

act news

SPRING 1982



A UNIQUE HOSPITAL — See page 2

REGARDLESS OF RANK, RELIGION OR NATIONALITY

If a seafarer becomes ill in the U.K. and needs hospitalisation, he is fortunate in having his own hospital where he can be treated regardless of his nationality, rank or religion.

The Dreadnought Seamen's Hospital located in the historic London Borough of Greenwich, is the only hospital in Britain specially for seafarers. It also provides treatment for shore-based personnel connected with the industry. British seamen are often brought back from around the world when in need of admission.

The hospital can offer full general medical services and has consultants covering all areas except women's diseases. The possibility of opening a ward for women is presently under

small emergency department to deal with urgent cases.

There is a "homeward bound" unit and a very modern rehabilitation centre which was opened in 1973 and which includes a remedial gymnasium, a physiotherapy room, an occupational therapy room, etc. If necessary, the hospital will keep the seaman until he is fully fit to go back to sea, or, if desired, refer him for convalescence to the Springbok Rehabilitation Centre for Seamen at Alford in Surrey, which has excellent facilities.

The staff of 130 nurses is headed by Acting Matron Mrs. Rosalind Recardo and there is a highly qualified staff for all the hospital's requirements. They are especially proud of their catering

department and as the Dreadnought accepts patients from all over the world with different religions, special diet sheets can be prepared for them, for example.

The hospital has a 110-bedroom Nurses Home where those nurses who wish to can stay and since 1974 it has accommodated other personnel associated with hospitals in the district.

The Napoleonic wars left behind them a trail of misery. In London sailors roamed the streets suffering from injuries and ill health, without friends or homes. A small band of philanthropists, including William Wilberforce, who is well-known for his role in the abolition of slavery, conceived the plan of establishing a hospital for those seamen who had served the nation.

THREE SHIPS

Between 1821 and 1870 the hospital was housed in a succession of three ships moored on the bank of the River Thames. It came ashore in 1870 to its present site on the river bank adjacent to the Royal Naval College and near the National Maritime Museum and the world-famous "Cutty Sark".

The second of the three hospital ships was the "Dreadnought" which had fought under Nelson at Trafalgar. By 1856, when she was broken up, the name "Dreadnought" had become so well-known to merchant seamen that it was retained and remains the title of the present hospital.

In 1948 the hospital became part of the National Health Service but continues to treat seafarers as it has done since it was founded by the Seamen's Hospital Society.

The hospital maintains close contacts with shipping companies, agents,



Discussing patients' requirements are House Governor John Dyer (centre), Acting Matron Mrs. Rosalind Recardo (left) and Mrs. Mary Henegan, Senior Radiographer.

study because more women are now going to sea and it would also provide for wives of seamen.

"Seafarers have a whole different way of life from land based people and at the Dreadnought a seaman has the companionship of fellow seamen during his stay," said House Governor John Dyer who has been associated with the hospital for 32 years. "We try to keep rules to a minimum and a patient can come and go as he pleases within the confines of the hospital as long as he doesn't interfere with doctors, nurses and other staff in carrying out their duties," Mr. Dyer added.

Within easy reach of London — by boat, train, bus or hovercraft — the 149-bed capacity hospital has no waiting list. If treatment is required, arrangements can be made to enter the hospital within a matter of days, or in case of emergencies, immediately.

There are five wards dealing with surgical, medical, orthopaedic, ear, nose and throat, dentistry and diseases of the skin as well as a VD and a dentistry clinic and an out-patients' and a casualty department. There is also a



Recreation plays an important part in the rehabilitation of patients. In the photograph Mrs. Sylvia Baker (left), Supervisor of the Recreation Room, observes and encourages several patients working on jigsaw puzzles while a billiard game goes on in the background.

the General Council of British Shipping and other bodies with whom there is an "excellent spirit of co-operation" according to Mr. Dyer. "Priority of course goes to seafarers but there is generally no problem at all in taking care of land-based staff."

John Dyer first came to the hospital in 1946 on leaving the Army and he stayed for a year, working in the laboratory. He returned in 1951 and became Group Supplies Officer for all of the hospitals run by the Seamen's Hospital Society. In 1974 he was appointed Deputy House Governor of Dreadnought, by then the only remaining seamen's hospital run by the Society, and in 1979 he became House Governor.

"I have always maintained close contact with the patients," he says and he



The 110-bedroom Nurses Home is located just across the street from the hospital.

understands the needs of seamen and their independence. Like many of the Sisters, Nurses and other members of staff who have trained at the Dreadnought or been there for many years, he is used to the problems that a seafarer may have and he and the rest



Sister V.L. Makhan doing her rounds in one of the wards at the Dreadnought Seamen's Hospital.

of the staff try to be understanding and helpful.

There are many facilities to help make the patient's stay less difficult such as recreation rooms, billiard room, television sets and an excellent library service. There is also a chapel in the hospital.

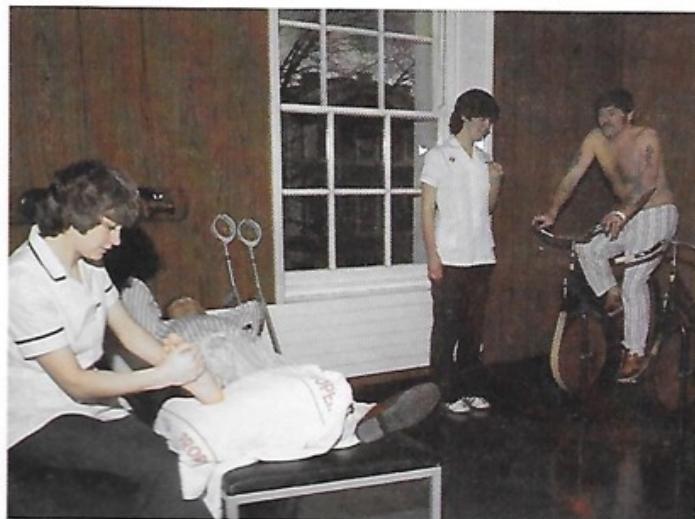
There is limited accommodation for wives and close relatives at Nairne House, the Seamen's Hospital Society residence which is just across the road from the hospital. The house has comfortable bedrooms, cooking facilities and communal sitting rooms.

Dreadnought has been threatened with closure several times in recent years, Mr. Dyer said, pointing out that the money for the hospital comes from the local district budget, but in reality patients come from all over the U.K., Ireland and around the world. "I believe that it should be separately and identifiably funded," he stated.

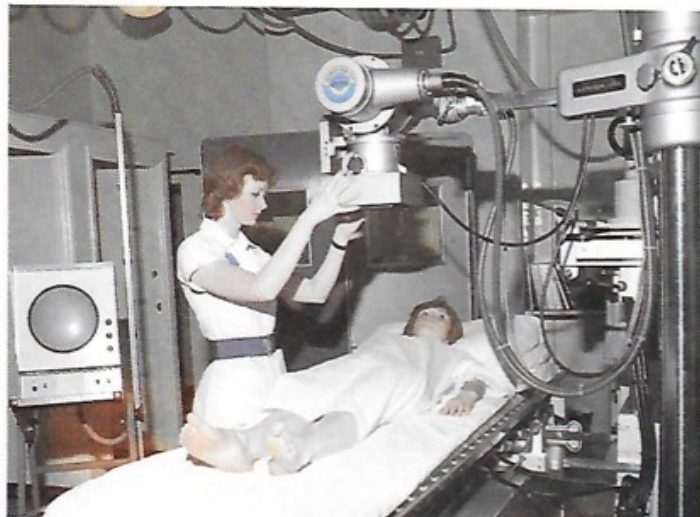
It is not always realised that hospitals for seamen have particular problems not met in those for landmen. The shipping industry requires that a sick seaman must have prompt medical attention when he arrives in the U.K. and he needs to be restored to health so that he can return to his ship or company as soon as possible.

There is also the necessity of continuous contact with foreign embassies, consulates and shipping agencies as well as with the Immigration Authorities. At the Dreadnought many of the Nursing, Medical and Surgical staff also come from distant countries and often "double up" as interpreters.

For over 160 years the Dreadnought Seamen's Hospital has been coping with these and other problems such as tropical and rare diseases and it is hoped they will go on providing their unique service to seamen for at least another 160 years.



Part of the modern rehabilitation facilities. Mrs. Rita Lloyd (left), Physiotherapist, works on a patient's ankle while Miss Lynne Oliver, Remedial Gymnast, watches a patient working out on one of the cycles.



The most up-to-date equipment is available at Dreadnought. In the photograph, Mrs Shauna Dunn, Radiographer, prepares to take an X-ray of a patient. The apparatus at the left is an image intensifier.

NEW C.A.M.E.L. MARKETING TEAM

The marketing operations of Cunard Arabian Middle East Line (C.A.M.E.L.) and Atlantic Container Line (ACL), both divisions of Cunard-Brocklebank Limited, have been combined and Mr. Graham Calver has been appointed U.K. General Manager, Marketing and Mr. Gordon Orr, U.K. Sales Manager, responsible for both services.



GRAHAM CALVER

"This single and enlarged organisation means we can provide greater in-depth coverage of the U.K. market and achieve economies of scale," said Mr. Calver. "It also means we can provide an improved service to established and potential users of our liner services."

Mr. Calver, who is 34, was formerly Marketing Manager in the ACL Division. An Economist, he graduated in Economics at London University and had a period in Accountancy before

joining Cunard-Brocklebank in London in 1972. He also worked as a Planning Research Assistant with ACL Services at Southampton.

Mr. Orr, who is 48, has been North-West Area Sales Manager in the ACL Division of Cunard-Brocklebank for 10 years. He joined Cunard as a Management Trainee 28 years ago, worked in the Outward Cargo Claims Department and was a member of the Company's container study team in the 1960's. On the merger with Thos & Jno Brocklebank Limited in 1968, he became Deputy North-West Area Sales Manager, being subsequently appointed Area Sales Manager in 1971.

Gordon Orr is a member of the Institute of Export and the Canada Club.



GORDON ORR

AQABA CROWN AT ROTTERDAM



The "Aqaba Crown", one of C.A.M.E.L.'s fleet, in Rotterdam. In the background can be seen the offices of Van Ommeren, who have been C.A.M.E.L.'s agents in Holland since 1975.

C.A.M.E.L. CONTINENTAL AGENTS SEMINAR



The annual seminar of C.A.M.E.L.'s continental agents was held at Rotterdam recently in the offices of Van Ommeren, the line's agents there, and chaired by Mr. J.H. Joyce, Managing Director of Cunard-Brocklebank Limited. Pictured (left to right) are J. Daams and C. Heijboer, Van Ommeren, Rotterdam; D. Kreher, Menzell, Frankfurt; L. Cami, Dens Ocean, Antwerp; B. Eruimy, Saget, Paris; B. Nybom, SST, Stockholm; F. Kneubuhler, Lamprecht, Basle; M. Schoenach, OY, Enroth; G. Thygeson, and E. Norman, Bendix, Copenhagen; P. Chin, C.A.M.E.L., London; J. Mittelstein, Ben Line, Edinburgh; J. Joyce, Cunard-Brocklebank, London; R. Winlo, A. MacVean and A. Hope, C.A.M.E.L., London; G.F. Whitney, C.A.M.E.L., Jeddah; T. Barnes and M. Wild, C.A.M.E.L. London; G. Calver, Cunard-Brocklebank, Liverpool; K. Thurau, C.A.M.E.L.; H. Mroske, Kompass, Hanover; W. Bischoff, Menzell, Bremen; P. Sendler, Menzell, Stuttgart; K. Rummel, Menzell, Nuremberg; J. Lunau and D. Golterman, Menzell, Hamburg; J. Hyland, Dublin Maritime, Dublin; K. Gisbert and W. Slijkkoord, Van Ommeren, Amsterdam; and J. Schaefer, Van Ommeren, Rotterdam.

ACT SERVICES' HEROIC HENRI

When ACT Services' Henri Boland is called out on an "emergency" these days it is more likely to be because one of the refrigeration systems needs attention rather than to save someone's life... which he has done on three occasions.

Henri, who is ACT Services' Continental Refrigeration Supervisor based at Zeebrugge, holds medals from both Spain and Belgium for his heroic lifesaving activities.

The first time was in 1972 near the Spanish coast when a group of people in a small sailing boat were carried out to sea. Henri and two others took their boat and rescued them. Luckily, Henri was dressed in diving gear because his hobby is deep sea and scuba diving.

For his courage he was awarded the Belgian and Spanish orders and the rank of Chevalier.

On two other occasions he was involved in saving lives while at sea. In two separate instances he rescued people and was awarded two Belgian medals for valour.

Born in Liege, in the south of Belgium, Henri began his career in the Merchant Navy in 1960 alternating

periods of training at the Radio Nautical College in Brussels with practical experience at sea for three years. He served first as a Radio Engineer in 1963 and then moved to the Engine Room Department for training in that



HENRI BOLAND

area. He obtained his Chief Engineer's licence and sailed on several merchant ships as Chief Engineering Officer.

In October 1978 Henri Boland joined ACT Services following two years at Zeebrugge for Conship, agents for ACT(A), BLC and EHCL in Belgium. In his position as Continental Refrigeration Supervisor he travels extensively around Europe looking after ACTS business and this keeps him on the move and away from his family a good bit, but allows him to enjoy another of his hobbies — exploring the cuisine of the countries he visits.

COVE APPOINTED NEW DIRECTOR OF ACT SERVICES

Mr. John Cove has been appointed to the Board of ACT Services Limited. He will continue to have responsibility for Personnel.

Mr. Cove joined ACT in June 1970 as Assistant Company Secretary and in 1973 he also took on the job of Administration Manager for ACT(A). He became Company Secretary of ACT Services in 1976 and moved to the company's Southampton headquarters early in 1979. Later that year he was appointed Head of Personnel.

After leaving school, John Cove joined the Regular Army and served for seven years with an armoured regiment. He subsequently held a series of jobs and prior to coming to ACT, he was Assistant Company Secretary of Glen Line for four years.

He is married with two children and serves as a Councillor on the Eastleigh Borough Council.



JOHN COVE

LONG SERVING DENNIS RETIRES



After more than 13 years as ACT Services' Regional Manager in Leeds, Dennis Armitstead (centre) has retired. At a party for wool importers given by EHCL shortly before his retirement, Dennis, who is a well-known figure to the Yorkshire wool trade, is shown talking to Mr. Robert Bentley (left) of Hart Wool (Bradford) Limited and Mr. Peter Holroyd of A. Dewavrin Limited.

Following service in the RAF during World War II, Dennis Armitstead went to work for Lamport & Holt in 1946 and was with them until 1968 when he joined ACT. He represented Britain on numerous occasions in the National Water Polo Team before and after the war and he has served as Secretary of the Bradford Dolphins Water Polo Team.

SHOTTS – 25 YEARS OLD AND STILL



Partial view of the assembly line at Cummins' modern plant at Shotts, near Glasgow.

The first Cummins engine plant built outside the U.S.A. was commissioned at Shotts in Scotland 25 years ago and today its assembly lines are superior to most in Europe as a multi-million pound expansion programme nears completion.

Founded in 1919 in a small garage at Columbus, Indiana (U.S.A.), Cummins Engine Company has become the leading independent producer of diesel engines. In the more than 60 years of its existence, most important innovations in the diesel have been pioneered by Cummins and it has made significant contributions to the development of transportation and mobile power worldwide.

Major heavy-duty truck manufacturers around the globe offer Cummins engines as standard or optional equipment and the company produces approximately 100 basic diesel engine models in both "v" and in-line con-

figurations and in 6, 8, 12 and 16 cylinder versions ranging from 150 to 1,600 horsepower.

Cummins engines feature a four-cycle design for efficiency and durability and the company's extensive use of turbocharging and after-cooling provides the most economical and durable diesels available today.

In addition to on-highway uses in heavy-duty trucks and lorries, Cummins engines also provide reliable power for the marine industry in work boats (tugs, barges and fishing vessels) and in pleasure craft.

Cummins engines are used in buses, transit-mixers and dump trucks as well as in heavy equipment for mining and construction, front-end loaders, scrapers, graders, bulldozers, backhoes, excavators, draglines and shovels.

Their engines also provide power for electric generator sets and for oil and



Long Block Stage, where the standard Cummins engine begins to be built up using the latest technology.



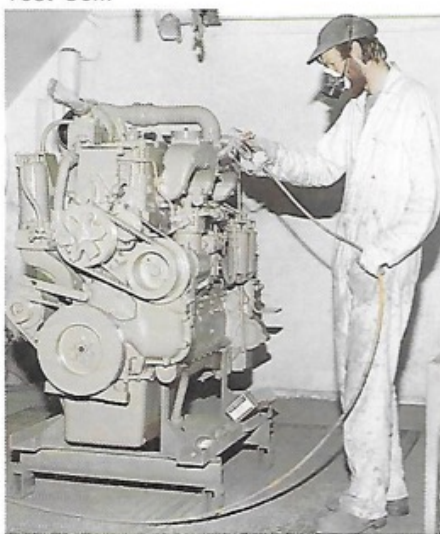
Extensive tests are carried out on the new 10-litre engine in an Engineering Test Cell.



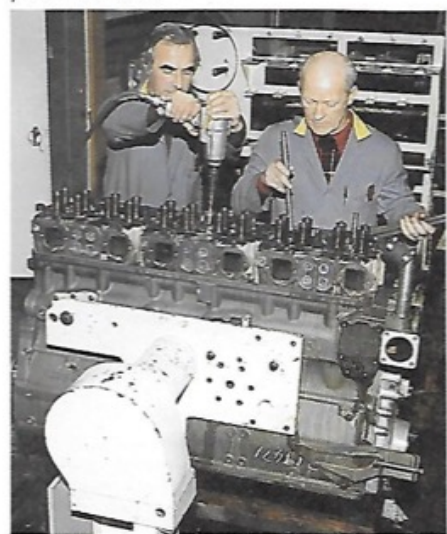
Production Test Cell, where every completed engine gets tested under computer control.



Laying in the bearing shells at the start of the engine assembly at Cummins' plant at Shotts.



An engine being sprayed in the paint booth. Only the highest quality paints are used.



Quality Audit — A certain percentage of completed engines are torn down for quality tests.

GROWING

gas drilling rigs, pumps and other exploration and production equipment. Loggers use them for yarders, skidders and trucks; Cummins engines are found in farm tractors, industrial locomotives, power units for quarries, fire apparatus, gravel and rock crushing plants and an unending list of special purpose machinery.

NOISE

Cummins is committed to building reliable and durable diesel engines that meet tough performance requirements. Research programmes involve further development of Cummins' technology in the reduction of exhaust smoke, gaseous emissions and noise as well as an understanding of their trade-offs with fuel economy and other performance parameters.

While engines currently produced by Cummins meet all existing emission standards in the countries where they are sold, the company has assigned the highest technical priority to programmes that not only enhance the



An overall view of Cummins' plant at Shotts in Scotland, containing 520,000 square feet of floor space. A new multi-million pound expansion programme is nearing completion at this first Cummins plant built outside the U.S.A.

"sociability" of diesel engines but also improve fuel economy.

Fuel efficiency is also a key factor in the development of the new 10-Litre, a 220-290 horsepower engine range which is being introduced later this year. It is a compact, lightweight engine with low noise and emissions capability, low maintenance requirements and outstanding fuel efficiency.

Cummins is continuing to expand its market penetration around the world with new programmes presently being

developed in Mexico and China. Cummins' network of independently owned sales and service locations includes more than 5,000 outlets in 143 different countries.

Member lines of the ACT Group carry the finished engines to many parts of the world. ACT(A) take the famous diesels to Australia and New Zealand, EHCL to South Africa and BLC not only ship the completed engines to Singapore but also bring to Shotts diesel engine parts manufactured by the Cummins plant in Tokyo.



Scheduling shipments of Cummins engines to Australasia are (left to right) John McLatchie, ACT(A) Sales Manager for Scotland; J.M. Heaney, Transportation Manager of Cummins Engine Company; and Bob Anderson, ACT(A) Sales Representative.



A completed engine which is going to Australia is shown being packed for shipment.



An engine is carefully loaded into a container to be transported to the docks. A 20-foot insulated container can carry six of these engines.



One of the varied uses to which Cummins engines are put in Australia.

NEW BLC REPRESENTATIVE IN KOREA



Mr. Dermot Taylor has been appointed BLC's representative in Korea, taking over from Mr. Paul Ellis. To celebrate the event, BLC's agents in Seoul, Messrs. Dae Yang Shipping Company Limited, gave a party to which about 200 Korean customers were invited. Hostesses included members of the Dae Yang staff (right) in traditional Korean "Hanbok" and shown are (left to right) Misses Park, Choi, Shin, Kim and Suh. In the photograph at the left are (left to right) Mr. Dermot Taylor, Mr. Paul Ellis, Mr. David Smith and Mr. K.S. Choi, President of Dae Yang Shipping Company Ltd.

NEW DIRECTOR OF BEN LINE

Mr. Jonathan H. Tolson has joined the Board of The Ben Line Steamers Limited and will be closely involved in BLC operations as well as other aspects of Ben Line business.

Mr. Tolson joined the Ben Line at the beginning of 1970, having previously worked with Coast Lines Limited. He was responsible for setting up the inland haulage arrangements in the Far East for the then newly formed BLC.

After three years based in Singapore, he returned to the Ben Line's Edinburgh headquarters and since 1973 has worked on various new projects such as the setting up of Ben Line's chemical tanker operations and its diversification into oil drilling.



JONATHAN TOLSON

WATTERS TO SENIOR MARINE SUPERINTENDENT

Captain Archie Watters has been appointed to the post of Senior Marine Superintendent of Ben Line on the retirement of Captain Alex Paterson.

In his new position, Captain Watters will be responsible for all Ben Line vessels including BLC's containership fleet.

He first went to sea with the Ben Line when he was 15 years old, joining the crew of the cargo liner "Benrines" in Liverpool as a deckboy.

Archie Watters obtained his Masters Certificate in 1959 and he has been a Marine Superintendent in Edinburgh since 1977.



CAPTAIN WATTERS

HECTOR COMES HOME



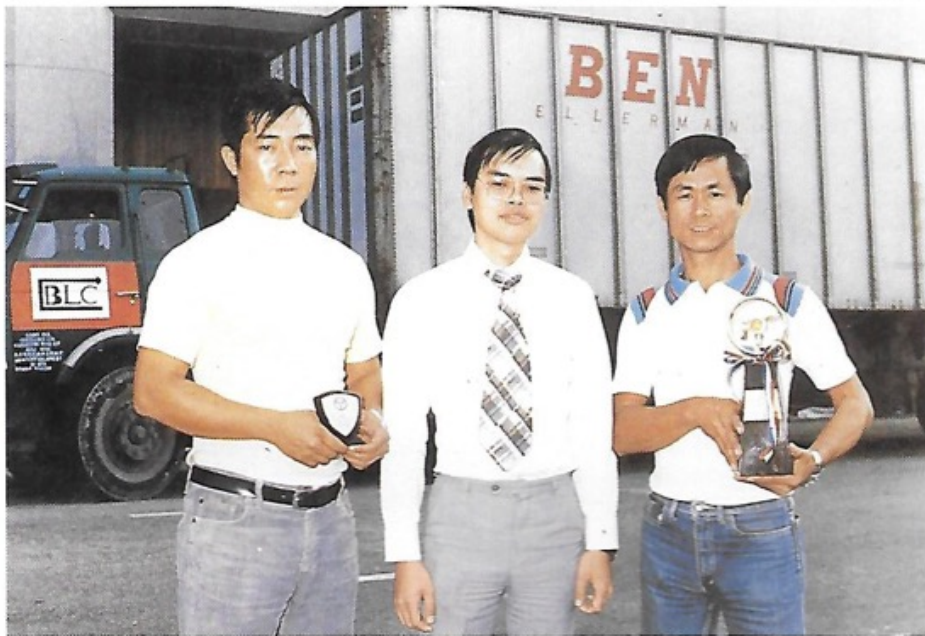
BLC has once again been entrusted with shipping the effects of the 1st Battalion Queen's Own Highlanders and this time they are returning from a tour of duty in Hong Kong to Tidworth near Salisbury. The Regiment's solid sterling silver Royal Stag — known affectionately as "Hector" and which is normally used as a table centre piece in the Officers' Mess — is shown being carefully loaded into a BLC container.

ROOM AT TOP FOR BLC TEAM

Members of the BLC team are photographed on the spacious roof of BLC'S headquarters building in St. Mary's Street, Edinburgh. They play an important role in ensuring the smooth operation of the line and helping keep customers happy.

With Executive Director James Young (fifth from left, centre row) are representatives of BLC marketing, accounts, TRIO operations, freight, general management and container control — all based in Edinburgh.

Located in an historic part of the Scottish capital, the purpose-built, seven-storey building contains the most modern equipment and apparatus to keep the line running efficiently.



DRIVER OF THE YEAR

Mr. Wu Kon Hing (right), one of BLC's regular drivers in Hong Kong, won the Driver of the Year award in the container vehicles section in a competition organised by the Hong Kong Automobile Association and sponsored by the Shell Company of Hong Kong to promote better driving. The competition was divided into five sections — private cars, lorries, motorcycles, container vehicles and double-decker buses — and another BLC driver, Mr. Kong Kwai Pui (left), won third place in the container vehicles section. They are shown with Mr. Alec Wong of BLC's Inland Transport Department.

COLOURFUL WEDDING IN MALAYSIA

BLC's Assistant Operations Manager in West Malaysia, Razali Bin Hoji Zakaria, was married recently in Taiping, some 160 miles north of Kuala Lumpur. In the photograph, he and his wife, Mohainy Binti Ghazali, in full Malaysian National dress, are formally blessed by David Keith-Welsh, one of the many guests invited to do so during the reception following the wedding ceremony.



GREENOCK HAS MORE TO OFFER

Since it was commissioned 12 years ago, Greenock Container Terminal near Glasgow has become an important centre for Britain's container traffic on the North Atlantic and vessels utilising the terminal's multiple facilities recently have included BLC's giant containership "Benalder".

Major shipping lines, attracted by the easy access to the riverside quay regardless of tides and the fact that the terminal works ships right

around the clock, seven days a week, have established regular links from Greenock to ports on the Atlantic coast of the U.S.A. and Canada and the U.S. Gulf. They also run regular feeder services to Greenock from the Continent.

With 42 feet of water at low tide, the container terminal site affords unobstructed access 24 hours a day and there is ample space for future expansion. Annual throughput at the ter-

Clydeport provides a vital stepping stone to the world markets for industries throughout Scotland and in many areas of England. The incomparable deep and sheltered estuary of Clydeside affords safe passage to the world's sea routes, while on land the docks are well served by trunk roads and rail links.

And Clydeport matches the excellence of its facilities with the quality of its service. Steeped in shipping history, within its sheltered waterways lie some of the finest deep-water port facilities in Western Europe, affording safe navigation and easy berthing for the very largest of the world's VLCC's, container ships and bulk carriers.

CUSTOMERS

Greenock and Clydeport describe themselves as "the port with more to offer" because the Authority has widened its horizons beyond traditional quays and cranes to encompass many of the ancillary services which its customers need, such as stevedoring, warehousing and road haulage, thus allowing the customers to benefit by enabling them to obtain many of the services they require from a single source.

The prolonged recession and consequential fall in international trade has affected Greenock and the Clyde Port Authority as it has most others, but they are working even harder to provide outstanding service, win new customers and "offer more". They are looking forward to the future with confidence that they can and will meet the challenges of these difficult times.



BLC's giant containership, "Benalder", one of the largest in the world, docks at Greenock Container Terminal near Glasgow. The vessel is one of BLC's famous "trio" and together with "Benavon" and "City of Edinburgh" serves customers in the Far East trade.



Prentice, Service & Henderson Limited are agents for BLC and Harrison at Greenock Container Terminal. Outside their offices, loading schedules are discussed by (left to right) Bill McKinlay, Bill Guthrie and Ian Hood.

terminal has reached a peak of 750,000 tonnes.

The Clyde Port Authority has invested some £10 million in the container terminal and its equipment which, like all of the port's facilities, is constantly being expanded and improved so that it can provide still better services.

One of the recent developments is a £660,000 face-lift for the adjoining Freightliner railhead to handle an increasing volume of containers switching from road to rail.

TRAFFIC

In addition to container traffic, the port of Greenock handles bulk imports of raw sugar for the local refineries and molasses at James Watt Dock.

The Clyde Port Authority is responsible for the 450 square miles of water covered by Clydeport. Modern port facilities are presently concentrated at Glasgow, Greenock, Ardrossan and Hunterston.



While a straddle carrier brings BLC containers to the stack, they are checked by (left to right) Bill Guthrie, Managing Director of Prentice, Service & Henderson, and Adam Whitelaw and Stuart Higgins of the staff of PS & H at Greenock Container Terminal.

NEW COMPUTER FOR ACT SERVICES

A new computer has recently gone into operation at ACT Services' Head Office in Southampton and is the central hub of an on-line network to 15 regional offices, providing the facility for the preparation and production of bills of lading, freight invoices and other documentation for ACT(A), BLC and EHCL.

The new Burroughs B6900 computer is an integral part of the company's



ACT Services' new Burroughs B6900 large system computer has recently gone into operation in the company's Southampton Head Office. Shortly before full start-up, the photograph was taken when discussions were being held by (left to right) Mr. I.E. Churchley, Southampton Branch Manager of Burroughs; Mr. Del Jenkins, Director of ACT Services and Head of Management Services; Mr. R.P. Bennison, Burroughs Account Manager; and Mr. Brian Creighton, ACT Services' Computer Operations Controller.

totally computer based information system. It enables ACT Services to keep close control over a vast container fleet by providing facilities in regional and terminal offices to input container movements as and when they occur which are then processed by the computer to provide up-to-date stock control information.

The B6900 also allows ACT Services to communicate data directly from the computer worldwide to the various offices in Australasia, the Far East, South Africa, the U.S.A. and Europe.

The B6900, latest of Burroughs large computers, has enabled ACT Services to reduce significantly the processing time, providing capability for processing new systems and coping with increased throughputs.

An important consideration in choosing this new system was its ability to permit existing software to run on the computer. The new fully intergrated hardware and software system represents an investment in excess of one million pounds.

10th ANNIVERSARY OF ST. JOHN'S ENTRY INTO THE CONTAINER AGE

"ACT(A) selected St. John back in the early 70's as the port with potential and we still operate through your port because we believe you still have potential," said ACT(A)'s Director of Operations, Mr. Peter Pike, when he was the guest speaker at a luncheon during the celebration of St. John's (New Brunswick, Canada) 10th anniversary of entering the container age.

"I am continually impressed by the spirit of the people here," he said and complimented the port on its theme for the anniversary year of "Tradition of Service". "I am very proud of being a son of the country where 'tradition' is part of the heritage and belonging to a company where 'service' is the byword.

OLDEST

"You here at St. John have long recognised the importance of both of these aspects and as Canada's oldest incorporated city and established harbour for more than four centuries, your adherence to these basic values is surely an integral part of your success," he declared.

"As a user of port facilities, I can assure you that service is the basis of your reputation," Mr. Pike pointed out. "Those of us who travel widely know that St. John is recognised worldwide as one of the most efficient container port facilities in the world.

"Being here today makes me aware that other ocean carriers have discovered what we in ACT(A) identified in the first place. The location, investment, productive labour force and total dedication to the intermodal concept has turned St. John into the leading gateway for Canada's commerce and places the port into the top three in Canada as a whole," Mr. Pike stated.



During his visit to St. John, Peter Pike (left), Director of Operations of ACT(A), visited the terminal and is pictured with Leo Nasager (centre), ACT (Canada) Assistant Terminal Manager at St. John, and Captain Mike Holland, ACT (Canada) Terminal Manager.

SURVIVAL OF THE FITTEST



One of the principal speakers at a conference organised by "Lloyd's Shipping Economist" on the theme "Liner Shipping... Survival of the Fittest" was Mr. Alexander Macintosh (right), Managing Director of ACT(A), who talked on "The Role of the Conference in a Volatile World". Mr. Macintosh is shown during a break in the proceedings chatting with (left to right) Mr. Kristian von Sydow, Chairman of Sweden's Brostrom Shipping Company; Mr. Mike Connor, Editor-in-Chief of "Lloyd's Shipping Economist"; and Mr. Charles Hiltzheimer, Chairman and Chief Executive Officer of Sea-Land Industries Investments of the U.S.A.

'BENAVON' REJOINS THE FLEET

The modern containership "Benavon", last of BLC's three giant vessels to be converted from steam turbine propulsion to diesel engines, has rejoined the TRIO fleet and at the beginning of March called at Southampton's Container Terminal.

The "City of Edinburgh" was the first to undergo the changeover, followed shortly afterwards by the "Benalder" and finally the "Benavon". All three ships completed the re-engineing right on schedule.

At the same time as the work was being carried out, the opportunity was taken to increase the container capacity of each of the three ships to over 3,000 TEU's. The alteration involved modifying the hatches to accommodate 13 containers abreast as opposed to 11, with four-high stacking in certain areas.

LARGER

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

The engines were replaced by K7SZ90 MAN diesels manufactured and installed by Kawasaki Heavy Industries of Japan. Each vessel has been equipped with two of these 7-cylinder, 25,690 horsepower engines giving a service speed of 23 knots with economical fuel consumption.

In order to remove the old turbine machinery, the engine room casing — forming a giant chimney from the engine room to the funnel — had to be widened and an opening cut in the bulkhead of the "Benavon" between No. 6 hold and the engine room. Engineers from Kawasaki Heavy Industries and Ben Line supervised the smooth changeover of the engines and the fitting of new propellers.

GOING ON SHOW

Scammell Motors of Watford decided to send a prototype chassis/cab of one of the newest vehicles, the S26, to the company's representatives in Cape Town and asked EHCL to handle the shipment.

The vehicle was driven to Barking Containerbase near London and then carefully loaded into a 40' flat rack. When it arrived in South Africa, it was driven from the port to Leyland's Show Room in Cape Town.

Scammells are confident that they will secure a good market in South Africa for these vehicles and are planning a full CKD operation at Watford with direct loading at their premises for assembly in South Africa.



"Benavon" calls at Southampton early in March, the last of BLC's three giant container-ships to be converted from steam turbine propulsion...



...With her new MAN diesels giving a service speed of 23 knots and each motor providing 25,690 horsepower.



Watching the prototype chassis/cab being loaded on the flat rack are (left to right) Bill Bettsworth, Director of Independent Delivery Services; Colin Hainsworth, Operations Manager of EHCL; Norman Cooper, ACT Services' Manager, Barking; and Mr. Michael Partridge, EHCL Sales/Marketing Representative.