

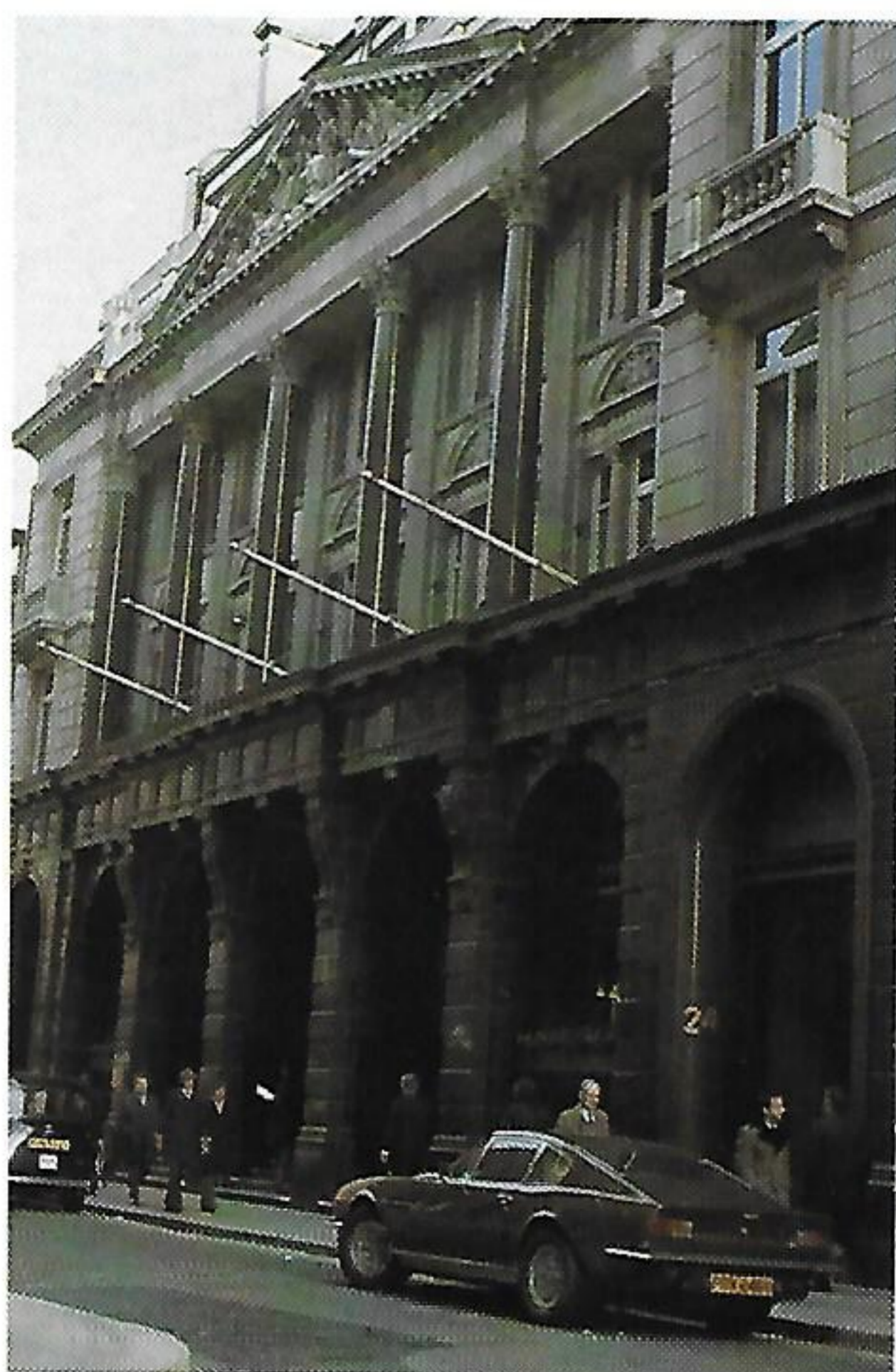
act news

SPRING 1983



FAR FROM THE BALTIC SEA — page 2

'OUR WORD, OUR BOND'



Exterior view of The Baltic Exchange in St. Mary Axe where it has been housed since 1903.

The Baltic Exchange — known throughout the world as “The Baltic” — is not to be found anywhere near the Baltic Sea but in the City of London along with other world-famous shipping citadels.

Its origins go back some 300 years as a 17th Century City of London coffee house, the Virginia and Maryland, where ships' captains and merchants bargained with each other daily for shipments of cargo. Because much of the merchandise dealt with in those days came from the American colonies or countries on the Baltic seaboard, the name was later changed to the Virginia and Baltic Coffee House.

Since 1903, the Exchange has been housed in one of the City's most prestigious buildings in St. Mary Axe near such venerable shipping institutions as Lloyd's of London, and next door to the

General Council of British Shipping.

The “Floor”, with its marbled columns and elegant stained glass windows, is open for business every working day and brokers representing ship-owners and charterers from around the globe meet and negotiate most of the world's bulk cargo chartering.

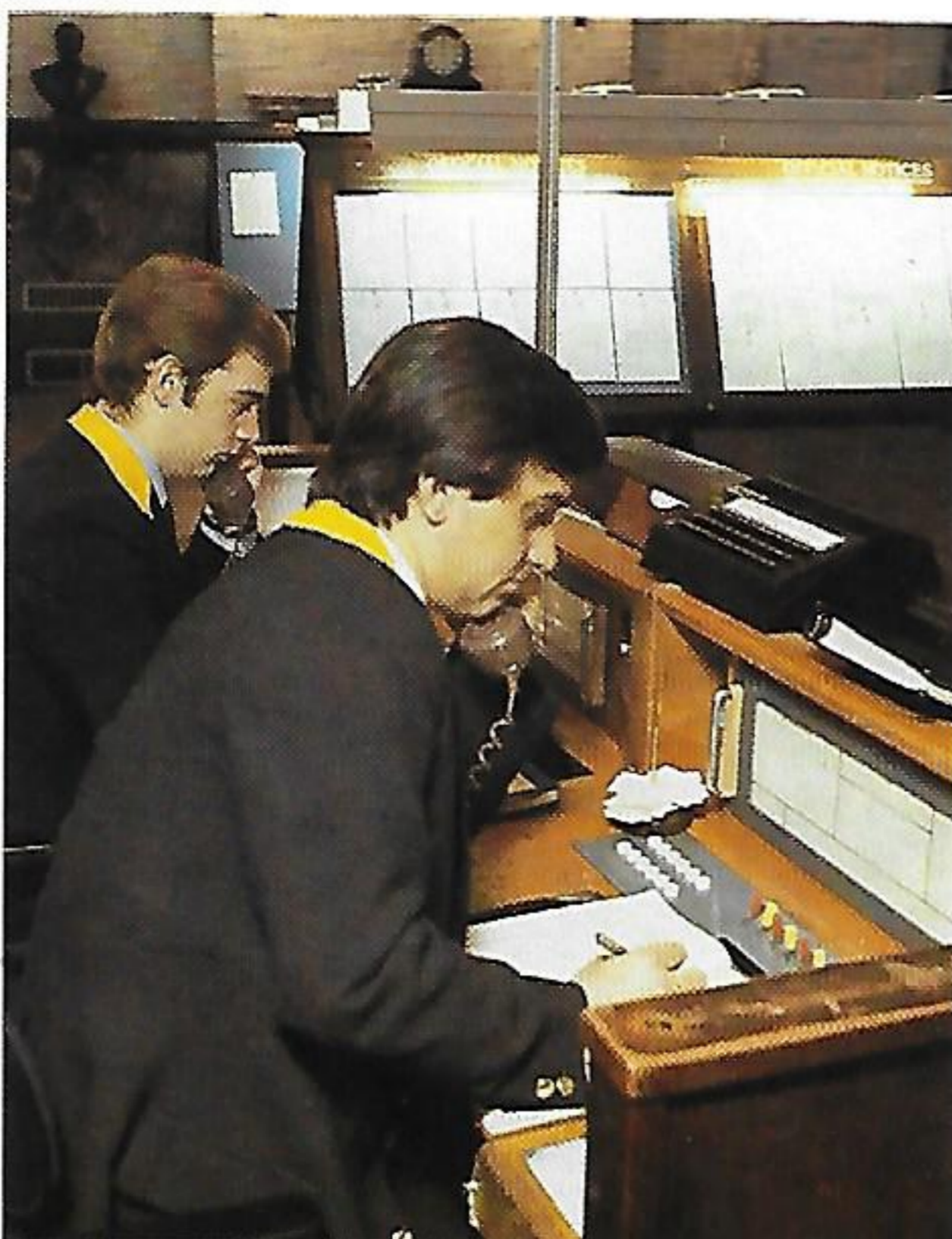
The Baltic has the distinction of being the only international shipping exchange in the world and some 2,500 men and women represent 700 companies under a wide variety of international ownership, all U.K. registered, and being members of the exchange are entitled to use the Floor.

These members represent the owners of ships and the users of ships worldwide and some do both. The Baltic has its own communications systems and its own telephone exchange and in a matter of minutes

Discussing bulk chartering on the Floor of the Exchange are (left to right) Mr. Michael Cartwright, Director of ACT(A) responsible for chartering; Mr. Andrew Hayley-Bell, Associate Director of William Shyvers Shipping, Chartering Agents specialising in bulk Australian mineral shipments; and Mr. Robert Ross, Director of H.E. Moss & Company Limited, ACT's Broker for chartering activities.



The ringing of the bell at 4.30 p.m. by Mr. Leslie Goillau, Superintendent of the Floor of the Exchange, signals the official closing of business for the day.



The Baltic has its own modern telephone exchange which links members with their offices and in minutes they can contact any part of the world.



Members are paged by a “waiter” from the rostrum on the Floor and they can be reached in every part of the building by loudspeaker or paging devices.

members can be linked to any part of the world.

It is considered an honour to be admitted as a member and the exchange zealously guards its traditions. Prospective members from member companies spend a year as probationers, and high standards of dress and appearance are demanded of members. The perhaps somewhat sombre business dress has been lightened with splashes of colour since women were first admitted to the Exchange in 1974, although there are barely half a hundred lady members out of the approximately 2,500 total membership.

At the Baltic, members do business against the background of integrity and the unbreakable code of the Exchange: "Our Word Our Bond". When a broker has obtained what he considers to be the best price and terms available, the agreement will be made with the words, "it's a fixture", and while the written contract may not have been



London Potato Futures Market located on the Floor of the Exchange where it has been operating since mid-1980. The London Grain Futures market is situated a few yards away.



A corner of the Exchange's library where members can read the daily newspapers, look up information in one of the hundreds of reference books or just relax quietly and collect their thoughts.



The Exchange's Coffee Room is reminiscent of the early days of The Baltic when business was transacted at a London Coffee House, the Virginia and Maryland (later the Virginia and Baltic). Many contracts are made around the tables of the Coffee Room situated on the Lower Ground Floor of the building.

drawn up at this stage, neither party to the agreement can withdraw or alter the deal.

To break this strict code of honour could mean instant expulsion, but this penalty has reportedly been imposed only twice in the last hundred years.

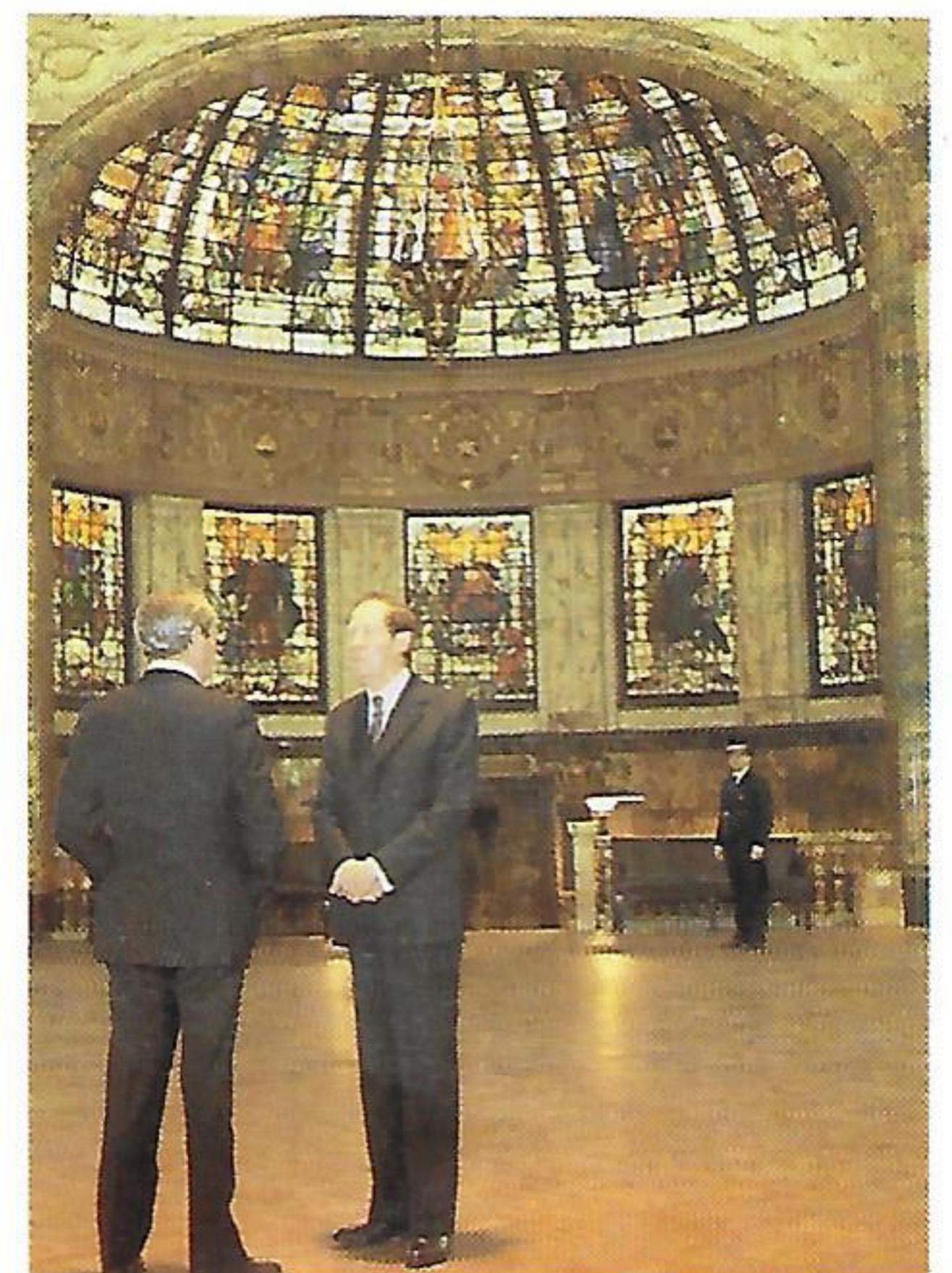
The staunchly conservative Exchange has nevertheless grown and changed with the times and the historic business of the Exchange — matching ships and cargoes — now includes air-chartering and futures markets in grains and potatoes.

Fundamentally, the Exchange provides a meeting place where members can exchange information and eventually "fix" a contract to charter a ship for the transportation of cargo. While this may sound very simple, it is necessary for a member to have a vast and detailed knowledge of such things as port facilities, economic and political situations, public holidays or religious festivals which could affect the loading or unloading of a cargo, information

about strikes, conflicts, etc.

The success of the Exchange as a world centre for freight can be seen from the achievements of its members as invisible export earners. The invisible earnings of the Baltic Exchange are currently estimated to be making a contribution of some £200 million annually to the economy.

Every day around the world ships are coming into dock to load or discharge and for many of these vessels the contract terms covering the operation have been negotiated at the Baltic Exchange in London. The Exchange's future seems assured because its strength, reliability and its undisputed eminence in its own field makes its importance as a world centre of shipping essential to all trading nations.



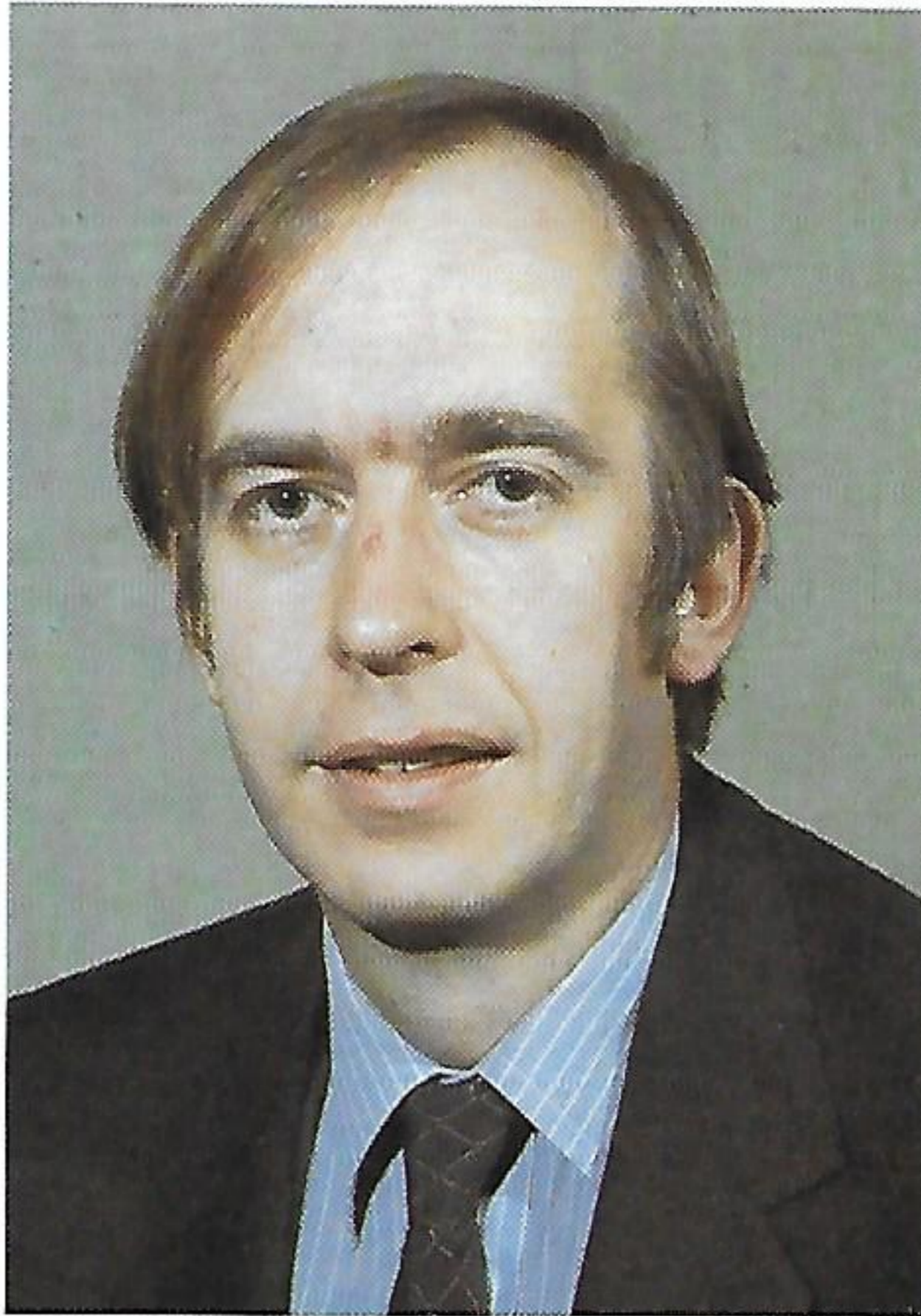
The Chairman of The Baltic Exchange, Mr. Peter Harding, is shown chatting before the crowds start flooding the Floor around noon. He is photographed in front of one of the beautiful stained glass windows which help make the Exchange such a striking building.

KIRSOP JOINS BEN LINE BOARD

Mr. C.J. Kirsop, who has played an active role in the management of BLC since its inception, has joined the Main Board of The Ben Line Steamers Limited in Edinburgh. For a number of years he has been a director of BLC, ACT Limited and Solent Container Services Limited.

Mr. Kirsop, 37, was educated at Fettes College and Oxford. He joined Ben Line in 1966 and worked in the Far East in 1969 and 1970. He then became part of the management team at Edinburgh, responsible for the planning and preparation of the BLC service between Europe and the Far East, which began operating in 1972.

James Kirsop, whose home is in Edinburgh, is married and has three children. In his leisure time he plays squash, cricket, golf and tennis.



JAMES KIRSOP

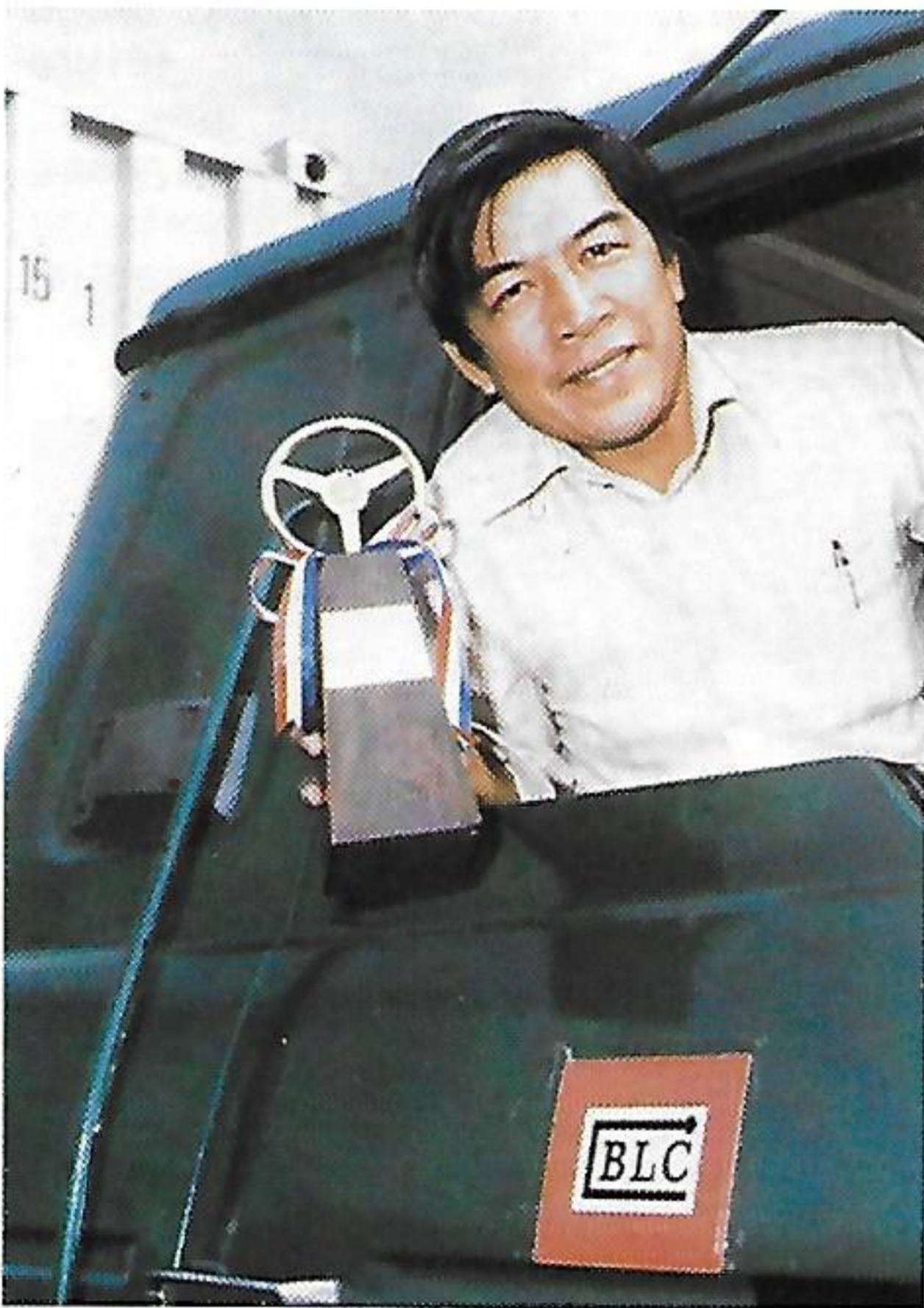
TAKING CARE OF YOUR CARGO

BLC takes the best possible care of shippers' cargo from the moment it is collected until it is delivered safely to its destination.

Another proof of this was when BLC drivers in Hong Kong again came top in their class in the Annual Hong Kong Driver-of-the-Year competition run by the Automobile Association. The con-

testants competed keenly as they showed their skill in their bid to win a trophy and part of the \$3,000 prize money on offer for the winners.

BLC's Mr. Lo Kam-Shiu (left photo) came first in the articulated lorry class and BLC's Mr. Kong Chung-Fun (right) was the runner-up.



DIRECT CONTAINER SERVICE TO INDONESIA OFFERED BY BEN LINE

A fully containerised service to Indonesia has been introduced recently by Ben Line. The service offers a regular monthly sailing from Tilbury and provides a fast transit time of 23-25 days to Jakarta direct.

Cargo for other ports can be accepted by arrangement and the service will

cater for FCL and LCL cargo with both inland haulage and LCL facilities being provided.

The principal U.K. agents will be Killick Martin & Company from whom any further information may be obtained.

THE BLC

A group of 88 BLC marketeers from the U.K. and Eire attended a marketing conference recently held at picturesque Castle Ashby near Northampton.

Those at the conference included members of Ben Line Container's top management team and representatives from Killick Martin & Company; ACT Services; Container Agencies & Shipping; Henry Tyrer & Company and Prentice Service & Henderson.

A view of the historic castle is shown with Ben Line flags flying proudly from the turrets. Representatives attending the conference, photographed in front of the imposing castle, are: 1. Bob Tookey and 2. Peter Bowlby, Killick Martin; 3. Hamish Muirhead, 4. William

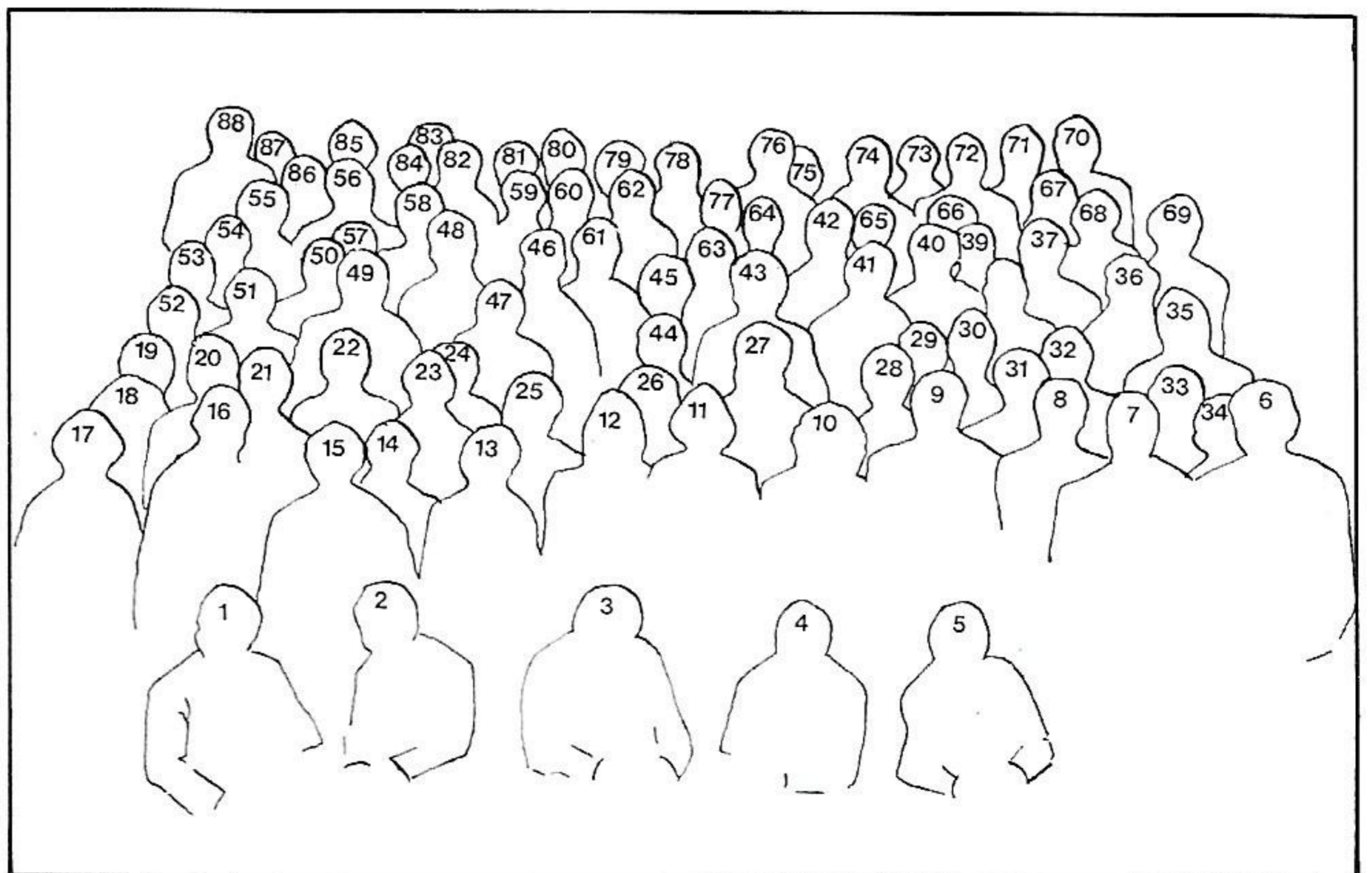


Thomson and 5. James Kirsop, Ben Line; 6. George Allan, K.M.; 7. Bill Thomson, Ben Line; 8. Cliff Spiers and 9. Bernard O'Connor, Henry Tyrer; 10. Michelle Daniels, K.M.; 11. Sandra Roberts and 12. Lyn Nevin, H.T.; 13. Cynthia Trueman, K.M. Birmingham; 14. Jennifer Green, 15. Pat Griffiths, 16. Alison Booker, 17. Josie Robinson, 18. Mary Barrow, 19. Tony Westwood, 20. Dennis Goodchild, 21. Frank Tosko and 22. George Bettis, K.M.; 23. Elaine Bustard, P.S.H.; 24. Cathy Hutchinson and 25. Maggie Roberts, K.M.; 26. Betty Bartlett, K.M. Southampton; 27. Peter Lea, H.T.; 28. Gordon MacKay, K.M.; 29. Sayed Ali and 30. Christopher McConville, K.M.S.; 31. David Waldron and 32. Jock Dewar, K.M.B.; 33. Jeremy Syers, K.M.; 34. Fred Anderson and 35. Donald McCulloch, BLC; 36. Paul Brown, K.M.B.; 37. Dermot Taylor, BLC; 38. Peter Warburton and 39. Tony Horne, K.M.B.; 40. Stephen Culling, K.M. Leeds; 41. Jim Small, H.T.; 42. Terry Costigan, K.M.; 43. Michael Guest, H.T.; 44. Ian McCue, P.S.H.; 45. Rod Wilson, 46. Jack West and 47. Dennis Perry, K.M.; 48. Bill Rose, K.M.S.; 49. Keith Shanks, P.S.H.; 50. Mike Kirby, K.M.; 51. Bill Service, P.S.H.; 52. Terry Harris, 53. Keith Martin, 54. Norman Emery and 55. Charles Engledow, K.M.; 56. Maurice Lunn,

MARKETING TEAM AT CONFERENCE



K.M.S.; 57. Peter Owles, K.M.; 58. Trevor Foster, K.M.S.; 59. Trevor Jones, H.T.; 60. Steve Brunt, K.M.; 61. Phil Hawkswell, K.M.L.; 62. Brian Kelly, Container Agencies & Shipping; 63. Leonard Myerscough, K.M.B.; 64. John Hawthorn and 65. Arnold Jones, K.M.; 66. Roland Batson, K.M.B.; 67. Robin Nelson, K.M.; 68. Andrew Muir, P.S.H.; 69. David Webster, K.M.B.; 70. John MacKinnon, BLC; 71. Stan Davies and 72. Peter Rush, K.M.; 73. Bernie Smyth, K.M.L.; 74. Geoffrey MacDonald, K.M.B.; 75. Michael Cooke and 76. Trevor Cundill, K.M.L.; 77. Mike Norrington-Smith, 78. Norman Ireson, 79. Ian Rawlins and 80. Ron Paterson, K.M.; 81. Alistair Wilkinson, K.M.B.; 82. Terry Stephenson, K.M.; 83. Paul Brown, K.M.B.; 84. Bruce Conchie, ACT Services; 85. Terry Cockerill, K.M.; 86. Ron Crane, H.T.; 87. Jimmy Green, K.M. and 88. Paul Sanders, H.T.



A PORT CALLED BEAUTIFUL

The Port of Kobe, which is a regular port of call for BLC containerships on the TRIO service between Japan and Europe, has always played an important role as an international port in the development of Japan's foreign trade and economy.

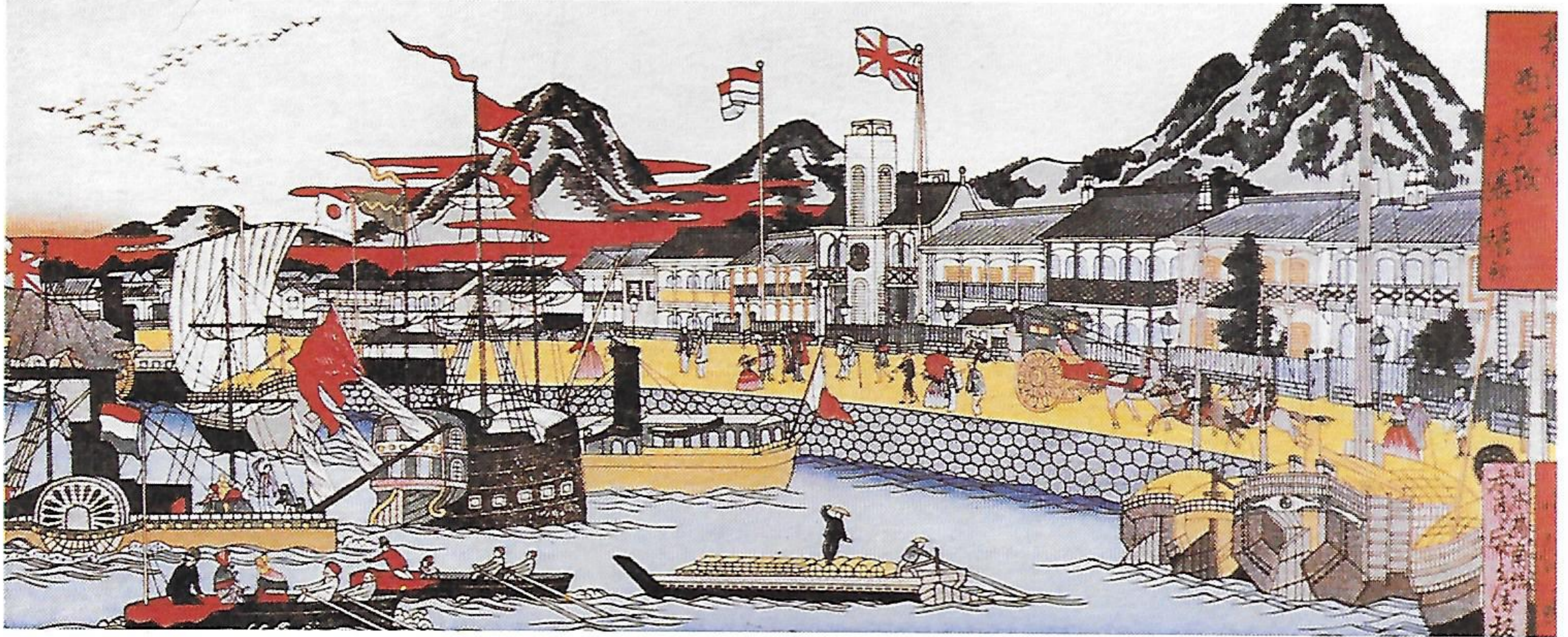
Because of its natural harbour and

and services, Kobe prides itself on being a beautiful port, a nice place to work and interesting to visit.

Container traffic has been growing steadily over the years with some 4,000 container carrying vessels using the port annually, loading and unloading in excess of 20 million tonnes. This is still

railroad network, centering on the Tokaido and Sanyo lines, extends to every pier.

The Port of Kobe is immensely proud of Port Island, the largest man-made island in the world, which was finally completed in March 1981. It took 15 years to build and cost 530 billion yen.



A view of the Port of Kobe at the time of its opening in 1868. Today it is the world's leading port in foreign trade container cargo.

strategic location near the central area of Japan's industry and culture, it served as a port of call from the earliest days and vessels trading with the Asian Continent used the port from the 3rd Century.

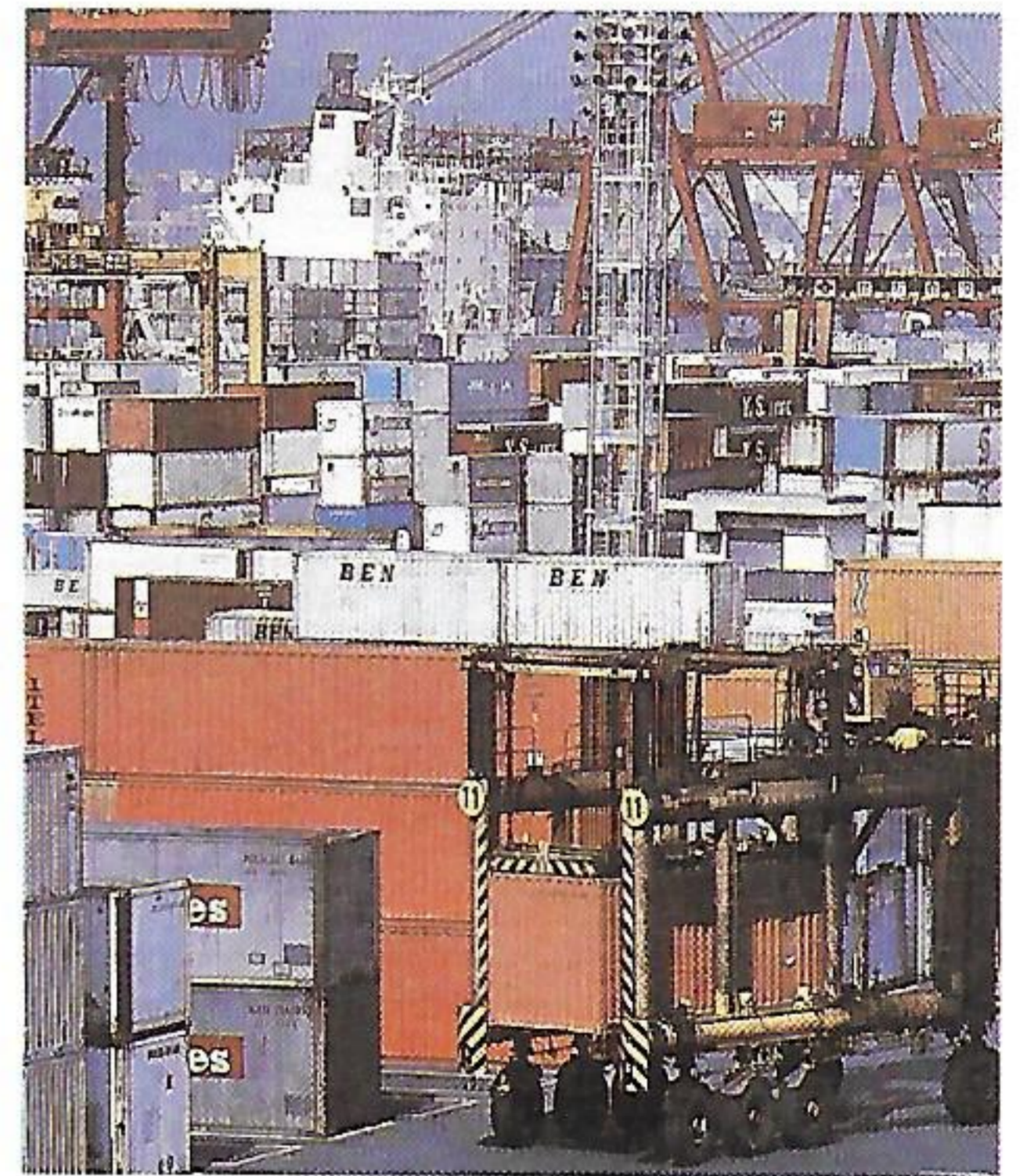
The first step towards its development into the modern port it is today came with the official opening on January 1, 1868 under the name of "The Port of Hyogo". It has grown and expanded over the years and is now among the leading commercial ports of the world and first in terms of volume of foreign trade in container cargo.

In addition to being a modern port offering the most up-to-date equipment

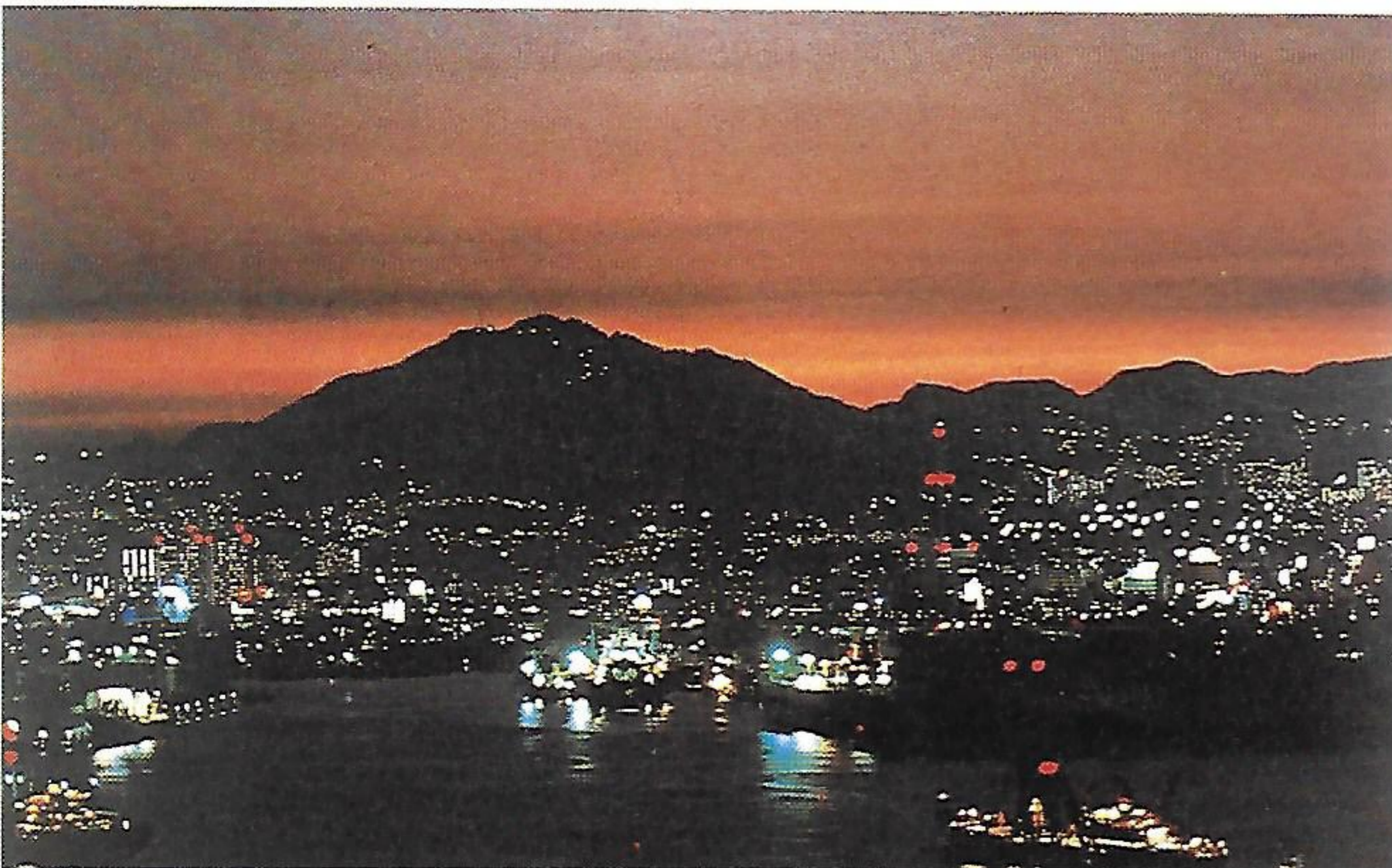
a relatively small proportion of the more than 100,000 ships calling at Kobe each year, loading and discharging over 150 million tonnes, but container throughput is on the increase.

From 1973 to the end of 1982, nearly 650 BLC and TRIO vessels called at Kobe, discharging and loading more than one million TEUs.

The Port of Kobe has a system of main roads, including an expressway, directly connected with the waterfront. This system makes it possible to transport cargoes to and from the port area efficiently, free from traffic congestion and without going through Kobe's urban centre. In addition, a complete



The port has the most modern cargo handling facilities and equipment.



Kobe at night — "as beautiful as if it were inlaid with gold and silver."

Besides providing 12 container berths and 16 liner berths, it has been designed as a "Cultural City of the Sea".

There is housing for about 20,000 people, a Trade Promotion Centre, an International Conference Hall and an International Exhibition Centre. Among the amenities are a large shopping section and recreation areas with parks and green areas.

A second man-made island, Rokko Island, is presently under construction to the East of Port Island and it is intended that these two islands will form the nucleus of the future Port of Kobe and that they will greatly contribute to the promotion of foreign trade.

The town of Kobe itself appears to rise out of the sparkling sea with beautiful beaches such as Suma and Maiko.

The majestic Rokko Mountains provide a fitting backdrop and contain a national park which allows the population to enjoy a variety of activities. Its peak, 932 metres high, can be reached from any street in Kobe within half an hour.

Kobe at night, viewed from Rokko, has been described by a Japanese poet as being "as beautiful as if it were inlaid with gold and silver". The view has been called a "ten million dollar night view" by a seafarer who journeyed to the mountain for the spectacular vista it offers.

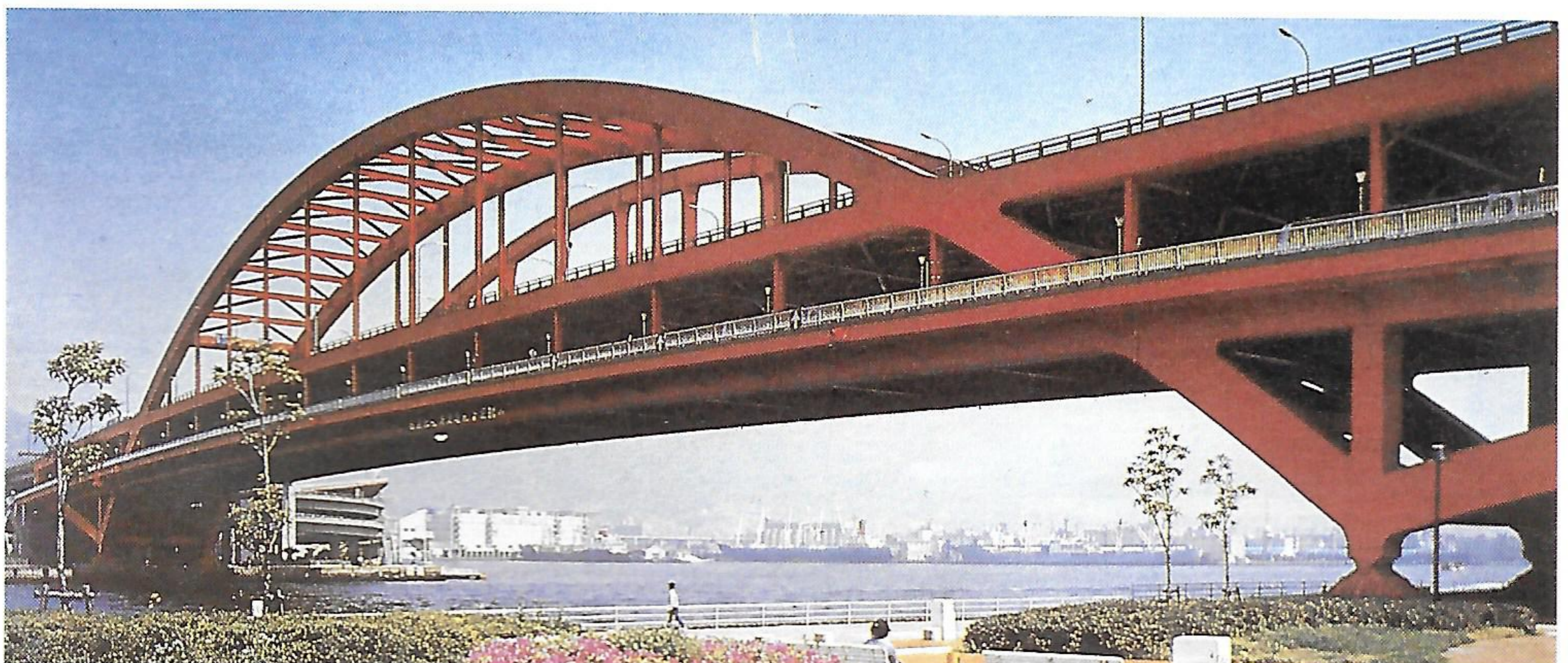
With such a marvellous setting, it is not difficult to understand why the Port of Kobe not only aims to make their port the most up-to-date of international ports representing Japan in the 21st Century but also the most beautiful port in the world.



BLC's "City of Edinburgh" arrives at Kobe and is quickly and efficiently discharged using the port's advanced equipment and experienced workers. She will soon be loaded for the return voyage to Europe and the U.K. With a capacity of over 3,000 TEUs, fast turn-round times are essential and these are easily achieved at Kobe.



The BLC team at Kobe are photographed on one of their regular outings together which provides relaxation for the staff and helps them re-charge their batteries to cope with the hectic schedules.



Kobe Ohashi Bridge, which connects Port Island with Shinko Pier No. 4, is Japan's first double-decker, three-span, continuous arch bridge. It has an overall length of 217 metres, a width of 14 metres and a clearance of 14 metres.

100 YEAR PARTNERSHIP IN FAR EAST TRADE

A century of co-operation in liner shipping is being celebrated this year by The Ben Line Steamers Limited of Edinburgh and Killick Martin and Company Limited of London.

It was in January 1883 that the partners of William Thomson and Company had to make a decision on appointing loading brokers and agents in London to look after their recently formed liner service to the Far East. Their choice was the well-established London firm of Killick Martin & Company who as early as 1864 had handled the wooden barque "Alexandra" and had from time to time handled the new Bens that were appearing throughout the 1870s.

The liner representation started with the sailing of the iron steamship "Benarty" from Antwerp and London in January 1883.

Today, a hundred years later, Killicks



Close co-operation between Ben Line and Killick Martin continues a hundred years on. Photographed at a recent Reception held for leading members of the Japanese trading community were (left to right) Mr. David Gravell, Chairman of Killick Martin; Mr. William R.E. Thomson, Chairman of the Ben Line Steamers and BLC; and Mr. Dennis Goodchild, Killick Martin's Public Relations Manager.

An early Ben Line/Killick Martin sailings advertisement which appeared in "Lloyd's List" on 17th April 1885.



BEN LINE OF STEAMERS TO STRAITS, CHINA, and JAPAN, via SUEZ CANAL.

These splendid Clyde-built Steamers will be despatched as under from the South-West India Docks, to
SINGAPORE, HONG KONG, YOKOHAMA, and HIOGO.

BENARTY.....	1119 tons register	198-h.p.	100 A 1 April 23
BENVENUE	1496 tons register	330-h.p.	100 A 1 To follow
BENLARIG	1482 tons register	300-h.p.	100 A 1 To follow
BENGLOE	1198 tons register	230-h.p.	100 A 1 To follow
BENALDER	1331 tons register	240-h.p.	100 A 1 To follow
BENLEDI	1000 tons register	160-h.p.	100 A 1 To follow

For freight or passage apply to
KILLICK, MARTIN, and Co., Brokers,
10, George-yard, Lombard-street, London, E.C.

are still handling Ben Line and BLC business, and have extended their involvement to play an increasingly important role in the development of Ben's liner services, particularly since the introduction of BLC in the early 1970s.

Killick Martin (Southampton) Limited are the ships' agents for the giant 73,500 tonnes displacement BLC vessels, "Benavon", "Benalder" and "City of Edinburgh". The Killick Martin offices in London, Southampton, Barking, Birmingham and Leeds are fully involved in the marketing and many of the other shore-side commercial requirements of containerisation in a liner trade of the size and complexity of the Far East trade.

Although Ben Line and BLC are Killicks largest clients, the company represents shipowners in a wide variety of other liner trades as well.

A partnership lasting 100 years is remarkable enough in itself, but perhaps even more remarkable is the fact that Ben Line and Killick Martin each remain to this day quite separate, independent and private companies...and looking forward to their second century of mutual co-operation and benefits.



BLC's giant containership "City of Edinburgh" arrives in Southampton on one of her regular calls at that Southern England port. The fifth ship with the same name, the "City of Edinburgh" can carry more than 3,000 TEUs at a service speed of 23 knots. With an overall length of some 289 metres (about 947 feet) and a width of approximately 32 metres (106 feet), the vessel displaces 73,596 tonnes and has a maximum engine power of 51,380 shp.

LARGE SHIPMENT FOR EHCL

The largest consignment to date handled by EHCL since the start of its new ro-ro service from Tilbury has been carried recently.

It consisted of 30 British Leyland "Victory" buses and the chassis for 60 CKD buses. This is part of an order for 50 built up and 150 CKD buses destined for Maputo, Mozambique, to be used by the Transport Authority there.

The shipment was loaded on the 28,092 dwt vessel "Kolsnaren" and is part of an estimated £8 million contract awarded to Leyland Vehicle Exports Limited. The CKDs will be assembled in Mozambique with the assistance of Leyland technical experts. The bodies will be shipped in a further 86 TEUs along with the balance of the order.

Mr. Mike Wellby, Operations Manager of Anglo-Caribbean Shipping Company Limited, who organised the shipment, said: "We looked at a variety of shipping methods for this cargo and chose EHCL ro-ro because it eliminated crane handling and therefore the possibility of damage at both ends, and allows for the immediate use of the buses on arrival."



Discussing details for loading the buses on the "Kolsnaren" at Tilbury are (left to right) Derek Hampton, Commercial Manager of EHCL; Bob Lavers, ACT Services Terminal Manager, Tilbury; John Mendham, EHCL Sales Manager; Mike Wellby, Operations Manager, Anglo-Caribbean Shipping Company Limited; and Colin Hainsworth, EHCL's Operations Manager.

EHCL APPOINTS CONTAINER MANAGER

Mr. Chris Davies has been appointed Container Manager of EHCL.

He has been with Ellerman City Liners since 1977, primarily involved in ship management, purchasing, bunkering and purchasing co-ordination.

After graduation from the University of Hull, Mr. Davies joined London Transport where he spent seven years in Contract Audit and Capital Equipment Purchasing. He is a member of the Chartered Institute of Transport and the Institute of Purchasing.



CHRIS DAVIES



An EHCL container starting up the 12-metre-wide ramp of the "Kolsnaren" during loading at Tilbury on the new ro-ro service direct from the U.K. to Namibia, South Africa and Mozambique. The vessel offers a comprehensive and flexible capacity for cargo mix which includes 673 TEUs on the upper deck, a clear height of 6.7 metres at entrance deck with 3.1 metres in the lower decks and two bulk liquid tanks with 713 cbm combined capacity. Also, dedicated car decks for 125 cars, two refrigerated chambers of 3700 cbm/2000 cbm, plug-in reefer points and a limited number of clip-on units.

HOUSEHOLD NAME IN PRINTING INDUSTRY



The new streamlined £25 million manufacturing and administration complex in Leeds occupies a 22-acre site providing 30,000 square metres of factory space and 5,000 square metres of office accommodation.



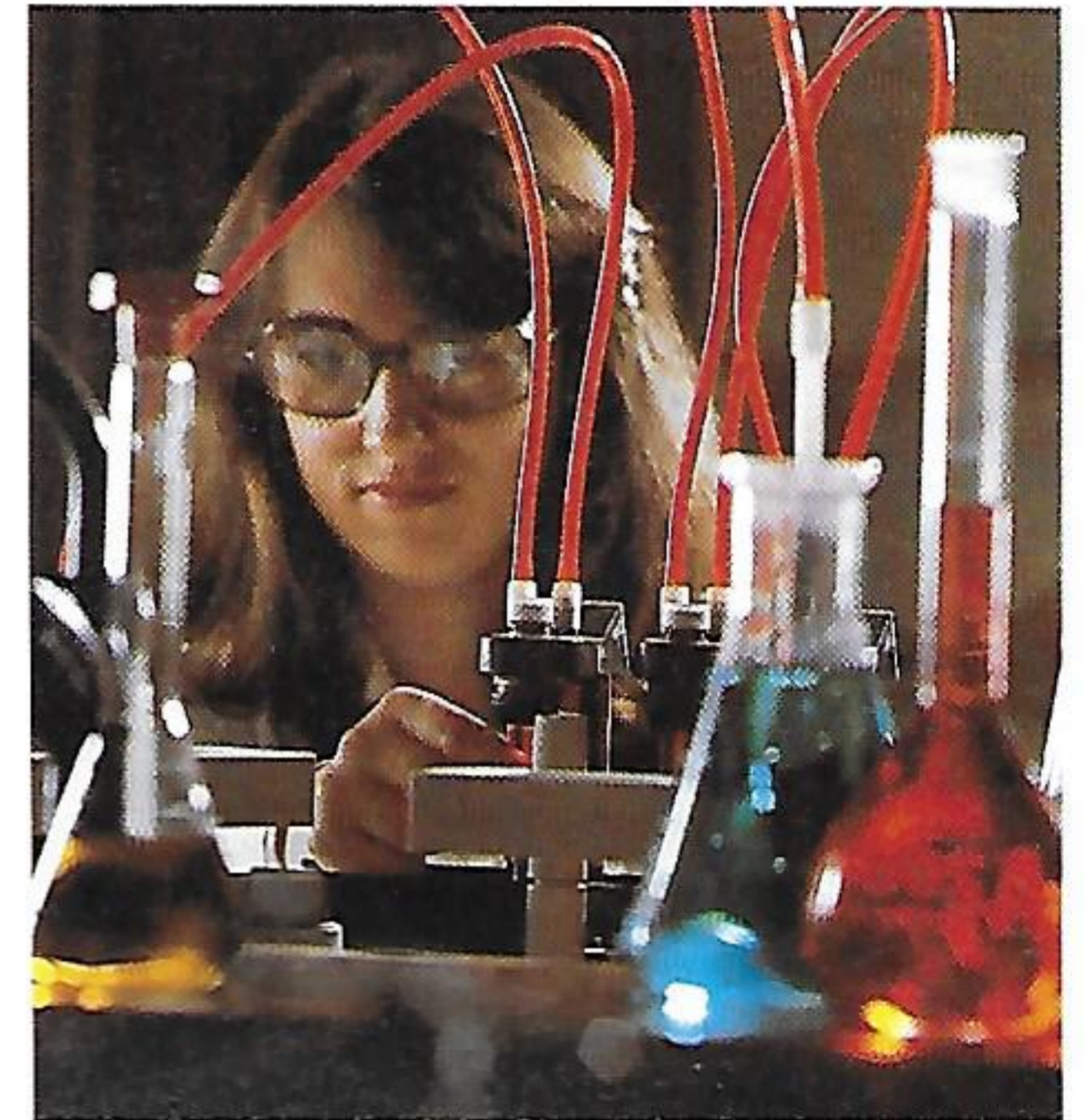
New machines installed have been updated to take into account new technology and operation procedures. The machines, designed totally in-house with some parts being actually built in-house, allow for greater speed and more economy of space.



If you have had any printing done recently, chances are good that your printer used plates manufactured by Howson-Algraphy of Leeds, one of the largest in the world.

It was precisely 13 years ago, in March 1970, that two successful companies, W.H. Howson and Algraphy Limited joined forces to form Howson-Algraphy. A member of the multi-national Vickers Group, Howson-Algraphy has had a spectacular growth and continues to expand rapidly.

On November 26, 1982, Her Majesty The Queen officially opened its new



Howson-Algraphy prides itself on quality control and to this end a new quality control laboratory has been incorporated in the factory design. The new laboratory has improved facilities in terms of space, layout and instrumentation.

£25 million manufacturing and administration complex in Leeds which occupies a 22-acre site with 30,000 square metres of factory space and 5,000 square metres of office accommodation.

The company's success has been publicly recognised by the presentation of three Queen's Awards for Export and one for Technological Achievement, and it is one of the few companies to have received both awards in the same year.

"The company's success is a tribute to the tremendous, and often unsung, research work that has gone on over many years," said Chief Executive of Howson-Algraphy, Mr. Ron Taylor, "and the consistent and successful worldwide partnership of the company with its subsidiaries and agents."

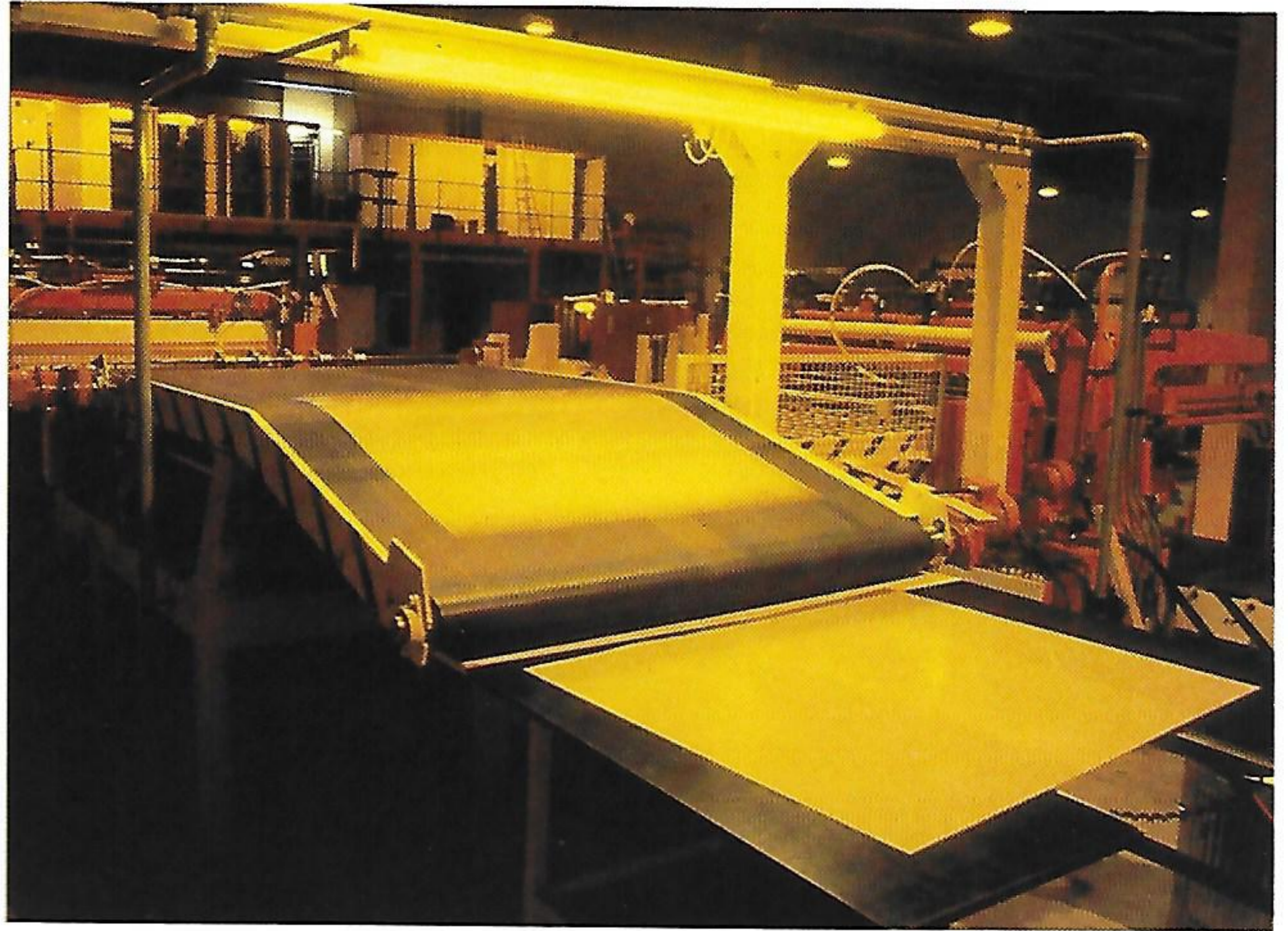
When the decision was taken by the Vickers Board to build the streamlined factory, it was to be the largest single investment ever made by Vickers.

Howson-Algraphy manufacture a range of automatic processors to suit their positive and negative pre-sensitised plates to assist the printer in effecting savings in time and chemical usage as well as to ensure consistent and reliable results.

The factory operates 24 hours a day, seven days a week to meet the demands of the printing industry and to enable the company to service over 90 countries worldwide through a network of agents and 11 subsidiary companies handling sales and, in many cases, local manufacture. ACT(A), BLC and EHCL help to speed Howson-Algraphy products to many of these destinations.

Over the years, Howson-Algraphy has developed a wide range of products to satisfy the extremely diverse requirements of printers. In order to maintain a leading position in this highly competitive field, the company has continuously to up-date and improve existing products and, at the same time, carry out wide-ranging Research and Development programmes.

Howson-Algraphy manufactures a range of automatic processors to suit its positive and negative presensitised plates and to assist the printer in effecting savings in time and chemical



Alympic Gold plates, being produced on a new process line, come off at the delivery end. Here an electronic eye scans the plates to ensure they are perfect and any that do not meet the exacting standards are automatically rejected.



Packing and despatch from the finished plate store which holds some 500 stock sizes and has the capacity to house six to seven weeks' output from the factory.

Checking an order being loaded into an ACT container for despatch to Australia at Howson-Algraphy's Leeds factory are (left to right) Mr. Rodney Allen, Howson-Algraphy Transport Manager; Mr. Barry Rubery, ACT(A)'s Assistant Sales Manager, North-East Region; and Mr. Ken Mead, General Shipping Manager of Howson-Algraphy.

usage as well as to ensure consistent and reliable results. Printers all over the world recognise the high standard of engineering which goes into the manufacture of these machines and they are now in use in more than 60 countries around the globe.

To complement its comprehensive range of plates, Howson-Algraphy has formulated a wide spectrum of process and pressroom chemicals and provides an extensive variety of ancillary items for the print room, including printing down frames and ovens. All this is backed up by an excellent distribution/delivery system and after-sales service.

The printer of "ACT News" strives for the highest quality and this issue, as usual, has been printed using Howson-Algraphy plates and chemicals.

Howson-Algraphy's good reputation is known around the world and its efforts to maintain high standards and top quality have meant that the company has become a household name in the printing industry.



RIDING IN STYLE WITH ACT(A)

It took nearly two years to completely overhaul and refurbish a 1925 Rolls-Royce, including motor, chassis and body. The photographs below show the vehicle "before" and "after". Now in pristine condition, it is being returned to Australia in a 20-foot ACT container.

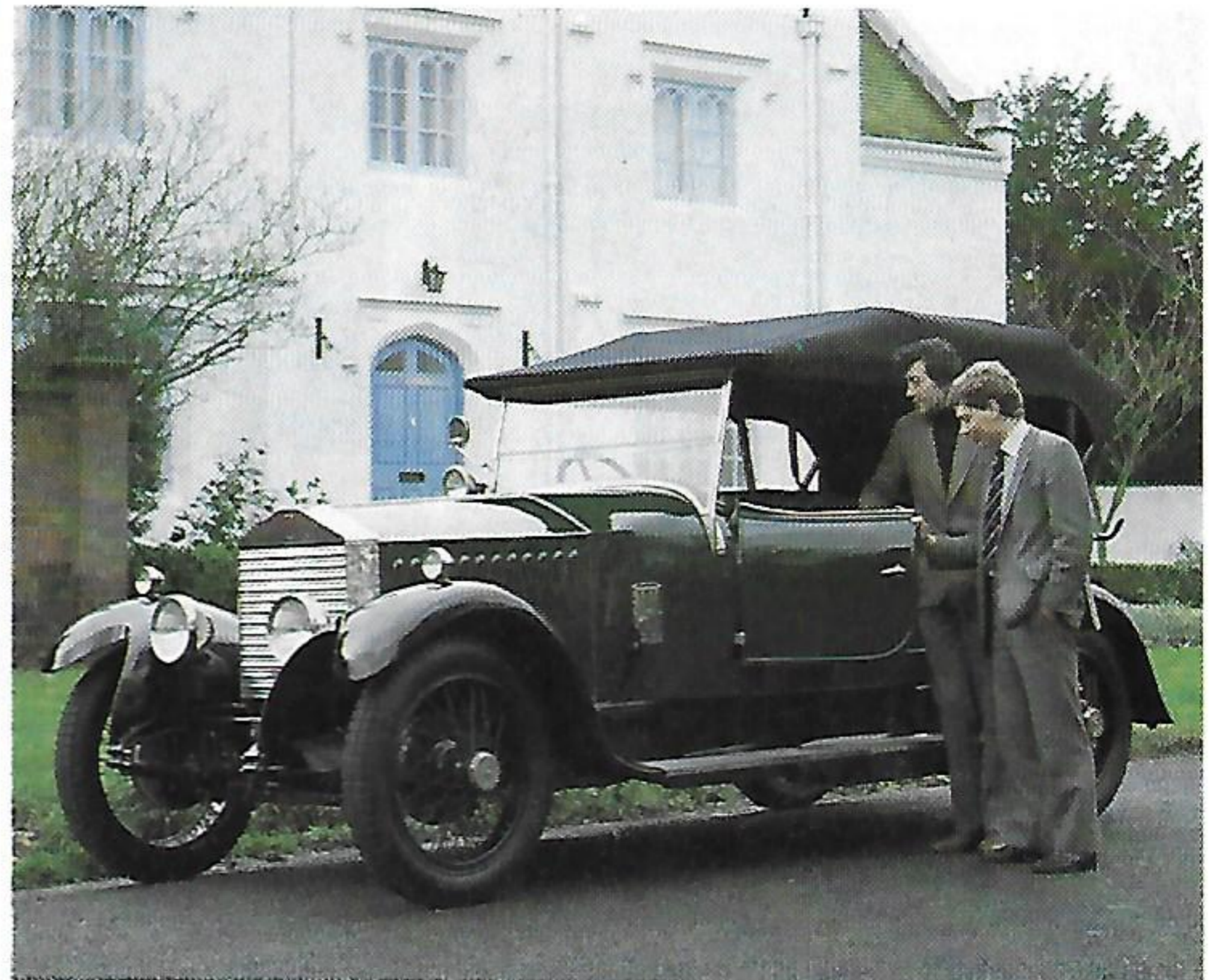
"The world's finest motor car was shipped to the U.K. from Australia and is being returned there — a total of some 24,000 miles — by the 'Rolls-Royce of container shipping', ACT(A), because

the owner feels that only the best is good enough;" said ACT(A)'s General Manager — Marketing, Mr. Roy Davis.

The renovation of the vehicle was carried out by J.N. Harley Engineering of Stratford-upon-Avon, the world's leading specialists in restoring Rolls-Royce and other vintage motor cars. At the same time as the 1925 vehicle was undergoing refurbishment, the second oldest Rolls-Royce in existence was getting a complete "face-lift" at Harley

Engineering, who have also had the oldest Rolls-Royce in the world at their premises to be worked on.

In the photograph (left) the vehicle on its arrival in the U.K. after being unloaded at Birmingham Container-base and (right) Mr. J.N. Harley (left), Managing Director of Harley Engineering, and Eric Davis, ACT(A) Sales Representative, Midland Region, take a look inside the Rolls-Royce shortly before loading.



ANL APPOINTMENT

Mr. Graham S. Lambert has joined ANL as Accountant/Office Manager reporting to Mr. Nigel J. Tulloh, ANL's Representative in the U.K. and Europe.

His appointment is as a consequence of the formation of ANL's wholly owned



GRAHAM LAMBERT

subsidiary, ANL Maritime Services Limited. Other staff changes are the return of Mr. Philip J. McCann to Australia and the appointment of Mr. Bruce D. Mead, formerly of Blue Star Ship Management, as Technical Superintendent U.K. and Europe.

Mr. Lambert comes to ANL from Ellerman City Liners where he spent almost five years.

ANOTHER HUMP FOR C.A.M.E.L.

Cunard Arabian Middle East Line (C.A.M.E.L.) carried a shipment of some 50 TEUs of lubricants to the Saudi Port of Gizan recently to help keep the wheels of industry in Gizan well oiled.

The Port of Gizan, situated approximately 380 miles south of Jeddah, also serves the towns of Abha and Khamis Mushayt. The development of the Port

of Gizan is in line with the Saudis' third Five-Year-Plan of expansion for this port in the south and Yanbu in the north on the west coast of the Red Sea.

The additional call at Gizan is a further example of C.A.M.E.L.'s flexible policy of meeting customer requirements.



A C.A.M.E.L. vessel loading reefer containers at the Port of Felixstowe.