



## What's a nice girl like her doing in a place like this?

Don't let the setting and the blue overalls fool you. It's a girl all right, helping Chief Officer Bob Hawkins check the lashings of containers on the deck of ACT 2 as she ploughs her way from Hamburg to Liverpool for the start of another Britain/Australia run. Cadet Jayne Rogers and a few other ladies aboard the giant containership are featured in a fascinating, four-page words-and-pictures supplement which starts on Page 5.

Having presented features on many of the ACTS regions, the Editor of 'Contacts' thought it was time to let those who organise and document the cargoes know just what life is like for the men (and women) who man our ships. So he sent writer Lester Carroll and photographer Mike Davis to join ACT 2 at Hamburg and find out. See their highly personal report . . .

## YOU and US

by the Editor

IT'S not often we write about ourselves, so please forgive us if, for once, we take a few lines to blow a muted trumpet . . .

This is the 16th issue of 'Contacts', which this month celebrates its fifth anniversary. Looking back, we hope we have learned from our mistakes and improved as we have gone along. Certainly we have tried, come rain or shine, Hell or high water, to produce, three times a year, pictures and stories to entertain, inform and, occasionally, give you a smile.

If we have succeeded, it's due largely to the loyal team of boys and girls at Head Office and in the regions who supply us with news and information.

Without them we could do nothing. And remember, they can't do much without YOU. Please keep them in the picture about what is going on in your region, and if there are any special features you would like to see in future—LET THEM KNOW.

As of going to Press, the full list of 'Contacts' correspondents is as follows:

<b>BARKING</b>	Christine Cordery
<b>BASILDON</b>	Jocelyn Rees
<b>BIRMINGHAM</b>	Gaynor Smith
<b>COATBRIDGE</b>	Margaret Macpherson
<b>LEEDS</b>	Marilyn Barker
<b>LIVERPOOL</b>	Malcolm Pritchard
<b>MANCHESTER</b>	Anne Tyler
<b>SEAFORTH</b>	Marian Clayton
<b>SOTON TERMINAL</b>	Julie Robinson
<b>TILBURY</b>	Kevin Hymas

PLUS of course, Lynne Lisney and her invaluable team at Head Office.

and look what's inside to-day . . .



## ANY MORE FOR THE SKI LARK?

(page 10)

and

*When the Eyes have it*

(page 9)



# AT SEA WITH ACT 2 on pages 5 to 8



# GETTING THE INS AND OUTS RIGHT

We hope the reorganisation undertaken will mean all-round improvement in the service we can give not only to those with whom we work closely in the member lines, but also to our own colleagues in the regions and to those 'outside' customers with whom we occasionally have contacts", said Robin Galloway, manager of the Documentary Services Dept. at Richmond House.

He was talking about the readjustment made within the department recently from an import/export grouped staff arrangement to a system based on individual units dedicated to particular trades.

"This is not reorganisation for the sake of reorganisation", said Robin. "As each new container trade has developed and overall business has expanded, our functions have become more and more complex—and the need for better and better communications has increased.

"Trade sections will now deal in toto with the documentary and commercial affairs of individual Principals, instead of two occasionally unwieldy sections handling respectively the export or import affairs of ALL."

### ADDED INCENTIVE

Under the new scheme, each group has a section leader and staff geared to the estimated workload. In parallel with this development, the Tariff section has been augmented to handle all tariff and commercial matters related to ACTS and its Principals. This section thus performs a service function to the Trade groups.

"We believe that this streamlining will give our Principals and our regional colleagues somebody identifiable to deal with; this kind of personalisation can do nothing but good. It will mean, too, that those in the Trade groups will be specialising more—and getting a real chance to learn the problems (and the answers) in their own area.

"Moreover, I believe that giving a man or woman a total trade to look after—rather than asking him or her to jump from one to another every time the phone rings or the post arrives—will give an added incentive to do well. A little internal rivalry must benefit all.

Documentary Services at Head Office are one of the main users of the ACTS worldwide ADX Telex system. More than 3,000 messages a week go out, with another 3,000 coming in.



BLC SECTION — Ian Drinkwater and Chris Burdett-Clark with Lorraine Dorman.



Mike Creed  
Trades supervisor



Ken Cowley  
Deputy supervisor

## 5-a-side Ken at Barking

A soccer enthusiast who played Five-a-Side football for the Manchester ACTS team during his spell there and is almost as big an Everton fanatic as disc jockey Ed Stewart has taken over as ACTS Regional Manager at Barking.



Ken Thompson

Kenneth Thompson was originally Deputy Regional Manager at Liverpool, and later had five years there as Regional Manager before moving, in a similar capacity, to Manchester.

He and his wife Mary have three sons—15 year-old Michael, a railway enthusiast who is a member of the Railways Appreciation Society, Geoffrey, aged 12; and John 6.

Ian Jarrett, who had been Deputy Regional Manager at Manchester since 1976, has taken over as Regional Manager. He and wife Linda have two daughters, Michelle and Sheryl, and Ian lists the collection of both new and old British coins as his only printable hobby.



Ian Jarrett

Ian joined ACTS in 1972 as Terminal Refrigeration Supervisor at Liverpool, and two years later was appointed Deputy Terminal Manager at Seaforth.



EHCL SECTION — L to r: Steve Burdett-Clark, Marjorie Gourley, Eric Sims and Malcolm Fripp. Second picture — Loraine Cusworth, Phil George and Doreen Longman.



ACTA SECTION — Steve Winmill, David Dyke and Mike Davies with (in foreground) Marie Hutchins, Kim Moore and Sheila Gainfort. RIGHT: The Camel Section — Trevor Ashley, Lindsay Baldwin and Alan Yeomans, with (foreground) Lyn White and Fran Hatch.





# Who says you don't grow up?

It was Edmund Burke, talking about heredity, who said: "He was not merely a chip off the old block, but the old block itself".

And that typical Frenchman, Maurice Chevalier, who sang: "Thank Heavens for Little Girls—they grow up in the most delightful way".

The girls at ACTS Barking were talking on these lines recently, and began to ask themselves a few questions. Such as . . .

*Just how strong IS heredity?*

*Do people grow up in the images of their parents and grandparents?*

*Or do they, in fact, grow up in the images of themselves when young?*

*And was Chevalier right to suggest that girls—all girls—grow up in the most delightful way?*

They did more than think about it at Barking. They produced a set of pictures of themselves when young—and as they are today. And they posed the question: "Would anybody really be able to say which girl was which some 20 years later?"

Well, would YOU? Fill in the coupon above and send it, before Sept 10, to Mrs Lynne Lisney, Personnel Department, Richmond House, Southampton. There is a prize of £3 for the first correct answer opened—and £2 for the second.



Take a look at the children's faces above. Which of these children grew up to be which of the Barking ladies pictured at the foot of the page? Remember—reading from left to right, the babies are Number 1, Number 2, Number 3 and Number 4. Fill in the coupon below, left, and send it off without delay.

## Which is Which?

All you have to do is look at the pictures—and then decide which of the babies above grew up to be the lovely young ladies (below) now working at Barking. Did No. 2 above become Girl A below? Did No. 4 above grow up into Girl B?

Put your answers in the spaces allowed, then fill in your name, department and region—and send your completed coupon, as instructed, to Lynne Lisney at Southampton.

Baby 1 became Girl .....

Baby 2 became Girl .....

Baby 3 became Girl .....

Baby 4 became Girl .....

My name is .....

My department .....

My region .....

## How many staff do YOU have broken down by sex?

In the March issue of 'Contacts' we welcomed a sister journal, "Actaust", published by our friends and colleagues in Australia, and said we hoped to quote occasional items from its columns. The fifth issue of "Actaust" reports that "the largest roll-on roll-off ship in the world (according to her builders), trading as part of the Pacific Australia Direct (PAD) Line, is so big that her design had to be specifically adapted to permit her to pass under the Sydney Harbour Bridge."

Flying the German flag and with a German crew, the 34,000-ton Lillooet joins three other PAD vessels (owned by Australian, British and Swedish interests) to enable PAD to provide fortnightly services between Australia, various Pacific Islands and West US and Canada.

"Actaust" also reports that the Australian

Government recently sent a questionnaire to survey certain business practices. Among the questions asked was: "How many employees do you have broken down by sex?"

An unnamed Melbourne firm replied: "Very few. Liquor is more of a problem here".

It is also reported that a fellow went to a monastery and knocked on the door. His knock was answered by a Brother holding a frying pan.

"Good morning—I suppose you are the Friar".

"No, I'm the Chipmunk".

Ah, well. . . .



### Connie retires

When mother of three Connie Rooney, 5½ years with ACTS and an Accounts clerk typist at Liverpool containerbase, retired recently, her colleagues gave her a gold choker necklace as a farewell gift. And who better than Regional Manager Ray French (right) to hand it to her?

Liverpool also congratulates Kenneth Larkin (Container Control) and his wife on the birth of their daughter. They have a 20-month old son, Philip Andrew.

**A** Christine Cordery  
Regional manager's secretary

**B** Pat Cockel  
Accounts clerk

**C** Shelly Dowle  
Export clerk

**D** June Millidge  
Export clerk



The news from Birmingham . . .

# It's happiness in the snow

Looking at the smiles of Jacqui and Dave Philpotts (left), it's hard to credit they were freezing in snow-bound Sutton Coldfield on their wedding day (March 10).



Jacqui and Dave Philpotts

Jacqui (formerly Hickmott) is a Commercial Assistant (Documentation) and met Dave when he worked as a Customs Officer at the Containerbase three years ago.

Several members of Birmingham ACTS staff were there to wish bride and groom well when clerk/typist Bernadette Gibbons and Robert Lewis (right) married at Kingstanding. They first met when she was only eight and the best friend of his younger sister.

Birmingham Regional Manager John Hodgson and wife Sue are one step nearer their own football team following the birth of their third son Andrew. The youngster weighed in at 8lb and is pictured below with big brothers David, aged 4, and Ian (2).

Newcomer to Birmingham Office is courier Brian Hughes. Married



Bernadette and Robert Lewis

with three children, Brian was a Police Force mechanic for 26 years and later a chauffeur.

Congratulations to Lynn Wood and husband Colin, expecting their first baby in late September.

## . . . and from Richmond House

# Now Bruce leads the 'Forty-Oners'

Head Office Operations Manager Bruce Conchie (pictured below, left) is now Chairman of Southampton Forty-One Club, main aim of which is to raise money for charity.

Qualification for the Club, with nearly 100 members, is to have been a member of Round Table, which has an age limit of 40.

All at Richmond House send best wishes to two long-term members of the team who have had to leave Head Office for family reasons. Telephonist-receptionist Sue Allen left during June to await her first child (due in July), and Assistant Accounts Payable Supervisor Ericka Johnson around the same time to move with her husband to Folkestone (he's an engineer with Townsend Thoreson Ferries).

Sue joined London Head Office as a clerk/typist in the Operations Department six years ago, but when operations were moved to Southampton, she went into reception and on to the switchboard.

Having been told that Ericka intends, for the time being, to remain 'a lady of leisure', her colleagues in Accounts presented her with a radio — 'to relieve the boredom'. She and her husband have long-term plans to open a guest house.

Ericka's post in Accounts has been taken over by Mike Colverson, who also joined the company in 1973 — as a current accounts clerk. He is married with one child.



Bruce Conchie

Look out, next January, for a new BBC Play For Today called 'Thicker Than Water'. A camera crew recently moved into Richmond House to take advantage of the view from our roof!

Congratulations to Julie Way (Credit Control) on the birth of her baby — a boy weighing 6¼lb.



Julie Way Sue Allen Mike Colverson



The John Hodgson 'team'

## Outdoor Carol

Thirty-one-year-old Carol Ann Harper has joined Liverpool ACTS as Accounts Supervisor.

Married and living at Litherland, Liverpool, Carol is a woman who obviously likes the active, outdoor life. She lists her away-from-the-office activities as fell-walking, horse riding and swimming!



Carol Harper

## Crossword beats all but two!

The Crossword published in the March issue of 'Contacts' provided a pretty problem for many readers.

Only two correct solutions were received, and the Editor (in his infinite wisdom and sole discretion) has decided to split the £5 prize money equally between the two.

Two pounds, 50 pence, therefore, goes to Bob Hale (SCA, Barking) and two pounds, 50 pence to Jill Dinham, of Revenue Accounts at Head Office.



## 'CONTACTS' SPECIAL FEATURE

By his own admission, Captain Lionel John Brown, master of the 24,820-ton containership ACT 2, is a man who 'boxes clever.' And he's NOT talking about the way he and his shipmates—35 of the most likely-looking lads you could meet—have handled the many thousands of containers that have come their way since the ship was launched at Bremerhaven in January, 1969, to take its place in ACT's Britain/Australia fleet.

No, he boxes clever when it comes to talking about himself. He just won't. You will soon find that Captain Brown is happy to tell you anything you want to know about his ship, his officers and his crew. He's happy to talk (within reason) about the cargoes he carries and about the things that have happened—some of them strange, some exciting and some vastly amusing—on the voyages he has made in various capacities since he first went to sea some 30 years ago.

By  
Lester Carroll

If you want to get to grips with Captain Brown himself, however, you've your own digging to do! This will reveal, if you stick at it, that young Lionel John, born in 1931, joined Port Line as a cadet in September, 1948, and ten years later had risen to the rank of Chief Officer.

His first command was as master of a conventional cargo ship, the Port Lincoln ('probably somebody's razor blades by now,' I was told), and he



### She's the girl on the 4 a.m. watch

The time is 4 a.m. Most people aboard ACT 2 are still abed. But 22-year-old Cadet Jayne Rogers and First Officer Bob Hawkins, a New Zealander, are on the bridge — on the 4 a.m. to 8 a.m. watch.

# SEA DOGS ALL

entered the containership arena when he became master of ACT 6 in 1976.

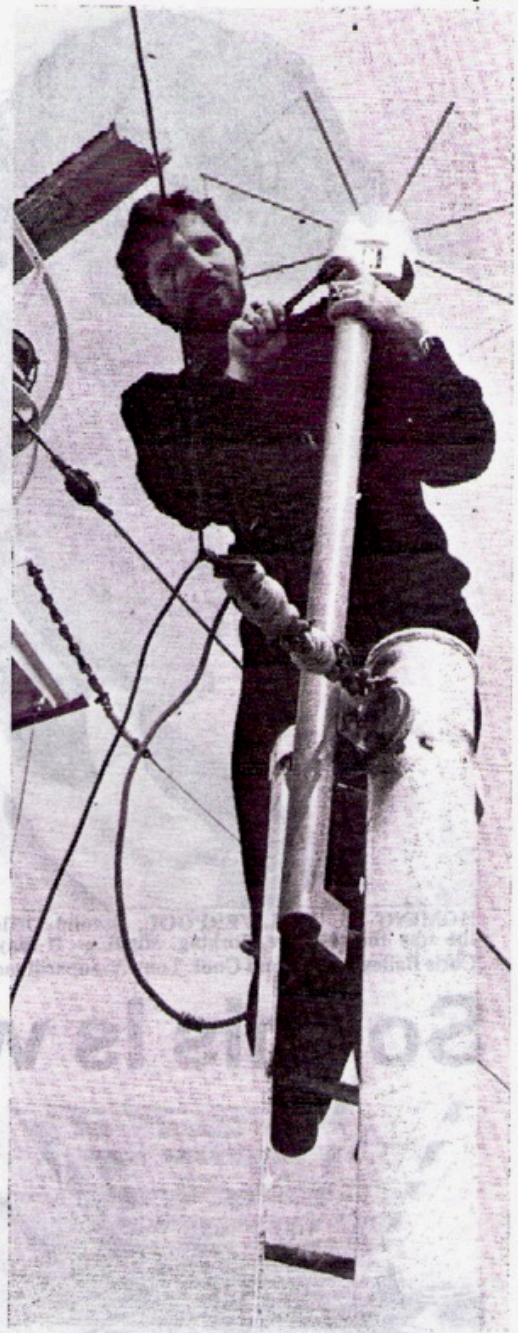
Later the same year, he was appointed master of ACT 2—and his jaunty figure (as likely to be seen in beret and pullover inspecting the container holds or stalking the Burma Road below decks, as hosting the captain's table in uniform) has been there ever since.

The fact that 'the old man,' as he is affectionately known by all but the rawest of raw newcomers, is held in high esteem by his fellow officers and ratings, many of whom have served with him at various times, in various capacities and in various ships over the years, is patently obvious. This may have something to do with the fact that Captain Brown adopts the maxim 'never ask your men to do things you're not prepared to do yourself.' That's why, when some of ACT's wooden stairways, rails and deck benches were seen to be in obvious need of attention, it was the captain himself who stripped them down meticulously and varnished them to a new peak of brilliance. 'We're all workers on this ship,' he is proud to tell you.

### ACT 2 is that kind of ship

It's probably this kind of example that leads others to volunteer for tasks some would regard as beyond the call of normal duty. For instance, ACT 2 will be the second of the seven ACT containerships to have a satellite navigator, but when she left Hamburg recently (with yours truly as a supernumerary member of the crew), she had no aerial with which to put the new system into action. So who gives up his precious Saturday afternoon free time to clamber high above the bridge and erect an aerial? The Radio Officer himself, no less.

I suppose it would almost be true to say that if ACT 2 and other ships plying the Europe/Australia trade route were never in need of repair or maintenance, they would be scurrying back and forth across the world like a string of non-stop satellites. Certainly, when photographer Mike Davis and I



**DURING HIS TIME OFF, Radio Officer Peter Eccleson climbs aloft to erect an aerial for ACT 2's new Satellite Navigator. Using seven satellites, this will pinpoint the ship's position anywhere in the world to within 300 feet.**

joined Captain Brown and his team at Hamburg recently, the good ship ACT 2 had, believe it or not, just completed its 42nd round voyage to Australasia and back, carrying, in all around a million and a half tons of containerised cargo.

### 'Mad on the sea'

Immediate overall responsibility for this cargo (ultimately, of course, the Master himself must be answerable) now rests with a 30-year-old, red-headed New Zealander, Bob Hawkins, who came to England in 1971 as a Third Officer with Port Line, served two years with ACT as Second Officer (from July, 1973) and rejoined the ship as Chief Officer in April this year.

That Bob should have taken to shipping as a career is hardly surprising since his father is 'mad

(Continued on Page 6)

### The former girl's school matron wants to be a second mate

See overleaf





**HOMING IN ON LIVERPOOL.** Second Officer Graham Lantey uses walkie-talkie radio to keep in touch with the way the tugs are working. Right — It may seem a mundane job, but fish has to be crumbed, so Chief Cook Chris Bailey and Second Cook Tony Azzopardi tackle the job together.

# So this is what makes a 1979 wife enjoy the li



Refrigeration Engineer Charlie Huddy, 30 years with Port Line, strides along 'The Burma Road' — a main below-decks link between the various container holds.

on the sea,' spends as much of his spare time as he can building motor boats—and is no mean writer on marine subjects. Indeed, one of Bob's proudest possessions in his ACT 2 quarters is a copy of a profusely illustrated work by his favourite author—Dad.

When he returned to ACT 2 this year, Bob himself had just completed a two-year stint as First Officer in passenger ships, and while on a cruise with the Cunard Countess met his American fiancée Beverley, secretary on a Kentucky stud farm. They hope to marry next year.

Any lay visitor to ACT 2 must, I suspect, like me, be impressed not only by the vastness of the vessel itself, the extent of the container-carrying areas above and below deck and the streamlined efficiency of a ship and equipment much of which is already entering a second decade, but also by the modernity, the comfort, the standards and the facilities of the 'living quarters.'

### Me Jaynel

And anybody who imagines that life aboard such a ship must represent a monastic life where men are men and women are barred can think again! Not only are wives of both officers and ratings welcome to sail to distant parts with their husbands, but women in the crew are not unknown and husband-and-wife guests of the owners are by no means rare.

Indeed, just about the first people I met aboard were Albert and Helen Woods, enjoying a retirement cruise given to them by Cunard, a company Albert joined as office boy more than 51 years ago (he finished up as Secretary to an engineering subsidiary), and 22-year-old Jayne Rogers ('they called me Jayne after Jayne Mansfield') just completing a round voyage to New Zealand and back as a cadet. Studying navigation and cargo handling and trying for a second mate's certificate!

What (in the name of shipping, of course) makes a good-looking girl like Jayne want to join 30-odd men and try for a job in what many would regard as very much a man's world? 'The thought of staying indoors all day frightens the life out of

me,' says Jayne. 'Here, I get out and compete on equal terms with men and feel that I'm doing something really worthwhile—and seeing a lot of the world into the bargain.'

When she first left her home at Earl Soham, near Woodbridge, Jayne tried barmaiding at holiday camps, and spent some time as assistant matron at a girls' boarding school. Now she's happy to do her watch like the other chaps—four hours on, eight hours off—on the bridge, or to don her dungarees and help with the handling of the giant containers themselves.

I asked her the 64-dollar question. If the right man came along and proposed marriage, how would she answer? 'It would have to be NO until I get that second mate's certificate,' she replied.

What is life like at sea for the wives of serving officers and men to whom duties must always come first? There's a launderette, of course, so they can do the washing! There's a recreation room and library. There's a swimming pool and plenty of deck space on which to sit in a deckchair and sunbathe. There are roomy, comfortable cabins in which to lead the nearest possible thing to a normal home life.

### Boredom problem

And there are film shows three nights a week, Officers v Ratings darts, dominoes and table tennis tournaments, horse race meetings, the occasional barbecue, even fancy dress nights (!)—and, of course, you do have your meals (and jolly good meals, too) served to you on a plate.

Perhaps the greatest problem for an 'accompanying' wife is the possibility of boredom in the long hours her husband is on duty. But according to the wives themselves, there are plenty of compensations. Marian Taft, wife of second engineer Martin Taft, has no doubts. She and Martin were married in January 1978, and when we met she had just returned from another trip





**THE CAPTAIN ENTERTAINS** as ACT 2 nears the end of her homeward journey. This was one of only two pictures we were able to get of Captain Lionel John Brown, here with, left to right, Marian Taft, Helen and Albert Woods (guests of Cunard), A. N. Other — and First Officer Bob Hawkins, Chief Steward John Dawes and Chief Engineer Russ Gordon.



**DOWN IN THE ENGINE ROOM** nothing stirred but the sound of our camera. But Chief Engineer Russ Gordon (right) was there with quite a few of his team. People like John Hughes, Martin Taft, Nigel Worsley, Cadet Simon Stovell, John East and two of the men who play a big part in the engine room's success — greasers Ted Simpson and Arthur Frederick.

# fe at sea . . .

with him to New Zealand. 'The overriding thing is that you are with him,' he said. 'Surely that's the most important part of marriage. It's wonderful also not only to see places you'd never have a chance to see otherwise, but also to meet all the friends your husband has made—and still makes. 'It is up to the wife to realise that she just may get bored occasionally—and to plan so that she doesn't. I've never known a wife yet who wasn't happy at sea with her husband—and I've been on voyages where there were no fewer than six couples aboard.'

## Being together

Radio Officer Peter Eccleson, setting off for Australia and New Zealand for the first time in several voyages without his wife Wendy, has no doubts either about the benefits of being allowed to travel together. And he should know—he whisked Wendy to the far corners of the world only three days after their wedding at Woodland, in Wiltshire. 'Let's face it,' he said, 'you get married to be with your wife, and if you go straight off to sea done it must place a great strain on her—and possibly on the marriage. THE GREAT THING IS BEING TOGETHER.'

Peter has just bought a house in Wiltshire, so Wendy has gone back to her job in a bank to prepare the new home—and help pay some of the bills! Three days after his return to sea, Peter talked with her by ship's telephone. 'She's already missing the old seagoing days terribly,' he told me. I reckon that if I'd said one word, she'd have sold everything and rushed to Liverpool to join the ship when we look in there two days from now!

Originally from Anglesea in North Wales, Peter left school at 15 and went to wireless college. 'I'd always wanted to go to sea, and because my eye-

(Continued on Page 8)



## It's time for a check up!

**TWICE A DAY** Chief electrical Engineer Norman Robertson (right) and Chief Refrigeration Engineer Tom Stainthorpe have to inspect the 80 clip-on refrigeration units on deck. Right: — And the Chief Steward — here it's John Dawes, standing in for the coastal voyage — has to check the duty free drinks, cigarettes and other commodities for which he is responsible







**OLDTIMER AND NEW recruit.** Bosun Walter Lines (left) was once torpedoed and picked up 16 hours later by a destroyer. (That was during the Second World War). Seventeen-year-old Simon Chambers (above) is just starting his career at sea — and happy to have got his rating as Assistant Steward.

sight was too bad to get in on the deck side, it just had to be radio.' He joined Cunard as Senior Radio Officer in 1973, and had done four legs of the Europe/Australia run with ACT 6 before joining ACT 2.

One of his first jobs aboard was to install the new Satellite Navigator, which uses no fewer than seven satellites to give a ship's position to within 300 feet anywhere in the world and in all weather conditions. (Using the stars as a navigational aid is accurate to within a mile, and sight on the sun to within three miles. Both methods depend very much on weather conditions).

### 'Fantastic success'

All seven ACT ships will eventually have the new system. First reports from ACT 3, the pioneer, call it 'a fantastic success.'

'Good meals served to you on a plate' are, as I said earlier, very much part of life at sea, and when you're heading for the far side of the world with anything up to 40 hungry mouths to feed three times a day, a careful 'shopping list' is essential. Especially when ports of call (and resultant 'topping up' operations) are few and far between.

That's why ships like ACT 2 have giant freezers below decks (and close to the cookhouse) capable of carrying all the produce that may be needed over a three-month period. Freezer-wise, there's the Potato Room, the Vegetable Room, The Dry Provision Room, The Fish Room, The Dairy (milk, eggs, butter etc), and, as important as any, The Beer Room—complete with alarm bell!

### Three months at sea

Imagine stocking up for a three-month journey across the world. A glance at the list worked out by the Purser and Catering Officer reveals the following items, among many others:

- 2,230lb potatoes
- 2,969lb of meat (with beef a firm favourite at 1,393lb of all cuts and sizes, and pork second with 68lb)
- 107 bottles of tomato sauce, 84 of salad cream and 72 of HP
- 20, 750 tea bags
- 2,640 eggs
- Soup packs to make 2,628 gallons (with green pea, oxtail and French onion the favourites)
- 243lb carrots
- 80 pkts bread crumbs (for crumbing fish!)
- 212 jars of preserves—plus 23 kilo tins of golden syrup
- 648 tins of fruit and 50lb each of raisins and sultanas, 24lb currants—and 28lb of prunes!
- 116 oven-ready chickens.

Plus, for some reason or other, 30 skinned rabbits. . . .



**WIVES WHO GO TO SEA** with their husbands are very much a part of the ACT scene. Marian Taft, wife of Second Engineer Martin Taft, is pictured above in their cabin aboard ACT 2 and (below) playing snooker with Martin in the officers' lounge. She says: — 'I've never met a wife yet who wasn't happy to be at sea with her husband. The overriding thing is that you're with him — and that's what marriage is about'.



Chief Cook Chris Bailey, standing in on the coastal trip for his pal Jimmy Brown (three years with ACT 2), comes from Rainham, Essex, and was on the ship some years ago for four out of its first five voyages. Among his proudest possessions ('they go everywhere with me') is a set of cook's cleavers and knives valued at £150.

Second Cook and Baker Tony Azzopardi—28 years with Port Line and Cunard — produces all the bread needed on board, plus an excellent variety of cakes and sweets for lunch and dinner.

In the quarters of officers and ratings alike, ACT 2 is a ship full of real characters.

Men like Bosun Walter Lines, with whom I chatted in his cabin not far from the crew's Verge Inn Bar. Walter joined the Merchant Navy when he was only 15½, and during the war was among a crew that had to take to the boats when their ship was torpedoed. It was sixteen hours before they were picked up by destroyer.

### Under the Bridges

Old hands who have seen it all like Chief Engineer Russ Gordon, relieving on ACT 2 after a couple of legs with ACT 6. Russ lives near Dundee with his wife Kathleen and two daughters Alexandra and Aileen. Kathleen's birthday is on the same day as the Queen—and Alexandra's on the same day as Princess Margaret.

Thirty-three years with Brocklebank Cunard, Russ himself is a man who lives for boats. His spare time is spent building them (they include a Mirror dinghy and a two-berth cabin cruiser), and once when tide and wind were both right, he and friends spent 35 hours in wet suits sailing under all four Tay and Forth bridges.

Russ first went on to steamships at 21 after training with the Fleet Air Arm.

Men like Chief Electrical Engineer Norman Robertson, a Liverpudlian with a wry sense of humour and a wife and two girls of five and three. Norman has been 24 years with Cunard and spent three years with ACT 3 before joining ACT 2, where his responsibilities cover most things electrical, from the engine room 'electrics' to the 80 clip on units for the refrigerated units on deck and literally 'miles and miles' of cable above and below deck (An extra small but intriguing responsibility is the giant 'Suez Spotlight,' brought into action in the ship's bow whenever she is sailing through the Suez Canal).

Young chaps of the future like 17-year-old Simon Chambers, first one of his family to go to sea, and thrilled to bits that he has just got his rating as an assistant steward after nine months as a catering boy.

### A lot of fun

And men like John Dawes, who met his wife, a New Zealander, when he himself was a catering boy, and is now, after 14 years with Port Line and Cunard, a Purser/Catering Officer. (John was doing a coastal voyage with ACT 2 and hoping to join ACT 6 within a few hours of reaching Liverpool).

By the time this report appears, ACT 2 will be at the other side of the globe. My bet is that they will be working hard—and having a lot of fun at the same time. With a Master like Captain Lionel John Brown to lead the way in both, that is inevitable. . . .





Jocelyn Rees

# IT'S ONE IN THE EYE

# FOR

# JOCELYN!

**T**O be quite honest, I suppose it was vanity that started me on the road to contact lenses (writes Basildon's Jocelyn Rees). It was also, however, the perversity of a number of my friends who would keep changing their hairstyles and their clothes etc just when I'd got the old styles fixed firmly in my mind and thought I'd be safe to go to parties and other social functions without my 'specs'! (The number of times I've marched up to complete strangers and started talking to them, thinking they were friends of mine, is nobody's business . . .).

Anyway, a combination of events lead me to my optician's door one day, knees trembling, butterflies churning inside my stomach, determined to have a go.

I shall never forget, when the time came, how he finally managed to get me to keep my eyes open long enough for him to insert the lenses. When I got out into the street again, though blinded by tears, it was fantastic being able to see things without the image being 'framed.' From that moment I was hooked.

Not that it was easy at the start. Until you get used to them, you can wear the lenses only for a short time to enable the eyes to become accustomed to them. I do not know about others, but I found a double brandy very helpful. I also felt I had to stay close to a safe haven to remove the lenses if they became misplaced ('phone box hopping' my husband called it).

When I moved on to soft lenses things became a lot better, inserting and removing them being much easier.

To a prospective contact convert, I would say it is absolutely essential to have an understanding family. At the cry 'I've lost my lens,' every member of my family rushes to the spot, gets down on hands and knees and begins a frantic search. (I must admit that one day I put both lenses in one eye and that caused no end of confusion).

I should also express appreciation to my dog, who did not eat the lens that landed right on her nose; and to the unknown lady on the beach (herself a contact wearer) who helped me locate my lost lens. (Since she couldn't speak a word of English, this was no mean feat!).

My relationship with my optician has improved, too. This improvement started on the day he kept his composure after dropping a lens while trying to insert it in my eye. It was not until both of us had almost stripped that he found it in the bottom of his shoe . . .

Despite any problems (and I do admit there are a few at the beginning) my advice to anybody

## Ted Naylor dies

Ted Naylor, who had a long association with ACTS and Member Lines, died suddenly in February after an early retirement last year.

Ted will be sorely missed by all who knew him. He was an import clerk with Port Line before joining ACTS as Basildon Meat Superintendent. Before his retirement, he had transferred to the Terminal staff.

# CUT THE CAKE DAY FOR CAROL AND PETER



Carol Havis, one of the longest-serving members of Basildon staff and a girl who has done pretty well every job in the office since she joined the company seven years ago, was married in June to Peter Edgell, whose sister is in the Telex Room.

Carol moved from Fenchurch Street to Basildon, and has successively been a shorthand typist, Telex operator and, more recently, telephonist.

Her colleagues gave her a carriage clock. Our picture (left) was taken when she and Peter were cutting the wedding cake for their guests.

## Basildon goes Zodiac

Basildon office has got the astrology bug. Everybody's talking signs of the Zodiac, and asking questions like—is it all right to refer to Deputy Regional Manager Mike Mackay as a 'bit of an old crab' (because he's a Cancer subject); isn't it funny that, as a shipping company, we have a high proportion of Pisceans, Aquarians and Cancerians; and how come there seems to be only one Virgo in each department?

Joking apart, they claim it's incredible how most people are true to the characteristics of their signs . . .



Simon Carter

Tim Bradley

thinking of 'converting'—and, remember, not everybody is suitable—is to go ahead. The new lenses, which are removed only once every six months or so, are quite marvellous. It's so nice to be able to peel onions without crying—and to be able to see to do your make-up!

FOOTNOTE: Two members of Basildon staff, Simon Carter (Exports) and Tim Bradley have also started to wear contact lenses and report them 'just great—especially when playing sports.' You can't get contact lenses knocked off when playing.



THE TOAST IS TO ACT as three stalwarts of Head Office—Graham House, Sue Havard and Brian Appleton—put to good use glass tankards designed to celebrate the 10th anniversary of ACT. Every member of ACTS staff was given a tankard to mark the occasion.

## BARNEY BEAR—AND FRIEND



'Now Spring is here—let's get down to the bear essentials, honey!'



# LEARN TO SKI WITHOUT REALLY TRYING

BY CARTER LEONARD

THERE was only one snag when John Gray, an Assistant Cargo Superintendent at Coatbridge Containerbase, went up to collect the silver rose bowl he had won in the downhill slalom competition organised for novices by his local ski club.

He had to collect it with one hand. The other hand was at the end of an arm broken a few days earlier. While skiing, of course. . . .

"It was just one of those things", says John. "Nothing could detract from the thrill of winning a prize—even a novices' prize—after such a short time playing around on those two little pieces of wood!"

John decided last year (a) that he wanted to ski and (b) that the cheapest way of learning to do so was to join a club. For £18 he not only got club membership for a year, but also free tuition and the use of skis for his practice sessions on 'dry' slopes.

"Those dry slope lessons were bloody murderous", he recalls. "In ten lessons over a six-week period, I fell all over the place, but at the end of it I felt that I'd probably learned enough to try myself out on snow".

## 'Must be crackers'

That first snow session is one he will never forget. "I set my alarm for half past (censored) five on a Sunday morning", he says, "and when it went off, it was so cold and depressing, I thought that I must be crackers.

"However, having got out of bed and donned the necessary clothing for the job, I joined 40 other club members for what should have been a warm, comfortable, two-hour drive, but everything went wrong. With the temperature about minus 20 degrees centigrade, the heaters in the bus had frozen up, and as we bumped along a narrow, twisting, uneven road, I felt the only place I really wanted to be was back in bed.

"About two hours later, however, we were unceremoniously dumped in about three feet of snow at the base of a mountain from the top of which, like lemmings, I realised, we intended to hurl ourselves.

"To get to the top, we first travelled by chairlift, and then, to get even higher, took to a piece of apparatus known as a T bar tow. This entailed standing upright and being kicked in the beam end by a solid piece of wood shaped like a letter T.

## Chattering teeth!

"Finally, at the top, we stood around with knees knocking and teeth chattering (the temperature was now minus 16 degrees centigrade and a Force 8 gale was blowing) trying to fathom a way out of our snow-white madness.

"Slowly but surely we started to edge our way down the slope—by now looking like a cliff face to the novices among us—and after moving about 16ft, I stopped to see how my colleagues were faring.

"All seemed well, so full of new confidence I prepared to advance a further 16 feet. At this stage everything went wrong at once and seconds later I ended in a very undignified bundle in a very large snow drift.

"As I brushed snow out of nose, ears, eyes, jacket and trousers, my companions just knotted themselves at my performance, adding insult to injury by asking for an encore! I had my revenge a few moments later, however, as one by one, without exception, the rest either fell into snow drifts, tried to hurtle through fences at breakneck speed or ended up in a

## SPORT NEWS

crumpled heap amid the chaos and confusion on the slopes".

What, then, is the attraction of the sport? Why does a man like John Gray (now slightly more competent than in those early days) travel a minimum of 80 miles twice—and sometimes three times—a week to prance about in the snow on two small pieces of wood?

"It's superb and I'm mad about it", says John. "I'm a big bloke and not very graceful. But, somehow, being on skis makes you look graceful. Once you're out there in the snow, you get a tremendous feeling of freedom".

Dangerous? "Not if you take note and do what your instructor says—and not if you ski within your capabilities".

## It was a sudden death win



Roy Hickman and Dick Evans after their success.

Looking as proud as punch (and rightly so) are Roy Hickman, of ACTS Credit Control, and Dick Evans, of Killick Martin, Southampton, pictured here after winning the Southampton Shipping Golf Society 'Echo' Challenge competition.

They beat the British Transport Docks Board at the 20th hole in a sudden death play-off at the Royal Winchester Golf Club.



BACK TO WORK the day after he broke an arm while skiing—Coatbridge Assistant Cargo Superintendent John Gray.

## Things they said

**SEYMOUR HICKS** It's no excuse, if you are neglecting your wife, to say it doesn't matter because she is only a relation by marriage.

**OSCAR WILDE** When I was young I used to think that money was the most important thing in life. Now I'm old, I know it is.

**BERNARD SHAW** The only way to avoid being miserable is not to have enough leisure to wonder whether you are happy or not.

**JEROME K JEROME** It is always best to speak the truth—unless, of course, you are a very good liar.



## Soton do the double . . .

(. . . but Tilbury see them off in style!)

Although the annual Southampton v Tilbury football and netball matches were played at Stanford-le-Hope (Essex) on a bleak day, with the Southampton team and spectators arriving an hour late because their coach got mixed up in a National Front rally in the East End, two excellent games and an evening of extreme conviviality at 'The Bell' meant that despite everything, a good time was had by all.

The soccer match was played amidst persistent showers and with a strong wind blowing the length of the pitch. Southampton were the first to score, against the wind, a clever one-two move by K. Baines and P. Callum ending when Callum powered a shot past the advancing Kevin Hymas.

Later Pete Meredith gathered the ball midway in the Southampton half, his shot from just inside the penalty area squeezing its way under the diving body of Lindsay Baldwin.

### Midfield battle

The midfield battle was soon under way again in the second half, with P. O'Docherty and Les Hedaux striving to compete with Barry Kirk and Pete Thompson. As the game wore on, Barry Kirk moved upfield to collect balls pushed high out of the defence by the tireless Mike Creed. Then Barry, with the ball seemingly stuck to his feet, ran across the face of the 18-yard box and screwed a shot back into the far corner of the net. Final score 2-1 in Soton's favour.

The netball match to follow ended in a Southampton victory 33-13.

During the festivities that followed, players and spectators alike enjoyed vast amounts of baked potatoes and alcohol, and when the Southampton coach finally left, with its party of about 40 aboard, Tilbury ensured that it was stocked with enough supplies to start an off-licence.



Barry Kirk in action during Head Office v Tilbury game.



## Seven new smiling faces (almost) at Basildon

WE hope the smiles on the faces of the four girls and three boys pictured above reflect their happiness on having joined the ACTS team at Basildon.

The Magnificent Seven (from left to right, and with their hobbies in parenthesis) are:

Tim Bradley, Exports (all kinds of sports, model trains and Kate Bush!);

Lorraine Bell, Exports (squash and drinking);

Ray Levy, Exports (drinking, music and photography);

Val Gilchrist, Central Services (table tennis, cooking and gardening);

Tony Austin, Exports (restoring collector's cars and 'generally lazing about');

Sue Edgell, Telex operator (netball, sports and drinking); and

Diane Piercy, Exports (badminton).

### In with a squash

Welcome to Les Hedaux, from Tilbury, who has joined the Basildon team as Section Leader in the Export Department.

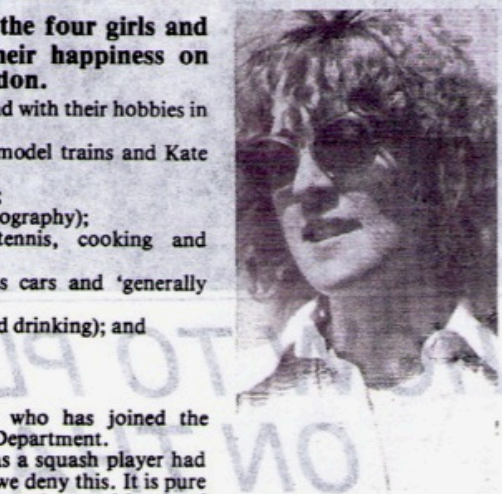
There are those who allege that his talents as a squash player had something to do with him getting the job, but we deny this. It is pure coincidence that the Deputy Regional Manager and several heads of departments are also keen players!

Other Basildon newcomers include two couriers—Christine Banks, a keep fit enthusiast who also likes knitting and sunbathing, and Elaine Kitchen, no slouch at badminton and on the trampoline—and Kim Sharpe (Imports), who plays the organ and designs gardens (well, lays patio tiles anyway).

\* \* \* \* \*

If there is a slight delay when telephonist Shirley Scott answers the Basildon telephone, it may be because she's busy polishing some of the many cups won by her daughters Kerry (18) and Lyndsay (14), members of Basildon Drum Majorettes.

Kerry and Lyndsay appear with the Majorettes at field displays, carnivals and cabarets.



Kim Sharpe



New couriers Christine Banks and Elaine Kitchen.

## One month old — and on the bottle!

One month old—and already on the bottle. That's Matthew Rivett, son of Julia Rivett (Barking Accounts Clerk)—pictured together, below right—whose birth (at 6lb 7oz) we reported in the last issue.

Congratulations also to Barking typist Julia Short who passed her driving test at the first go after (allegedly) only five lessons.

And to Carole Court (EHCL Export Clerk)

on the birth of her son Bradley, who weighed in at 8lb.

Alan Stevenson has gone from Manchester to Barking as Regional Surveyor. Welcome Alan. . . .



## Why Liverpool went quiet . . .

It is reported that Liverpool ACTS footballers were very quiet after their 6-1 thrashing by Manchester ACTS, though one player was heard to comment that he didn't know Peter Shilton worked in the Manchester transport office.

Manchester's goals came from Paul Williams, Steve Stubbs (2), Dave Nichols, Richard Tomlinson and Andy Burr.





# HOW TO PLAY SAFE ON THAT BIKE

If it is true, as some people would claim, that a motor-cycle is only as safe as the man (or woman) riding it, then two members of Barking ACTS staff are playing an important part in helping to ensure safety on our roads.

At present anybody over the age of 17 and with a provisional licence can ride, without compulsory tuition, a machine capable of anything up to 100 miles an hour.

On the other hand, a learner rider can, if he or she wishes, be given tuition under either of two schemes — the well-established RAC/ACU training scheme, or the new, up-and-coming National Training scheme.

The schemes have different levels of achievement, from basic to advanced, and the two ACTS men helping to put them across are Ray Munro, of Exports, and Pete Tapson, of Imports (pictured right).

Pete is an instructor under the RAC/ACU scheme and is trying for a job as examiner, and Ray is an instructor under both schemes.

Between them, they gave us this list of do's and don'ts for riders:

## DO . . .

- i. Think before acting.
- ii. Be considerate to other road users and pedestrians (teenage 'road hogs' please note).



- iii. Check your machine regularly.
- iv. Study the Highway Code thoroughly — AND BE GUIDED ACCORDINGLY (it's no good knowing the rules and then ignoring them!)
- v. Keep a safe distance from the vehicle in front.
- vi. Brake only in a straight line.

## DON'T . . .

- i. Overtake when unnecessary or dangerous (there just may be a reason why the old gentleman in front is doing only 60 miles an hour!).
- ii. Use speed unnecessarily (most speeding is done by people who aren't going anywhere in particular).
- iii. Buy second-hand crash helmets
- iv. Zig-zag in traffic
- v. Ride with face, head, hands or feet unprotected.
- vi. Ride under the influence of drink or drugs.

## A slim chance

Remember our March issue the men of Barking who are slimming themselves to shadows?

Latest reports indicate that Ray Munro—who started it all—has reached his target weight, and that Bob Hale and Ted Parker are both within reach of their's.

Still very wide of their marks are Deputy Regional Manager Peter Gilmore and Transport Assistant Dave Edmonds. Each has two and a half stone to lose. . . .

Though he 'boxed clever' and somehow escaped the attentions of our cameraman for most of the four days he (the cameraman) was aboard, Captain Lionel John Brown, master of the containership ACT 2, agreed to be on parade with some of his fellow officers for this 'official' picture. See full story starting on Page 5.

## Two jobs in one for Julie

IT didn't take 22-year-old Julie Robinson long to get herself landed with two jobs when she joined ACTS as a secretary at Southampton Terminal.

No sooner had Julie—who lists reading, knitting, swimming and driving as her hobbies—joined the company from Warner Hudnut than she found herself appointed the local correspondent for 'Contacts' (see page one). Welcome to the fold, Julie. . . .

+ + + +

Other recent Soton Terminal appointments include Terry Stanton, aged 33, as a transport assistant (he's married with two children, Mark and Julia); Trevor Woodmore, five years with Anglia Hastings Thanet Building Society and now a cargo clerk (his hobbies are snooker, chess and bowls); 20-year-old Trudy Hallett, a control clerk, with netball, swimming, squash needlework and a husband as her outside interests; and 19-year-old Clive Francis, an assistant controller who likes ten-pin bowling and wine and beer-making when he's not at the office.

## The last laugh . . .

It was American comedian Will Rogers who said that everything is funny as long as it is happening to somebody else.

And American columnist and wit Walter Winchell who maintained that a real friend is one who walks in when the rest of the world walks out.