



news

SPRING 1986

Pitcairn Islands



E II R



ACT 6

50c

THE PERFECT HIDEAWAY

ACT(A) CALLS AT TINY ISLAND

There is a tiny speck in the mid-Pacific far from the regular shipping lanes which, although it never appears on any of ACT(A)'s shipping schedules, occasionally receives calls from ACT ships.

It has been described as the most remote inhabited island on our planet and lies about 6,500 kilometres from Panama to the north and 5,200 kilometres from New Zealand in the south-west. It does not even have a harbour, but ACT ships stop a few hours at picturesque Pitcairn Island to deliver supplies or on a "mission of mercy" when someone needs urgent medical attention.

The tiny island, which is about four kilometres long and 1.8 kilometres wide, is populated by descendants of the famous mutineers from the "Bounty". The British High Commission in New Zealand administers Pitcairn and asks ACT to call there from time to time.

It has steep rocky cliffs rising to a peak



"The most remote inhabited island on our planet" - Pitcairn - four kilometres long and 1.8 kilometres wide.



General Post Office and Administrative buildings on Pitcairn. The bell at right is rung to herald the arrival of a ship.

OUR COVER

The Crown Agents Stamp Company (CASCO) Limited, a wholly owned subsidiary of the Crown Agents, is the world's largest and most successful stamp issuing agency, with a long history of close involvement with postage stamps dating back to 1848.

The Company has been responsible for the new series of Pitcairn Islands stamps, one of which is featured on the cover of this issue of "ACT News".

CASCO provides more than 40 overseas countries with a range of services from planning a new stamp issue programme through arranging design and production to marketing worldwide. The Australian Stamp Bureau, for example, produces its own stamps, but CASCO handles the advertising, promotion and sale of the stamps. Philatelic retailers from all over the world can order their supplies direct from the Company.



Checking the artwork for the new Pitcairn Island stamp honouring ACT are Graham Tapp, Advertising and Publicity Manager of The Crown Agents Stamp Company, and Claire Larking, Buyer for Pitcairn.

of 300 metres and only a small fraction of its 420 hectares is level. The mutineers founded their settlement on the flat ground and it was later called Adamstown after the last surviving crew member of the "Bounty", John Adams, who died in 1829 at the age of 62.

As there is no anchorage or proper landing place, the ships must stand off the coast. When a ship comes - the islanders call it "Supply Ship Day" - it is a big event and all of the 60 or so inhabitants help with the unloading at Bounty Bay, which is where the "Bounty" sank after being set on fire by the mutineers.

It is the only spot on the sharply rising, rocky coastline which gives access to the interior and even then the islanders must scramble up and down a path cut into the almost vertical cliff to reach their long-boats, which are kept in boat houses above precipitous launching ramps.

The women of Pitcairn weave pandanus leaves into baskets and hats, while the men carve dark miro and tau wood into sharks, fish, vases, birds and tortoises to be taken out and sold to ships that call. Five clangs of the public bell heralds the arrival of a ship and the island springs to life with the islanders hurrying down to Bounty Bay where they launch their long-boats and fight their way through the huge breakers, which sometimes stand the boats on end.

Pitcairn was discovered by British Captain Cartaret in 1767 and named after the crew member who first spotted the island, which was an unexpected landmark in the vastness of the Pacific Ocean. The island does not fit the picture of a typical South Sea paradise, except for the abundant supply of palms, fruits and fish, and there are some incredible spells of rough weather which lasts weeks at a time.

Fletcher Christian and eight other mutineers and 26 Polynesians from Tahiti sailed for four months, covering 8,000 miles, desperately seeking an anchorage which would be safe from the British

Naval search he knew would be undertaken.

Suddenly, the sharp peaks of Pitcairn Island appeared and Christian, an astute navigator, realised that Captain Cartaret had made a navigational error – the island was not where it should have been – and he also knew that this mistake would be on every Admiralty chart.

He led the first landing party ashore on January 15, 1790, and they found fresh water, tropical fruits and vegetables and



This photograph shows how close ACT ships can get to Pitcairn when unloading cargo.

pandanus palms for thatching. It was the perfect hideaway. They unloaded supplies from the "Bounty", including pigs and goats which they brought from Tahiti.

Today, the islanders plant sweet potatoes, arrowroot and taro and fish for rock cod, red snapper and mackerel when the seas are not too rough. These fiercely independent people are proud of their forebears and although attempts have been made to resettle them elsewhere, they have always returned.

Their unflinching good humour and their community spirit are commented upon by visitors and a touching experience is described by Captain Twomey, Master of "ACT 6", when he called there:

"Night was falling as the last cargo was unloaded. We were getting ready to leave and the two longboats had moved clear of the ship. They began singing 'We shall Meet Again in the Sweet Bye and Bye' in the most beautiful and harmonious way. It was very moving."

Photograph (top) shows the hazardous landing at Bounty Bay, near the spot where the famous ship burned and sank; (centre) wood from "ACT 6" is being unloaded into one of the longboats; while a second longboat (right) comes alongside "ACT 6" to take off drums.



MODEL CARIBBEAN PORT

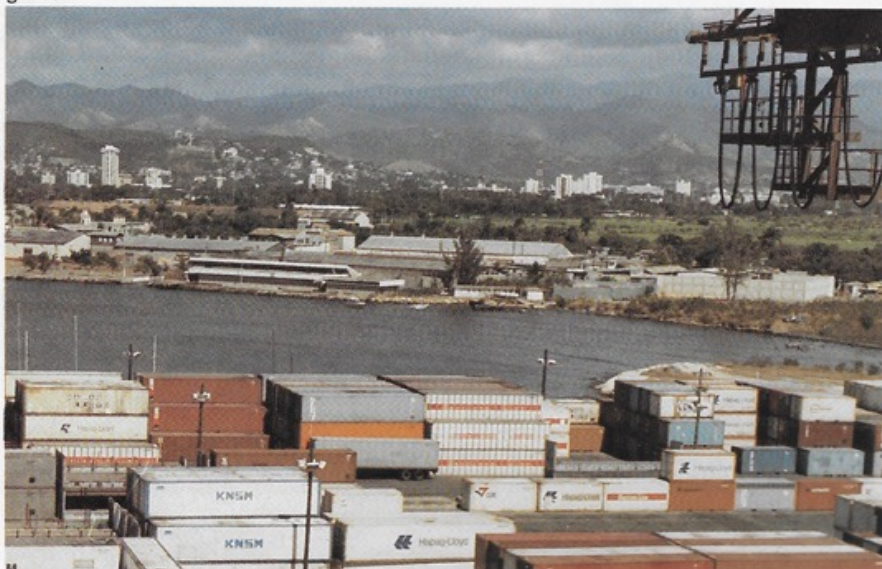
When the fully containerised Caribbean Overseas Lines (CAROL) service was first introduced in 1976, San Juan – the larger of Puerto Rico's two main container ports – was chosen as the port of call. However, operational difficulties required an alternative to be found soon after the service started and Ponce seized the opportunity.

Although there was not a fully developed container handling facility at Ponce at that time, the port acquired a Paceco Gantry Crane of 40-tonnes capacity within a year and has continued to serve the CAROL consortium, of which Harrison Line is a leading member.

It is to the credit of Ponce that, despite a large proportion of both importers and exporters being found in San Juan, Puerto Rico's capital city, the Lines have kept faith with the port of Ponce, whose speed of container handling is the highest of the Caribbean and Central American ports served by CAROL – in 1985, average moves per hour were 24.52 net; 21.18 gross.



Harrison Line's containership "Author" alongside Berth 6 at Puerto Rico's Ponce Terminal.



Partial view of the container stacking area at Ponce. The Cordillera Central can be seen in the background.

The container handling operation at Ponce is carried out by Container Terminals Corporation (CTC). The CFS facility in San Juan, also operated by CTC, allows Harrison Line and its CAROL partners to compete there effectively for both FCL and LCL cargoes.

Despite competing with four major rivals who serve San Juan directly, the CAROL consortium carried more than a third of the total Westbound liner trade between UK/Europe and Puerto Rico in the first six months of 1985, the latest period for which figures are available.

CAROL vessels presently make two or three calls per voyage in Ponce and its position as the first and last port of call in the Caribbean gives Harrison Line not only excellent transit times to/from Europe – 10 days in each case – but also provides excellent opportunities for connections between the 12 ports on the CAROL itinerary. This has helped to generate a thriving inter-Caribbean/Central American

trade and offsets, to some extent, empty positioning cost.

Unexpectedly, Ponce also became the trans-shipment port for a feeder service to Port-of-Spain, Trinidad, when slow productivity/congestion made direct calls at that port impossible from mid-1980 until March 1985. This resulted in a throughput in 1984 of 21,200 TEUs – full containers only Eastbound/Westbound and Intermediate cargo.

Westbound container traffic between UK/Europe and Puerto Rico is varied, but consists to a large extent of spirits/beer, chemicals, canned/frozen meat and fish and general construction materials.

Exports from the north of Puerto Rico are mainly pharmaceuticals to Europe and beyond, which are on-carried by ACT partners. The south of Puerto Rico generates agricultural produce such as mangoes, melons and papaya for the European market, which is carried in refrigerated containers. It benefits greatly

from the proximity of the plantations to Ponce and the short transit times.

Present equipment on the Ponce Terminal is a Paceco Gantry Crane of 40-tonnes capacity, four toplifters capable of handling full 20/40-foot containers and eight tractors/trailers. The CFS in San Juan operates with two toplifters.

A pool of chassis is operated by the CAROL agents to facilitate FCL deliveries, and the newly introduced Customs Clearance system, whereby goods can be cleared in San Juan and delivery given directly to the customer from Ponce, means that most deliveries can be made within 24 hours of discharge.

Future plans for container traffic are to extend Berth 6 from 600 to 1200 feet, dredge the port to 36 feet and acquire a second gantry crane. Other ideas are to further develop ro-ro and cruise facilities.

Ponce intends to keep its well-earned reputation as a model port for the Caribbean.....and Harrison Line customers will reap the benefits.



Pictured at the Ponce Container Terminal is Mr. Luis A. Ayala, President of Luis A. Ayala Colon Sucrs Inc., Harrison Line's agents there.

CAMEL SALES CONFERENCE



As part of CAMEL's ongoing efforts to maintain the highest standard of professionalism within its sales force, a National Sales Conference was held recently which was attended by some 40 sales people from all parts of the UK.

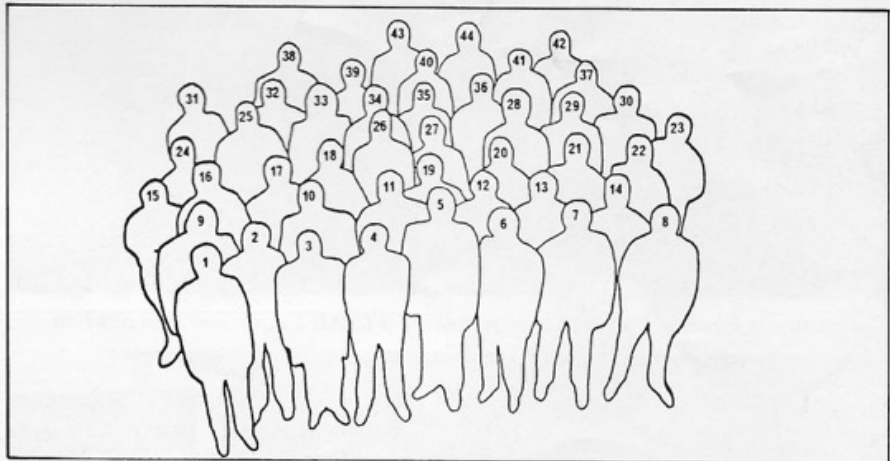
The three-day conference, organised by UK Sales Manager Gordon Orr of Cunard-Brocklebank, managers of CAMEL, was held in Cambridge. One of its primary objectives was to ensure that salesmen and managers are kept fully aware of the needs of customers.

Among the principal speakers was Alexander Macintosh, Managing Director of the Cargo Shipping and Aviation Division of Trafalgar House, who stressed the important role of the sales force in successful shipping operations.

He pointed out that the sales people were at the sharp end of things. "We can take a lot of satisfaction in what was achieved last year," he said. "We set out to make our services more attractive and easier to sell, but equally we know we operate in an increasingly competitive trade, so there is no room for complacency."

The conference was the first in this format and Gordon Orr said that "it achieved our objectives so well - increasing our product knowledge and fostering team spirit - within a relaxed and friendly atmosphere, that it is likely to become a regular event."

During the conference, objectives and sales strategies for the next 12 months were explained and wide-ranging questions from the salesmen were answered by managers.



Photographed during the Sales Conference were the following: 1. Cogan Tan, N.W.; 2. Doug Pollard, N.E.; 3. Charles Swann, N.W. Sales Manager; 4. Eric Sunderland, N.E.; 5. Gordon Orr, UK Sales Manager; 6. Ray Farmer, Conference Consultant; 7. Sid Deeming, Midlands; 8. Gary Milsom, S.E.; 9. Alex Kilpatrick, N.W.; 10. John Joyce, Managing Director, Cunard-Brocklebank; 11. John Almond, N.E. Sales Manager; 12. Tony Watkins, Midlands; 13. John Wilson, Midlands; 14. Mike Butler, S.E.; 15. Mike Benyon, N.W.; 16. Ian Lloyd, S.E. Sales Manager; 17. David Govier, South; 18. Stuart Sutherland, CAMEL Traffic Manager; 19. Tony Dyball, Bigland Hogg, Midlands; 20. Graham Jackson, Midlands; 21. Martyn Hodson, Midlands; 22. Neil Costen, S.E.; 23. Keith Watkins, Midlands Sales Manager; 24. Alec Buntin, N.W.; 25. Alan Lewis, N.W.; 26. Rqbert Thornton, N.E.; 27. Phil Rayner, N.E.; 28. Phil Bailey, CAMEL Northbound Trade Manager; 29. Ray Reading, Midlands; 30. Graham Calver, Director, Cunard-Brocklebank; 31. Derek Kaye, S.E.; 32. Tony Lennon, N.W.; 33. Collette Taylor-Hodson, N.W.; 34. Edwin Stanley, N.W.; 35. Jim Hawthorne, South; 36. Mike Baker, South; 37. John Spence, S.E.; 38. David Lawson, N.E.; 39. Alexander Macintosh, Managing Director, Cargo Shipping and Aviation Division, Trafalgar House; 40. Bob Holmes, N.W.; 41. Trevor Timewell, Southern Sales Manager; 42. John Crichton, CAMEL Marketing Manager; 43. Ian Higby, N.W.; and 44. Nigel Clarke, S.E.

CAMEL'S GREEK TRADE EXPANDING



Partial view of the Iraklion Container Terminal with Piraeus in the background.



The gantry at Piraeus' Iraklion Terminal lowers a CAMEL container into position.



A view of the new offices of CAMEL'S agents in Piraeus, Gold Marine.

Greece is rapidly becoming the focal point of CAMEL's "Red Sea Express" service linking Europe and the Red Sea, and more frequent calls are now made at Piraeus than any of the Middle East ports served by the "Red Sea Express".

"This is because of the convenient location of Piraeus in relation to the Europe/Red Sea route, together with Greece's well balanced trading patterns," explains CAMEL Traffic Manager Stuart Sutherland. "Every ship leaving the UK and North Europe carries containers to Piraeus and there, in turn, loads Greek exports for the Red Sea," he points out.

"Then, alternate Northbound sailings call at Piraeus again to load for the UK and North Europe. With a sailing every seven days from Felixstowe non-stop to Piraeus, CAMEL provides British shippers to Greece with the most frequent service available," Stuart Sutherland emphasises.

FOUR TRADES

For CAMEL's agents in Piraeus, Gold Marine Agencies, this growing trade with Greece has meant a tremendous increase in container throughput. According to Gold Marine's Managing Director Elias Padazopoulos, "This time last year we were handling one CAMEL call every three weeks and serving only two trades; now, with 'Red Sea Express', it's a call every five days, serving four trades.

"At first, our organisation found itself fairly stretched, but we have now expanded considerably, including taking on several new members of staff, and moving into brand new offices."

Apart from this weekly service to Greece, "Red Sea Express" calls weekly at Jeddah and fortnightly at Aqaba (Jordan), Hodeidah (North Yemen) and Port Sudan.



Discussing the CAMEL trade are Elias Padazopoulos (left) and George Petsalis, Directors of Gold Marine Agencies, CAMEL's Greek agents.



CAMEL containers photographed on the outskirts of Athens.



CAMEL containers are checked as they arrive in the photograph (left), while in photo right, Thanassis Kontagiannis (left), Operations Manager of Gold Marine, and Captain Wohlegmuth, Master of "Aqaba Crown", discuss loading of cargo.

EUROPEAN TOUR

Najeeb Karamat Ali, a member of CAMEL's sales staff in Jeddah, recently made his first visit to Europe where he met with shippers and forwarding agents in the UK, Germany, Holland and France.

Indian by birth, Najeeb has lived in Jeddah for many years and is fluent in Arabic. He has established an excellent relationship with a large number of Jeddah importers in a wide range of businesses.

On his European trip, he had the opportunity of discussing CAMEL's services with shippers, who were interested in having first-hand information regarding business conditions in Saudi Arabia at the present time.

In the photograph, taken in Hamburg at the offices of Menzell & Company, CAMEL's German agents, Najeeb (centre) enjoys the view, accompanied by Jens Neilsen (left) and Dieter Goltermann of Menzells.



JACOBAN REVELLERY



CAMEL shippers attended a Jacobean banquet held at 16th century Worsley Old Hall, near Manchester, recently. Guests and their wives were dressed in costumes of the period and traditional fayre, wine and mead were served by Ladies of the Household while minstrels entertained with soothing music. In the photograph, Tress Nightingale of Associated Octel Limited and his wife Muriel sample some of the excellent mead.

RUSSELL ELECTED

Mr. Eric Russell, ACT Services' Terminal Manager at Southampton, has been elected Chairman of the Southampton Shipowners Association.

NEW APPOINTMENTS AT EHCL

Colin Hainsworth has been appointed Deputy General Manager of EHCL, taking over from Alan Goldman, who has left to take up a position outside of the Company. Colin Hainsworth will now be responsible for all the Operations and Commercial activities of EHCL.

Chris Davies replaces Colin Hainsworth as Operations Manager and he will be responsible for Container Management, which has been merged with Operations. Chris Davies was Container Manager until taking up his new appointment.



COLIN HAINSWORTH



CHRIS DAVIES

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Dave Cottam has joined EHCL as Assistant Operations Controller, having obtained a degree in Transport Management and Planning at Loughborough University.

The full Operations team under Chris Davies is now:

Mike Harding – Operations Controller

Rae Munro – Container Controller

Caroline Squibb – Assistant Container Controller

Dave Cottam – Assistant Operations Controller

Mike, Rae and Caroline have all had considerable experience with EHCL.

Colin Hainsworth joined Ellermans (Hall Line) in 1962, gaining his Masters Certificate in 1971. He served at sea in ranks

up to Chief Officer and his last sea post was Chief Officer on EHCL's "City of Durban" (now "ACT 8").

In June 1981 he was appointed Operations Manager of EHCL, a position which he held until taking up his new appointment.

Colin is 41 years old, married with two children, and he lives in Chelmsford, Essex, near London.

Chris Davies joined Ellerman City Liners in 1977 and he was involved in Ship Management Purchasing and Bunkering before becoming EHCL Container Manager in 1982.

Chris, 38, is married with three daughters.



New EHCL Operations team holds a meeting to discuss ways of providing better service to customers. They are (left to right) Chris Davies, Operations Manager; Dave Cottam, Assistant Operations Controller; Caroline Squibb, Assistant Container Controller; Rae Munro, Container Controller; and Mike Harding, Operations Controller.

CONSOLIDATING OPERATIONS



Prentice, Service and Henderson, agents in Scotland for BLC, EHCL and Harrison Line, have consolidated their operations at Coatbridge by bringing their Sales and Marketing from Glasgow into the same offices as their Commercial and Operations departments. Our photograph shows Bill Guthrie (foreground right), Managing Director, and Ian Bowie (left foreground), Commercial Manager, together with members of their team.

BLC HOSTS JAPANESE BUSINESSMEN

BLC held its annual dinner for members of the Japanese business community in the historic Skinners' Hall in the City of London.

The dinner was hosted by Ben Line Chairman Mr. William Thomson and among the guests were the Japanese Ambassador, His Excellency Toshio Yamazaki, leading Japanese industrialists and businessmen.

Ben Line Chairman Mr. William Thomson lights a typical clay pipe which has been smoked for hundreds of years at Skinners' Hall, long before cigars were invented, watched by the Japanese Ambassador, His Excellency Toshio Yamazaki.



In the photograph at left, an overall view of the dinner for the Japanese business community held at Skinners' Hall, while in the photo right, Mr. Thomson offers the traditional quail of malt whisky to Piper Major Dunbar of the 1st Battalion, King's Own Scottish Borders, who played for the gathering, watched by Mr. Ishizumi, Managing Director of Marubeni.

NEW APPOINTMENTS, CHANGES AT ACT SERVICES

Ray French has been appointed General Manager of the South-East Area for ACT Services with responsibility for Basildon,



RAY FRENCH

Barking and Grays. He will be assisted by Dennis Slade, who has been appointed Manager of the Basildon office, and Vernon Pearce, who will be taking charge of Barking.

At the same time, ACT Services has concentrated commercial and accounting divisional activities at Basildon while maintaining cargo handling and transport operations at Barking and Grays.

Ted Clayton has been appointed General Manager of the North-West Area for ACT Services, responsible for Liverpool and Manchester. This appointment coincides with the move of ACT Services' offices in Liverpool to the following address:

Albion House
30 James Street
Liverpool L2 7UU
(Telephone No. (051) 227-5144. Telex No. 629666).

David Georgeson has been appointed Depot Manager for ACT Services at Manchester.



TED CLAYTON

SEARCHING FOR THE YELLOW-TAILED BASS



A total of 17 BLC customers and six staff from BLC's Tokyo office sailed from Misakiguchi on the Miura peninsula recently to enjoy a day's fishing at the entrance to Tokyo Bay. The outing was held to thank these customers for their continued support of BLC on the Far East/UK/Continent service. The main target fish was the tasty yellow-tailed Bass or Inada fish and many were caught, according to BLC Marketing Manager Kuniaki Mizushima, including a particularly fine specimen by one of the ladies in the party, Miss Yuri Kitamura of Mitsubishi Corporation.

A PRINCELY FAREWELL



Shortly before taking up his new appointment as Executive Assistant to the General Manager Far East in Hong Kong, BLC's representative in Jeddah, David Beck, was given a farewell party. Pictured are (left to right) David Beck; Prince Saud Abdullah Al-Faisal; Jonathan Williams; who becomes Owner's Representative for BLC in Jeddah; Sikander A. Khan, BLC Marketing Manager; Prince Sultan bin Abdullah Al-Faisal; and Salah Satti, Shipping Manager of the Arabian Establishment for Trade and Shipping, BLC's agents in Jeddah.

NEW KM DIRECTOR

Mr. A.J. Horne has been appointed a Director of Killick Martin (Birmingham) Limited, a subsidiary of the Killick Martin Group, principal UK agents of BLC.

Tony Horne has been with the Company over 15 years and he will continue to have responsibility for the Midlands and South-West.



TONY HORNE

CULLEN ELECTED CHAIRMAN AESC

Mr. Christopher Cullen, Managing Director of ACTA Pty. Limited, has been elected Chairman of the Australia to Europe Shipping Conference for the next two years. He is also President of the Australian Chamber of Commerce.

"Traditionally, the Chairman has been elected for 12 months, but it has been decided to change over to a two-year period to provide greater continuity," Mr. Cullen said.



CHRIS CULLEN

MBE FOR FIDDOCK

Mr. Len Fiddock, who recently retired from ACT(A) where he was General Manager for the European/Australian/New Zealand trade, has been created an MBE in the Queen's New Year Honours List.

FREIGHTING GOODS TO AUSTRALASIA?

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You have to have a trial before you can reach a verdict. And that's all we are offering as an argument – that you should *try* ACT(A)'s Container Service to Australasia.

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The facts are laid out before you. The ships. The ports of call. The cargoes we can – and do – carry, from family possessions, through vintage cars, to shiploads of tractors, to vast sections of industrial and engineering plant.

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YOUR FREIGHT IS OUR BUSINESS

ACT LINES ORDER NEW BOXES

ACT(A) and BLC have ordered 6,300 TEUs galvanised steel containers for their respective trades.

BLC has taken delivery of 1,200 40-foot general purpose containers and 200 40-foot open top boxes for use on its service between the Far East and Europe.

The order for the galvanised steel containers was placed with Hyundai Precision and Industrial Company of South Korea and is worth approximately £4 million.

Roger Miall, BLC's Marketing Director, said, "The Company now operates a large fleet of galvanised steel containers and they have proved to be cost effective, especially in terms of reduced maintenance and extended life. We have already had very satisfactory experience with Korean manufacturers of containers and these new containers of hot dipped galvanised steel construction will upgrade our container fleet for the benefit of customers."

Orders for 3,500 new 20-foot galvanised steel containers have been placed by ACT(A).

The new dry freight containers are for use in the ACT(A) trades and the orders have been signed with Korean manufacturers.

"These new containers are to replace some of the older boxes in our fleet and to ensure that shippers' requirements can be met," said Peter Pike, Operations Director of ACT(A). "We have specified galvanised steel containers in order to reduce refurbishment and maintenance costs which continue to escalate world-wide," he explained.

ACT(A)/ANL's joint container fleet pool comprises more than 20,000 TEUs and when the new order is delivered, it will increase the pool by over 17 per cent.

NEW COMPUTER FOR ACT SERVICES

A new Burroughs A10F computer system valued at £1.1 million, which incorporates the latest thin disk technology, has been ordered by ACT Services for installation in its Southampton Head Office.

The order includes nearly 100 visual display and printer terminals to be installed in regional offices throughout the UK. It also provides for the short-term installation of a Burroughs A9F processor which will replace ACT Services' existing Burroughs B6900 mainframe. The A9F will subsequently be replaced by the A10F, which is due for delivery in the second quarter of 1986.

Mr. Del Jenkins, ACT Services Director and Head of Management Services, said that the investment in this A10F would provide a significant increase in the Company's computing capability and it also demonstrated the ACT Group's commitment to remaining at the forefront of international container shipping.



One of BLC's new 40-foot galvanised steel containers photographed shortly after leaving the factory in South Korea.



ACT containers can be found practically anywhere in the world. In the photograph, two ACT containers pictured in Athens with the Acropolis in the background.

REGULAR AS CLOCKWORK

On Friday, April 11th, BLC's container-ship "Benavon" will inaugurate the new Trio fixed-day sailing schedule, in which ships of the Trio fleet will sail and arrive on a regular weekly schedule at ports in the Trio operations between UK/Europe, South Korea and Japan.

Containerships will depart from Southampton, for example, every Tuesday and from Tokyo on Friday of each week.

Shippers and consignees should find this fixed-day schedule of particular importance in assisting manufacture and stock control. As a result, it is confidently expected that Trio customers will be able

to reduce their inventory by enabling manufacturers to programme their production to fit in with a known sailing date.

The Trio schedule is fixed a year in advance on a 12-month rolling pattern of sailings covering the combined Trio fleet of 19 fast vessels, each carrying up to 3,000 TEUs.

In addition to this weekly fixed-day schedule, Trio will continue to cover the traditional end of month peak loading period in Japan by means of a fifth sailing, which will load direct for Southampton, giving a westbound voyage time of 24 days.