

New ISIS system gives freight information at very low cost

A new system introduced by Isis Computer Services provides freight forwarders and hauliers with complete statistical information at exceptionally low cost. All data preparation and processing is handled by Isis, and systems consultancy can be provided to ensure that users get full benefits from the system. Package-deal costs are established in advance according to the amount of work involved, and there are none of the hidden extras which can often inflate the costs of computerisation.

The system, known as Freightstat, is designed to provide information which has been specifically listed as vital by leading forwarding organisations. Depth of analysis can be varied according to each user's needs.

Three basic analyses can be provided, and may be run at weekly or longer intervals as convenient. The area analysis gives current totals; totals for both current and the last year to date, printed out with a plus or minus variance noted; and analyses by up

to ten types of shipment (for instance, road, airfreight, conventional or container ship) within given loading areas and discharge areas. The user has only to specify the load/discharge areas, and the shipment types.

A shipper revenue analysis breaks down the same totals for each shipper into charge codes for each type of shipment. Again, the charge codes are specified by the user, and a typical printout might show a breakdown of cartage, port rates, consular fees, etc., against headings such as airfreight, and conventional or container ships.

Finally, a commodity analysis breaks down totals for various commodities—with a free choice of types—for each shipper involved—to each area.

Printouts are designed to be used by non-specialists, and are exceptionally clear and simple. Examination can give instantly essential management data; for instance, how much cargo went from one area to another, for which shippers, whether trade is

seasonal, and how the bulk of it is handled. The amount of revenue from each shipper, and the charges incurred, can be extracted, together with a figure for overall revenue. The forwarder can also identify the main commodities from each shipper, and overall commodity flow.

Level of analysis

Each user can decide exactly how much information is useful to the organisation. One company might require area analysis to four levels, covering, say, load area, discharge area, shipper, and type of shipment; another might find the first two were adequate, with consequent saving in cost. Commodity and revenue analyses are also variable.

Simple, low cost

Brief details are extracted from original bills of lading and passed to Isis for data preparation. After punching, data is subjected to rigorous error checking by computer to ensure that only valid information is analysed.

Costs can be estimated very closely in advance. The price of the service depends upon the numbers of both bills of lading and of shippers, and upon the numbers and levels of analyses. For example, 1500 bills of lading involving 300 different shippers, with analysis to four levels for area, to three levels for shipper revenue, and to two levels for commodity, would cost less than £50 whenever processed.

WELLINGTON HOSPITAL STONELAYING CEREMONY

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pital will be the first U.K. hospital to be completely so equipped. It is believed that the bed itself would have engendered great interest, but when its operation was in the hands of Judith Williams, nursing sister from the *Windsor Castle*, it is no wonder that so many guests found the combination irresistible!

Despite the interruption caused by the recent twelve week strike in the construction industry, the project has regained a good

momentum and the building should be handed over before the end of 1973. Commissioning will be completed in a matter of some weeks thereafter—within 4½ years from the date of the first meeting of the planning team. Although to an outside observer this would, no doubt, seem an inordinate length of time, a hospital is a building of immense complexity and this timetable will have established a record for a project of this kind in the U.K.

■ After the ceremony—Bernard Cayzer, chairman of the hospital planning team, with Dr. Arthur Levin (left), Mrs. June Brown and Peter Potts (right).



CARIBBEAN CRUISE

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its sugar, rum and cricketers, and the most British of the islands, having been a British possession continuously from 1629 until achieving its present status as an independent member of the Commonwealth. Here *Reina Del Mar* will dock at Bridgetown, where one can still see island schooners berthed right in the heart of the town. Here she will stay overnight to give her passengers the opportunity of sampling West Indian night life and completing their Caribbean shopping before settling in to shipboard life again for the Atlantic crossing.

Then will come several days at sea, which will give the shipboard entertainment staff time to prove their mettle by maintaining the carnival spirit. There is one more port of call before *Reina Del Mar* reaches Southampton and that is the old favourite, Madeira. Here no doubt many passengers will add purchases of Madeira wickerware to the treasure trove they are already bringing back from the Caribbean, so that at the end of the voyage *Reina Del Mar* will come trundling up Southampton Water laden like some argosy of old.

In writing about the cruise before it has happened we have had to take many things on trust but there is every reason to believe that the Caribbean scene is as bright as it is painted, and that *Reina Del Mar* will make as many friends there as she has done elsewhere.