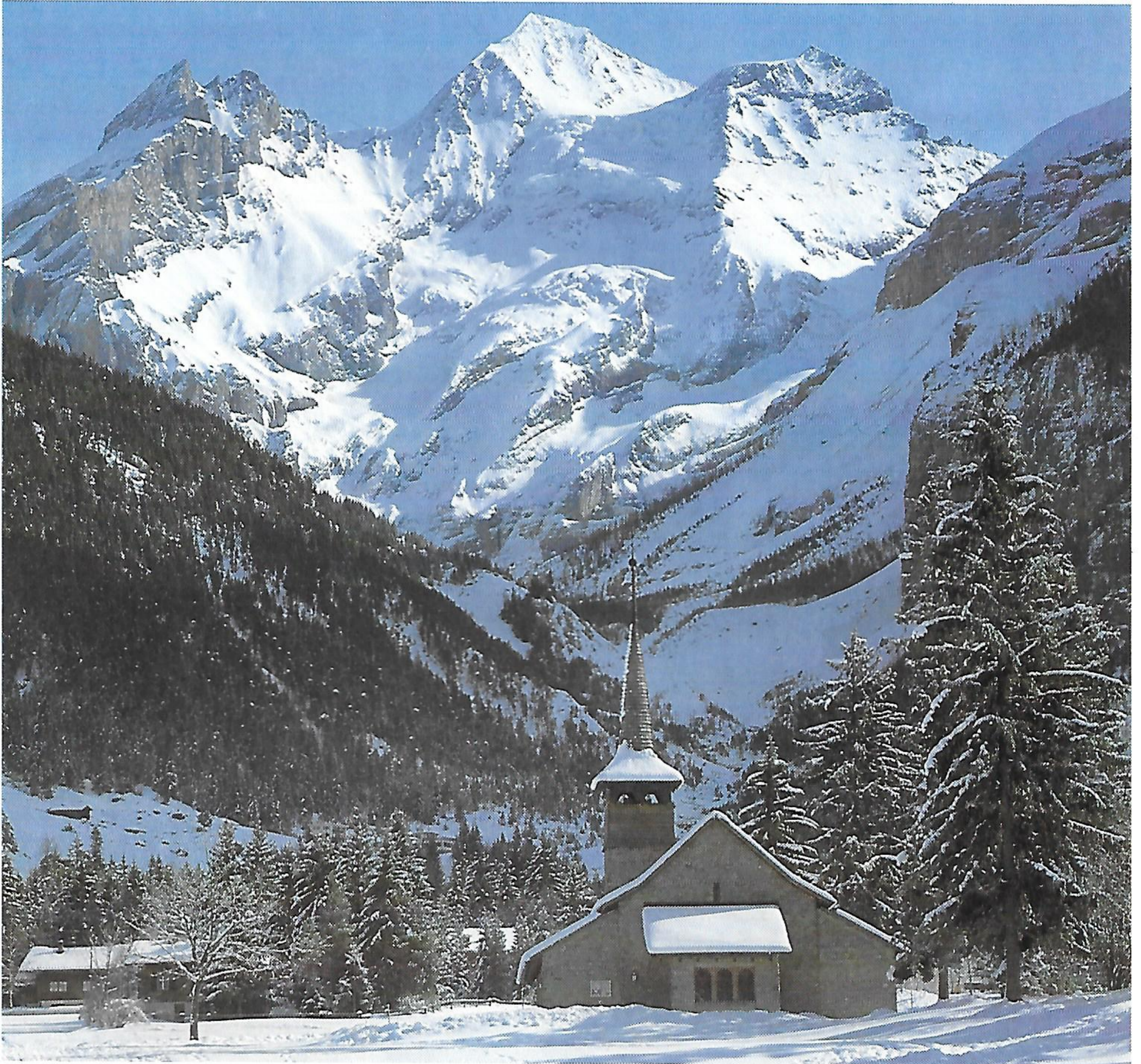


# act news

WINTER 1983/84



*Best wishes for Christmas and the New Year  
to all our friends throughout the world*

## ANOTHER FIRST FOR BLC

The first bulk tank container of Arcton 12 shipped to Hong Kong by ICI (Mond Division) UK has been carried by BLC.

This gas, used in the production of polystyrene foam sheeting, was formerly shipped in cylinders with approximately 13 cylinders fitting into a 20-foot container. However, demand has increased at such a rate that shipments of greater volumes in tank containers were required.

On hand to witness the arrival of the first containerload were Mr. M.H. Hoh (right), BLC Terminal Manager, who is congratulated by Mr. Roger J. Hodson, Technical Services Manager for Arcton, of ICI (Mond Division) UK, who visited Hong Kong to supervise the discharge of the gas from the container to the storage tank. They are watched by Mr. K.Y. Tai and Mr. Derk Chan of ICI (China) Limited, Hong Kong.

The whole operation from delivery to discharge went without a hitch, according to Mr. Hoh, and further orders are expected in the coming months, he reports.



## THREE INTO A BOX WILL GO EAST

The first shipment of three Jaguar cars in one 40-foot container to Japan was carried in a BLC container. This was part of a consignment of 24 cars

for Austin Rover Japan Limited from the Jaguar factory in Coventry.

The shipment was made possible by using a "perched" container system which offers increased utilisation of a 40-foot container, thus making it more cost effective while retaining all the advantages of containerised cargo.

Austin Rover Japan made their entry into the Japanese market in 1977 (as Leyland Japan Limited) when they obtained the dealership for TR7, MGB and Rover vehicles. The following year they commenced the sale of Jaguar cars in Japan with the introduction of the Jaguar Series III model.

Early this year the new XJ6 4.2 and Vanden Plas 4.2 model was introduced and in April the interest of Mitsui & Co. was bought out and the company was renamed Austin Rover Japan Limited.

With the benefits of the perched container system, coupled with increased quality control in the UK and aggressive marketing in Japan, a dramatic increase in the sale of the world famous Jaguar cars is expected in that country.



## FAST FORWARD

BLC brought the first consignment of video tape recorder kits shipped from Japan to Mitsubishi Electric UK Limited in Livingston, Scotland in under four weeks, a speed which obviously delighted the shipper — BLC have already been specified for future shipments from Mitsubishi in Kyoto to the UK.

In the photograph, taken on the arrival of the first shipment at the Livingston factory, are (left to right) Alan Gemmel of Mitsubishi Electric, Jack Flucker of BLC and Hideo Innami, General Manager of Mitsubishi Electric.





**CUNARD**



*The Aqaba Crown, one of four C.A.M.E.L. vessels operating the Red Sea Shuttle, is shown loading at Felixstowe. Cargo is carried on a ten-day frequency from North Europe to Aqaba, Hodeidah, Jeddah, Port Sudan and Piraeus.*

## ROY DAVIS — NOT THE RETIRING KIND

When 17-year-old Roy Davis began work for Ellerman City Liners 45 years ago, he wouldn't have known what containerisation meant. When he came to work for ACT in June 1967 after having joined the original ACT working party in January 1966, his first job was to introduce the containerisation concept to shippers.

At that time it was still so new that many shippers had no idea how the system worked or what the benefits and advantages might be to them. Now, as Roy Davis, ACT(A)'s General Manager — Marketing, retires, he can look back with satisfaction on his successes and achievements.

He has always believed that his job and that of the marketing team has been to provide customers with the most efficient service possible and at the lowest possible cost — not forgetting ACT(A)'s duty to shareholders to secure an adequate return on capital employed.

This has not always been an easy task with competition from Eastern Bloc countries and their highly subsidised operations, periods of recession and non-conference lines attempting to cream off some of the more lucrative trade and make quick short-term profits. However, that never deterred Roy Davis — he continually preached the benefits of the "magic box" and the advantages of using a fast, reliable efficient and regular service such as that offered by ACT(A) and the Conference.

He believed strongly in competition and was delighted when ACT(A) set up its independent service in 1972 and then went on to pioneer such services as that to New Zealand. He was fond of saying, "Where ACT(A) leads, others will follow."

His goal was always clear to him — obtaining what was best for the client

and what was best for ACT(A), and this was generally the same thing as far as he was concerned. Over the years he has been preoccupied with keeping ACT(A) at the forefront, to ensure they were the leaders in the seaborne trades which they served. He fought tenaciously against letting himself or his team lapse into a state of inertia or complacency. He set the highest targets and expected himself and his team to meet them.

Roy Davis has worked hard over the years and "time does not pass in vain" as someone said, but Roy never felt it passed for him. He continued to feel young, energetic, enterprising and looking for ways and means of improving the performance of the marketing team, of finding ways to operate more cost-effectively and, above all, of serving the customer and helping him move his products more efficiently and economically.

He never wanted to "build an empire" — on the contrary, he liked to run a tight ship: compact, efficient and flexible. He always tried to instil in his team the idea that ACT(A) was an independent, pioneering and forward looking company with more to offer shippers, and he encouraged them to get that message across to customers.

There were periods, such as in 1973-74, for example, when the problem was not finding new customers, but obtaining sufficient space to accommodate shippers' cargoes. He urged chartering in ships when this was not the most profitable concept, but he felt a deep loyalty and responsibility towards shippers as well as to the company and he believed that by doing the best he possibly could to satisfy shippers' requirements, it would pay off in the long run.

When things got hectic and others became depressed, Roy's sense of



ROY DAVIS

humour helped keep things on an even keel. His fund of stories and jokes seemed almost inexhaustible.

Roy Davis didn't consider himself to be a pessimist nor an optimist but a realist. His faith never wavered. He believed that ACT(A) offered shippers a real choice and he liked to think that he was contributing towards providing customers with what they needed. In spite of the present difficult worldwide economic climate and other problems, he sees the future for ACT(A) as bright and secure.

He is retiring for a well deserved rest. There is little doubt that his spirit will continue to inspire the marketing team at ACT(A) for many years to come. Knowing Roy Davis, though, we are sure that he will soon be turning his hand to other things in his usual energetic way.

## 13,000 MILES NOT ON THE SPEEDOMETER



When a valuable Formula Atlantic racing car had to be shipped to New Zealand, it was only natural that LEP Transport, who are sponsoring the team, should choose ACT(A) to get it there safely and on time. ACT(A) pioneered containerisation to New Zealand in 1972 and have been the leaders in that trade ever since.

The car, which was shipped on the "ACT 7" to Auckland, will participate in at least eight races throughout New Zealand.

In the photograph last minute details are discussed before loading the Formula Atlantic at LEP's Chiswick Depot by (left to right) Ian Flux, the car's driver; Peter Kirkby, LEP's Joint Managing Director; Bob Lattimore, Packing Manager, LEP; Ralph Skinner, ACT(A) Sales Representative, Southern Region; Duncan Bain, Team Manager; and Chris Bew, mechanic.



## WELL HELD SIR!

Sampling real ale straight from a wooden cask kept at the correct temperature in a refrigerated container supplied by ACT(A) is Bob Willis (right), Captain of England's cricket team, shortly before he officially opened The Great British Beer Festival organised by the Campaign for Real Ale (CAMRA) at Birmingham recently.

More than 230 brands of bitters, pale ales, Scotch ales, light ales, heavy beers, porters, stout, barley wines, strong and brown ales were on offer at the event and ACT(A)'s two 20ft reefers were well used during the festival.

Helping the popular Warwickshire and England cricketer try out the ale are (left to right) Tim Webb, CAMRA's Festival Organiser; John Hodgson, ACT Services Regional Manager, Birmingham; and Howel Williams, Regional Sales Manager of ACT(A) for the Midlands.

## AN AUSTRALIAN LOVE AFFAIR

When Mrs. Helen Wilson came from Australia to the UK to purchase a classic Bentley motor car, little did she know that it was going to be "twins".

Mrs. Wilson fell in love with two 30-year-old Bentleys and couldn't decide which of them to take, so she ended up purchasing both of them — one for private use and the other to be available for hire for weddings and other special occasions.

A business acquaintance recommended she ship the cars by ACT(A), who provided two insulated containers, and the cars were duly packed for transport to Brisbane.

The BBC heard about the story and filmed the complete journey from purchase and storage to packing and shipping and it was shown on BBC's Nationwide regional "Look North West" programme on two separate occasions.

The cars were manufactured about 1950, but both are in pristine condition. Neale & Wilkinson (Northern) Limited of Manchester, part of the Constantine Wingate group of companies, handled the packing of the vehicles.



## EHCL RO-RO SERVICE ONE YEAR OLD

EHCL's ro-ro service to Southern Africa was one year old on October 28th and it has been hailed by Sales Manager John Mendham as an unqualified success.

The vessels are operated as part of SAECS and are purpose-built for breakbulk cargo and wheeled traffic. A

35-day frequency of sailing operates from Tilbury serving Namibia, South Africa and Mozambique and it complements their regular cellular container service.

## FIRST LOAD

The first consolidated load of personal effects — a new service offered by C.A.M.E.L. — was shipped recently and on hand to oversee the operation was Cunard-Brocklebank Managing Director John Joyce.

This service is being offered in response to demands by expatriates going out to Saudi Arabia or returning to the UK and is in addition to C.A.M.E.L.'s existing service which brings containerised cargo from Saudi Arabia, Sudan, Jordan and North Yemen.

In the photograph taken at Felixstowe are (left to right) John Joyce, Trace Barnes, C.A.M.E.L.'s Middle East Manager, and Capt. Bertil Anderson, Operations Manger of METCO, whose personal effects are being loaded.



## BLC FAR EAST MANAGERS MEET IN HONG KONG

BLC Managers in the Far East met in Hong Kong recently to discuss developments in the Far East trade and ways of providing better service to customers. The meeting was chaired by the General Manager, Far East, and took place in the new Hong Kong offices of Ben Line.

In the photograph are (left to right) James Mattinson, Singapore; David Keith-Welsh, Hong Kong; Norman Macdonald, Thailand; Stuart Peacock, Commercial Manager, Far East; David Fargus, General Manager, Far East; Stewart Forbes, West Malaysia; Roger Miall, Japan; and Dermot Taylor, South Korea.



## TOKYO MOTOR SHOW SPECIAL

Austin Rover Exports Limited shipped two Minis and three Metros by BLC for the Tokyo Motor Show. These specially prepared vehicles were loaded into two containers and carefully blocked and fixed.

"Although most cars are now shipped in special carrier ro-ro vessels," said Tony Horne, Killick Martin's Marketing Manager in Birmingham, "it was essential that these cars arrive in absolutely perfect condition."

In the photograph, the vehicles are ready for loading for the trip to Japan.

## BLC CUSTOMERS ON BOARD 'CITY OF EDINBURGH'

When BLC's "City of Edinburgh" called at Hong Kong recently, the Managing Director of Longmans, Mr. Willie Shen, and other senior representatives of this publishing group who are major shippers of books to the UK, were invited on board by the ship's Master, Captain John Pritchard, to thank them for their cargo support of BLC.

Fast turn-round of BLC container-ships at terminals in Europe and Asia does not give much time for visits of this kind, which makes the occasion rather special.

In the photograph taken on the bridge are (left to right) David Keith-Welsh, BLC's Hong Kong Manager; Mr. Willie Shen, Managing Director of Longmans; Captain John Pritchard, Master of the "City of Edinburgh"; and Mr. Patrick Poon, Controller of Longmans.



# NEW MENU FOR LIVESTOCK IN THAILAND

Manufacturing and supplying large pieces of equipment and complete plants all over the world calls for special transport, especially when it is essential that the cargo receives proper attention and is handled correctly.

Atlas-Danmark, a Danish engineering, manufacturing, contracting and trading enterprise founded in 1899 with wide-ranging activities in the food, feedstuff and marine industries, operates all over the world, with approximately 85 per cent of its turnover representing exports to more than 70 countries.

E.A. Bendix & Co. Limited are agents in Denmark for ACT(A), BLC, C.A.M.E.L. and EHCL and Atlas-Danmark often relies on E.A. Bendix & Co. for their door-to-door transport. Recently the third Rotary Universal Drum Drier (RUDD) for the drying of green crops and various kinds of agro-industrial residues as well as for the drying of wood waste and peat for the production of solid fuel, was shipped to Thailand and once again BLC was chosen for the job.

## KNOW-HOW

The remaining parts of the plant were shipped in containers and when installed in the province of Kanjanaburi in Thailand the drum drier will provide 4-5 tons/hour of dried material for livestock consumption (the evaporation capacity is 10 tons/hour).

Atlas is engaged in planning, manufacturing and shipping equipment and complete plants in the fish and meat industries as well as other agro-based industries and providing know-how for the production, processing and storing of protein-rich food for animals and humans.

During the last decade Atlas-Danmark has supplied more than 100 RUDD plants all over the world and this latest shipment to Bangkok is the third plant of this type they have exported to Thailand. The company has expressed its complete satisfaction with the shipments handled by E.A. Bendix and carried by BLC.

## THE PIPER'S LAMENT

One of the best known characters on the UK shipping scene, Bob Bruce of the Post Office, has retired recently and it was considered fitting that he receive a special send off. BLC gave a dinner party in Killick Martin's offices where many of his old friends gathered.

Among the guests was Bill Rennie of Delta Enfield Power Cables and he added a special touch to the festivities by



*This giant drum for a RUDD 100 plant is ready to leave the Atlas-Danmark factory for its long journey to Bangkok. Weighing 20,000 kilogrammes, the drum will form part of a plant to be used for drying sugar-cane tops to provide material for livestock consumption.*



*The Atlas-Danmark factory and administration buildings in Ballerup, Copenhagen, Denmark.*

playing his bagpipes. Bob Bruce was at one time in the Black Watch and despite living in the South of England, he has always kept up his Scottish connections.

EHCL and ACT(A) also acknowledge their appreciation of Bob Bruce for his many years loyal support to the shipping industry. EHCL held a dinner party for him and his wife at Pontlands Park Country Hotel.

In the photograph are (left to right) Bob Bruce, his wife Jean and Bill Rennie.

Just as we went to press we received the sad news of Bob Bruce's untimely death.



# IT'S ALL IN A DAY'S WORK

During November "ACT News" visited the Midlands to experience a typical day's work at the Birmingham office of Cunard-Brocklebank Sales, which looks after the interests of Cunard Arabian Middle East Line (C.A.M.E.L.) throughout the Midlands area.

The office has a total staff of nine people with Keith Watkins, the Manager, supervising all the marketing and administrative activities undertaken by his five salesmen and three administrative staff.

Once the staff had been introduced, it was down to work.

The day started with Keith looking through the post, making a few important telephone calls, answering some queries and then meeting with his



Attending a sales meeting at the Birmingham office of Cunard-Brocklebank are (left to right) Sid Deeming, Ray Reading, Graham Jackson, Keith Watkins, Tim Chubb and Steve Deely.



A C.A.M.E.L. Groupage container being stuffed at ACT Services, Perry Barr is observed by Keith Watkins (left) and Jim Peat, ACT Services Cargo Care Manager, Birmingham. The box will then be sent to Felixstowe for loading on one of C.A.M.E.L.'s vessels serving the Red Sea ports of Jeddah, Aqaba, Hodeidah and Port Sudan.



Observing the loading of a C.A.M.E.L. container bound for Port Sudan at the premises of Carl Prior Limited at East Midlands Airport are (left to right) Brian Keeling, Managing Director of Carl Prior Limited; Keith Watkins, Manager of Cunard-Brocklebank Sales, Birmingham; Richard Williams, Operations Manager, Carl Prior Limited; and Steve Deeley, Cunard-Brocklebank Sales Representative.

salesmen to discuss latest developments. The sales force in the Midlands call on companies manufacturing a wide variety of products, including security equipment, soft drinks, scaffolding, bottle tops and caps, construction equipment and coins from the Royal Mint.

"ACT News" accompanied Keith and salesman Tim Chubb to the offices of "ACT News" accompanied Keith and salesman Tim Chubb to the offices of Metal Closures Limited, a regular and frequent supporter of the C.A.M.E.L. service. From the office of Metal Closures, it was on to the ACT Services LCL Consolidation Base at Perry Barr to observe and supervise the stuffing of an LCL box.

port agents, Hargreaves Shipping Services, will, if necessary, "top up" ready for loading on to one of C.A.M.E.L.'s four vessels.

Next on the day's itinerary was a visit to Carl Prior Limited, another regular supporter on C.A.M.E.L.'s service to the Red Sea ports of Jeddah, Aqaba, Hodeidah and Port Sudan. On this visit we were accompanied by Steve Deeley, the account Salesman.

During our absence, Keith's office staff had not been idle. Their day was spent telephoning shippers and forwarding agents, liaising with Head Office and making appointments for the sales force, ensuring that they would have another busy day ahead of them the following day.



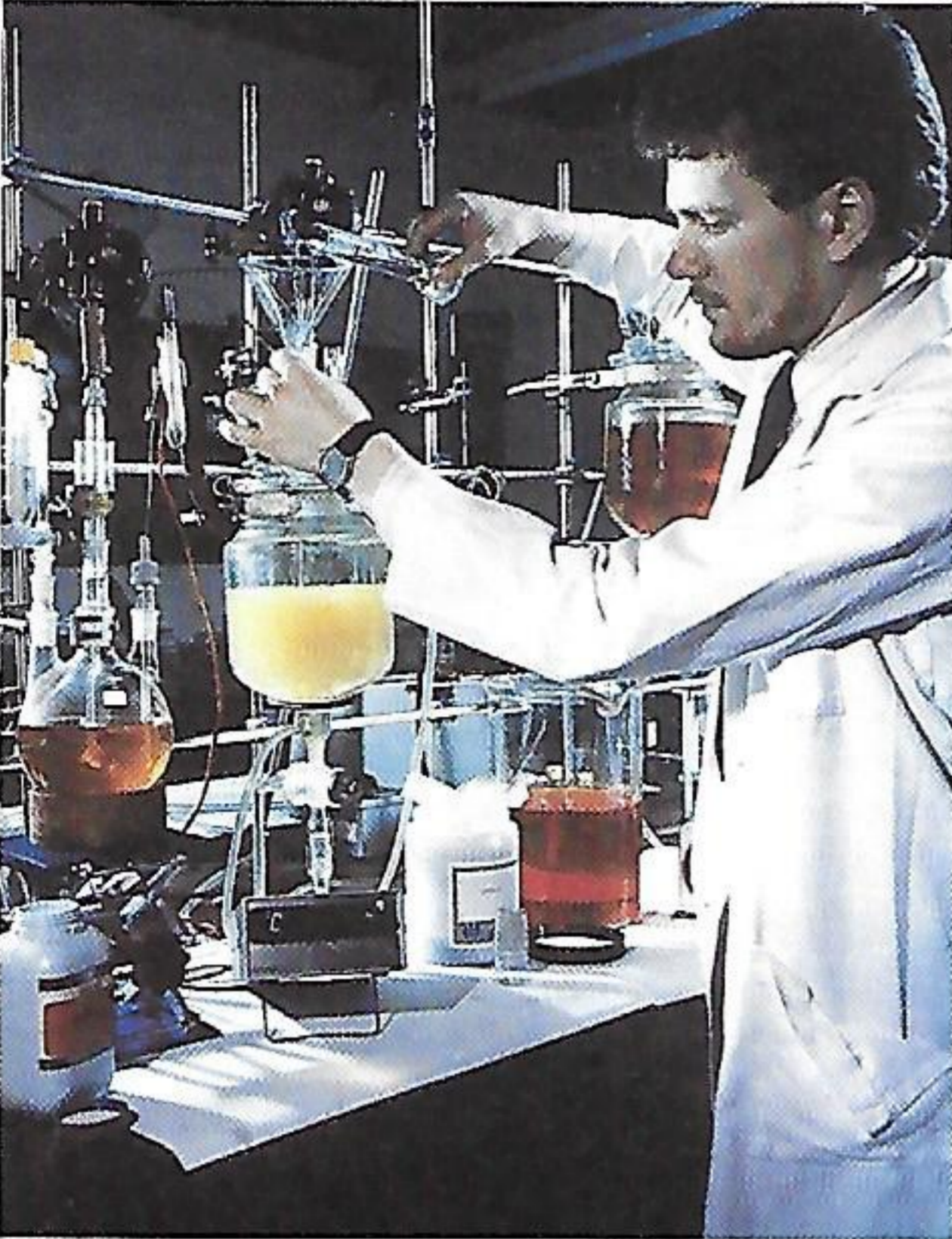
A pallet load of bottle tops destined for Jeddah are inspected at the warehouse of Metal Closures Limited by (left to right) Douglas Savage, Metal Closures' Transport Distribution Manager; Keith Watkins; Martin Jackson, Shipping Manager of Metal Closures; and Tim Chubb, Cunard-Brocklebank Sales Representative.



# BEATING THEIR CANNONS INTO PLO

As well as being one of the earliest established engineering companies in the UK, Simon-Rosedowns is the oldest manufacturer of oil mill machinery in the world.

Founded in 1777, today's works and offices are still situated on the site of



*Research and Development play an important part in keeping Simon-Rosedowns at the forefront of technology. Their modern laboratories carry out tests for clients as well.*

the Old Foundry where cannons were cast for use in the Napoleonic Wars, but now the company is engaged in supplying equipment for processing oilseed to countries around the world.

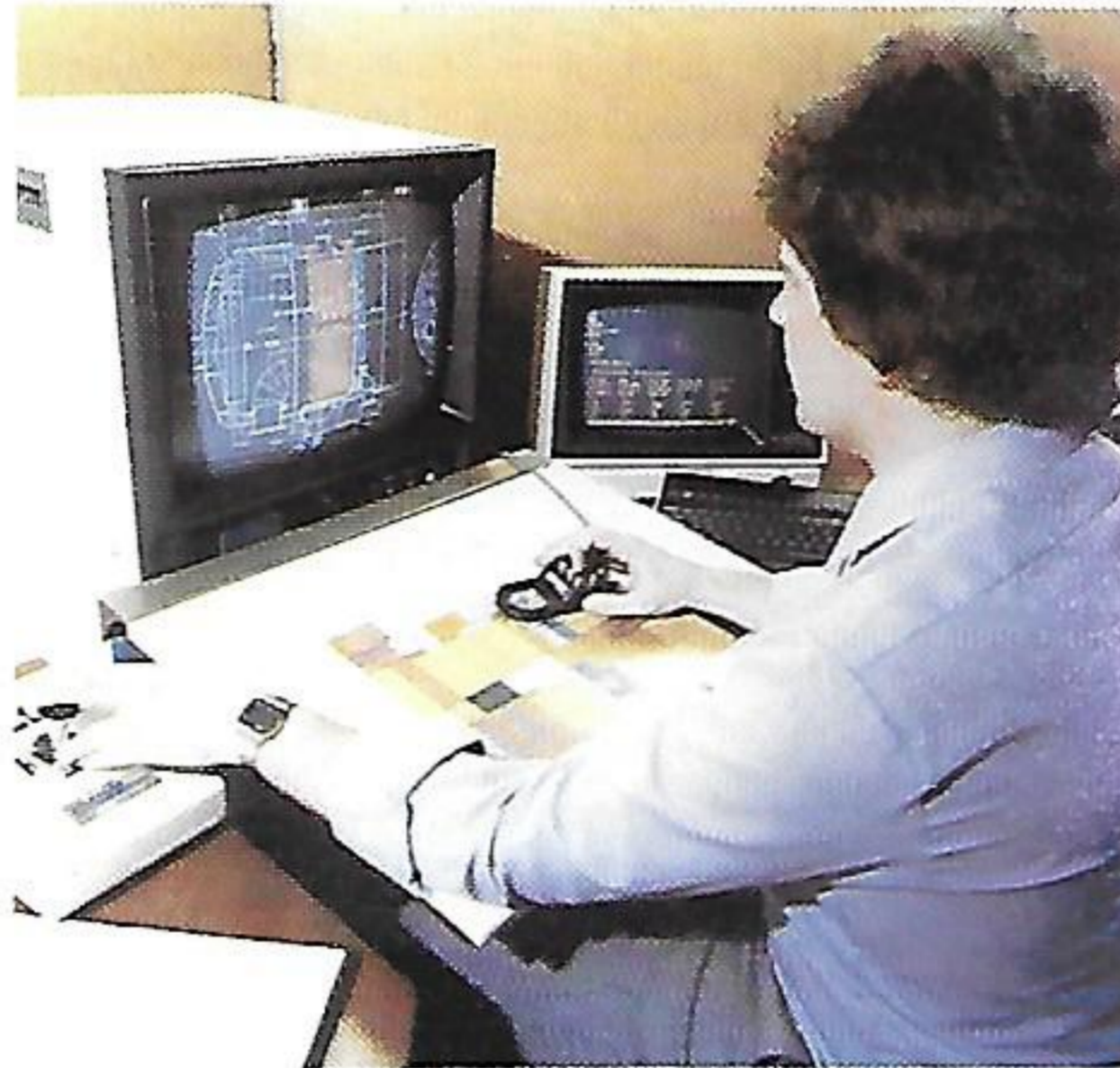
Oils and fats provide energy and form an essential part of our diet and with the trend towards economic independence and self-sufficiency in

food products in the developing world, Simon-Rosedowns has become export oriented with some 85 per cent of all its products being destined for overseas markets where oilseeds are grown, oil extracted and in many cases refined locally.

Oilseed processing is a basic agro-industry supporting a country's food supply. It also acts as a starting point for a chain of linked industries that use crude oils to produce refined products such as cooking oils, salad dressings, ice-creams, frying oils, specialty fats, margarine, etc.

There is also a technical oil category used in the production of paints, varnishes, lubricants and plastics. Related by-products industries include soap and detergent manufacture.

The residue of many seeds, after oil extraction, is used for animal feed and some seeds, such as soyabeans, have proved suitable for conversion into



*Sophisticated electronic technology used by the company includes this computer aided drafting facility, one of the most modern available.*

human protein foods.

Rosedowns process systems can be found in over 120 countries converting soyabean, cottonseed, maizegerm, rapeseed, sunflowerseed, copra, palm kernels, linseed, sesame seed, cocoa and castorbean, etc. into edible oils and proteins, animal feedstuffs and valuable technical oils.

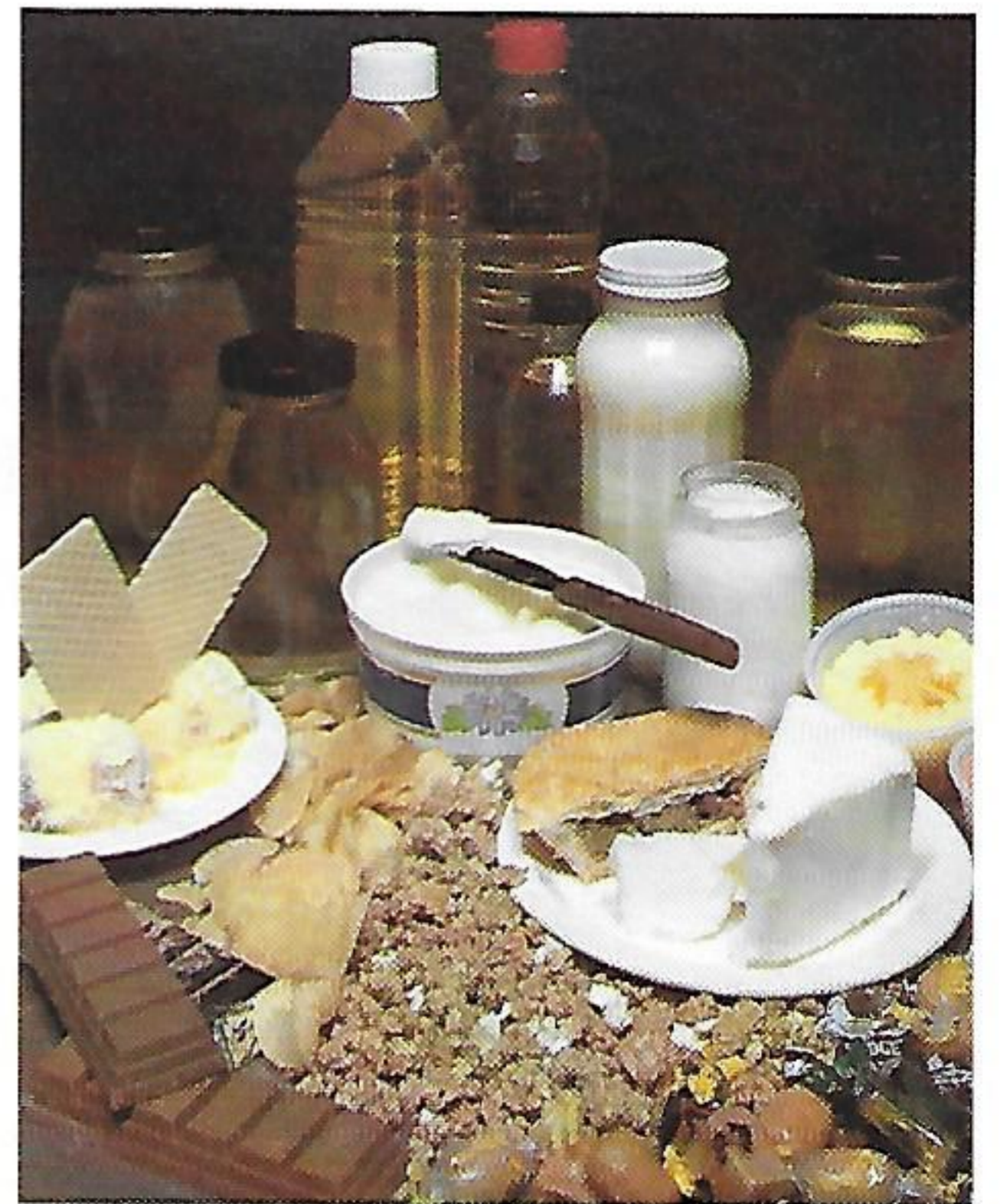
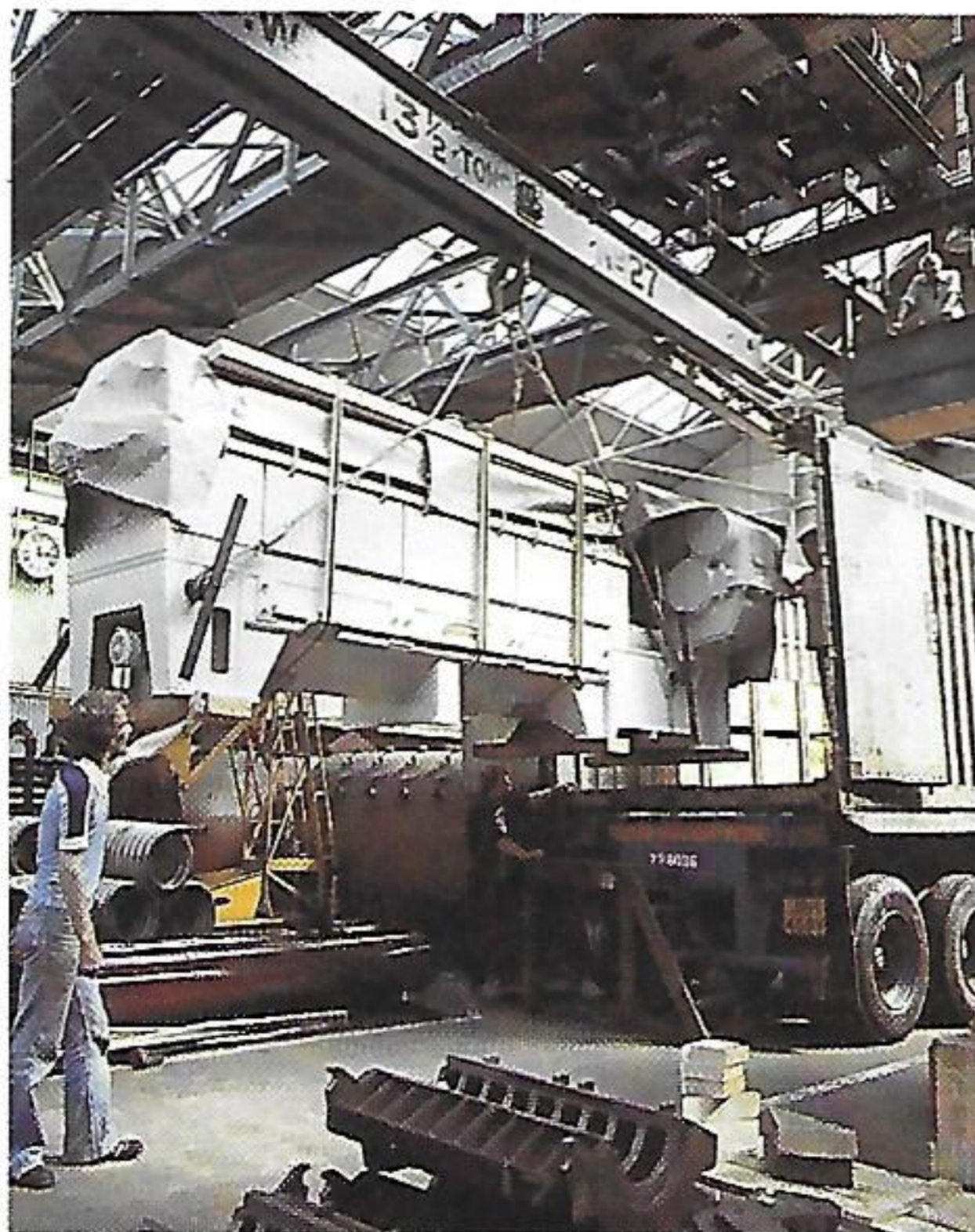
Today the company continues at the forefront of new technology and is devoting much of its development ef-



*A processing plant being installed. Simon-Rosedowns provides a complete package service from designing the most appropriate plant, with technology and economic viability being combined to maximise cost effectiveness, to assistance in plant erection and start-up.*



*Containers are playing an increasingly important role in Simon-Rosedowns export programme. In the photograph (left) part of a palm kernel extraction unit for Bahau in Malaysia is loaded at the plant observed by (left to right) Malcolm Tather, Director of Tower Express; Melvin Adamson, Shipping Controller, and Geoff Williamson, Marketing Director, of Simon-Rosedowns; and Trevor Cundhill of Killick Martin, BLC's agents. In the photo at right a Mark 5 Screw Press, also for Malaysia, is loaded into a 40-foot open top BLC container.*



*A typical range of vegetable oil based food products is shown in the photograph.*

fort into solving the problems of increased energy costs which face the modern oilseed processing industry. It still combines the traditional skills of heavy engineering workshops with the latest computer aided design/manufacturing systems and the same detailed

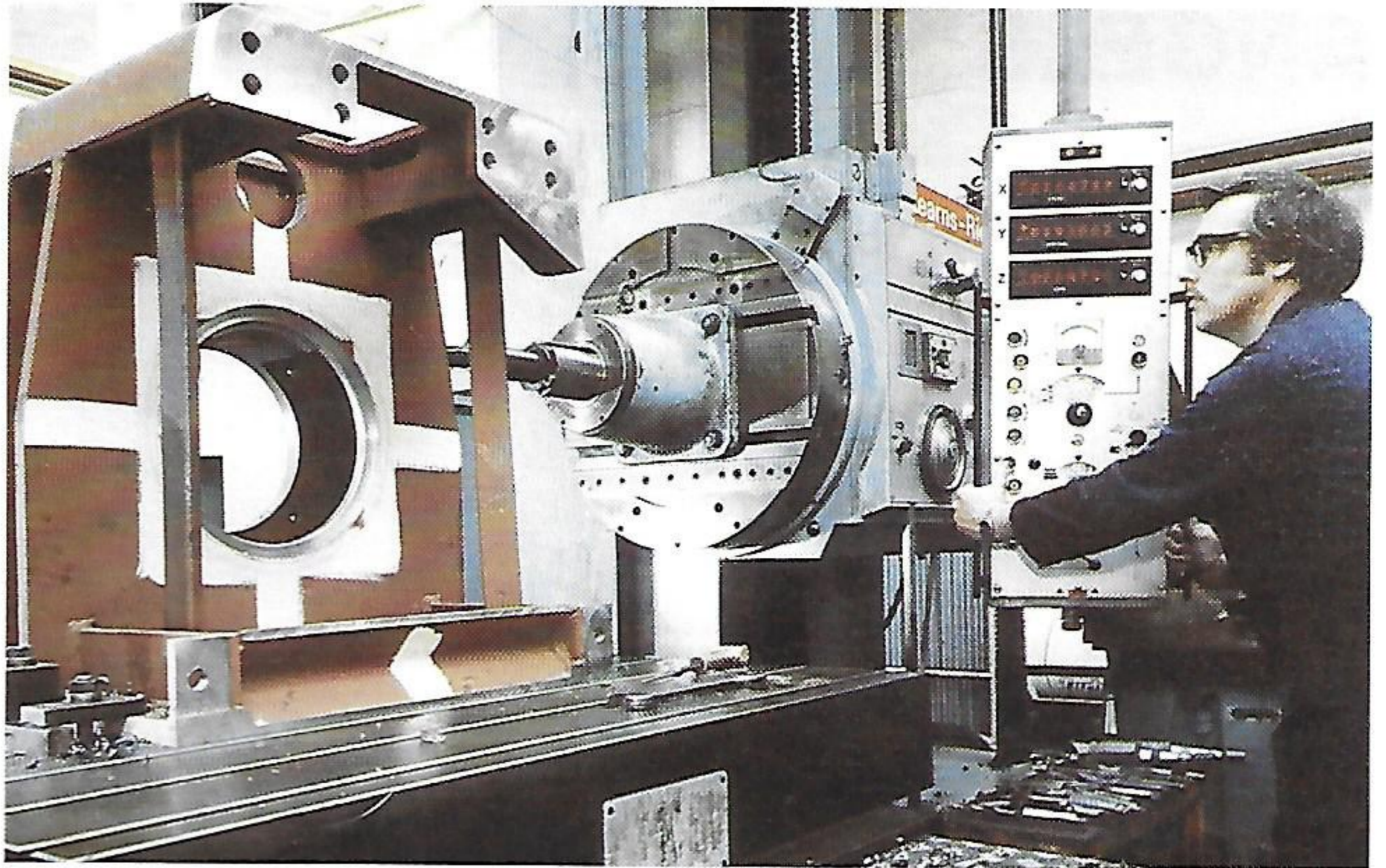
# UGHSHARES

attention is given to the largest vessel and the smallest component.

Over the past decade containers have played an increasingly important role in the export of Simon-Rosedowns products and complete extraction plants and units have been carried by ACT(A), BLC and other members of the ACT group.

Recently, for example, BLC carried a complete 200-tons-per-day palm kernel extraction unit in nine TEUs destined to be set up in Bahau in Malaysia and it is expected to start up by mid-1984, based on four of Rosedowns Mark 5 Screw Presses. It is similar to an installation currently being erected at Kuantan in East Malaysia for the Federal Land Development Authority.

The Bahau mill is the third 200-tons-per-day plant supplied to the Authority in recent years which is an indication of the company's ability to satisfy the



*The majority of plant and machinery is designed and purpose manufactured at Simon-Rosedowns' 35,600 square metre operation in Hull. Detailed quality control and inspection ensure consistent quality and guarantee the highest standards for products.*



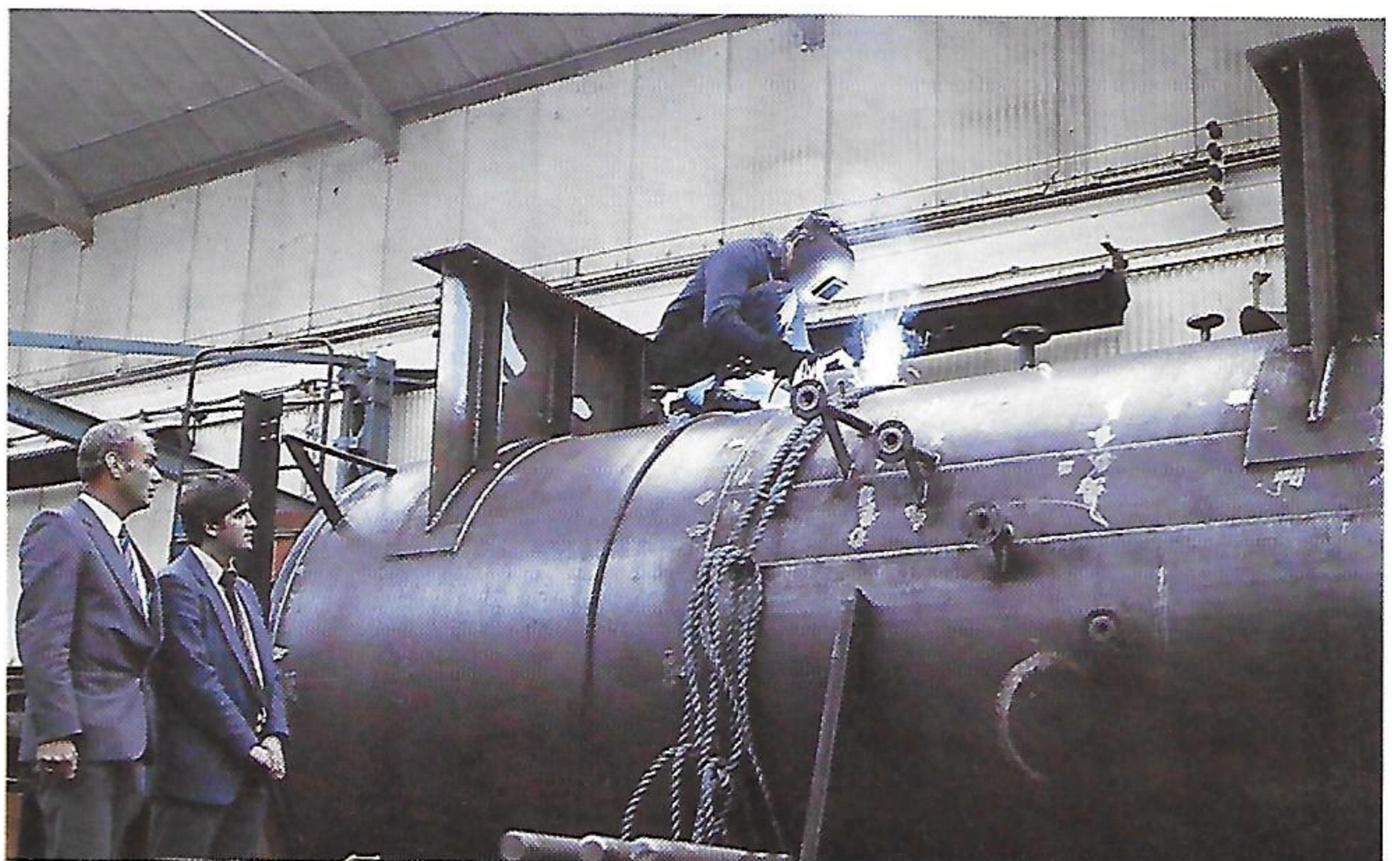
*This 30,000 lbs per hour Rosedowns-Votator Semi-Continuous Deodoriser — the largest ever shipped from the Hull factory — was photographed as it was ready to leave the works for Tilbury's Northfleet Hope Terminal bound for PTL Margarine in Murarrie, Australia.*

demands of an exacting market. During this period BLC has carried Rosedowns' equipment in an additional 20 TEUs as well as many groupage shipments to Malaysia.

Over the decades Simon-Rosedowns



*The traditional continuous rotary extractors manufactured by Simon-Rosedowns, like the one pictured, are still available for specific duties.*



*Observing the welding operation at Simon-Rosedowns giant factory complex at Hull are Ian Oliver (left), ACT(A) Sales Representative, and Melvin Adamson, Simon-Rosedowns' Shipping Controller. Specialist knowledge and experience are required to move these mammoth and heavy pieces of equipment to ensure they are handled correctly and arrive in perfect condition at their destinations.*

has diversified its product range of oilseed processing and oil refining equipment considerably and has maintained a continuous history of development and improvement of process methods.

In 1974 the company became part of Simon Engineering and since then the depth of experience and expertise gained over the years has been merged with that of the Simon Food processing group to provide the ultimate in quality and reliability.

Rosedowns prides itself on its complete package service encompassing appraisal, design, manufacture, procurement, finance, shipping, construction, commissioning and after-sales back-up — a total contracting service which is not considered complete until the client is completely satisfied with his finished plant operating efficiently and profitably.

# ANGELS STILL FLYING 127 YEARS LATER

A seafarer's life is often a lonely one and long absences from home and family together with enforced isolation at sea tend, if anything, to magnify problems.

It is to minister to such men and women that The Missions to Seamen exists in nearly 300 ports around the world, working through a network of chaplains, honorary chaplains and clubs.

This year The Missions to Seamen celebrates its 127th anniversary and while conditions in the shipping industry have changed tremendously since the 1850s, the aims of "the flying angel" are still the same: to look after the spiritual, moral and physical welfare of seafarers of all races and beliefs, in the U.K. and abroad.

The moving force behind the establishment of The Missions to



*The Missions to Seamen Head Office and St. Michael Paternoster Royal Church in the City of London.*

Seamen in 1856 was Rev. John Ashley. As a young Anglican clergyman in 1835, he turned down a parish appointment and began carrying on a ministry among seamen. He went around to ships and lighthouses in the Bristol Channel, travelling in an open boat, holding services, learning about life at sea and the needs of seafarers.

The lot of the ordinary seafarer in the last century was a far cry from the conditions enjoyed by today's seamen. Then they lived in cramped and dirty quarters and worked long hours for low pay. The work was dangerous and if the seafarer was injured or sacked, he had no recourse. Unscrupulous men preyed on the seafarer returning to port after long sea voyages and soon relieved him of all his earnings.

At the beginning, church vestries were fitted out as reading rooms and this was considered sufficient for the

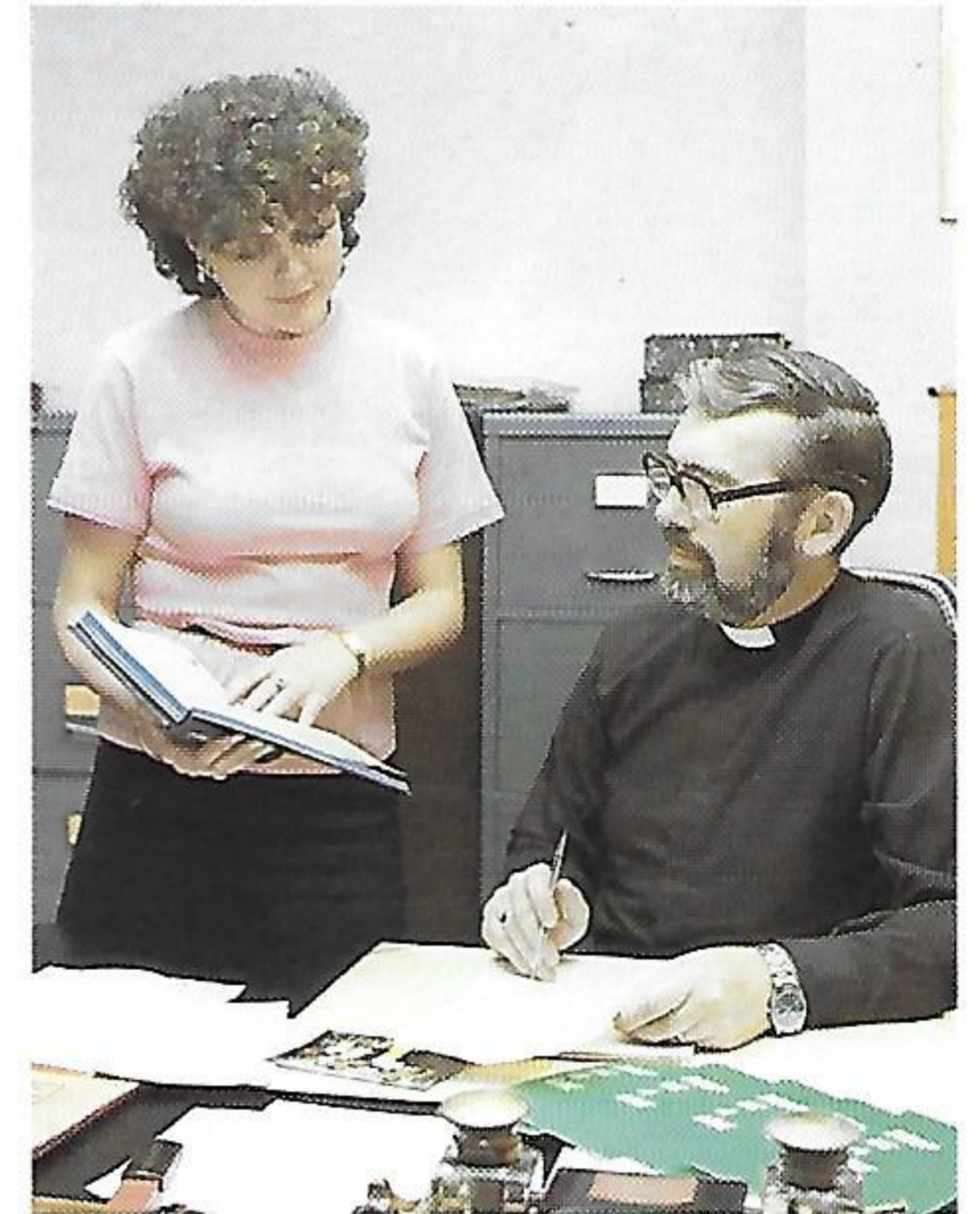
needs of men ashore, but these reading rooms soon developed into special buildings with facilities for many social purposes. Known to seafarers around the world as Flying Angel clubs, these centres often contained some sleeping accommodation, were equipped for providing light refreshments and there was the chapel, of course, which is still the focal point of the operation.

Chaplains are available to discuss seafarers' problems, be they spiritual or temporal, and he administers the sacraments, distributes Christian literature to those who are interested, and calls on seafarers in hospitals or prisons. Honorary chaplains work in a port where there is no club or full-time chaplain, visiting ships and giving as much time as he can from his shore ministry to care for seafarers.

There are clubs in over 80 ports where seafarers can make a telephone



*Relaxing during a game of doubles at one of the ping-pong tables at the Flying Angel Club located at Tilbury Docks near London.*



*Discussing future appointments are Mary Trainor (left), assistant to The Rev. Glyn Jones, who organises visits to Light Houses and Light Ships as well as co-ordinating the work of part-time chaplains.*



*Co-ordinating the worldwide activities of The Missions to Seamen entails large amounts of administrative and paper work. Pictured are three of the ladies who play key roles in this area at the London Head Office (left to right) Audrey Speed, Rhos Charles and Myrtle Daley.*

call home, have a meal, worship in the club chapel, talk to the club's chaplain and staff, watch television and use whatever facilities the club provides, which can range from swimming pools to football pitches. These are run either solely by The Missions to Seamen or jointly with other Christian societies. Every seafarer is welcome regardless of race or religion.

In the years following World War II, major changes were taking place in shipping. Vessels grew larger and more specialised; containerisation increased and roll and on-roll off ships came into general use. Some mission buildings became isolated from ships and seamen and some became totally redundant.

New approaches to the ministry were called for and the home mission idea was developed with chaplains inviting seamen to a family rather than to

a club environment. The need for accommodation in Flying Angel clubs diminished due to quicker turn-rounds and an improved standard of crew accommodation in ships. Today club accommodation is mainly used in emergencies and by those seamen who are flown overseas by their company to await a ship.

Modern specialist vessels also brought about a revolution in the pay and conditions of the men who served on them. On many vessels facilities were provided for seafarers to bring wives and sometimes families on voyages. Individual cabins for all personnel became the norm and more attention was given to the provision of leisure entertainment at sea.

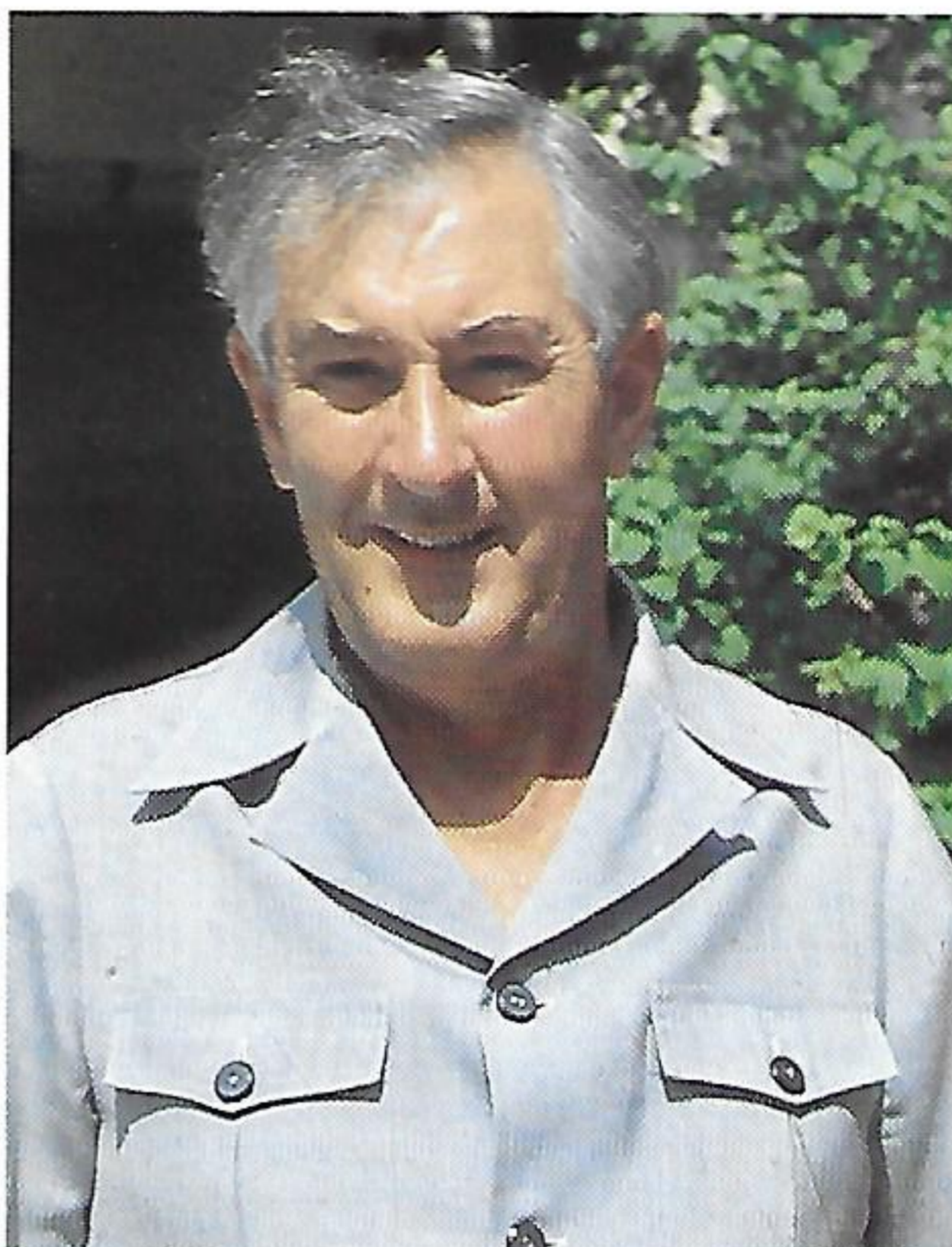
Now in the 1980s, developments are taking place in the provision of a ministry at sea. The Missions to Seamen is at the forefront of experiments to discover how best to bring the Church's ministry to seafarers whose time ashore is limited and whose conditions at sea, while excellent materially, can give rise to a variety of personal problems.



Close co-operation between General Secretary The Rev. Bill Down (centre) and his two Assistant General Secretaries, Admiral Jock Miller (left) and The Rev. Ken Good, helps keep the work of The Missions to Seamen running smoothly.



Largest of the worldwide Flying Angels Clubs is located in Hong Kong (above left), which is managed by Alistair Hall (right), a former Chief Officer with Ben Line. The Club has accommodation for a minimum of 150 people and provides a full range of activities including ping-pong, billiards/pool, facilities for making telephone calls home, cards, a chapel and chaplain, etc.



It is now placing greater emphasis on the part-time ministry carried out by honorary chaplains in smaller ports on the basis that with seafarers getting less time ashore, The Missions to Seamen must make every effort to establish contact everywhere the ships dock.

Other approaches include thinking in terms of giving seamen a period of special training and these trained Christian laymen would work at sea, complementing the role of port chaplains and provide a continuous Mission link. A high priority is being given to this development.

Along with visits to hospitals and a ministry to the families of seafarers, it is thought that The Missions to Seamen will continue to play an important role in bringing seafarers' families closer together so that they can draw strength from one another. While the ministry may assume different forms and use other methods over the years, it is certain that for as long as men and women sail the seas the Flying Angel will carry out its work of witness and service.

## FIT FOR A SHEIK

An unusual custom-built 1978 Cadillac Limousine is being carried by C.A.M.E.L. to Jeddah in a 40-foot open-top container.

The car, which is 23½ feet long, is owned by Sheik Mohamed Achmed Ashmawi and has all the latest features including Persian carpets, built-in colour television set, 8-track stereo, radio, speakers and two telephones.

Watching the loading operation at Barking Containerbase near London are (left to right) Tom Christian, ACT Services Cargo Care Manager; Bob Hale, ACT Services Barking Commercial Manager, C.A.M.E.L.; and Pe Woon Chin, Marketing Services Manager of C.A.M.E.L.

