

act news

WINTER 1984/85



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

THE SCANDINAVIAN CONNECTION

Scandinavian cargo has always featured prominently in Cunard's traffic to the Red Sea, even in the pre-containerisation era of conventional cargo.

Today, some 20 per cent of C.A.M.E.L.'s carryings from Northern Europe are accounted for by cargo originating in Norway, Sweden, Denmark and Finland.

Stuart Sutherland, C.A.M.E.L.'s Traffic Manager, visited Scandinavia earlier this

worth a thousand words" and while C.A.M.E.L. does not advocate sending flowers to all agents and shippers, it does support the statement that "one meeting is worth a thousand telephone calls."

Stuart's first stop was Copenhagen where he was welcomed by C.A.M.E.L.'s agents, E.A. Bendix & Co. In addition to their liner agency, forwarding and air freight interests, Bendix also have their own Land Transport Services Company.

ing carried out on the possibility of C.A.M.E.L. vessels calling directly at Esbjerg in Denmark.

Second stop on the trip was Helsinki where OY Enroth have been Cunard's agents for more than 20 years. Finland's main exports are forest products such as timber, paper, wood pulp and furniture, but they also export machinery, computers, electronic equipment and cheese. They have a very large shipbuilding industry which specialises in ice breakers.

C.A.M.E.L.'s main shippers in Finland are the furniture manufacturers and cheese producers. Enroth were also appointed by the Finnish Olympic Team as their official forwarder to the Olympic Games held in Los Angeles.

From Finland it was on to Oslo and a visit



Members of staff at Scandinavian Shipping and Transport in Stockholm gather round the table to discuss CAMEL shipments. Pictured are (left to right) Stefan Järkas, Helen Lindberg, Thomas Rössberger, Head of the Liner Department for CAMEL business, and Tarja Myllys.

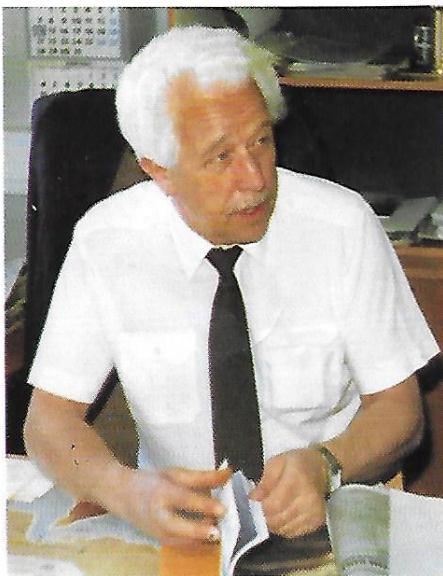


Stockholm on a winter night.

With the combination of their representations and owned interests they are recognised as leaders in the through transport from door to door of such cargoes as power stations and cold store projects. The liner agency department represents a wide selection of shipping lines with conventional and container services worldwide from the Faroe Islands to South Africa and the Americas to the Far East.

In view of the importance of Scandinavia to C.A.M.E.L., a feasibility study is now be-

ing carried out on the possibility of C.A.M.E.L. vessels calling directly at Esbjerg in Denmark. Second stop on the trip was Helsinki where OY Enroth have been Cunard's agents for more than 20 years. Finland's main exports are forest products such as timber, paper, wood pulp and furniture, but they also export machinery, computers, electronic equipment and cheese. They have a very large shipbuilding industry which specialises in ice breakers. C.A.M.E.L.'s main shippers in Finland are the furniture manufacturers and cheese producers. Enroth were also appointed by the Finnish Olympic Team as their official forwarder to the Olympic Games held in Los Angeles. From Finland it was on to Oslo and a visit to a relatively new C.A.M.E.L. agent, Overseas Shipping. Although Overseas Shipping have only been C.A.M.E.L.'s agents in Norway since March 1983, their association with Cunard goes back to the days of the conventional Red Sea service when, acting as forwarding agents, they gave regular support from fish oil product manufacturers.



Checking the next ship movement on the CAMEL service is Kurt Knappe, Director of Export Forwarding and Overseas Functions of OY Enroth in Helsinki.

year to ensure that shippers and agents continue to receive the same standard of service they have come to expect from Cunard.

A romantic once said that "a flower is

OUR COVER

One of the delightful pastimes after dinner in the evening in Norway during Winter is a sleigh ride with the sledge being pulled by typical Fjord horses.



Two members of the Overseas Shipping management team dealing with CAMEL business in Oslo are Terje Branem (left) and Jakob Fogstad.

Today, C.A.M.E.L.'s major support in Norway comes from shippers of vegetable ghee substitute, chemicals and various paper products.

Most travellers on a tight schedule dread the almost inevitable hiccup such as baggage going astray or becoming fog-bound. With three days gone, three cities visited and 1,600 miles by air covered with a further 1,400 miles to go, fate was not to forget Stuart Sutherland. The flight from Oslo to Gothenburg had been grossly over-booked and despite having confirmed bookings, nine passengers were left standing at Oslo Airport when the flight left. Stuart was one of them!

CHARTER

With no other scheduled flight that day to Gothenburg and their luggage already airborne, things looked grim. However, the airline managed to charter an eight-seater Piper Chieftain and, with one passenger flying as co-pilot, two hours later the party was on its way.

C.A.M.E.L.'s interests in Sweden are taken care of by Scandinavian Shipping and Transport, who have offices in Gothenburg and Stockholm. They represent lines with services to virtually every port in the world on both import and export cargo.

SST's association with Cunard stretches back to 1973 when SST was founded by Ivan Damberg and Bernt Nybom. Although the Gothenburg office is the operational centre of SST and has the largest staff of the two offices, both hold equal importance as Swedish offices.

Bernt, as Managing Director, is based primarily in the Stockholm office with Lars Joensson as General Manager and Thomas Rössberger as Line Manager looking after C.A.M.E.L.'s business in the Gothenburg office.

MOTOR VEHICLES

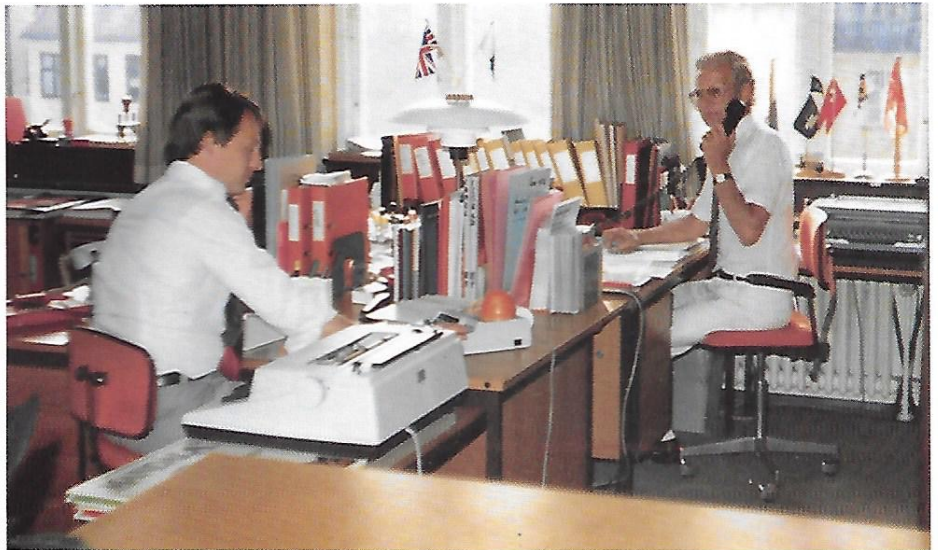
Sweden has many and varied exports, from forest products to all types of motor vehicles and electronic equipment. The major commodities carried on the C.A.M.E.L. service to the Red Sea are paper, chemicals, project cargoes, electrical goods, machinery and semi-finished forestry products.

It was decided that the best way for Stuart to make maximum use of his time in Sweden was to start in Gothenburg and head for Stockholm, some 250 miles to the north-east, calling on customers along the way. The journey between the two cities was by road and a comfortable car on Sweden's motorways is as good a venue as any for discussions about customers and C.A.M.E.L.'s Scandinavian policy.

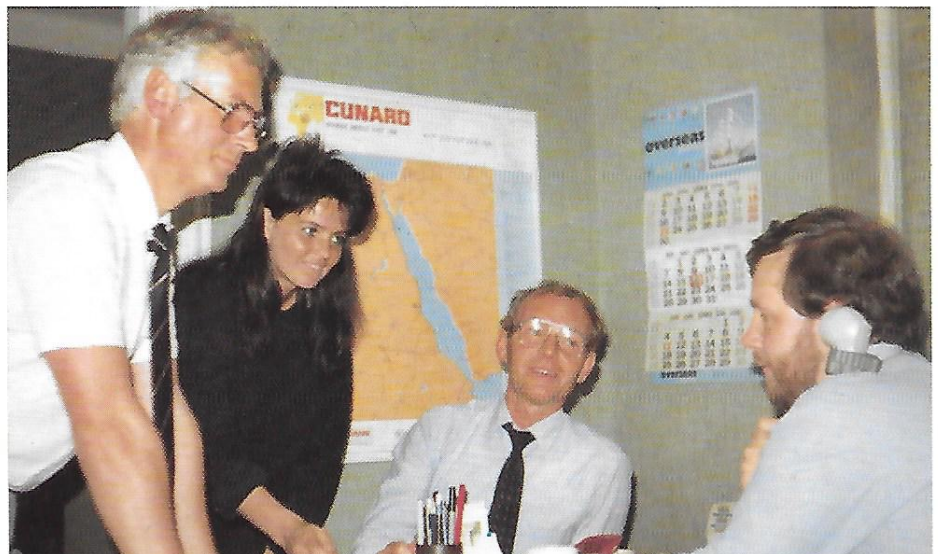
After a full and busy week in one of the most picturesque and hospitable parts of the world, Stuart Sutherland returned to London, confident that C.A.M.E.L.'s future in Scandinavia will be as bright as ever. Helping them to achieve that goal is the support the company receives from their network of thorough and highly efficient agents, who also represent ACT(A) and BLC.



Scandinavian agents meeting in London take time out to discuss providing the best possible service to customers. Pictured are (left to right) Malcolm Fleet, Assistant Traffic Manager (Continent), CAMEL; Gorm Thygesen, E.A. Bendix & Co., Copenhagen; Bernt Nybom, Scandinavian Shipping & Transport (SST), Sweden; Stuart Sutherland, CAMEL's Traffic Manager; Niklas Stroemberg, OY Enroth, Helsinki; Thomas Rössberger, SST, Sweden; and Jakob Fogstad, Overseas Shipping, Oslo.



Part of the busy E.A. Bendix & Co. staff in Copenhagen dealing with CAMEL business are Claus Peterson (left) and Gorm Thygesen.



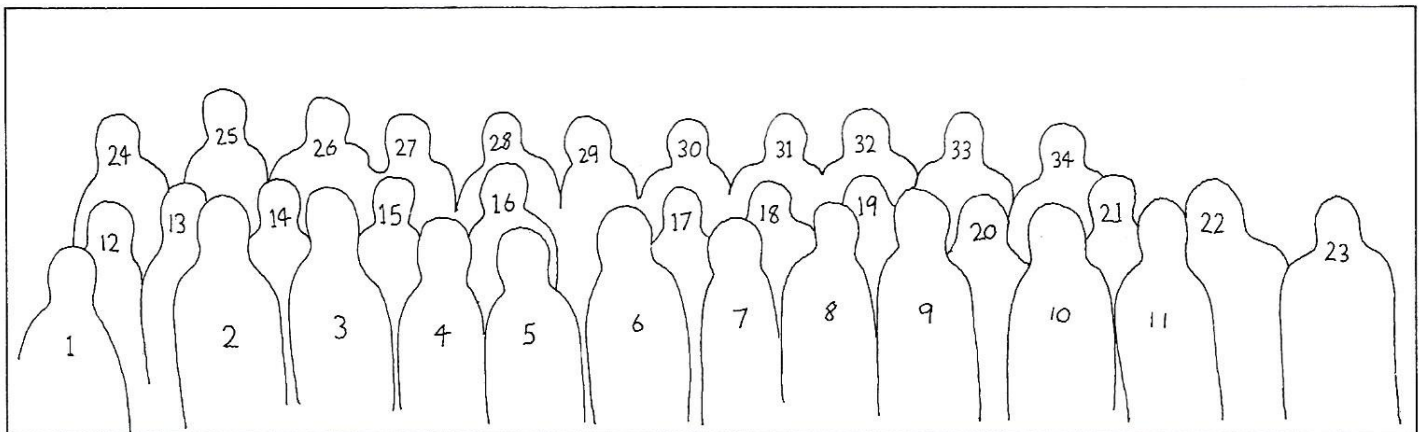
"What did they say they wanted to ship?!" Never mind, they'll find a way at Overseas Shipping in Oslo. Part of the hard-working team (left to right) are Jakob Fogstad, Lotte Liervik, Horst Meissner and Terje Branem.

C.A.M.E.L.'S EUROPEAN AGENTS MEET

A Sales Conference for C.A.M.E.L.'s European agents was held in London recently as part of a continuing programme to improve service and

operations in the Line's Middle East trade.

During a break in the seminar those attending were photographed and are identified below.



1. Trace Barnes, Middle East Manager of CAMEL; 2. Yvonne Burke, Traffic Co-ordinator, CAMEL; 3. Stuart Sutherland, CAMEL's Traffic Manager; 4. Alasdair MacVean, General Manager of CAMEL; 5. Judy Dutton, Marketing Services Assistant, CAMEL; 6. Claus Sandler, Menzells, Stuttgart; 7. Pe Woon Chin, CAMEL's Marketing Services Manager; 8. Elias Padazopoulos, Gold Marine Agencies, Piraeus; 9. John Crichton, Marketing Manager, CAMEL; 10. Bernard Ruimy, Jolasry, Paris; 11. Marc Dekeersgieter, Dens Ocean, Antwerp; 12. Malcolm Fleet, Assistant Traffic Manager (Continent), CAMEL; 13. Gorm Thygesen, E.A. Bendix & Co., Copenhagen; 14. Bernt Nybom, Scandinavian Shipping and Transport, Sweden; 15. Cornelius Heijboer, Van Ommeren, Rotterdam; 16. Uwe Edlefsen, Menzells, Bremen; 17. Dieter Kreher, Menzells, Frankfurt; 18. Dieter Goltermann, Menzells, Hamburg; 19. Jos Dijkshoorn, Van Ommeren, Rotterdam; 20. Andre Van den Bosch, Dens Ocean, Antwerp; 21. Freddie Kramer, Menzells, Hamburg; 22. Jens Nielsen, Menzells, Hamburg; 23. Jose Lasry, Jolasry, Paris; 24. Franco Viale, Dublin Maritime, Dublin; 25. George Petsalis, Gold Marine Agencies, Piraeus; 26. Willem Slijkkoord, Van Ommeren, Amsterdam; 27. Klaas Gijsberts, Van Ommeren, Amsterdam; 28. Horst Sudmann, Menzells, Dusseldorf; 29. Werner Hack, Menzells, Nurnberg; 30. Jakob Fogstad, Overseas Shipping, Oslo; 31. Thomas Rossberger, Scandinavian Shipping and Transport, Sweden; 32. Franz Kneubuhler, Lamprecht Transport, Switzerland; 33. Niklas Stroenberg, OY Enroth, Helsinki; 34. Tim Reynolds, Jolasry, Le Havre.

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C.A.M.E.L. MARKETING MANAGER



JOHN CRICHTON

Mr. John Crichton has joined C.A.M.E.L. as the Line's new Marketing Manager.

He has had wide experience in the shipping trade which began following graduation from Durham University when he joined H. Clarkson Shipbrokers in 1971. He served with them in the City of London until 1974 and then became a member of the Killick Martin & Co. Limited team working on the Ben Ocean trade, where he remained until 1978.

The following year John Crichton went to South Africa where he worked with Rennie Shipping in both South Africa and Zimbabwe until he returned to the UK to take up his new appointment.

He met his wife, Penny, who is from Durban, when they both worked at Clarksons. They have two children. In his leisure time, John spends as much time as possible with his family and relaxes playing squash and tennis and pursuing his interests in electronics.

ENTERTAINING BANGKOK



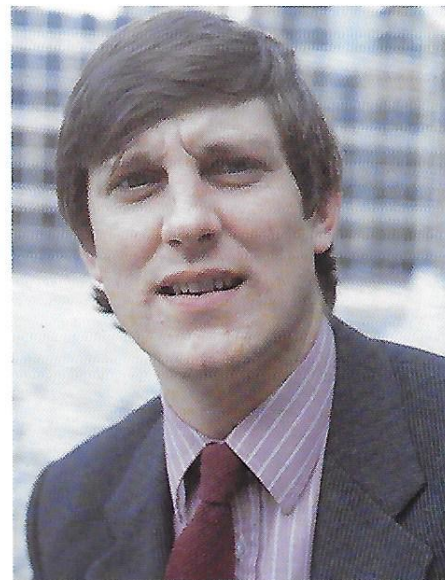
BLC entertained customers recently at Bangkok's Dusit Thani Hotel to thank them for their continued support and business. The photograph was taken at the start of the reception and pictured are (left to right) Norman Macdonald, BLC's Bangkok Manager; Panchit and Jane Vipavapanich and Mr. and Mrs. Pinyosopol of Hawaii Thai.



NEW TRAFFIC MANAGER FOR C.A.M.E.L.

Mr. Stuart Sutherland has been appointed Traffic Manager for the C.A.M.E.L. trade.

He started with the Cunard Group in



STUART SUTHERLAND

1971 as a deck cadet, serving for nine years in Cunard Cargo Shipping, latterly as 2nd Officer on one of the ACL vessels.

He came ashore and joined C.A.M.E.L. in October 1980 as Operations Superintendent. The following year he was promoted to Assistant Operations Manager and in 1982 he was appointed Assistant Traffic Manager (Continent).

Married with two children, in his leisure time Stuart Sutherland is a keen gardener and enjoys swimming and squash.

NEW PENANG AGENTS

BLC have appointed new agents in Penang: Bendera (Penang) Sdn Bhd. Their address and telephone number:

Bendera (Penang) Sdn Bhd
Wisma Hong Bee — 4th Floor
50-J Weld Quay
PO Box 199
Penang, West Malaysia
Telephone: 04-29411
Telex: MA40932

Members of the staff were photographed (left) and pictured are (left to right front row) Ong Hoon Khoo, Marketing Executive, Tong Hen Keng, Operations Manager, Khoo Boo Hong, Managing Director of the Penang Office, A.R.M. Fadzil, Administration Manager, and Annee Toolseram; (back row left to right) Tan Ban Choon, Mohd Faudzi Abdullah, Mohd Akbar, Lim Gaik Sim, Joseph s/o Anthony, Saleha Salleh, Moy Hoi Beng, Suraiya Gulam Kadir, Oon Hock Lye, Chan Yew Chong and Lo Kok Kee.

100 YEARS EXPORTING PLEASURE

James Buchanan & Company Limited, distillers of Black & White and Buchanan Scotch whiskies, is celebrating its 100th birthday and looking forward to another century of exporting its world-famous brands, providing pleasure for millions around the globe.

Buchanans, part of the Distillers Company Limited (DCL), exports 95 per cent of its production to 170 countries, and the

ducts and this widespread popularity has thrice won James Buchanan & Company the Queen's Award to Industry for export achievement.

Scotch Whisky is one of Britain's biggest foreign currency earners and James Buchanan, later Lord Woolavington, was a leading light in promoting this "water of life" on his travels around the world.

Whisky has been distilled in Scotland for

centuries and it has always been part of the Scot's way of life. It has only been over the past hundred years, following the development of blending, that a taste for Scotch has spread around the world and the qualities that had long been extolled by Scottish poets in song and story are now appreciated everywhere.

One of the main reasons for the success of Scotch Whisky is its distinctive flavour, which has never been truly imitated in "Scotch" produced elsewhere. Scotsmen claim it is the climate, the water, the peat used by the distilleries and the soft Scottish air that make the difference.

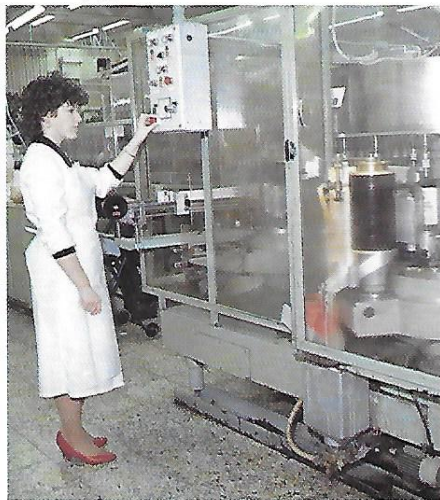
Perhaps equally important is the devotion of the men and women who make it, using the traditional skills that have been acquired over the centuries and passed on from generation to generation.

The same basic process used for hundreds of years by thrifty Highland farmers to dispose of surplus grain, using primitive copper pot stills, continues to be used today.

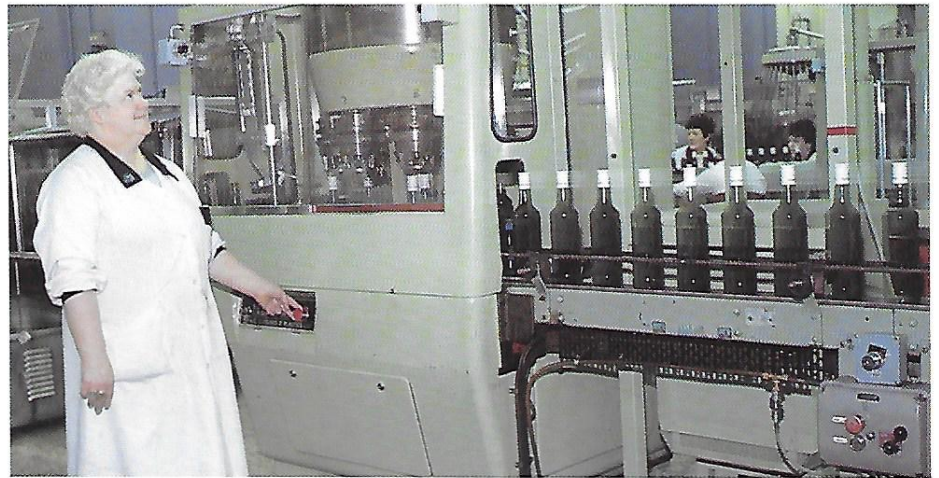
Scotch has truly become the international drink of the world and few other brands can claim such a wide distribution as Black & White. Happy birthday to all at James Buchanan & Company and may there be many, many more hundreds of years to celebrate.



Blending is essential to produce a whisky that is consistent in flavour and uniform in quality. Buchanan's Master Blender Jack Turner (above) tests one of the whiskies that may go into Black and White.



The modern bottling hall at Buchanan's Stepps plant (above and right) is capable of turning out 3,500 dozen bottles per hour and is operated by a staff of over 500 using the latest technology.




Lines of the ACT Group play an important role in this worldwide distribution.

The company's founder, James Buchanan, laid the foundations of the company in 1884. A born salesman, he set off to sell his whisky not only in Europe but also in Australia, New Zealand, South America, Canada, the Far East and the USA.

Today the company is universally known for the quality and consistency of its pro-

There is storage space available at Stepps for more than a quarter of a million cases of whisky awaiting shipment anywhere in the world. Buchanan's exports 95 per cent of its production to 170 countries around the globe.

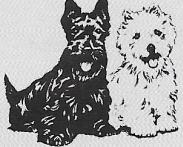

 BY APPOINTMENT TO HER MAJESTY THE QUEEN
 SCOTCH WHISKY DISTILLERS
 JAMES BUCHANAN & CO. LTD. LONDON.

Black & White

SPECIAL BLEND OF
 BUCHANAN'S
 CHOICE OLD SCOTCH WHISKY
 DISTILLED, BLENDED AND BOTTLED IN SCOTLAND

James Buchanan & Co. Ltd.
 DISTILLERS GLASGOW & LONDON
 GLENTAUCHERS DISTILLERY, MULBEN, SPEYSIDE
 PRODUCT OF SCOTLAND

3.75 LITRES

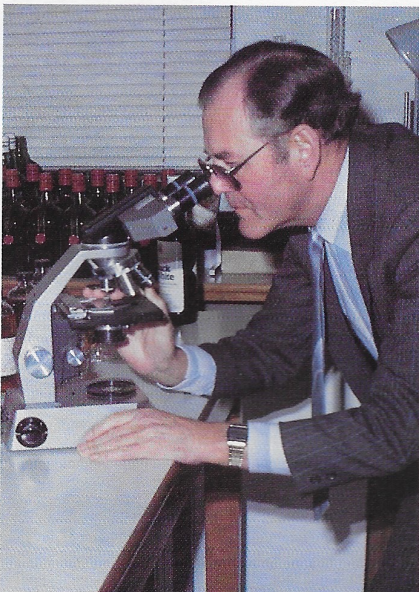



James Buchanan and Company's blending and bottling plant (above) is located at Stepps outside Glasgow and one of the famous products produced there is Black and White Scotch Whisky whose famous label (above left) is known throughout the world.



A bottle of Black & White Scotch Whisky "hot off the production line" is inspected by (left to right) John Beveridge, Export Department Manager at Buchanan's; Murray Cullen, Buchanan's Public Relations Manager; and Bob Anderson, ACT(A) Sales Representative.

Strict quality control is maintained constantly (below left). At any one time at Stepps, one of the largest and most modern plants within the Scotch Whisky industry, there may be up to 20,000 casks holding a total of two and a quarter million gallons of blended whisky awaiting the successful "marriage" of the blend before bottling takes place.



AUSTRALIAN WINE IMPORTS GROW

Australian wines are winning more and more converts around the world and the UK is no exception. One of the areas of notable growth is in three-litre "bags in boxes", which can be chilled in the refrigerator and used straight from the box.

Shaftesbury Marketing Limited, who import Cabernet Shiraz red wine and Berri Estates Riesling white wine from Australia, have had tangible proof of the growing popularity and quality of these wines — Cabernet Shiraz was voted "Wine of the Month" in July by "Which Wine" magazine and Berri Estates wines, which Shaftesbury Marketing entered in the International Wine and Spirit Competition held in London, won six silver and two bronze awards which were recently presented at a banquet held in the House of Commons.

The wines are shipped in containers carried by ACT(A) and each 20-foot container carries 1000 cases with each case holding six three-litre "bag in box" units.

Sold mainly in Off Licences and Supermarkets, "the popularity of Australian wines, and especially the 'bag in box' concept, is increasing as the outstanding quality of Australian wines becomes recognised," according to Adrian Ford, Managing Director of Shaftesbury Marketing.



An impromptu "wine tasting" takes place on the arrival of another containerload of Berri Estates Australian white wine in the UK. Doing the honours is Adrian Ford (left), Managing Director of Shaftesbury Marketing Limited; helped by Derek Mitchell (right), ACT(A) Sales Representative, Southern Region; and John Skuse, ACT Services Distribution Superintendent.

ACT(A) MARKETING APPOINTMENTS



PETER TAYLOR

Peter Taylor and Robert Grover have been appointed to ACT(A)'s Head Office marketing team as assistants to UK Marketing Manager David Haigh.

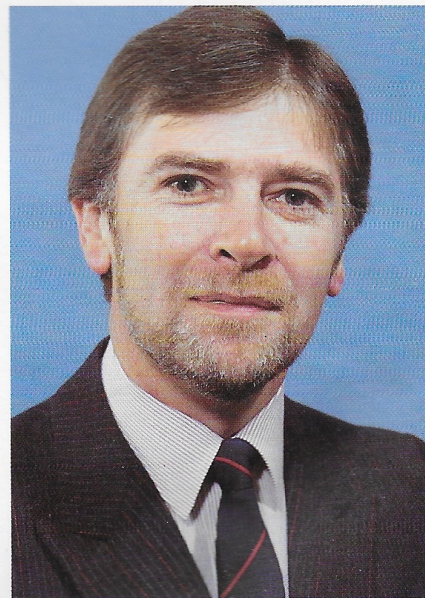
Peter Taylor had been Assistant Sales Manager of the Southern Region, based at Basildon, before taking up his new position. He joined ACT in 1969 in the Central Freight Department.



ROBERT GROVER

Robert Grover joined ACT(A) in 1977 as Assistant to the Trade Manager. He spent 20 months in the company's Australian and New Zealand offices in 1979-80, familiarising himself with the worldwide operations of ACT(A).

Prior to joining ACT he worked with Blue Star for four years in the Freight and Traffic Departments.



MALCOLM LAMBARD

Malcolm Lambard has been appointed Assistant Sales Manager of ACT(A)'s Southern Region, replacing Peter Taylor, who has moved to Head Office.

Lambard joined ACT(A) in 1974 after having spent several years in the oil industry and in Smithfield's Meat Market.

Married with two children, his outside interests include Scouting and he is a keen football fan.

HEADED FOR THE CHAMPIONSHIPS

Excitement has been running high as the last round of the 1984 World Endurance Championship — scheduled for 2nd December 1984 at Sandown Park in Melbourne — approached. The winner would be decided at the final fixture.

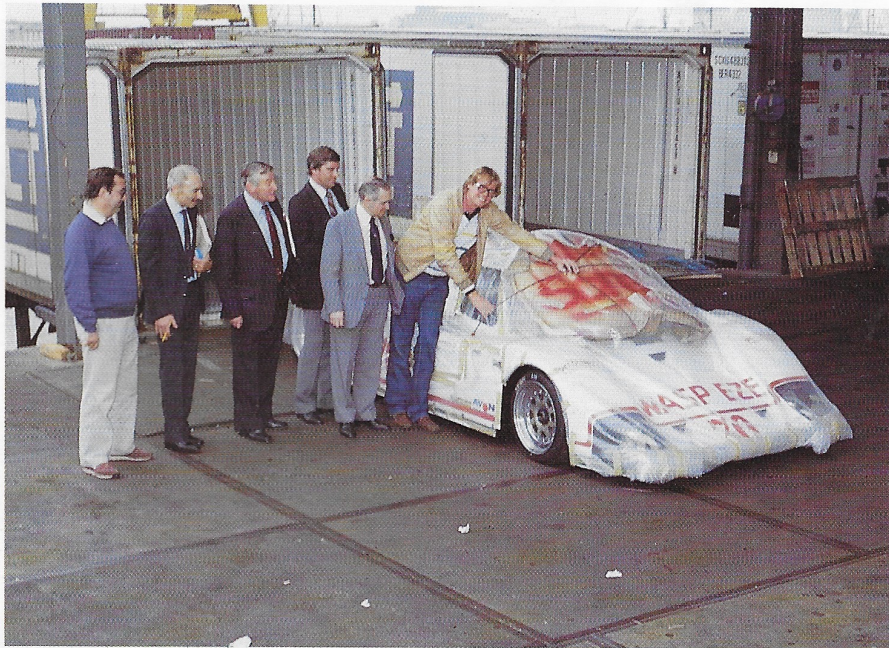
Six of the cars taking part, in addition to spare parts, tyres, tools and other pieces of equipment, were shipped from the UK by ACT(A) in eight containers.

Some 20 vehicles in all participated in the 1000-kilometre race at Melbourne including Porsches and Tiga and Lola Fords with Formula One engines. The UK had been expected to do well in the race and one of the cars carried by ACT(A) had been placed second at Le Mans in June.

The vehicles are capable of 380 kilometres per hour, which means that in the approximate six hours of the race, they would cover more than the entire length of England. Leading the championship table going into the Melbourne final was Stefan Bellof of Germany, who drives for the Rothmans Porsche Team.

STOP PRESS

Stefan Bellof narrowly beat fellow countryman Jochen Mass to win the Championship. Britain's Jonathan Palmer came third.



One of the Porsche cars ready for loading is inspected by (left to right) Chris Parsons of Motor Race Consultants; Roy Burrell, Manager, Deep Sea Department of Gentransco Limited; Norman Cooper, ACT Services Regional Manager, Barking; Dieter Fleischmann, Director of Gentransco; Gerry Austin, ACT(A) Sales Representative; and Norbert Heinz of Kroll, Germany.

KEVIN HARDING TO COMMERCIAL

Kevin Harding has been assigned to ACT(A)'s Commercial Department where he will assist both Tony Foreman in the



PACE trade and Traffic Manager David Hooper.

Harding joined ACT(A) in January 1978 and in 1982 he spent nine months in ACT(A)'s Australian and New Zealand offices broadening his experience. On his return to the UK he became assistant to Marketing Manager David Haigh for Southbound Marketing and continued in that position until taking up his new duties.

BETWEEN THE ACTS

A trio of containerships belonging to members of the ACT Group — ACT(A)'s "ACT 4" and "ACT 7" on the Europe/Australia/New Zealand service and BLC's "Benalder" in the Europe/Far East trade — were photographed in Hamburg by Harald Bunnenberg of Menzell & Co. Schiffsmakler, ACT(A)/BLC agents in West Germany.

The three vessels, occupying more than 800 metres of quay length at the Burchardkai Container Terminal at Hamburg, were worked simultaneously and were soon on their way again.

The "ACT 4" has called at Jakarta on the Ben Ocean service from Europe to Indonesia en route to Australia and New Zealand.

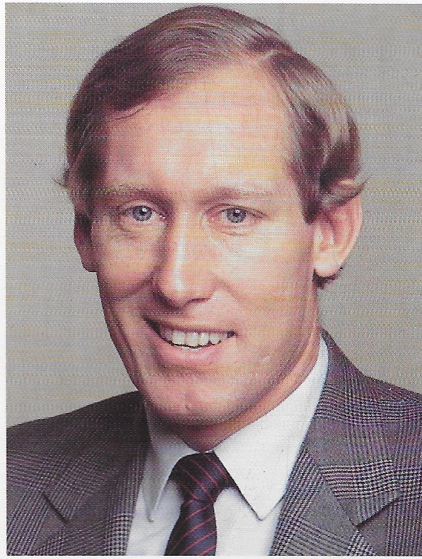


BLC MARKETING DIRECTOR

Roger Miall has been appointed Marketing Director of BLC, taking over from Bill Thomson, and will be based at the Head Office in Edinburgh.

He joined Ben Line as a Far Eastern Trainee in October 1964 in Edinburgh and served in Singapore, West Malaysia and Hong Kong before being appointed Assistant Manager in Japan in 1973. He became Manager of Bangkok in 1975 and of Japan in December 1978, a post he held until his recent promotion.

Married with two children, Roger Miall says he is looking forward to the challenge of his new job and being based in the UK again.



BEN APPOINTS NEW MANAGER IN JAPAN

Rowan Logan has assumed the responsibilities as Ben Line Manager in Japan following Roger Miall's recent appointment.

Logan joined the company in 1954 and after serving on a number of Ben Line vessels and obtaining his Master Mariner's certificate, he came ashore in 1965 to perform superintending functions in London. Subsequently he joined the BLC team at the Trio Tonnage Centre in London, where day-to-day operations of the 20-vessel fleet are co-ordinated.

In 1983 he temporarily looked after Ben Line and BLC affairs in the Republic of Korea and Thailand before returning to London.

Married with two sons, Rowan Logan was formerly an active parachutist and his present leisure interests include flying light aircraft.



A CASTLE FOR HITOSHI

Hitoshi Namba, Production Manager of Mitsubishi Electric (UK) Limited, who has been resident in Scotland for the past six years, has recently returned to Japan and before his departure he was given a farewell by BLC.

Mitsubishi in Scotland import TV components and video recorder parts from Japan for assembly in their factories at Haddington and Livingston in Scotland. Much of this business is now carried by BLC from Japan and Hitoshi Namba has routed this cargo via the Line because he says he found their service highly efficient and recommended that his Head Office use BLC.

In the photograph, BLC Director James Kirsop (left) presents Hitoshi Namba with an antique print of Edinburgh Castle as a memento for him to take back to Japan. Appropriately enough, the painting in the background is of the sailing ship "Araby Maid" which was in the Ben Line fleet from 1868 to 1894 and sailed to the Far East.



THE 'CHALLENGER' COMES HOME



An oil painting of the clipper ship "Challenger" is presented to Mr David Gravel (left), Chairman of Killick Martin, by Mr. William Thomson, Chairman of Ben Line. The picture will hang in Challenger House, Killick Martin's Head Office in London.

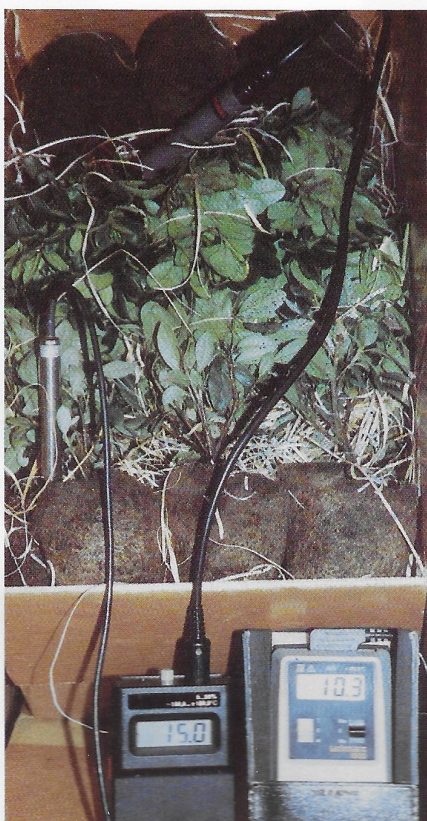
A painting of the sailing ship "Challenger" has been presented to Killick Martin & Company Limited by Ben Line/BLC to mark a hundred years of co-operation between the two companies and to commemorate Killick Martin's move to their new offices in London.

The choice of the picture is very appropriate as the "Challenger", which was built in 1851, was surveyed during its construction by a Mr. Martin and she was commanded for ten years by Captain James Killick who then came ashore to go into business with Martin's son James. The "Challenger" was one of the first ships acquired by the new firm of Killick Martin.

Last year the company moved to its new offices in Challenger House and Ben Line and BLC commissioned the painting of the ship.

Marine artist Hugh Spink was chosen and considerable research was carried out to ensure the painting was accurate and help was forthcoming from the National Maritime Museum at Greenwich.

FORMER AIR CARGO GOES BY SEA



Temperature and humidity are carefully controlled during the loading of the Belgium azaleas.

A test shipment of azaleas from Belgium to South Africa — traditionally sent by air — has been carried by EHCL under carefully controlled conditions and the result was so successful that the exporter plans to ship them by sea in the future.

A study of the possibility of shipping the azalea plants by sea was undertaken as a joint effort by Conship, EHCL's agents in Belgium; Mr. D'Hondt, the exporter and one of the leading growers of azaleas on the Continent; Mr. G. Sympens, a temperature-control expert; and Militzer and Munch, the forwarding agents.

JOHN MENDHAM TROPHY AWARDED

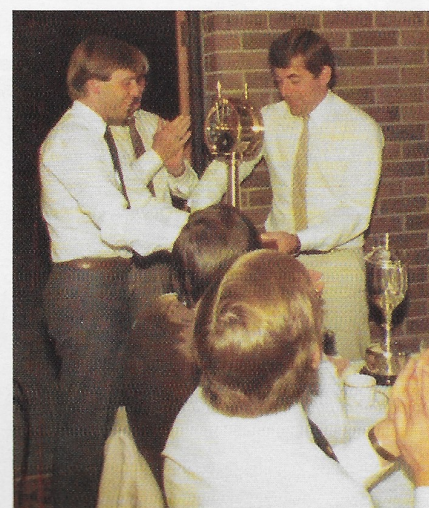
An award in memory of the late John Mendham, Sales Manager of EHCL who died earlier this year, has been established and it has been presented for the first time.

The John Charles Mendham Trophy, a replica of a ship's engine room telegraph, is to be awarded annually at the Heavy Transport and Shipping Golf Tournament held at the Belfry, near Birmingham, in which golfers from shipping companies and haulage firms take part.

This year it was awarded for the best score on the three most difficult holes, which included water hazards, and was won by Stuart Dale, Director of Abnormal Load Services.

The shipment requires not only careful temperature and humidity control but also continuous circulation and replenishment of air as well as complete darkness during the entire voyage door-to-door.

When the container was stripped in South Africa, the delicate and fragile plants had arrived in perfect condition and the operation was declared an unqualified success by Mr. D'Hondt.



The John Mendham Trophy is presented to Stuart Dale (right), Director of Abnormal Loading Services, by Alan Goldman, Director of EHCL.

SHIPPING TO SOUTHERN AFRICA?

It must be
ELLERMAN HARRISON



Head Office

Ellerman Harrison Container Line Limited

12/20 Camomile Street London EC3A 7EX

Telephone: London 283 4311 Telex: 884771/2 Elrman G

'BENALDER' AND 'BENAVON' ON GERMAN LAKE

BLC shippers might have been excused for doing a "double take" recently when they saw the "Benalder" and "Benavon" cruising on Germany's Alster Lakes and Side Channels.

Menzell & Co. Schiffsmakler, BLC's agents in Germany, organised an excursion for shippers and their wives and the 80 or so people were taken on two boats, "Osterbek" and "Rodenbek", which Menzells had permission to re-name "Benalder" and "Benavon" for the occasion.

There was dinner and dancing and the tour turned out to be a great success. Three lucky couples were presented with prizes for coming nearest to answering correctly the question on the amount of water volume in the (Inner and Outer) Alster Lake. Incidentally, the correct answer was 3,869,000 cbm.



THE BIG FREEZE FROM DENMARK



The freeze-drying plant for coffee destined for Nagoya, Japan, is loaded and ready to leave the Atlas-Danmark factory. Details of the shipment are discussed by Th. Fischer (left) of E.A. Bendix & Co., BLC's agents in Denmark, and E. Mitchell, Shipping Manager of Atlas-Danmark.

The world's biggest freeze-drying plant for coffee, manufactured by Atlas-Danmark, has been shipped to Japan by BLC.

The giant machine was shipped in four pieces, each weighing over 20,000 kilos and in addition there were four 40-foot and one 20-foot containers carrying other parts for the plant.

BLC's agents in Copenhagen, E.A. Bendix & Co., who also represent ACT(A) and Ellermans, handled the shipment of the CONRAD 800 plant from Atlas-Danmark which is destined for a new factory in Nagoya owned by Adjinomoto General Foods, Japan's largest food industry company.

Atlas-Danmark has delivered more than 200 freeze-drying plants to countries on all five continents and its market share has grown so rapidly that it is now considered the world's number one manufacturer of freeze-drying plants for food.

LOOK! IN THE SKY IT'S BLC CARGO!

BLC was asked to carry two 19-seat Super Puma helicopters to Hong Kong.

When the shipper, Bristow Company, said they would deliver the aircraft to Southampton, BLC didn't imagine it would be an "air mail" delivery. The first of the choppers landed almost next to the "Benalder" and 3rd Officer Tim Levesley guided it down onto the terminal apron.

Bristow engineers partially dismantled the helicopters, which are to be used in China in the offshore oil industry, removing the rotor blades so that they could be stowed.

In the photograph, the first of the Super Puma helicopters flies out of the fog and lands on the container terminal at Southampton next to BLC's "Benalder".

