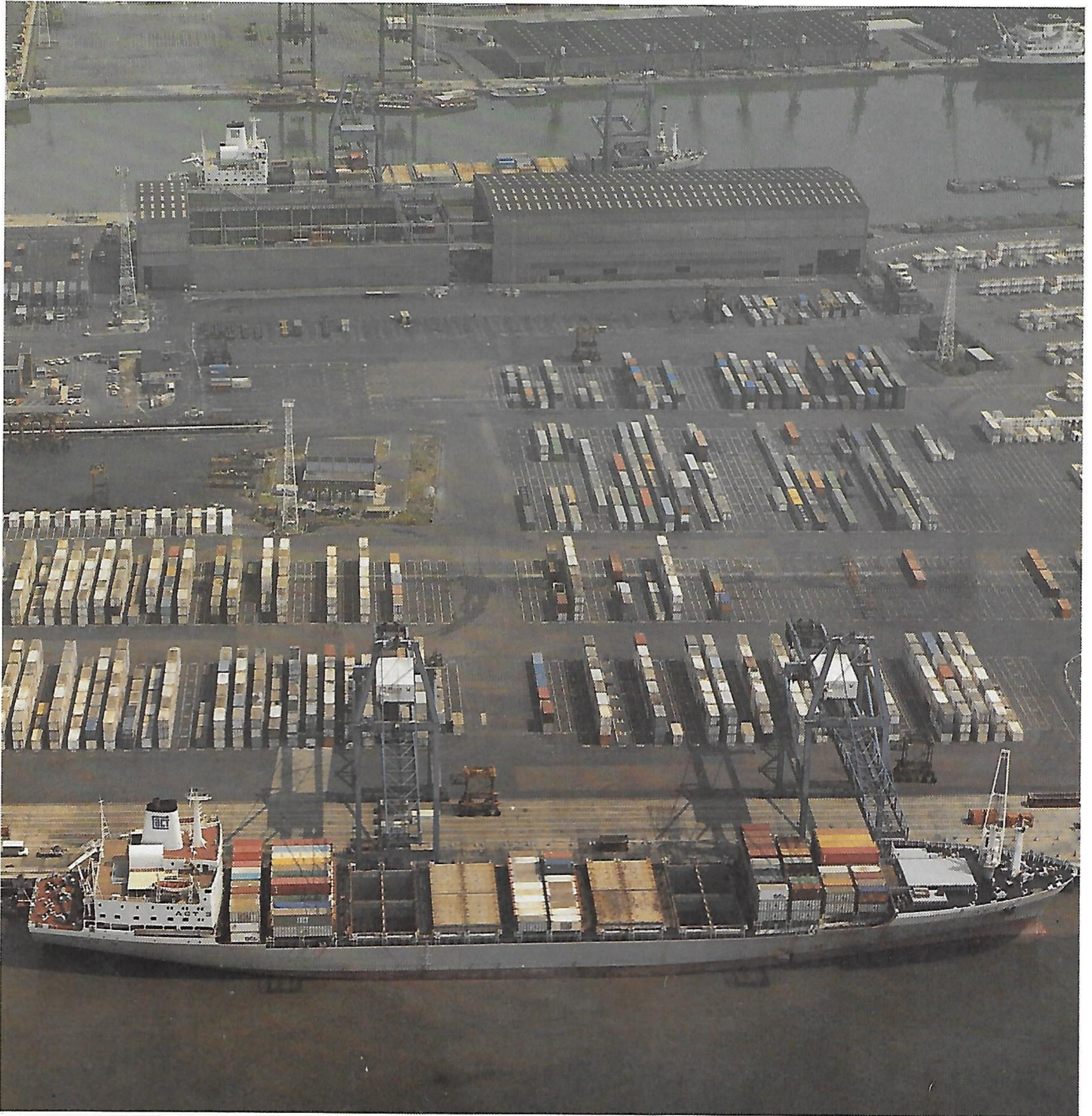


act news

AUTUMN 1982



HOPE FULFILLED! — See Page 2

THERE'S AN AWFUL LOT OF TEA IN KENYA

Almost everyone in the world drinks tea — from astronauts to aquanauts and from Chinese to Americans. Workmen strike if they can't get it, armies stop for it and housewives "live" on it.

They drink it "neat" or with mint, lemon or jasmine. Many choose to mix it with milk and sugar. Some even pour rancid yak butter into it!



Fermentation turns the leaves from bright green to a dull copper colour. At the crucial moment, fermentation is halted by passing the tea through a drying machine where hot air at a temperature of 90 degrees Centigrade (200 degrees Fahrenheit) results in the familiar black tea.

The British are the most famous tea drinkers in the world and more than a quarter of the tea they consume is imported from Kenya — enough to make nearly 20 billion cups of tea!

Tea was first planted in Kenya in the

year 1904 — shortly after the commencement of regular liner shipping services from the U.K. Its development was slow until the years immediately following the Second World War when many experienced plantation companies opened local offices after the independence of India.

Tea estates began to appear on the high fertile hillsides in the Kericho area and Nandi Hills under the management of such companies as James Finlay & Co., Geo. Williamson & Co. and Brooke Bond.

With the coming of independence for Kenya itself in 1963, the Government formed the Kenya Tea Development Authority (KTDA) to encourage local farmers to grow tea for export. Today, there are approximately 77,000 hectares of the Kenya highlands planted with tea, 40 per cent of which is operated by KTDA.



After plucking, tea is taken to the processing factory as quickly as possible, spread in troughs and warm air blown through it to dry the green leaf. Known as withering, this process reduces the moisture content. In the photograph are examples of graded black tea.



After firing, the tea passes through a fibre extractor and is graded into different leaf sizes with names like Broken Orange Pekoe and Broken Orange Pekoe Fannings.

Total production in 1981 amounted to 91,000 metric tonnes, with 77,000 metric tonnes for export. The U.K. is by far Kenya's largest customer, importing nearly 40,000 metric tonnes last year.

Tea auctions began in Nairobi in 1957 and were moved to Mombasa in 1969 in order to facilitate the auctioning of in-transit teas from neighbouring territories.

Traditionally, tea was packed and shipped to the U.K. in wooden chests, stowed directly in the vessel's hold. More recently, the tea chests have been secured to pallets in order to take advantage of mechanical handling methods both ashore and afloat.

From the middle of 1980, tea shippers were beginning to recognise the benefit of shipment in containers on a regular basis, so that when the Beacon Line — of which Harrison Line and Ellerman City Liners, both companies

in the ACT Group, are members — introduced their fully containerised service in January 1981, the trade was poised to take full advantage.

Nowadays, 20' containers are regularly loaded with 200 chests of tea stowed on ten pallets. However, handling experiments continue with un-palletised tea and large paper sacks of tea in containers.

This latter is the first major advance in tea packaging since imports of tea began over 100 years ago and is due in part to an increasing shortage and the high cost of plywood worldwide.

This development is a result of research carried out by the U.K. tea trade in co-operation with tea estate companies in the producing countries.

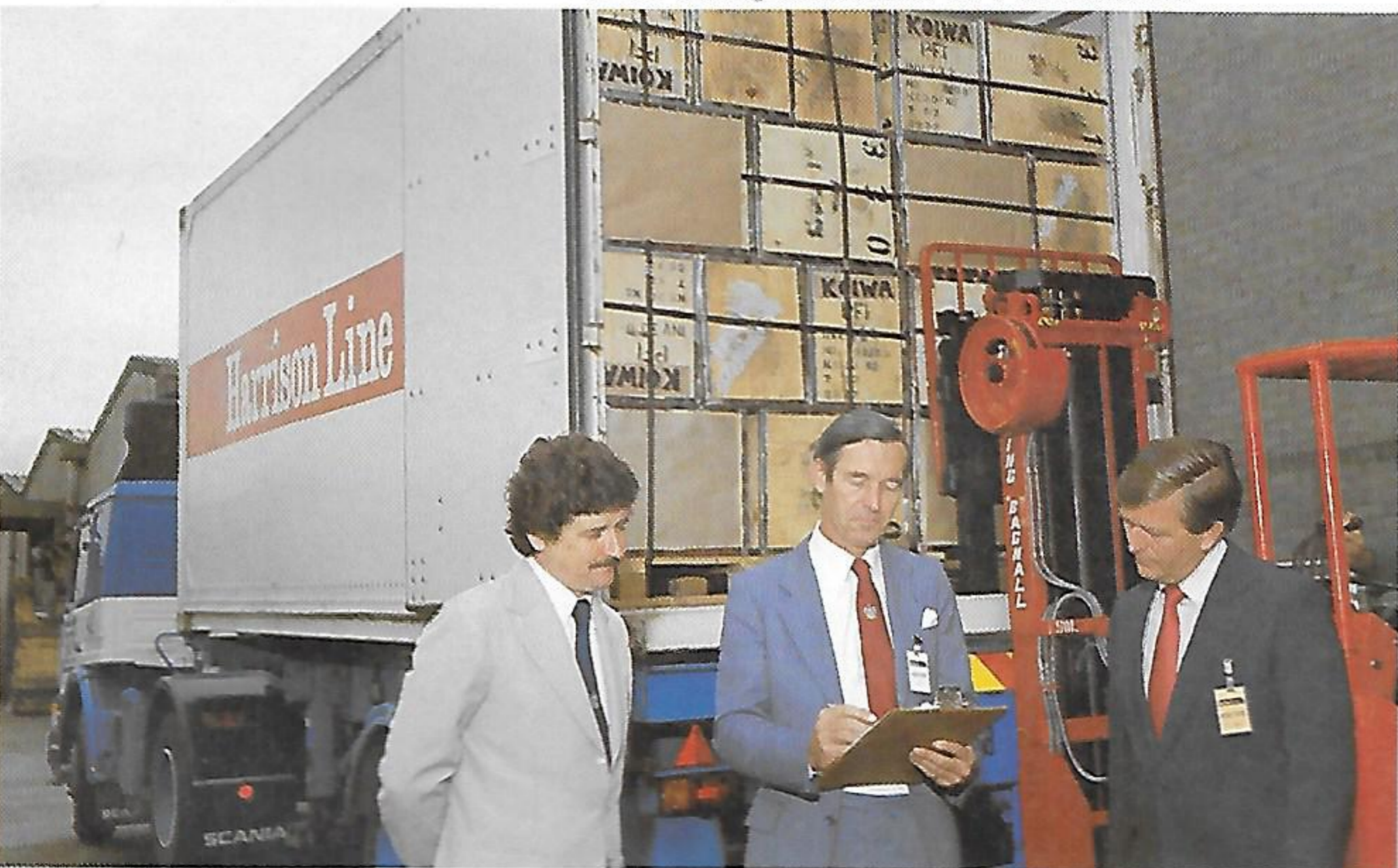
Harrisons and Ellermans are proud of their long tradition in the East African trade and of the container expertise which they have brought to it.



Tea being picked in Kenya. The tea pluckers gather only the first two leaves and a bud ("the flush") and picking continues throughout the year, approximately once a week.



Tea from Kenya in Harrison Line boxes being unloaded at Felixstowe.



Container of tea from Kenya ready for unloading at Buchanan/Butlers warehouse complex in Greenford, London. Checking the consignment documents are (left to right) Reuben Gane, Harrison Import Cargo Representative; Dan Beckwith, Harrison Marketing Manager, London; and Arthur Hill, Operations Director, Buchanan/Butlers Warehousing services.

(Photographs courtesy of Geo. Williamson & Co. and the Brooke Bond Group.)

HISTORY OF TEA

No one knows when tea was first discovered or how it came to be such a popular drink — the average Briton downs five cups a day — but it has its own folklore as well as an indelible place in the history books.

The most popular legend about its discovery is that Shen Nung, a Chinese emperor famous for his discoveries concerning the medicinal properties of plants and herbs, was boiling his drinking water one day when some leaves from an overhanging tree fell into the pot.

A tantalising aroma wafted up from the bubbling liquid. It was so enticing that Shen Nung cautiously sipped some of it. The taste was delicious, so he poured himself the first "cuppa" and pronounced it exquisitely flavoured and wonderfully refreshing.

BREWING-UP

This all happened about 2,750 years before the birth of Christ and the leaves were from a wild tree which was widespread in South West China. Soon millions of Chinese were squatting in front of their cooking pots brewing-up with leaves from those tea trees.

India is another country famous for tea and there they attribute the origin to a devout Buddhist called Bodhidharma, who was living in South West Asia. He decided to devote seven years to sleepless contemplation of his God and one day in the fifth year when he was feeling particularly drowsy — and who can blame him — he plucked a few leaves from a nearby tree and chewed on them.

Instantly, so the legend goes, he became wide awake and alert again. Indeed, he was so invigorated that he completed his seven-year vigil without difficulty. The leaves, of course, came from a wild tea plant.

FIRST

However, no matter how many contradictory legends there may be, there's no doubt about the fact that the Chinese were the first tea drinkers. Records going back to the 4th century A.D. refer to tea. By the 8th century A.D. most Chinese were drinking tea, both because they liked it as a beverage and for its medicinal value.

Over the years, the habit of drinking tea spread around the world as explorers and travellers went to China and India and then returned to their own countries with some of the leaves.

Gradually, the world's trade routes developed and more supplies were imported. The price of tea went down and by the middle of the 18th century, it had become the popular family drink.

EIGHT YEARS RUNNING

More than 150 customers and their families from the North of England and the Midlands were entertained by BLC at Tatton Park in Cheshire where, for the eighth consecutive year, BLC, with the assistance of Killick Martin, has helped sponsor the annual weekend driving event.

Once again this year, HRH The Duke of Edinburgh took part driving a team of

four bays from the Royal Stables at Windsor.

"The event provides BLC with the opportunity of entertaining customers in a relaxed outdoor atmosphere and to thank them for their business and freight support given to the BLC services to and from the Far East," said BLC Marketing Director Bill Thomson.



HRH The Duke of Edinburgh in action at Tatton Park again this year driving four bays from the Royal Stables at Windsor.



Partial view of the brightly decorated marquee in which BLC entertained customers from the North of England and the Midlands.



Relaxing between events, HRH The Prince Phillip (second from right) chats with guests in the BLC enclosure.

NEW EHCL CHAIRMAN

Sir Thomas Pilkington, Bt., has been appointed Chairman of Ellerman Harrison Container Line Limited, replacing Mr. R.A. Lloyd, who will be retiring later this year.

Sir Thomas is also Chairman of the Charente Steam-Ship Company Limited and Thos. & Jas. Harrison Limited.



SIR THOMAS PILKINGTON

EHCL OFFERS NEW RO-RO SERVICE TO CUSTOMERS

British exporters are to have the benefit of a ro-ro service from the U.K. to main ports in South Africa and Mozambique.

The service, as an extension of the South Africa Europe Container Service (SAECS) cellular service, commences with the sailing of the "Elgaren" from Tilbury on 23rd September.

EHCL, as members of SAECS, will participate in the ro-ro service, the object of which is to provide facilities for wheeled break bulk and uncontainerable cargo. Any shippers interested in this new service should contact either EHCL London or their local ACT Services office.

THE FALKLANDS

The loss of Cunard's "Atlantic Conveyor" in the Falklands emergency and the death of six of her civilian crew poignantly brought home to everyone the contribution that Britain's Merchant Navy has always played in times of crisis.

Warm tribute has been paid to the Merchant Navy by Armed Services chiefs and we also would like to acknowledge the part played by the men and women of the Merchant Navy in the Falklands emergency.

FOUR YEARS AND 600,000 CONTAINERS



Close co-operation on all levels helps keep Northfleet Hope running smoothly. In the photograph, Robert Guille (centre), Managing Director of Tilbury Container Services (TCS), discusses ship movements with Bob Lavers (left), ACT Services Terminal Manager, and Jeff Maguire, TCS Planning Manager.

With 180,000 containers moving through the terminal annually, and the fast turnround times of containerships, keeping track of the containers and making sure they are where they are needed at the time they are needed, means using sophisticated modern equipment, including computers, micro-processors and VHF communications.



In addition to up-to-date electronic equipment, skilled and experienced personnel of TCS play a major part in keeping the terminal operating efficiently. They monitor movements continually, maintain records and from the operations control room they have a clear view of the terminal and are in constant visual and radio contact with all the areas of operations.

In September 1978 when the first ACT ship called at the new Northfleet Hope Container Terminal in Tilbury a few days after the official opening of the £24 million complex, there were high hopes for its success.

Those hopes have been more than justified and four years later a total of 600,000 containers have been handled, including 135,000 refrigerated boxes, with calls being made by over 800 ships.

The 64-acre terminal has the largest multiple refrigeration unit (reefer stack) in Europe and the stacks provide slots for nearly 1,500 containers. Temperatures inside the boxes can be maintained at any level between minus 25 and plus 13 degrees Centigrade. The couplings are operated from a central control point and the delivery/return air temperatures are monitored from the main refrigeration control room.

A fleet of 17 straddle carriers and four gantry cranes working around the clock keep the containers moving day and night. The 35-tonne capacity straddle carriers are capable of lifting boxes as high as 17 feet from the ground in order to permit stacking three high and they are also able to make adjusting movements to link containers to the reefer stacks without the carrier itself having to move.

Our Cover

Two ACT ships, "ACT 3" and "ACT 5", called at Northfleet Hope, Tilbury Docks, at the same time, but that presented no problems as one vessel was worked at the riverside quay and the other dockside. Two giant gantry cranes were put to work on each ship and the 17 straddle carriers and other equipment ensured the containerships were unloaded, loaded and quickly on their way again.

LATER

The precision and efficiency of the operation is evidenced by the figures: in the first 12 months of operation the terminal handled 150 ships, while in 1981 240 vessels were turned round. In the first three years of operation annual throughput of TEUs has grown by more than 40,000 to over 180,000.

Responsibility for the operation of the terminal — owned jointly by ACT(A), OCL and the Port of London Authority (PLA) — lies with Tilbury Container Services (TCS), whose management team is headed by Robert Guille. He brings a wealth of experience to the task, having been Deputy General Manager of Solent Container Services in Southampton from 1970 to 1976 and having had nearly 35 years' experience in the maritime profession.

PERMANENT

Industrial Relations are generally excellent, according to Mr. Guille, and the terminal uses a permanent workforce — TCS staff plus registered dockworkers and their foremen, who are allocated on a permanent basis from PLA.

The only major dispute in the four years of operation was earlier this year when the entire port was closed for 15 days and this affected Northfleet Hope for about ten days.

In addition to moving the containers by road transport, some of the boxes are handled by the national Freightliner network via Tilbury Docks' own rail container terminal.

Northfleet Hope also handles the Joint Container Service to the Gulf, in which Ellerman City Liners is one of the partners, and the Cobra Service to India, Pakistan and Sri Lanka, in which Ellerman is also a partner and which started using Northfleet Hope as their U.K. terminal last year.

DEEP WATER

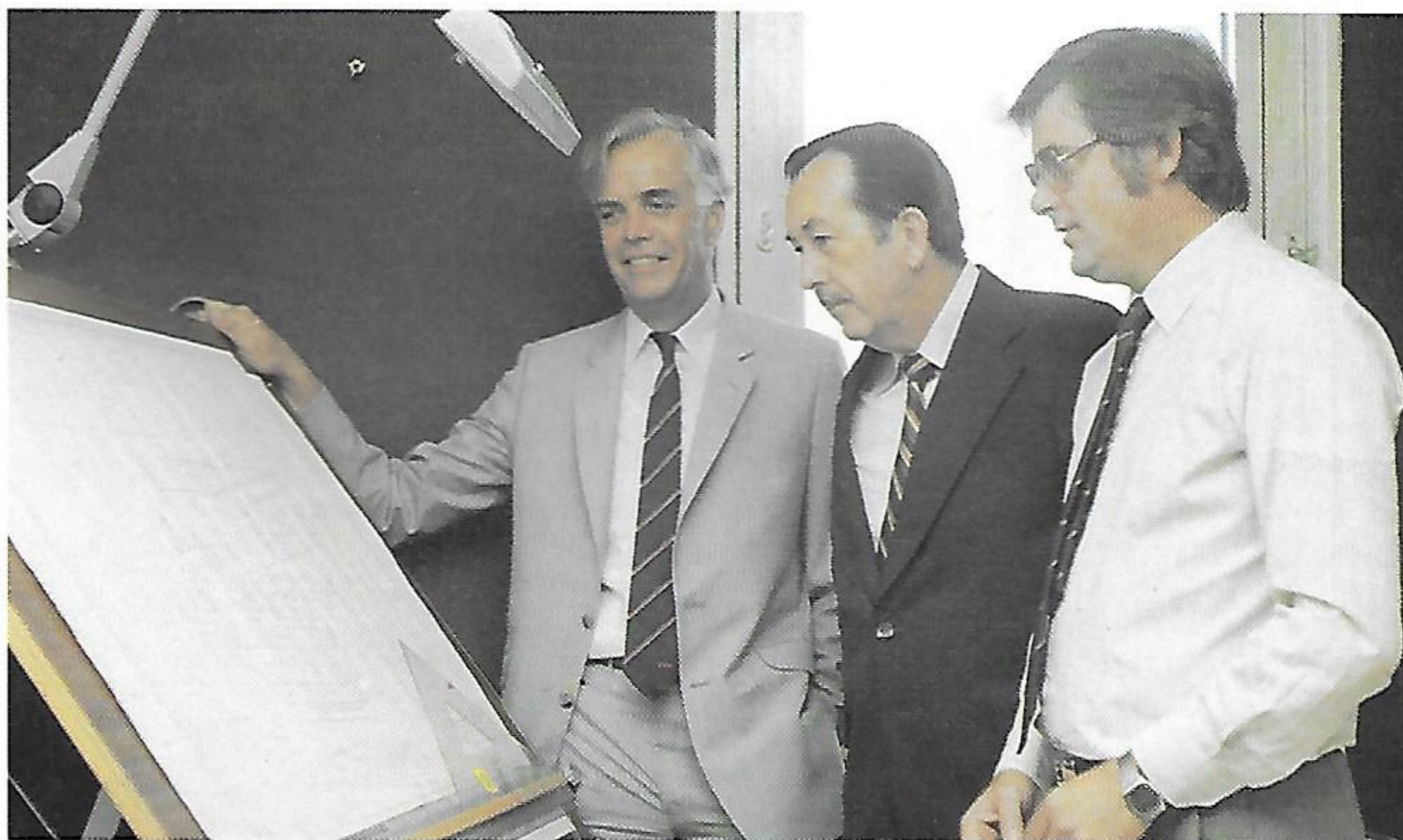
Construction of the Northfleet Hope site included the reclamation of 25 acres from the River Thames and the creation of a new 1,000-foot-long deep water quay. About 850,000 cubic metres of sand and gravel were taken from the river bed by bucket dredger and loaded into barges. This material was dumped ashore where draglines and bulldozers were used to build up the site.

The complex includes a large repair shop which is capable of taking the huge fixed-frame straddle carriers as well as other equipment.

If Northfleet Hope had not been built, it is doubtful whether Tilbury would have been able to handle the growing container trade and this is especially true of the increased refrigerated traffic carried by the new larger third generation container ships such as "ACT 7" and "Australian Venture".



Partial view of Northfleet Hope looking towards the riverside berth.



Forward planning is essential to provide for the future needs of TCS. In the photograph, visitors from ACT(A)/ANL's Australian operation, Mike Mahoney (left), Manager for Victoria, and Paul Miller (centre), Engineering and Technical Services Manager, both of Terminal Properties of Australia (TPA), talk with Derek McBride, TCS Operations Manager, and look over new plans.



A corner of TCS's repair shop which is capable of servicing and repairing the huge straddle carriers.



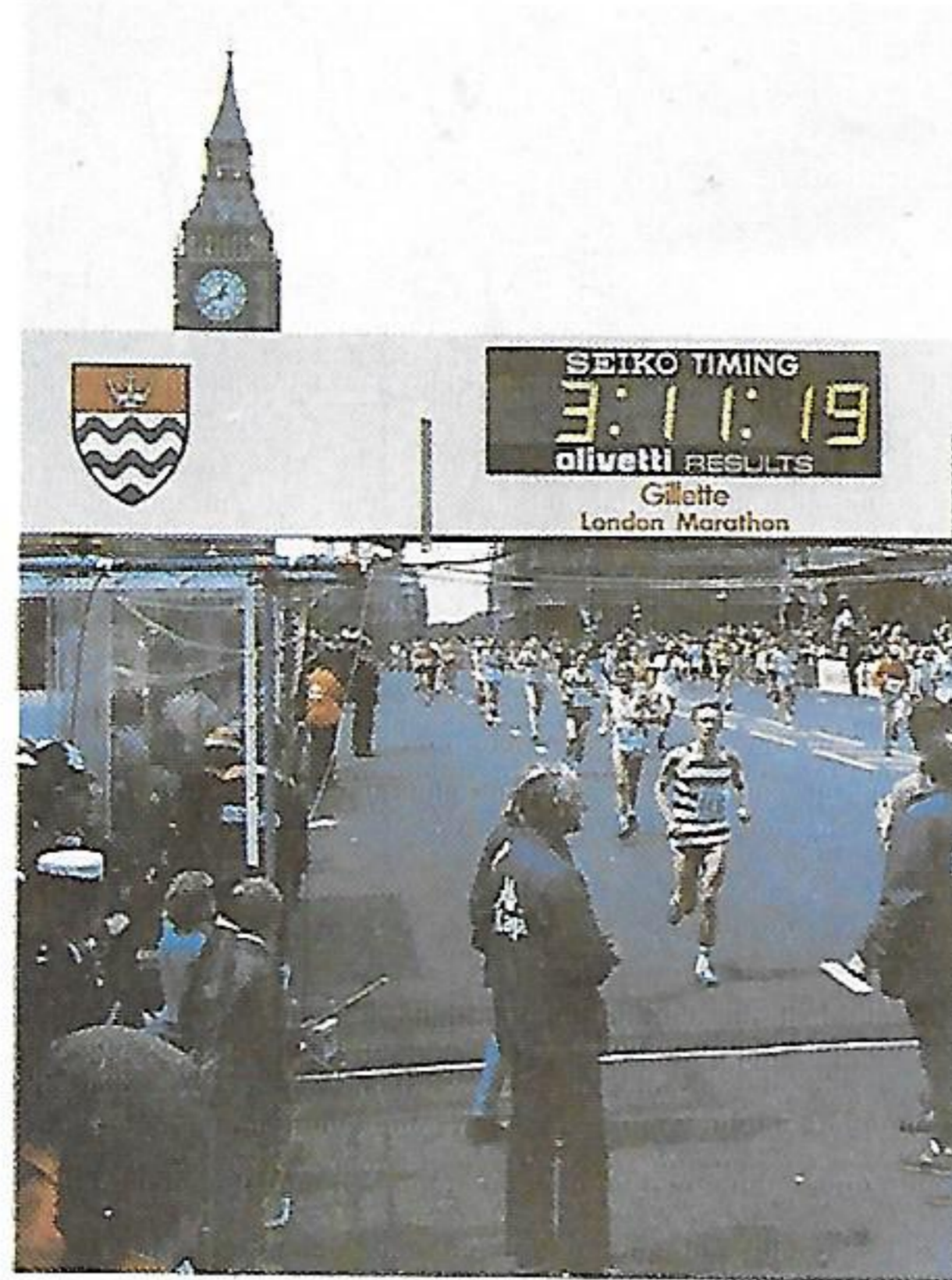
ACT Services's Assistant Terminal Manager, Len Wright, makes a visual check of the reefer stack.

C.A.M.E.L.'S MARATHON MAN

It takes considerable stamina and determination to be an accountant these days... at least in some cases.

Graham Pribul, C.A.M.E.L.'s Financial Controller, based at their Hammersmith (London) offices, took part for the second consecutive year in the gruelling Gillette London Marathon and improved his performance by 15 minutes over last year. He finished 3,024th out of the 16,000 who participated, clocking up a time of three hours and ten minutes.

"But like everyone at C.A.M.E.L., Graham is striving for even better performance," said C.A.M.E.L. General Manager Captain Alasdair MacVean, "and he is already training for the 1983 Marathon, when he hopes to break the three hour mark."



HARRISONS AND THE SUEZ CANAL

Following our article on the Suez Canal ("Ships that Sail in the Desert") in the last issue of "ACT News", we have heard from Mr. Mark Graham, who retired last year as a Director of ACT Limited, Chairman of EHCL and a Director of T. & J. Harrison and, incidentally, a former Editor of "Harrison Line Newsletter".

Mr. Graham points out that James Harrison, one of the founders of T. & J. Harrison, was a personal friend of Ferdinand de Lesseps and did much to help him raise funds in the U.K. Contrary to the belief of many of their fellow shipowners, the Harrison brothers had already become convinced that the Suez Canal route was to play a vital role in the expansion of their business with India and the Far East.

For nearly 50 years, starting in 1905 when John William Hughes of Harrisons became a Director, a Harrison Line Partner or Director served as a Director of the Suez Canal Company. Sir Thomas Harrison Hughes, Bt., became a Vice-President of the Suez Canal Company and during the Second World War, acted on behalf of the company as sole British Administrator responsible to the war-time government.

A Harrison ship, the "Fire Queen", participated in the second convoy to transit the canal after its opening, closely followed in the next few weeks by the "Cordova", "Alice", "Statesman", "Chrysolite", "Olinda" and "Historian".

THE ACT SERVICES TEAM

Following recent appointments at ACT Services, the Regional and Terminal management teams are listed below for your information:

Antwerp

Continental Manager — David Parsons

Barking

Regional Manager — Norman Cooper
Deputy Regional Manager — Dennis Slade

Basildon

Regional Manager — Guy Ashby
Deputy Regional Manager — John Wilson

Birmingham

Regional Manager — John Hodgson
Deputy Regional Manager — David Clark

Felixstowe

Manager — Keith Tyler

Glasgow

Regional Manager — Norman Niblock

Grays

Depot Manager — Roy Roberts

Leeds

Regional Manager — Ken Thompson
Deputy Regional Manager — Ian Keyl

Liverpool

Regional Manager — Ray French
Deputy Regional Manager — Jim Henry

Manchester

Manager — Ted Clayton

Seaforth

Terminal Manager — Malcolm Green

Southampton Terminal

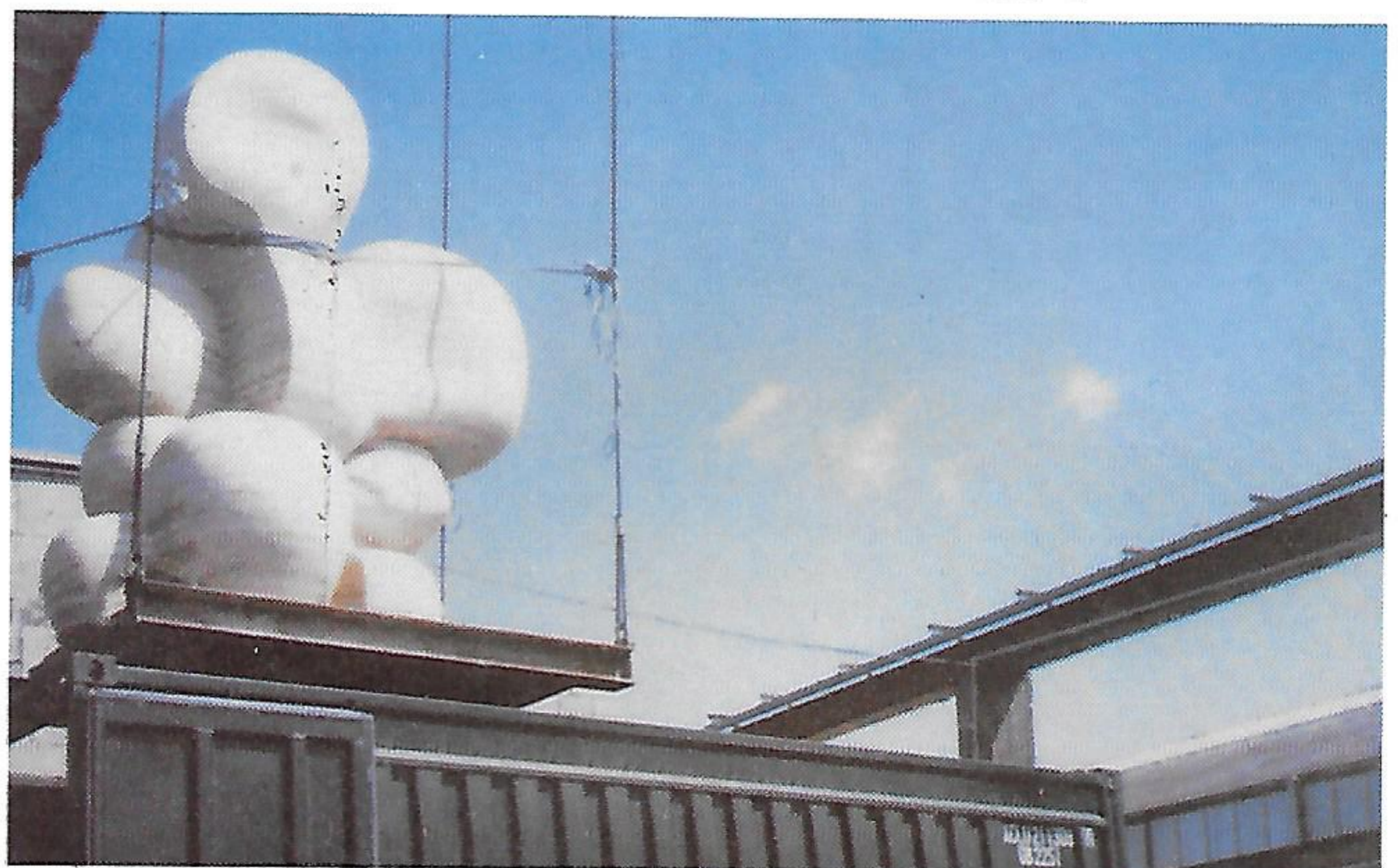
South-West Regional Manager — Eric Russell

Deputy South-West Regional Manager — Peter Onslow-Free

Tilbury

Terminal Manager — Bob Lavers
Deputy Terminal Manager — Len Wright

SECURING THE FAMILY



An unusual sculpture in Italian marble entitled "Security of the Family" by Bruges Sculptor Pol Spilliaert was ordered by the Mayor of Jeddah. The valuable work of art was securely packed in a 20-foot container, supervised by C.A.M.E.L.'s Assistant Operations Manager, Stuart Sutherland, when it was loaded in Bruges, Belgium. It was then shipped from Rotterdam on C.A.M.E.L.'s "Hodeidah Crown" and arrived in perfect condition at Jeddah.

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AUSTRALIA HERE WE COME!

This strikingly decorated double-decker bus — official transport of the England Team at the Commonwealth Games in Brisbane which begin 30th September — is shown shortly before loading on board ACT(A)'s container-ship "ACT 3" at Royal Seaforth Container Terminal, Port of Liverpool.

Giving the "all systems go" sign are Kathryn Pilling of Burnage, Manchester, who will be running in the 1500 metres event for England, and Dennis Brookfield, ACT(A) Sales Representative.

Donated by Robinsons Barley Water, the decoration for the bus was created by 12-year-old Caroline Dingsdale of Manchester, who won a nationwide competition among children 6 to 12 years of age for the best design for the vehicle.

NEW ACT(A) MARINE MANAGER

Captain A.C. (Tony) Springs has been appointed Marine Manager of ACT(A). Previously, Capt. Springs was Operations Manager of C.A.M.E.L.

He joined Brocklebank in 1944 as a cadet during World War II. He was promoted to Master in 1964 and came ashore the following year. His subsequent assignments included heading up the Work Study Department, serving as Assistant Marine Superintendent, Training Officer and Superintendent of the Deck Department.

He was Operations Manager for the conventional service for five years before joining C.A.M.E.L., for whom he served on a three year tour of duty in the Middle East.

Tony Springs' late father was a director of Cunard Line and served with them for 47 years.



CAPT. A.C. SPRINGS



CULLEN APPOINTED MANAGING DIRECTOR OF ACTA PTY LTD.

Mr. Christopher Cullen has been appointed Managing Director of ACTA Pty Limited succeeding Mr. Harley O'Regan who has retired.

Mr. Cullen, who was previously General Manager of the company, has been associated with ACTA since 1963, first as a consultant for four years and then becoming Development Manager of the embryo Trans-Ocean Containers which later became ACTA Pty Limited.

He was responsible for setting up the operations and structure of the Australian end of the joint ACTA/ANL service which commenced with the sailing of "ACT 1" in 1969. He was appointed Assistant General Manager later that year and transferred to New Zealand in 1970 as General Manager.

DEVELOPMENT

In 1971 Chris Cullen was appointed to ACT(A) in the U.K. as General Manager responsible for the development of the ACTA/ANL independent service. He returned to Australia in 1973 as General Manager and Director of ACTA and a Director of Terminal Properties Australia which operates Freightbases, Trans-Ocean Terminals and Actrans.

He is also the New South Wales Agent for Lloyds of London, Vice-Chairman of the Australia to Europe Shipping Conference, Deputy President

of the Sydney Chamber of Commerce and Chairman of the Shipping Panel of the Employers' Federation. He is Honorary Treasurer of the Children's Medical Research Foundation of N.S.W. and a Board Member of the Royal Alexandra Hospital for Children in Sydney.

Chris Cullen is married and has four children. In his leisure time he plays tennis, bridge and, in the winter, likes to ski.



CHRISTOPHER CULLEN

226 YEARS AT THE SERVICE OF M

As 1982 is Maritime England Year, it seems appropriate that we turn the spotlight on the oldest marine charity in the world, The Marine Society. It is taking an active part in helping celebrate throughout the year.

The Marine Society was founded 226 years ago and has been at the service of Merchant Seafarers ever since.

It has helped many go to sea, educated many of those at sea and supports many maritime organisations with manpower and financial assistance. It commissioned the first pre-sea training ship in the world in

fishermen, lightkeepers as well as those wives at sea with their husbands.

In addition to its other activities, the Society offers advice and information on a wide variety of subjects of interest to seafarers, including hobbies, the education of children and the requirements of professional organisations.

for ratings wishing to obtain Department of Trade (DoT) Certificates.

Perhaps one of the most "visible" services offered by the Marine Society is that of supplying libraries to ships and rigs at the request of shipowners or rig-operators of any flag. Each library is changed approximately three times a year and other kinds of books, such as nautical textbooks, paperbacks, etc. can also be arranged.

A documentary and educational film library service is available to British ships at the request of shipping companies and this service is also extended to other establishments and organisations, such as schools and colleges within the U.K.

The Society publishes a quarterly magazine, "The Seafarer", which includes original articles and stories by seafarers, provides up-to-date information on items for sale, reviews nautical



Preparing a new shipment of books for one of the 1300 ships, oil rigs and lighthouse tenders serviced by The Marine Society are (left to right) Joan Barker, June Annan, Muriel Rossiter and James Todd of the Society's library staff.

1786 and has been adding more and better services over the years.

Today, The Marine Society incorporates the College of the Sea, Ship Adoption, Seafarers Libraries (formerly Seafarers Education Service) and the London School of Nautical Cookery. It aims to help British seafarers,

The Society assists young people to go to sea by means of loans for uniforms or fees and, in cases of financial hardships, by outright grants. It also provides free advice on careers at sea. Through the College of the Sea it administers a scholarship scheme as well as the John Slater Award scheme



The Ship Adoption Scheme is under the supervision of Mrs. Marion Hope. In the photograph she talks with Chief Officer Tim Culpin of Swire Pacific Offshore who has adopted the London Nautical School, in the Society's historic boardroom. The painting at right was done by Gainsborough and is of John Thornton, Treasurer of the Society from 1756 to 1783.



Budget considerations play an important part in any organisation and The Marine Society is no exception. Discussing expenditures are Dr. Ronald Hope (centre), Director of the Society; Cmdr. Richard Frampton, Secretary; and Ann Richards of the Finance Section.

books as well as fiction and general books bought for Seafarers Libraries and includes other items of general information to seafarers.

Hobby kits are supplied in units of ten at ten per cent discount for re-sale on shipboard. A stock of over 100 kits — for model-making, painting, etc. — is maintained.

Every British foreign going ship of 1,000 tonnes and upwards gross tonnage going to sea from any port in the British Isles or on the Continent of

MERCHANT SEAFARERS

Europe between the Elbe River and Brest is required by the Merchant Shipping Act of 1906 to carry a duly certified cook. The London School of Nautical Cookery — established in 1893, aided by the Inner London Education Authority and approved by the Department of Trade — offers courses leading to the provision of a DoT Certificate of Competency as ship's cook.

Founded by the Sailors' Home in 1893 to train ship's cooks, over the past 89 years some 15,000 have taken courses at the London School of Nautical Cookery.

The Marine Society, founded 25th June 1756 by Jonas Hanway, John Thornton and others and incorporated by Act of Parliament in 1772, is always looking for ways to lend support to this grand tradition and trying to play its part in offering back-up and assistance.

Located in its headquarters in Lambeth in London, it reaches out to the far corners of the world wherever Seafarers are voyaging. Looking back over its long history, it can be proud of having helped over 130,000 boys and men go to sea and, under the Hickes Trust, at least 400 girls have been assisted as well.

Currently over 1300 ships, oil rigs and lighthouse tenders are serviced with libraries and over 300,000 books circulate annually. Well over 2,500,000 seafarers have benefited from this service.

The College of the Sea, founded in 1938 to provide further education for seafarers with the assistance of voluntary and part-time tutors, has answered nearly 80,000 written enquiries and enrolled over 17,000 students. At present there are over 750 students and more than 200 tutors.

The Incorporated Thames Nautical Training College was founded in 1861 and commissioned HMS Worcester to train officers for the Royal and Merchant Navies. The ship was closed down in 1968 after having trained over 26,000 officers and the Merchant Navy College was built by the Inner London Education Authority on the land at Greenhithe owned by the College. The land, together with other assets, was transferred to the Seafarers Education Service and the Marine Society is carrying on the tradition of education.

In the old days, Ship Adoption used to arrange for a school to adopt a ship. Today, seafarers go on leave too regularly for that to work and a seafarer adopts a school and that school becomes his personal link.

He will write a letter to the adopted school telling them about himself, his job at sea, the ship and the trade in which he is engaged. Then letters come from the school asking all sorts of questions and the seafarer answers and reports on his latest movements.

From time to time he will visit the school when he is on leave (it is usually located near his home) and perhaps talk about his work and travels, show photographs or slides and meet his many young friends who have written to him.

The Society has been and is involved in many charitable ventures.

Among organisations to have received assistance from the Society are: The Missions to Seamen, The Nautical Institute, Outward Bound Sea School-Aberdovey, Youth Challenge Afloat, Venturers Search and Rescue, The Sea Cadet Association, Outward Bound Moray Sea School, the training ship T.S. Foudroyant, Annual National Service



The Marine Society's headquarters are located in the Lambeth area of London.

for Seafarers and Sail Training Association.

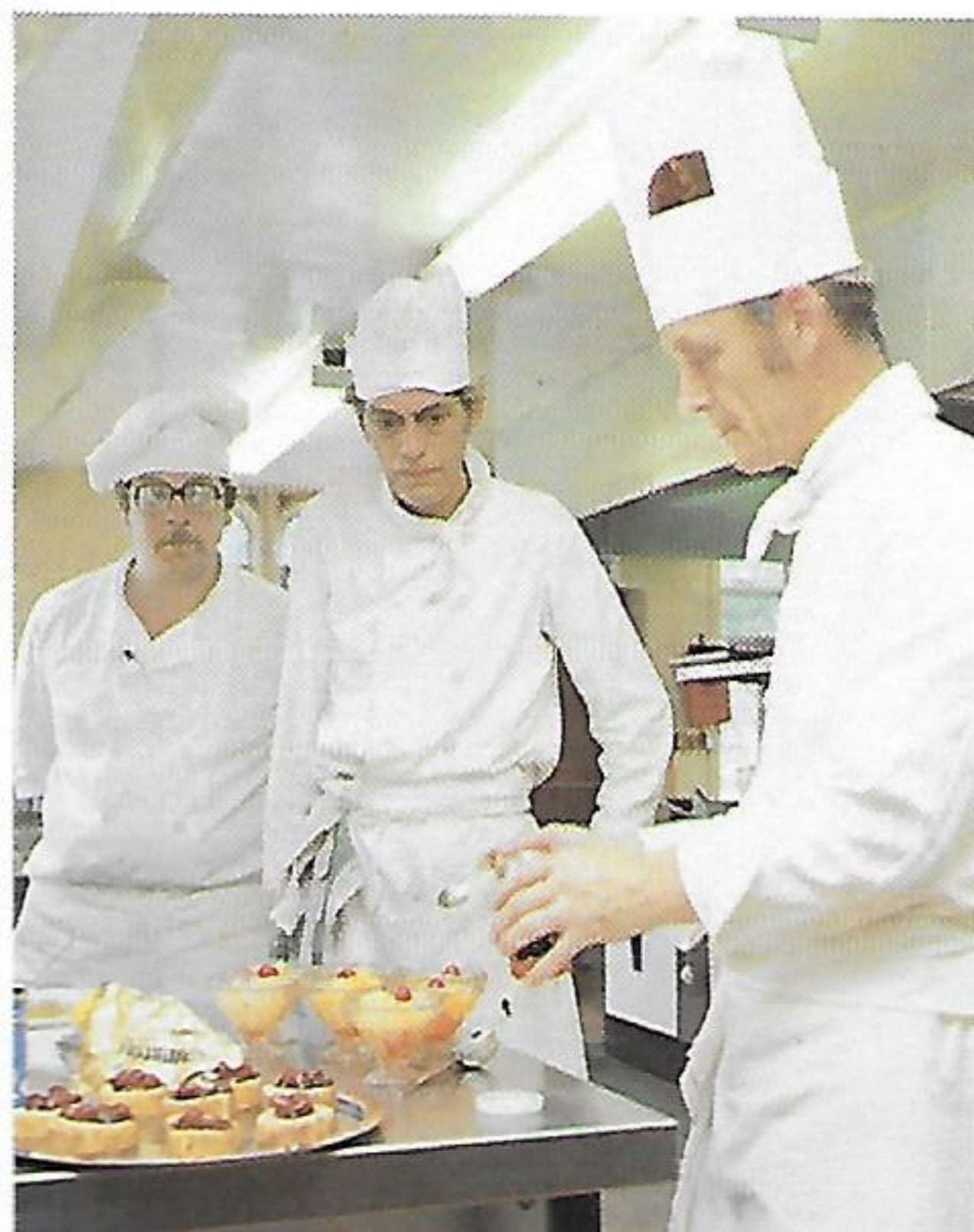
The Society employs an artist and a marine biologist at sea and this year one of their exhibitions consists of 100 paintings by three of the artists they have employed at sea.

They also sent a couple of musicians to sea for a short period and one of them — a composer with a splendidly nautical name of John Hawkins — composed a Sea Symphony at the Society's request. This is being given its first performance at the Guildhall, Portsmouth on Wednesday 8th December. The Bournemouth Symphony Orchestra conducted by Uri Segal will record it for the BBC and on 10th December it will be performed in Exeter.

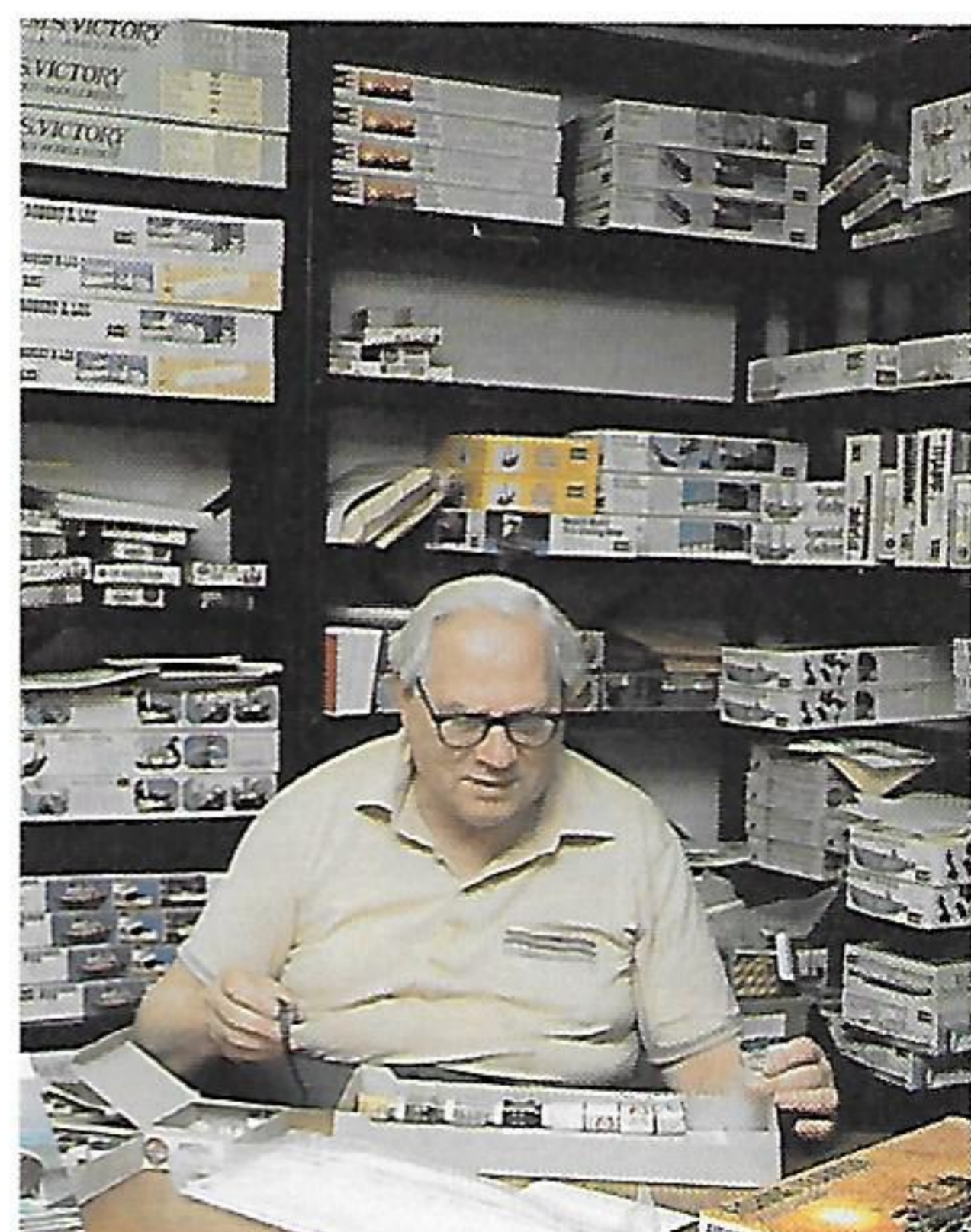
Under the Patronage of HM The Queen, The Marine Society carries on its good work. In this Maritime England Year it is doing even more and arranging visits to ships, organising painting, photographic and handicraft competitions and exhibitions. It is making sure it is still serving seafarers as well as it has done over the past two and a quarter centuries.



Servicing one of the projectors provided for showing documentary and educational films is George Hull, in charge of the Society's Film Library.



Preparing dessert is Robert Duff (right), Principal of The London School of Nautical Cookery, watched by Tony Turton (centre) and John Gill.



Over 100 different kits for model-making, painting etc. are kept in stock for distribution. Kenneth Wheatland prepares an order for despatch.

HOOKED ON PORK LUNCHEON MEAT

In the years immediately following the Second World War, the Americans introduced the Okinawans to Pork Luncheon Meat and it quickly became a great favourite with the local population.

Regular imports of the product began and it was at this early stage that Danish canned meat exporters succeeded in entering this market. It has grown steadily and today the annual Danish export of canned meat to Okinawa — with a population of only some one million people — amounts to approximately 5,000 tonnes, of which Danish meat packers, Tulip, hold the main share.

Most of this export is Pork Luncheon Meat, canned in consumer sizes of 200 and 340 grammes.

Tulip of Vejle, Denmark, is the largest producer and exporter of canned meat products in Europe, with a total export



Pictured here are some of the many canned meat products exported by Tulip of Vejle, Denmark, Europe's largest producers and exporters of canned meat products, which they ship all over the world. Their Pork Luncheon Meat is in great demand in Okinawa, where Tulip has the major share of Okinawa's annual requirement of 5,000 tonnes.

volume of about 80,000 metric tonnes shipped to some 150 destinations in Europe and overseas. The company has an annual turnover of US\$400 million.

Great importance is attached to security and precision by the company and for a number of years BLC has been shipping Tulip canned meat products to Okinawa to the entire satisfaction of all parties concerned.

The recent shipment pictured on this page went from Hamburg to Naha in "Benalder", one of BLC's giant third generation containerships with a capacity of more than 2,000 TEU's.



BLC container arrives at Tulip's premises and loading begins.



Boxes are carefully and snugly packed into the container.



Tulip Pork Luncheon Meat ready for shipment at Hamburg.



The container is taken aboard and positioned below deck.

100 GIRLS AND A BEN BOX



Even the packing of a BLC container comes to a halt when the female workers of the Jindo Textile Factory in Seoul, Korea leave their sewing machines to exercise during their lunch break. We are advised that this "Aerobic Dancing" clears the mind and refreshes the body. We're not sure what it means, but it looks very nice.

... AS OTHERS SEE US

Ellerman & Bucknall (Pty) Limited, EHCL's representatives in South Africa, arranged for two journalists to make coastal voyages on EHCL's "City of Durban". Here are their impressions.

Glimpses of a City

By Vivienne Segal
Editor, Tradelink Magazine

As a journalist who has written about shipping and freight for several years but, being based in land-locked Johannesburg has seldom seen a cellular vessel — let alone boarded one — the chance of a trip around the coast is not to be missed.

I was lucky enough to have such an opportunity recently, when I was a guest on EHCL's "City of Durban".

What struck me most forcibly as we boarded the ship in Durban one bright morning, was her sheer size: 260 metres in length — the height of an 80-storey office block. The bridge towers six storeys up and standing on the uppermost container of a fully-loaded vessel puts ten containers under your feet. The drop from the deck to the bottom of the hold is 20 metres.

SPEED

The next morning we're on the bridge for the 0800 sailing as, under the guidance of the skipper, Captain Ray Jones, and the pilot, the "City of Durban" puts out to sea. The great hull edges out of the harbour, swings about, sets course and builds up speed to a steady 19.5 knots.

The "City of Durban" is a microcosm of a small town. Everything needed for the survival — indeed for the comfort — of the 40-odd officers and crew for weeks at sea is moulded into this tightly-designed and efficient unit.

The "City of Durban" must be one of the best appointed ships afloat. Officers enjoy bed-sitting rooms; crew members occupy a smaller version. All rooms have private bathrooms.

CREW

Other facilities include pubs (three, no less!) operated by the officers and crew themselves, table tennis, a swimming pool and film shows.

The catering side is mind-boggling. The officers and crew go through one tonne of meat in a six-week round voyage, one tonne of potatoes, 3,000 eggs and 900 litres of milk, not to mention 3,000 litres of draught beer.

The third day is spent on shore at Port Elizabeth watching the land-side container operation. The fourth day — at sea again — and it's time for a tour of the engine room. Decked out in a disposable boiler-suit, I clamber across the engine room decks alongside the

Chief Engineer, Bartholomew Donovan. Again, the sheer enormity of it...

The vessel is powered by two 26,000HP main engines and six auxiliary diesel electric engines which generate nine megawatts of electric power — enough to meet the energy requirements of a small town. There's also a back-up generating system (as yet it has not been used) should the main system fail. Other safeguards include more than 2,000 alarm systems and control panels covering 40 metres of wall area.

For a landlubber, it was an unusual and exciting experience. And at least I now understand something of how a small "City" works.

boxes, I had thought in the holds; then I gasped when I was told the figure was 2,500 containers! Suddenly... a landlubber had got some salt into his reasoning and had found out what the container age really meant.

We got under way from Durban with about half-cargo but from my "castle in the air" the owner gradually saw the build-up in precision-handling of millions of Rands of goods slotted into hold and deck with as much ease as a child's Lego set.

Three-day wonder I might have been, but this was the domain of the man next door to my stateroom — the Master, Captain John Hodgson, a sea terrier of



EHCL's giant containership "City of Durban".

Gracious Lady of the Sea

By Frank Jeans
Trade Editor, "The Star"

It's a movable feast. Hemingway's evaluation of Paris is apt when one talks about Ellerman's participation in the South Africa Europe Container Service.

For three days I was "owner" of the massive floating warehouse of world commodities, the "City of Durban", the group's sleek-lined container flagship from the Bremen yards, during its run from Durban to Cape Town, via Port Elizabeth.

She was all that I expected her to be — a gracious lady of the sea decked out in the most "mod" fashions of the shipwright and electronically superb from bridge to bulkhead.

But my mind boggled when I learned about her carrying capacity. Fifty or so

a man with all the qualities of big ship command. With almost a bus-route timetable, Captain Hodgson, First Officer Gordon Laird and their men were never a minute late at port of call, where the gantry cranes were waiting with their wealth of boxes.

Clockwork precision demands the best of men and it has taken out of a seaman's life a cherished part — the going ashore. The container run to be successful in times of high-cost operations has no room for slow turnarounds.

But there are compensations which Ellerman Harrison has never lost sight of — the three-month on and three-month off cycle, and the pay's good.

The seaman's lot on the "City of Durban" in the long run is a good one and when I eventually found my sealegs (often difficult after a night in the ward-room!), I knew I was in the best of hands, not to mention those, 2,500 containers.

Bless 'em all!