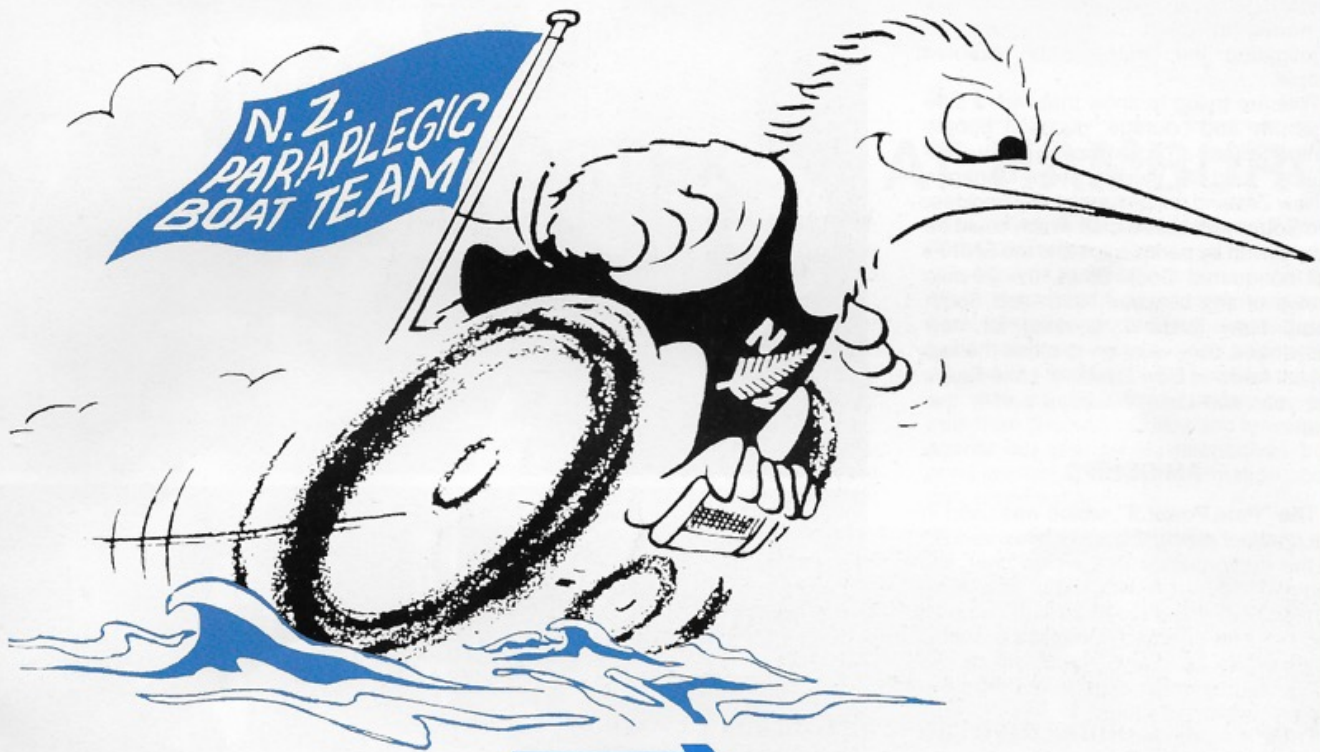


act news

AUTUMN 1985



I'M AN **act**IVE KIW

SETTING WORLD RECORD

NZ PARAPLEGICS SET WORLD RECORD

A world record was set on August 29th when a team of New Zealand paraplegics paddled across the English Channel in six hours 47 minutes in their hand-cranked catamaran, "Para Power II".

The twin-hulled fibreglass boat had been transported from New Zealand by ACT(A), who were the major sponsors of the Channel crossing project.

The four-man team of SNIFFs (Southern North Island Floating Fools) making the crossing were Paul Chambers, 29, of Napier; Paul Curry, 36, of Palmerston North; Michael O'Brien, 35, of Masterton; James Savage, 49, of Kawarau, the "Daddy" of the team (whose son is accompanying him and is a hard-working member of the back-up group); with Craig Short, 20, of Palmerston North, standing by as the reserve team member as well as being its youngest and newest recruit.

HUMOUR

The SNIFFs were formed during the Year of the Disabled when a group of New Zealand paraplegics decided that there was a need to inject some humour in highlighting the problems of disabled people.

"We are trying to show that with a little ingenuity and courage, disabled people can participate on equal footing in the community," said Bill Vickery, Team Manager.

New Zealand philanthropist and engineer Len Southward built a craft which could be hand-driven by paraplegics and the SNIFFs first conquered Cook Strait, the 20-mile stretch of sea between North and South Island New Zealand. Looking for new challenges, they went on to cross the two largest lakes in New Zealand, Lake Taupo last year and Lake Wakatipu earlier this year.

AMIDSHIPS

The "Para Power II", which was used in the channel attempt, is a mark-two version of the original boat. In the new craft, the four-man team sit in deck chairs amidships, instead of in wheel chairs as in the original version. The polished fibreglass vessel is chain-driven by crank pedals which are connected by chain drive to a shaft turning a four-bladed propeller.

The UK Automobile Association is contributing to the project by transporting the boat, which is 25 feet long and 8 feet wide, around Britain for the SNIFFs.

OUR COVER

The cover shows the symbol which was specially designed for the Channel crossing attempt and incorporates the ACT logo, as ACT(A) are the major sponsors of the project.



The team had a busy week in London before setting off to make their Channel crossing attempt. In the top photograph they have a work-out on the Thames (the Tower of London is in the background). The centre picture shows the team having lunch at ACT(A) where they were welcomed by Peter Pike (standing, left), Operations Director, who is shown with Bill Vickery, Team Manager. The team are (left to right) James Savage, Michael O'Brien, Paul Curry, Craig Short (reserve) and Paul Chambers. The team and back-up staff were wished "good luck" by the New Zealand Deputy High Commissioner Neil Walter (fourth from right standing) at a Reception held at the High Commission (bottom photo). Other activities included a Luncheon-Reception given by the Greater London Council where they were welcomed by Vice-Chairman Harry Kay and other officials.

HISTORIC TRACTOR COMES HOME

The oldest known tractor in the world, an 1897 Hornsby Acroyd agricultural tractor, has been brought back to the UK by ACT(A) and it will be restored to original mint condition by Mr. John D. Clark of Twyford near Winchester.

It will take approximately four years to restore the vehicle, one of three of its kind sent to Australia around the turn of the century, with every nut and bolt being replaced as it is rebuilt to its pristine condition. It will then appear at rallies and shows throughout the UK and Europe.

This unusual tractor can use waste oil, peanut butter, diesel, paraffin, etc. to run on, although petrol cannot be used. There is no ignition system and it is started by using a blow lamp to heat up the head until it is red hot. Air is used, the tanks being fill-

ed with air to push the piston and let air through the valve which pushes the piston back.

It was brought out before diesel and, at that time, England was more advanced than Germany in this area. The historic tractor has a 20 horsepower engine and a

14½" single piston.

In the photograph, the tractor is inspected immediately after being unloaded from an ACT container by John D. Clark (right), who will be restoring the vehicle, and Derek Mitchell, ACT(A) Sales Representative for the area.



NEW MANAGING DIRECTOR FOR ACT SERVICES

Mr. W.C. Campbell has been appointed Managing Director of ACT Services and a Director of ACT, succeeding Mr. P.R.A. Bainbridge who is leaving the Company to



W.C. CAMPBELL

take up a senior appointment in shipping outside the ACT group.

Mr. Campbell joined ACT in 1967 and became Operations Manager in 1969. He was appointed a Director of ACT Services in 1976 and the following year he was named Deputy General Manager, continuing with responsibilities for European operations until the present time.

Married with three children, Mr. Campbell takes an active interest in a number of local charitable organisations and social work and he is the Belgian Consul for Hampshire, the Isle of Wight, Dorset and Wiltshire.

PORTEX '85 AT HAMBURG

Agents of ACT member Lines participated in the 2nd International Port Exhibition (Portex '85) held at Hamburg this Spring.

Menzell & Co. Schiffsmakler, agents for ACT(A), BLC, and CAMEL, and Georg-Wilhelm Sanne GmbH, agents for Harrison Line and EHCL in Germany, took part in the exhibition, which featured Harbour Organisation, Harbour Technology and Information Technology and was held at the same time as the 14th International

Association of Ports and Harbours World Port Conference.

In addition to exhibitions of container and other cargo handling gear and systems, a great number of ports took the opportunity to demonstrate their facilities and included were the ports of London and Liverpool.

Portex '85 was visited not only by shippers from German industry and forwarding agents but also by representatives from ports wishing to obtain information about port organisation.



Discussing container shipping during the Portex '85 Exhibition held at Hamburg are (left to right) Mr. Heuer of Georg-Wilhelm Sanne; Mr. Thun, Latin America Manager of Rohde & Lisenfeld; Mr. H.G. Sanne, General Manager of Georg-Wilhelm Sanne GmbH and Mr. Ritter, Marketing Manager of Rohde & Lisenfeld.

A GOOD TIME WAS HAD BY ALL...



This year Ben Line Containers have entertained customers throughout the UK to such diverse events as Golf Outings, Business Lunches and Formal Dinners, to thank shippers and consignees for supporting the BLC service.

Two of the more unusual and interesting functions, which involved customers' families, were held in July — the Castle Ashby Country Fair in Northamptonshire and The Dunham Massey Edwardian Extravaganza held in Cheshire.

Over 500 customers and their families attended these two highly successful occasions and, as the photographs on this page show, they were enjoyed by everyone entering into the spirit of things.



ALLIED COLLOIDS — 50 GOLDEN YEARS

In the 50 years since it was founded in 1935, Allied Colloids has grown from a tiny company into a major independent chemicals concern known and respected throughout the world.

Over 1100 different speciality chemicals using 600 different raw materials are now produced at the Company's Low Moor complex at Bradford and these are sold to 85 countries around the globe, many of which are served by ACT member Lines.

In 1935 Allied Colloids' turnover was just under £3,300. This has increased steadily and in 1984/85 sales of just over £100 million were achieved. Its growth over the past decade has been phenomenal and in 1985, its Golden Jubilee year, it will export 80 per cent of its annual production, and the Company has won four Queen's Awards to Industry.

The Company serves an enormously wide variety of industries from petroleum to horticulture, from deep-freeze labelling

cient Allied Colloids chemical which conserves the precious domestic fuel and stops pollution of the atmosphere.

Countries bordering polluted seas like the Mediterranean and the Baltic — France, Italy, Spain, Scandinavia, Russia, Poland and Germany — are increasingly finding uses for Allied Colloids' water-soluble polymers to improve the efficiency of non-pollutant industrial processes and to dispose of sewage more efficiently.

Ugly coal tips, the relics of the industrial revolution, are being progressively reduced with the aid of Allied Colloids products; a new wallpaper adhesive has revolutionised the enormous Canadian pre-pasted wallpaper market; and a new system of retention aids has increased the efficiency of the gigantic newsprint manufacturing machines of Sweden and Canada.

A new three-year contract signed in 1984 will take the Company's experts to the People's Republic of China, where they will



Partial view of Allied Colloids' Low Moor premises at Bradford, showing sales and administrative offices and research block.

Allied Colloids has grown steadily and now employs 1500 people. It is proud of the fact that nobody has ever been made redundant in its history — even during the periods of worst recession.

The Company continues to expand and among its latest ventures are: the opening of a \$10 million plant in Suffolk, Virginia in response to the boom in USA business; new plant in South Africa which came on stream at the beginning of 1985; a new warehouse and office facilities were opened at Brampton, Ontario and in Australia.

The continuing progress and development of Allied Colloids is due largely to the *esprit de corps* of its employees, working closely with one another. It is their willingness to work above the call of duty, to put in that little extra effort and their enthusiasm and determination that is responsible for the Company looking forward with complete confidence to the next 50 years.



Modern computer equipment is used at Low Moor.



Keith Betts (standing), Export Distribution Manager of Allied Colloids, discusses a shipment with Julie Sharpe, Senior Export Clerk, in the busy office of the Shipping Department at Low Moor.

to gold-mining, from paper-making to sugar refining and from sewage disposal to agriculture.

Helping to make this a cleaner and more fruitful world, Allied Colloids' water-soluble polymers play an increasingly vital role. Its biodegradable chemicals are used in modern sewage disposal plants, in industries which have been forced to stop polluting the rivers and seas with their waste and now use closed water systems, and in agriculture where they increase crop yields without harming nearby fields and increase the effectiveness of irrigation.

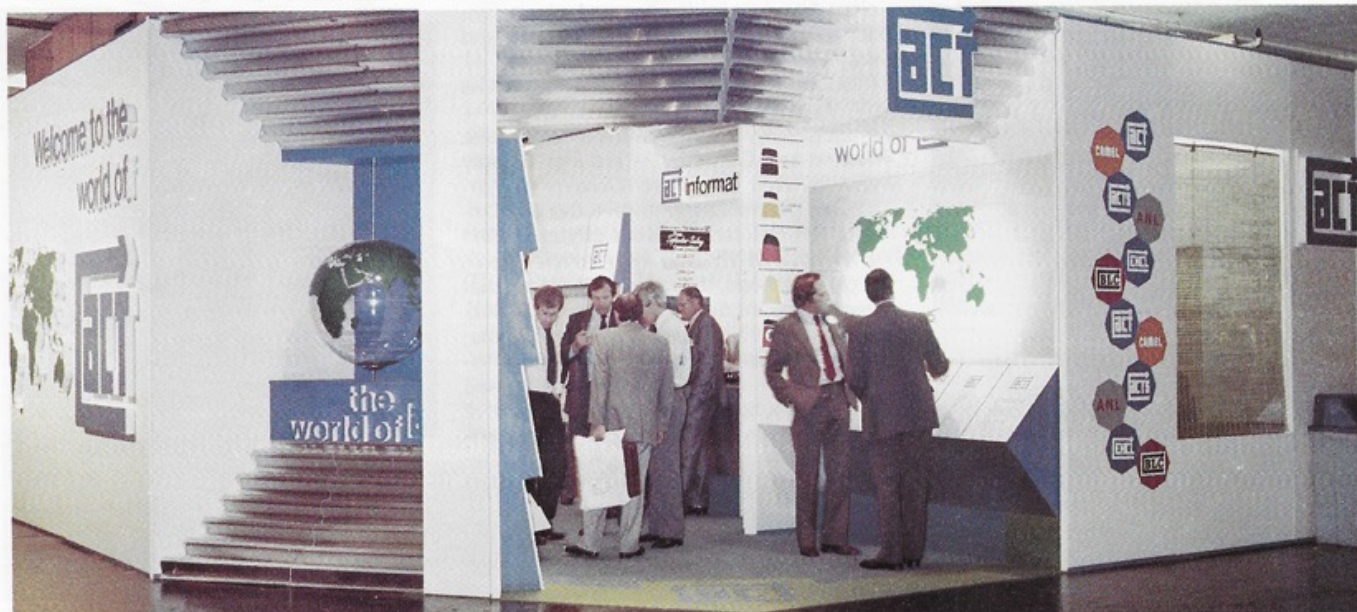
In Detroit, Michigan (USA), Allied Colloids supplies the de-watering chemical which treats the vast quantity of waste sludge produced by the municipal sewage plant's giant Bird centrifuges; drinking water from the River Tigris for the city of Baghdad is being purified by an Allied Colloids product; in the textile industries of India and Pakistan, kerosene utilised in fabric printing systems is being rapidly supplanted by a much cheaper and more effi-

participate in an enhanced oil recovery programme for China's largest on-shore oilfield, at Daqing.

In 11,000 foot deep gold mines, where the temperature of the rocks is 55 degrees Centigrade and humidity is 98 per cent, Allied Colloids products are used to counteract the dangers of "mud-rushes" and to clarify the water used in drilling. They are used too in the most northerly mine in the world, at Cornwallis Island, Canada, where supplies can only be sent during a six weeks' ice-free period in the summer.

Allied Colloids sells its products to the "Tomato Capital of the World", Leamington, USA, and to the tropical sugar-cane industry. They are being used by American archaeologists trying to locate ships sunk during the Battle of Yorktown in 1781, to clarify the waters for divers working in a coffer dam and by an Eastern European pig-farmer trying to devise a revolutionary feeding technique...the list is endless.

WELCOME TO THE 'WORLD OF ACT'



The ACT stand at the World Freight Exhibition in Brighton where ACT Lines joined to exhibit their services.



HRH Princess Anne was welcomed to the ACT stand by Rodney Hazlitt, Chairman of ACT Limited, who explained how the Group operates.



Martin Collins (right) and Janice Gumbleton of London & Scandinavia Metallurgical talk with Harry Bloom of CAMEL.



Ken Beaman (right) and Steve Sutton (centre) of Brasway plc with Dan Beckwith, Marketing Manager of Harrison Line.



Chris Christian (left) of Harrison Line and Brian Williams of Ellermans inspect the signatures in the Visitors Book.



Les Guy (right) of Graesser Laboratories Limited discusses container shipping with Paul Roberts of ACT(A).



Dave Nicholls (right) and Bob Harkins of ACT(A) at the Information Desk at ACT's stand at the World Freight Exhibition in Brighton.



A.J. Swann (centre), Royal Mint; Roger Miall (left), BLC, and N. Heyman, Killick Martin.



Dave Clark (right) of ACT Services answers a question from Terry King of Spanset Limited while Mrs. King listens.



Jack Payne (right) of EHCL explaining the Company's services to Peter J. Fowler, Vice-President of Davies Turner.



Guy Ashby of ACT Services mans the direct computer link with Southampton.

WINNERS OF ACT WORLD FREIGHT COMPETITION

The grand prize of a cruise for two on the "QE2" has been won by Mr. Gary Fitzgerald-Smith of Shell International Trading Company, London, in the draw held among the entrants who visited the ACT stand at the World Freight Exhibition in June.

The second prize of a case of Australian wine, went to Mr. John Walker of Associated Ocel, London.

The third prize, a case of South African wine, was won by Mr. A.J. Harrison of

Lewmar Marine Limited, Havant, Hants.

The winners were all chosen by random selection of completed forms, using the ACT Services computer at Southampton.

The ten prize winners of a bottle each of Benveg special Scotch whisky were: Mr. D.H. Richards, WTC Transtec, Reading; Mr. P. Adcock, Coldflow, Sheffield; Ms Diane Nicholson, Hodder and Stoughton, Sevenoaks, Kent; Ms Claire Bradley, Central Manchester College, Manchester; Mr. R.H.T. Hodson, Trenchards, Poole, Dorset;

Mr. A. Pidduck, Associated British Ports, Southampton; Mr. M.J. Wild, Crompton Parkinson, Derby; Mr. E. Schumacher, ICI Plant Protection, Haslemere; Mr. D. Mackintosh, WTC Transtec, Basildon; and Mr. C.S. Scarf, Wykes of Leicester.

Mr. and Mrs. Fitzgerald-Smith, will be sailing on the "QE2" from Southampton in September on a cruise to Spain and Portugal. Mr. Fitzgerald-Smith was presented with his tickets recently by Mr. B.R. Hazlitt, Chairman of ACT Limited.



The Grand Prize of a trip for two on the "QE2" to Spain and Portugal is presented to winner Gary Fitzgerald-Smith (centre) of Shell by Rodney Hazlitt (left), Chairman of ACT Limited, while John Crichton, Marketing Manager of CAMEL, looks on.



Sophisticated computer equipment at ACT Services' Head Office in Southampton chooses the winners by random selection.

PHAISARL'S EUROPEAN TOUR



When BLC's Freight Manager in Bangkok, Phaisarl Angsuwadhanakul, came to Europe recently, he called on shippers and customers. While in Amsterdam, he visited major customer Necarbo to thank them for supporting BLC, accompanied by members of Conva, BLC's agents in The Netherlands. In the photograph (left) are (left to right) Mr. Evert Driehuis, Conva Marketing; Mr. F. Huslage, Necarbo's Traffic Manager; Phaisarl; and Mr. Hans Stenvers, Conva Manager. The photograph at right was taken in Copenhagen where he visited BLC's agents, E.A. Bendix & Co., and Nestlé. Pictured are (left to right) Mr. Jens Falck-Jensen of Bendix; Phaisarl; Mr. F.W. Brandt, Assistant General Manager of Nestlé; and Mr. Henrik Abildstrom, Nestlé Group Manager.



When Phaisarl visited Edinburgh Head Office, he was entertained to a Cantonese lunch by Donald McCulloch (left) and Lynne Cudworth of BLC's Marketing Department.

BLC CONTINENTAL MARKETING REPRESENTATIVE

Mr. Robert A. Hogg has been appointed Continental Marketing Representative of the Ben Line Containers Limited.

A graduate of Dundee University, he is fluent in German and will be based at the Head Office of Menzell & Co. Schiffsmakler in Hamburg, BLC's agents in Germany.

Robert Hogg has previously served in Ben Line's offices in Hong Kong and Indonesia in addition to working with BLC's agents in London and Hamburg on secondment from Edinburgh.



ROBERT A. HOGG

MANILA QUARTER CENTURY



Ben Line has been represented in the Philippines for a quarter of a century by the Delgado family and a presentation was made recently to celebrate the 25th Anniversary of this successful association.

Mr. Francisco C. Delgado, Chairman of the Board of Citadel Lines Inc., BLC's agents in Manila, visited Ben Line's Head Office in Edinburgh and he was presented a specially engraved silver quach by Mr. William Thomson, Chairman of Ben Line.

Following the presentation a photograph was taken on the roof of the Head Office with Mr. Delgado (holding the quach, which is a traditional Scottish drinking vessel or porridge bowl). Left to right are Mr. Hamish Muirhead, Mr. William Thomson and Sir David Thomson, all Directors of Ben Line Containers Limited. In the background is the Salisbury Craigs, Holyrood Park.

SERVING INDUSTRY WORLDWIDE

At their purpose-built factory at Broxburn in West Lothian (some ten miles west of Edinburgh) Peebles Distribution Transformers manufacture all types of transformers in the general range from 5kVA to 15MVA and voltages up to 66KV for rural, urban and industrial supply systems as well as special types for the mining and oil industries.

The factory is equipped with all the



Loading a container at Peebles Distribution Transformers' premises in Scotland. Special equipment is required for loading the heavy transformers.

modern plant and ancillary facilities required for the manufacture, processing and testing of its complete range of transformers.

These include three-phase ground mounted transformers with ratings up to 1000kVA, manufactured strictly in accordance with the Electricity Supply Industry Standard 35-1; pole mounted transformers in ratings up to 200kVA; and a wide variety of unit substations.

SWITCHGEAR

Also, flameproof Class "C" transformers for underground duties with ratings of 300, 500, 750 and 1000kVA and voltages up to 11KV; Class "C" insulated industrial type transformers, including ventilated units; sealed oil and silicone fluid filled units; earthing transformers and static balancers. All flameproof units can be supplied with HV switchgear and LV chambers.

CAMEL has won an order to carry 140 transformers being manufactured by Peebles Distribution Transformers to Aqaba for use by the Jordanian Electric Power Company as part of the government of Jordan's plans for increased power and electrification in that country.

Peebles Distribution Transformers have an impressive record of technological innovation. Much of their success can be attributed to the care and skill with which they manufacture every piece of equipment.

Cores are made from high grade, low loss cold reduced grain oriented sheet

steel. Laminations have 45 degree mitred corner joints. All cores are boltless and secured by means of high tensile insulating tape. Fabricated steel structures with tie rods and insulation blocks are used for core and coil clamping.

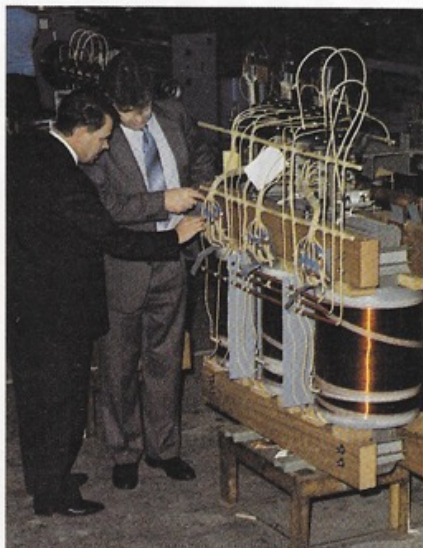
In liquid filled transformers the turns in every coil are either enamel covered or paper wrapped. Transpositions are used in multi-conductor strip coils and are either built in spiral or disc arrangement. Multi-layer wire wound coils are reinforced with pressboard wraps and edge strips and firmly taped to prevent movement under shock conditions.

Vertical spacers are used between coil layers and between high and low voltage windings to allow good coolant circulation. Where appropriate, coils are wound on solid paper cylinders to give added rigidity.

The same attention to detail given to cores and windings is carried through all the plant's output. Transformer tanks are

made from sheet metal, folded where appropriate, and welded. Except for the welded-lid sealed construction, tanks are gasketed at the top flange and provided with conservators where called for or recommended for the specified duty.

Cooling of the insulating oil is by tubed or panel radiators bolted or welded to the tank wall, or can take the form of a separately mounted radiator bank.



Inspecting part of an order for 140 transformers from the Jordanian Electric Power Company are John McLatchie (left), CAMEL Sales Manager for Scotland, and David E. Smith, Contracts Manager of Peebles.



Pictured is a 1000kVA package sub-station using a sealed transformer and having HV and LV switchgear on opposite sides of the unit for compactness. This is one of a wide variety of transformers manufactured by Peebles Distribution Transformers.

Transformers for the oil industry comply with BS, IEC, OCMA or other approved specifications.

Peebles Distribution Transformers are part of Northern Engineering Industries (NEI) and like its parent company, a high proportion of total output is destined for export. Over the years, many of PDT's products have been shipped round the world by ACT Member Lines.



Partial view of Peebles Distribution Transformers' modern, purpose-built factory at Broxburn in West Lothian, where a broad range of transformers are produced for rural, urban and industrial systems as well as for the mining and oil industries.

NEW RED SEA SERVICE/NEW LOGO

CAMEL's new service to Greece and the Red Sea, "Red Sea Express", has got off to a flying start. The new service features a sailing from Felixstowe direct to Piraeus and Jeddah and then on to the other Red Sea ports.

Shippers and forwarding agents have reacted enthusiastically to the fixed depart-

connection with Cunard and relate to the container business.

The result was an original, three-dimensional figure which is unmistakably a container and very clearly CAMEL.

The new logo can already be seen in

CAMEL's new sales brochure and will soon be appearing on all stationery and documentation. Eventually it will supersede the old design on CAMEL boxes as well, although the ships will continue to carry the Brocklebank colours.



ture schedule so much needed in these trades, the Company reports.

To mark the introduction of the new service, CAMEL decided to change their logo. In briefing their designers, CAMEL management stressed the need for a bold, modern emblem which would strongly feature the CAMEL name, reinforce their

"ACT News" is published quarterly on behalf of Associated Container Transportation Limited (ACT) comprising The Ben Line Steamers Limited, Blue Star Line Limited, The Cunard Steam-Ship Company plc, Ellerman Lines plc and Harrison Line, by RG Public Relations, 13-19 Curtain Road, London EC2A 3LT. Editor: Robert Gugenheimer (Tel: 01-377 0580). Printed by Print Trade Services Limited, Unit 4, Osier Way, Park Street, Aylesbury, Bucks. HP20 1EB and typeset by Artlink, 102 Commercial Street, London E1 6LZ.



CAMEL ship loading at the port of Felixstowe.

AQABA — GATEWAY TO JORDAN



A view of the port and town of Aqaba, Jordan.

A geographical accident has bestowed upon the kingdom of Jordan — with its area of 36,000 square miles — a coastline only a few kilometres long, but Jordan, with one of the world's highest economic growth rates, uses every inch of it to maximum advantage.

On this short coast, nestled beneath the hills at the northern tip of the Red Sea, lies Aqaba. This historic town serves as the major gateway for trade in and out of Jordan, is the centre of a large agricultural chemicals industry and also hosts thousands of seaside holiday-makers every year.

The port has a reputation for turning ships round in a hurry whilst on the nearby beaches tourists laze in the sunshine. Ships at anchor, the sails of fishing boats and windsurfers, umbrellas and the deep blue water together make a rare splash of colour.

CAMEL's containerships have been calling at Aqaba for years with European goods destined for Jordan and Iraq. Until now they have discharged boxes with their own cranes, but Aqaba's new container terminal — opened by King Hussein recently — will speed up operations still further.

There'll be no chance for CAMEL's crew members to cool off on the beach at Aqaba!

CATCH THE RED SEA EXPRESS

EVERY SATURDAY
FROM FELIXSTOWE
TO PIRAEUS
& THE RED SEA



- Door-to-door delivery of FCLs, including reefers, to over 70 inland destinations in Greece and the Middle East
- LCL service to Red Sea ports
- Competitive rates; all container types supplied and carried
- Continuous receiving; late cut-off times



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Hammersmith International Centre, London W6 2DN
Telephone: 01-741 1644 Telex: 22140 CUNCAM G

CAMEL
CUNARD

ABELS OPEN NEW WAREHOUSE

Abels of East Anglia's new warehouse in Huntingdon, Cambridgeshire, was officially opened recently by Mr. Martin S. Albu, Assistant Secretary, Head of Freight Policy and Road Haulage Division of the Ministry of Transport.

Abels' new 18,500 square-foot capacity facility is equipped for both conventional and containerised storage and is expected to help the Company maintain their position as one of the leading expert professional moving companies in the UK and Europe.

The most up-to-date developments have been incorporated in the new warehouse, including loading bay with self-leveller, racks for three-piece suites and carpets and a curtain storage area where curtains are able to be hung.

There is a fully equipped vehicle maintenance bay and export packing and crate-making facilities. The premises are maintained scrupulously tidy and are kept secure with closed-circuit television and a comprehensive security system, providing a facility that is safe, clean and secure.

The opening ceremonies included music by the RAF Wyton Band, a display of several of Abels' champion shire horses, a buffet lunch and reception. Among the many guests was Mr. Roy Fox, Chairman of the British Association of Removers.



Always looking for ways to give the best service for the lowest price, the possibility of saving energy costs were considered during the official opening of Abels' new warehouse. Two of the Company's shire horses were hooked up to the first container loaded at the new facility, an ACT box, but because of both Abels and ACT's reputation for fast service, it was decided against changing over. Pictured during the discussions are (left to right) Gerry Austin, ACT(A) Sales Representative, with Philip Pertoldi, newly appointed Director, Tony Abel, Managing Director, and Noel Abel, Chairman of Abels.

ACTA(A) APPOINTS GENERAL MANAGER EUROPEAN TRADE

Mr. John Mather has been appointed General Manager — European Trade by ACT(A) and he will be based at the Head Office in London. He is being seconded from the Sydney office of ACTA Pty. Limited, the Company's Australian operation.



JOHN MATHER

IN THE RUNNING WITH ACT

ACT was represented in the popular Rotterdam Marathon this year when Jan Romeijn and Jaap Hazejagar of Conva, ACT(A), BLC, EHCL, and Harrison Line's agents in Holland, took part in the event wearing ACT logos on their T-shirts.

The competition, limited to 3,000 participants (although there are at least double that number of applications), is run over a circuit of 26 miles that starts and finishes near the Town Hall on Coolsingel and covers a route that proceeds along the Nieuwe Maas River and goes as far as Brienoordbrug.

Conva's representatives acquitted themselves admirably and they are already reported to be training for next year's event.

John Mather joined ACTA Pty. Limited as Group Financial Controller in 1977 and he was appointed Assistant General Manager — Finance and Administration in 1981. The following year he became Finance Director of the Boards of the ACTA Group of Companies in Australia, a position he held until his recent appointment.

Born in Newcastle, New South Wales, Mr. Mather received a Bachelor of Commerce degree from the University of Newcastle. Following graduation, he worked with Peat, Marwick, Mitchell & Co., qualifying as a Chartered Accountant.

Married with three children, in his leisure time John Mather enjoys tennis, swimming and jogging and he is a keen bridge player.



Giving a good account of themselves for Conva and ACT are Jan Romeijn (left) and Jaap Hazejagar, photographed warming up for the Rotterdam Marathon.