

act

news

SUMMER 1986



ACT(A) BRINGS HOME THE WINNERS

Two of the winners of the AWA Southern Cross Cup, "Cifraline 3" and "Panda", arrived back at Tilbury aboard the third generation containership, "ACT 8".

ACT(A) carried the team of three boats to Australia for the race, which ranks with the Admiral's Cup as the premier ocean racing series for teams in the world. The third boat of the winning trio, "Highland Fling", was sold to an American buyer and shipped to the USA.

It is the first time that a UK team has won the race since 1973 and the unusual and striking cup will be kept at The Royal Ocean Racing Club in London's St. James's Place, of which the boats' owners are members.

This was the 10th Biennial Southern Cross Cup series and the 41st Annual Classic Sydney to Hobart race, which forms part of the competition. In addition, there is an overnight race of 180 miles and three one-day races of 30 miles each.

Our Cover

Pictured on the cover is "Panda" during a practice session before taking part in the AWA Southern Cross Cup series in Australia.



Pictured shortly before being unloaded from "ACT 8" by gantry at Tilbury's Northfleet Hope Terminal are "Cifraline 3" and "Panda". Discussing final details are (left to right) Malcolm Lee, crew member of "Panda"; Robbie Oldmeadow, crew member of "Cifraline 3"; and Malcolm Lambard of ACT(A), Assistant Sales Manager, Southern Region.

PETER PIKE ELECTED CHAIRMAN

Mr. Peter Pike, Operations Director of ACT(A), has been elected Chairman of the London General Shipowners' Society, which has been in existence for 175 years and is considered to be the first such body formed in Great Britain.

Peter Pike is the second representative of ACT(A) to serve as the Society's Chairman, Mr. Eric Sutton having been Chairman in 1979.

Membership of the Society comprises both shipowners and ships' agents who are based in or are involved with trade to the Port of London. As the accepted and only fully representative local trade association for the industry, the Society nominates

members to serve on the various port committees, covering such areas as Pilotage, Ship Movements, Towage and Documentation.

The objects of the Society are to watch over and defend the interests of shipping and to this end, in addition to making its views known through formal committee channels, it liaises with the Port of London Authority, Trinity House, HM Customs and Excise, the General Council of British Shipping and those organisations which provide port services on a wide variety of matters.

Part of the Society's function is to take whatever action is required to ensure that the Port of London and its services are competitive. Necessarily, it is concerned with charges and, on members' behalf, stresses to the providers of services the effect unreasonable charges would have upon the customers of the port and, therefore, the volume of its trade.

Consequently the Society has a restraining influence on charges, which is of benefit to all port users. The Society itself is non-profit making and has its headquarters in the heart of the City of London in St. Mary Axe.

During the past five years the Society's efforts have been specially directed towards bringing about changes to the arrangements for pilotage in the London Pilotage District.

Peter Pike has pledged to continue carrying on the important work of the London General Shipowners' Society during his year of office.



PETER PIKE



Examining the AWA Southern Cross Cup at The Royal Ocean Racing Club in London are Mr. E. Alan Green (left), Secretary of the Club, and Peter Taylor, Assistant to the Marketing Manager of ACT(A). In the background is a special sextant presented to the Club by HRH Prince Charles on the occasion of the club's 50th anniversary in 1975.

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'BEN LINE' GETS GREEN LIGHT

For many years Ben Line has been a familiar name in sea transportation of goods in the trade to and from the Far East. It is now destined to become a familiar name on the railways as well.

A new class 47 diesel British Rail locomotive has been named "Ben Line" and Hamish Muirhead, joint Managing Director of Ben Line, named the locomotive in true Scottish maritime fashion by smashing a bottle of eight-year-old Benveg Scotch Whisky against its side during a naming ceremony held recently at Southampton railway station and attended by senior representatives of government, industry, transport and commerce.

After inspecting the controls in the cab, Mr. Muirhead waved the locomotive on its way with a green flag provided by British Rail.

British Rail locomotives haul Freightliner trainloads of containers every working day to and from Scotland, Yorkshire, the North-West, the Midlands, London and the container terminal at Southampton, where the containerloads of British exports and imports connect with ships of the 19-strong Trio fleet of vessels, in which BLC operates three very large, third generation containerships sailing between Europe, Jeddah and the Far East.

"Ben Line" will play its role in ensuring that the Freightliner train timetable operates 24 hours a day, every working day, and that there are trains running and

available to transport oriental shipments and consignments from containerbases and customers throughout the UK.

Freightliners expect to move a total of nearly one million containers in the UK this year.



Unveiling the plaque (photo left) during the naming ceremony for the new "Ben Line" Freightliner locomotive is Mr. Hamish Muirhead, joint Managing Director of Ben Line and in the photograph right, he waves the locomotive on its way with a green flag.

ACT GROUP AND FREIGHTLINER SIGN CONTRACT



RE-ENGINEING ACT(A) SHIPS

A contract has been signed between ACT(A) and IHI of Japan for the re-engineing of four of ACT(A)'s 1300 TEU refrigerated containerships, "ACT 3", "ACT 4", "ACT 5" and "ACT 6".

IHI will manufacture and install Sulzer 8RTA62 slow-speed diesel engines, with the first ship expected to enter IHI's yard in

Japan about October 1986, and work on all four vessels is expected to be completed by mid-1987.

Together with associated refurbishment, it is expected that the new engines will prolong the life of the vessels for at least ten years.

ACT Services has renewed its annual contract on behalf of the ACT Lines with Freightliners Limited for import/export movements of containers via Freightliner's Southampton Maritime Depot. The agreement was signed on behalf of ACT by Bill Campbell, Managing Director of ACT Services.

ACT Services has used Freightliner since 1972, and the new contract provides a greater degree of flexibility than ever before to meet the service sensitive needs of the customer.

Freightliner carries ACT Group containers on custom built rail container wagons, travelling at speeds of up to 75 miles per hour, between Barking, Birmingham, Coatbridge, Leeds, Liverpool, Manchester and the Southampton Maritime Depot.

"Freightliner has impressed me with its determination to provide the trade with precisely the type of service it needs," said Bill Campbell, "and ACT is happy to continue its long and successful association with them for a further period."

The photograph, taken during the signing ceremony, pictures (left to right) Bill Campbell, Managing Director of ACT Services; Bryan Driver, Chairman and Managing Director of Freightliner; and Bruce Conchie, Operations Manager of ACT Services.

BRINGING SUNSHINE TO THE TABLE

With the UK and Europe having suffered from an atrocious winter, the arrival of Australian table grapes has been bringing a little bit of sunshine to their dinner tables.

The first major shipment of 130 tonnes of Thompson seedless grapes was carried by ACT(A) in 16 20-foot refrigerated containers and they arrived in top condition.

Much of the credit for developing the new market for the Australian table grapes must go to Alan Collins and his Blue Moon Exports Pty. Limited of Mooroopna, Victoria, who, with the help of ACT(A) and



Grapes being loaded in Australia.

the Australian Department of Agriculture, ran tests last year to see if sending grapes in containers by sea would allow the grapes to arrive in good condition.

The tests, using two ISO refrigerated containers, were a success and now 70 grape growers in the Sunraysia districts of Mildura, Robinvale and Swan Hill have joined the export scheme.

Blue Moon Exports have long experience in dealing with the market and are aware of its demand for continuity of supply. With the growers committed, they were able to organise a panel of top importers who would handle the fruit on consignment.

These large operators in key cities in Continental Europe, Scandinavia and Great Britain monitor the market and retain the flexibility to divert or hold cargo depending on the prices being offered. An optional discharge bill of lading allows shipping instructions to be changed only 72 hours before a ship reaches a port of destination, allowing Blue Moon to literally "chase the market".

Alan Collins, General Manager of Blue Moon Exports, says that the combination of very large European operators and the ability to change destinations en route is an arrangement that fits in well with the

Thompson seedless grapes from Australia on display at New Covent Garden, London, are discussed by (left to right) Ralph Skinner, Les Baker and John Oakden, grape salesman at New Covent Garden, of T.J. Poupart.



Thompson seedless grapes from Australia are inspected on arrival at the premises of T.J. Poupart near London, wholesalers of the grapes in the UK, by (left to right) Les Baker, Managing Director of T.J. Poupart; Ralph Skinner, ACT(A) Sales Representative; Steve Panuccio, President of the Australian Table Grape Growers Association; Geoffrey Arnold, London Manager of Blue Moon Exports; and Sam Garnett, Southern Region Sales Manager of ACT(A).



On arrival in the UK, the grapes are carefully inspected, weighed and the temperature checked and recorded before being allowed on sale.



demands of big supermarket chains and fruit markets.

"We have to meet strong competition from South Africa and Chile, which are fast becoming the leaders in exporting all types of fruit to Europe," says Mr. Collins, "and now we have proved to the importers that we can do it."

"Before this, Australian exporters were inclined to see the European markets as an adjunct to our domestic market," he explains, "and the inconsistency of large volume suppliers did not allow export agents to hold large and consistent markets."

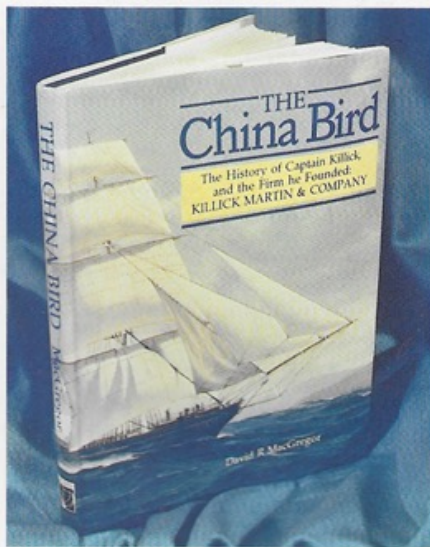
Getting the fruit there in good condition starts with the picking of the grapes from the vine. The selected bunches are then rushed to packing houses for immediate hand-selection and pruning. The bunches are tagged "Produce of Australia" on each stem and are chilled to below four degrees.

During the whole process, the Department of Agriculture industry officers monitor and control every aspect of handling, including testing the sugar and maturity of the grapes prior to picking.

The grapes in the containers are held at an ideal temperature of zero to plus one degree Celsius. The shelf life of grapes kept at the correct temperature is about

CHINA BIRD

It was a turning point in the China tea trade when in 1852 the British clipper ship "Challenger" set out to break the growing American monopoly of fast passages from the Far East. The ship was commanded by Captain James Killick, a



very experienced "China Bird", who was to play a significant part in the development of the tea clipper.

In 1861 Captain Killick, together with James Martin, founded the firm of Killick and Martin, which is now celebrating its 125th anniversary. An interesting book, "The China Bird", has been written by David MacGregor to coincide with the anniversary celebrations. Mr. MacGregor is a highly regarded author and expert on clippers and other sailing ships.

The book (pictured) is available from good bookshops at £16.50.



Thompson seedless grapes being picked in Australia.

eight to ten weeks and allowing six weeks at sea, the timing is near perfect. The grapes should reach the shops and supermarkets in prime condition with around 10 days' life remaining.

Alan Collins says that the potential market for Thompson seedless style grapes is enormous and it is anticipated that they will export 500,000 five-kilo cartons next year and a million in 1988.

ACT(A)'s Manager-Cargo Services in Australia, Bob Husband, says, "We are committed to expanding Australia's export markets by finding new ways of carrying new products. We offer advisory services in addition to simply moving commodities from A to B.

"It is good to see companies like Blue Moon taking advantage and reaping the benefits of this," he said. "It is to be hoped that other companies will similarly take advantage of these and the other services that ACT(A) has to offer."

Alan Collins says, "Getting Australian grapes on to the dining tables of Europe has involved a commitment by growers - who very much needed a new market, the expertise of the shipping industry, the support of the Department of Agriculture and the trust that European importers have in our ability to deliver.

"We have always felt that the potential was there and now we have proved it," he concluded.

BEN IN BRUM



BLC containers are a common sight around Birmingham, in the heart of the British Midlands industrial belt, but when one of BLC's newest galvanised steel containers, emblazoned with its striking new logo, appeared in the Bull Ring - Brum's splendid downtown shopping centre - it turned a few heads and got many admiring glances. And well it should, because in addition to being strong and providing protection for goods from the Far East, it is also an eye-catching sight.

20 YEARS OF SERVICE TO SHIPPING

In 1966 when containerisation was making its appearance on the world shipping scene, five of the most famous British shipping organisations saw the shape of things to come and joined forces to form Associated Container Transportation (ACT) Limited.

It was an act of faith – faith in their belief that containerisation was going to be a major force in world shipping; faith in the future of UK shipping and of Great Britain's industry; and faith that as the leaders in British shipping, with wide experience, knowledge and expertise, they would make a success of this bold, giant and exciting venture.

Twenty years on, their unshakeable faith in the future has been totally justified and the ACT Group is continuing to lead the way in providing the best in container shipping in the UK, both in terms of services offered and the introduction and development of modern technology world-wide.

The five organisations who formed ACT had hundreds of years of shipping experience and they already operated cargo liner services around the globe. They were:

Ben Line

The Ben Line Steamers Limited (Managers, Wm. Thomson & Co.)

Blue Star Line

Blue Star Line Limited

The Cunard Steam-Ship Company plc

Port Line Limited, a subsidiary of The Cunard Steam-Ship Company plc.

The Ellerman Lines

Ellerman Lines plc.

Harrison Line

The Charente Steam-Ship Company Limited (Managers Thos. & Jas. Harrison Limited).

Vast sums of money had to be invested by ACT in purpose-built ships, port facilities, inland depots, road and rail transport, containers by the tens of thousands, sophisticated computer systems to handle all the documentation and accounting, and in employing highly professional personnel with broad technical and commercial knowledge and skills and a wealth of experience in shipping.

ACT has played a key role in bringing the container age to the UK and the areas served by Member Lines. The introduction of containerisation has meant greater speed, reliability and security, and much reduced handling costs.

It seems almost inconceivable today that 20 years ago practically all cargo exported from, or imported into, Great Britain was stowed and shipped by the same "conventional" means which had been used for hundreds of years. The concept of moving goods in boxes from door-to-door anywhere in the world was as "revolutionary" as the change from sail to steam.

The decision was taken by ACT to start with the UK/Europe to Australia service and Associated Container Transportation (Australia) Limited was formed by Blue Star, Ellermans and Port Line. Orders were placed for the first ACT(A) containerships and the first of these, "ACT 1", sailed on her maiden voyage on March 22, 1969.

More ships were built and ACT(A) formed a partnership with the Australian National Line (ANL), who added additional ships to the European and North American services, which were also extended to



include New Zealand and a ro-ro service to the West Coast of North America.

While these developments were taking place, preparations were under way to introduce container shipping between Europe and the Far East - another major trade route which ACT members Ben Line and Ellermans were already serving. The name chosen for the Europe/Far East service was Ben Line Containers (BLC) Limited and was formally set up in March 1970, giving ACT its second offspring.

The new service required additional facilities and these included another Containerbase being constructed at Barking; at Southampton a terminal operating company, Solent Container Services Limited, was established and financed; a contract for Freightliner services was agreed; a terminal operating company, Modern Terminals Limited, was set up in Hong Kong; and a network of services and agencies was built up based initially on seven ports of call.

Three giant containerships were ordered for BLC, coming into service from August 1972. BLC is a founder member of TRIO - a combination of British, German and Japanese shipping organisations which offer a combined total of 19 vessels with a capacity of more than 42,000

containers, providing regular scheduled service between Europe and the Far East.

In March 1974, the decision was taken to introduce yet another container service, and two ACT members, Ellerman Lines and Harrison Line formed Ellerman Harrison Container Line (EHCL) Limited. The new service between Northern Europe to Cape Town, Port Elizabeth and Durban in South Africa began operations in mid-1977.

There are sailings every nine days on the integrated Conference service to which EHCL belongs, with ample refrigerated facilities for deep-frozen and chilled containers for the fruit trade, among others.

Harrison Line is also the British partner in Caribbean Overseas Lines (CAROL), designed to provide an integrated container service between UK/Europe and the Caribbean, including the Caribbean coasts of South and Central America.

Each member of CAROL markets its own trade and supplies its own containers and road haulage equipment.

Ellerman Lines and Harrison Line were founder members of the Beacon service to East Africa, which started in 1981. Both Lines use the same ships on the fortnightly service from Felixstowe, calling at Port Sudan, Djibouti, Mombasa, Tanga, Dar-es-Salaam and Nacala, also accepting

cargo for Uganda, Zambia, Malawi and Zaire. They also accept cargo from Felixstowe to Port Louis, Mauritius.

To complete the ACT story thus far, The Cunard Steam-Ship Company operates a container service between North Europe and ports in the Red Sea, Cunard Arabian Middle East Line (CAMEL). It was one of the pioneers in containerisation to the Red Sea, calling at ports not normally served as part of a fully developed container trade.

CAMEL provides service to over 70 Middle East destinations and last year expanded its Northbound service to include regular calls at Valencia (Spain), Piraeus (Greece) and Salerno (Italy).

ACT(A), BLC, EHCL, HARRISON and CAMEL are provided with support services by ACT Services, including documentation, accounting, container control, data processing, communications and road and rail transport.

The ACT Group can look back with satisfaction over the past 20 years and look forward to the 21st Century with optimism and confidence, knowing that their faith has been well founded - sceptics confounded. The Member Lines plan to continue to offer an unparalleled service to customers world-wide - efficient, cost-effective and incorporating the latest high technology and know-how.

LD OF ACT



TRANSPORTING A COMPLETE FACTORY

It's a complex operation to send a complete corrugated board box-making factory from Stockport, near Manchester, in Northern England to Riyadh in Saudi Arabia, but it was handled efficiently by

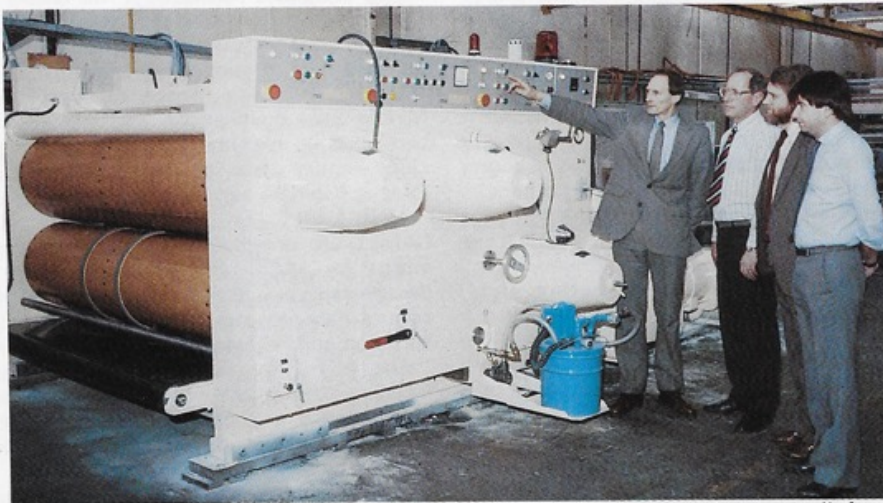
This was just one more large project for Stuart Gould to handle, but he is used to that, as SCM exports 70 per cent of its total production of specialised machinery, including machinery for corrugated board

production and converting, carton manufacture, and flexo printing.

Simon Engineering, the parent company, is an organisation of unusual diversity which owns and controls some 70 trading subsidiaries in the UK and abroad, serving important international industries and utilities around the globe. It has a turnover of over £500 million, of which 60 per cent is generated overseas. It has assets exceeding £100 million and employs some 11,000 people throughout the world.

Simon Engineering has a long and proud history, having grown during the past hundred years from two original companies established between 1878 and 1880 to sell two products: flour milling machinery and by-product coke ovens.

Today the Company's activities include Process Plant Contracting - design, engineering, procurement, erection and commissioning of chemical plants, industrial plants and bulk handling installations as well as the supply of materials handling systems and equipment; Building Engineering Services, including mechanical, electrical, instrumentation and con-



Discussing one of the pieces of machinery to be shipped to Saudi Arabia are (left to right) Stuart Gould, Transport Manager, and Albert Nadin, Contract Engineer, of Simon Container Machinery; Alex Kilpatrick, CAMEL Sales Representative; and David Johnson, Shipping Manager of Simon Container Machinery.

CAMEL and arrived right on schedule.

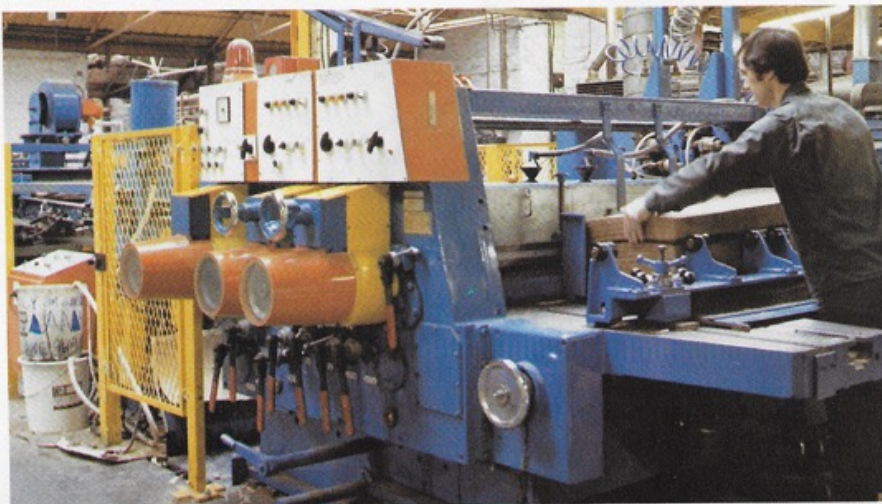
When Simon Container Machinery (SCM), part of the giant Simon Engineering Group, received the order from the National Packing Product Company of Riyadh, it meant that Stuart Gould, Transport Manager of SCM, had to work out a detailed plan - like a precision military operation - to get the many component parts of the factory to Saudi Arabia.

He contacted Alex Kilpatrick, CAMEL's sales representative for the area, and they worked out the most cost-effective plan for sending the shipment, which consisted of 42 40-foot containers.

As machinery, equipment and accessories became ready, they were loaded into containers at the factory in Stockport, taken by road to Manchester and from there by rail to Felixstowe, where they were loaded onto one of CAMEL's ships which leave weekly for the Middle East on their Red Sea Express service.



Simon Corrugator Central Control Desk from which the operation is controlled.



Loading corrugated cardboard onto the Simon 230 Casemaker.

trol engineering for industrial, commercial and housing projects; Food Engineering - machinery and complete plants for the production of flour, foods, edible oils, animal feeds and oven ready poultry; Manufacturing - providing hydraulic access platforms, firefighting/rescue appliances, waste water and effluent treatment systems, and coal preparation equipment; Merchandising and Storage - marketing and distribution of chemical raw materials and specialities, bulk storage of petroleum products, edible oils, gases and chemicals; and Oil Services - specialised chemicals and services for oil and gas producing wells, pipeline protection systems, seismic exploration, oilfield waste disposal and reclamation.

Within these relatively modern groups is a notable veteran company, Simon-Rosedowns, acquired by Simon in 1974



A piece of heavy machinery is carefully loaded into a container.

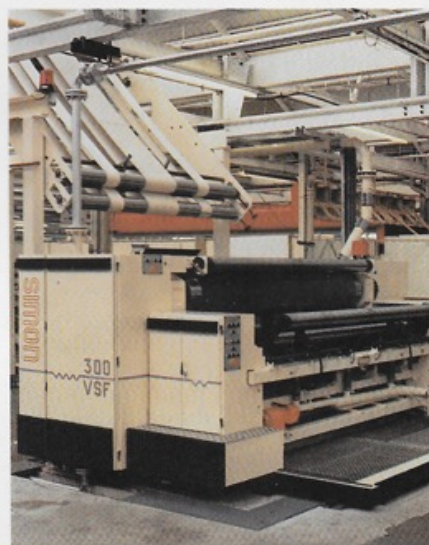
and previously featured in "ACT News", which manufactures machinery for the extraction and processing of edible oils from seeds and nuts.

The turnkey project for Riyadh includes machines and equipment which manufacture corrugated paper and make the boxes. It is a fully computerised system, including programmable transfer cars, conveyor systems, automatic shuttle car, console incorporating V.D.U. for the automatic board handling systems, etc. and using the latest technology, needs only a minimum number of people to operate it.

This is just another example of how CAMEL co-operates closely with customers to find the best possible way of packing, shipping and scheduling their products to the Middle East, whether they be huge pieces of machinery or small consignments.



Partial view of the design department at Simon Container Machinery's offices.



Two of the sophisticated pieces of machinery being supplied for the corrugated cardboard box-making factory at Riyadh are a Simon 250 Split Line Slitter Scorer (left) and a Simon 300 VSF Single Facer (right).

CAMEL BOOSTS MIDDLE EAST SALES



JOHN BINGLEY

The Europe/Middle East container trade is gradually changing, with consignees taking an increasingly active part in the choice of shipping lines to carry their goods. This trend towards FOB contracts and consignee decision-making has prompted CAMEL to increase its sales strength in the Middle East.

John Bingley, formerly UK Traffic Manager at CAMEL's Hammersmith headquarters, has joined Bill Wood in CAMEL's Jeddah office. John becomes Middle East Sales Manager while Bill is promoted to General Manager Middle East.

John has been a frequent visitor to the Middle East on CAMEL's behalf and his new sales "territory" will include Saudi Arabia, Jordan, North Yemen and Sudan - a mere two million square miles!

CAMEL's Jordan agents, Telstar Maritime Agencies, have also appointed two new staff to cover local sales of CAMEL's services.



CAMEL's Jordan agents have taken on salesmen George Qarmash (left) and Mahamed Altall to cope with increasing CAMEL business there.

FORTY FOOTERS OR FORTY THIEVES?

During CAMEL's ten years in the Red Sea container trade, some of its largest contracts have been for goods destined for Iraq via the Jordanian port of Aqaba, the foremost route for goods into and out of Iraq.

CAMEL operates a through service from Europe to Baghdad and other Iraqi centres with clearance of containers at Aqaba and their onward journey to Iraq taking about eight days in all, whereas the delays facing conventional shipments are currently very serious.

Baghdad, capital of Iraq, is an extremely interesting and appealing city. The legendary setting for Ali Baba's adventure with the 40 thieves ("Open Sesame"), Baghdad has lost none of its special Arabic charm despite its transition into a modern metropolis. With a population presently approaching four million, its commercial, industrial and residential development extends over large areas on both sides of the River Tigris.



A view of Baghdad... special Arabic charm.

RICHEST

Iraq, with its rich agricultural lands and varied mineral resources, is reckoned to possess the potential to become one of the richest nations in the world. Major developments in oil, electrification, irrigation and transport are already well advanced. In 1985 the country imported £445 million worth of goods from the UK alone, an impressive increase of 30 per cent on the previous year.

Transfer of CAMEL's containers from sea to road transport is handled by CAMEL's agents in Aqaba, Telstar Maritime Agencies.

A WEE DRAM FOR LUCK...

Tossing the caber is a sport dear to the hearts of good Scotsmen wherever they might be, so when members of Java's St. Andrews Society - who include Rod Ramsay, BLC's representative in Indonesia, and John Turnbull, BP's General Manager in Indonesia - asked the Royal Braemar Highland Society for help, they responded by supplying a 21-foot long caber for the Jakarta Games, which were held in May.

This caber made its debut in front of HM The Queen and the Royal Family at last year's Gathering in Braemar, where it was tossed by burly heavyweights, including Geoff Capes, the world's strongest man. It weighs 120 pounds and is a European larch cut from the forests of Royal Deeside.

Our picture shows the caber being given a Highland send-off, with a drop of Benveg whisky for good luck, prior to shipment to Jakarta by BLC. In the photograph are (left to right) Mike Bridgewater of Ben Line (administering the whisky); Colin MacIntosh, President of the Royal Highland Society (in hat); Duncan Makin of BP; and William Metson, Secretary of the Royal Highland Society.

£100 A MILE

When ACT Services' Ken Thompson, Regional Manager, Leeds, decided to run in the London Marathon to raise money for charity, sponsorship was sought and received from the ACT Group.

One charity that Ken was supporting was the Ben Hardwick Memorial Fund and ACT Members responded generously. A local Leeds charity, Wheatfields' Sue Ryder Hospice, was also a beneficiary of the more than £2500 in sponsorship funds collected by Ken Thompson.

Sponsorship for Ken's effort was provided by ACT(A), ACT Services, Ben Line, EHCL, Cunard, Hargreaves, Henry Tyrer, Killick Martin and others.

Ken, who has run in a number of marathons and half marathons up and down the country, performed creditably in the London Marathon, completing the more than 26 miles in just under four hours.

In the photograph taken during a final training session only hours before the

marathon began, Ken is pictured coming over Westminster Bridge in his T-shirt proclaiming support for the Ben Hardwick Memorial Fund with "Big Ben" in the background. His time is being checked by ACT Services' Ian Keyl, Deputy Regional Manager, Leeds.



Why do top companies use Ben Line?

With over 300 employees in the Far East, we go out of our way to help.



"Ah, Mr Chan! I'm so glad I caught you in."

 Ben Line Containers

BRITISH POWER LIGHTS UP ARABIAN NIGHTS

Congratulations to NEI Parsons Limited on securing a multi-million pound turbine-generator contract in Iraq!

This famous Tyneside company, one of the world's leaders in turbine-generator technology, is supplying the four 320 megawatt units for the new Al Mussaib power station, 110 kilometres south of Baghdad on the river Euphrates – on a site just a stone's throw from the legendary city of Babylon.

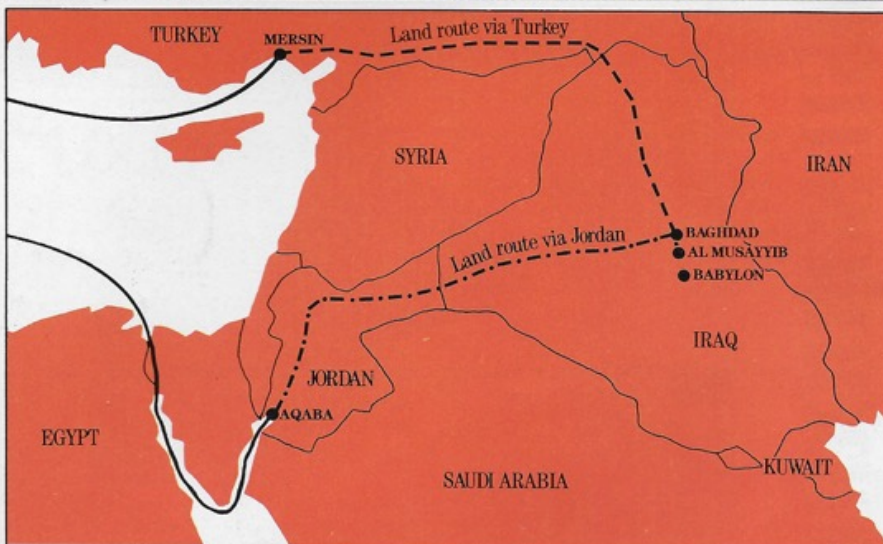
Electricity generation is currently Iraq's top non-military priority and Al Mussaib is a key stage in their development programme. The main contractors for the project are Hyundai Engineering and Construction of South Korea, to whom NEI Parsons are supplying their equipment on a C + F basis.

NEI Parsons' Traffic Manager David Abbott is well used to the complexities of moving heavy and awkward loads to distant ports of the world. "Iraq involves sea transport to either Turkey or Jordan, then overland haulage to site," he explains. "Whilst the actual distance to the Turkish ports is shorter, we find that the range, speed and quality of services to Jordan is much superior," he says.

Shipment of the first generating set is now well under way and the whole shipping programme should be completed by March 1987. NEI Parsons' first choice of shipping line is CAMEL, whose fortnightly services from Felixstowe to Jordan's port of Aqaba is ideal for their needs.

Close attention from CAMEL's North-Eastern agents, together with on-the-spot advice from ACT Services' technical consultants, has also helped ensure that this important customer continues to receive the quality of service he expects.

The design of NEI Parsons' equipment permits Hyundai's engineers to assemble the components themselves with minimal manufacturer supervision.



Two of the large pieces of equipment supplied by NEI Parsons Limited for the Al Mussaib power station in Iraq are pictured (top) transiting Jordan on their way to Iraq. The map (above) shows the overland routes from Jordan and Turkey to Iraq.



It was a wet and chilly afternoon at Felixstowe when turbine bearing sections, each weighing 50 tonnes, were being loaded onto a CAMEL ship. In the photograph (left), Richard Simpkin (left), Deputy Operations Manager of Hargreaves Fuel & Shipping Limited, CAMEL's agents in Felixstowe, discusses final details of this portion of the shipment with Graham Lawtey, Operations Superintendent of CAMEL. In the photo right, one of the pieces is loaded onto the ship late at night as loading goes on around the clock.