficient and high quality services to business and industry and the GCBS will continue to play an important role in helping them maintain their outstanding reputation.

THOSE MAGNIFICENT AUSSIES IN THEIR AUSTIN SEVENS

A group of Australian racing enthusiasts were invited to compete in five Austin Seven competitions in the U.K. during the late summer. They took up the challenge and came out with flying colours, winning top honours along the way.

The owners of the five cars, Tony Johns, Graeme Steinfort, Max Foster, Bob Duguid and John Ould approached ACTA's Marketing



Unloading one of the Austin 7's from its "trailer".



Youngest member of the team.



Loading up for the return trip to Australia, supervised by Gordon Palmer (left), of GP Enterprises, who handled the shipment, and David Richardson, ACT(A) Sales Representative.

Department for assistance on the project and together they planned the best way of shipping the vehicles to the U.K. and returning them to Australia.

It was decided that the vehicles would be packed in boxes that could have wheels put on them, converting them into "trailers" and allowing them to be towed to the different locations in the U.K. where they were competing. The boxes would then be securely "fixed" in a 40' general cargo container.

On arrival in the U.K., the vehicles were serviced, tested and



The team help get it ready for a test drive...

started their series of competitions with a Hill Climb at Prescott before going on to the Lydden Hill Race Meeting a week later. Perhaps the highlight of the trip was the Intercontinental A7 Championship and Rally at Mallory Park. Then came the Cadwell Park Race Meeting and finally the Castle Combe Race Meeting rounded off the exciting and rewarding tour.

The cars were received in the U.K. and re-shipped by Gordon Palmer, Managing Director of GP Enterprises of Maidenhead. He said that the container gave the vehicles complete protection.



...And another win for the team, this time at Mallory Park.

AU REVOIR BUT NOT GOODBYE...



ACT(A)'s lovable "tea lady", Vera Palmer, who has been in charge of catering arrangements over the years at ACT(A)'s Head Office in London, has retired and a party was given in her honour. To the thousands of shippers, agents and friends who have visited ACT(A)'s offices in Fenchurch Street, as well as to the staff, she was one of the company's best known and loved "personalities" and no one went without a cup of tea or coffee, a biscuit and a warm word of welcome. Tributes and gifts poured in from all over the world for "Our Vera" pictured cutting the huge cake specially baked for the occasion.