

on a magnetic card and by a further simple operation the manifest, summary and statistics are produced automatically from the cards.

Changes which can often occur, for instance through the delivery of only a part consignment, can readily be handled by the machine. An amend programme will delete the incorrect entry and substitute from the new details.

One great advantage of the system is that provision is made for changes to the programme to be carried out by a suitable person after only a brief training, while as the operation is based on an electric typewriter no specialised staff is required for this. A further advantage is that the system can be readily expanded should the work load be increased.

■ *Seen here with the Dataplex machine recently installed at Liverpool are (left to right, standing): Miss J. Seabourne, Miss J. Bull, Miss M. Ireland, Mrs. M. McKenzie (all of typing pool); and (seated): Miss B. Churchill (Dataplex demonstrator/instructor), Miss V. Fitzpatrick (head typist). Pictures: Dave Hogarth.*



Promoting the Canaries

■ *Hecasa Hotels were the joint hosts with South African Airways to the first educational visit to the Canary Islands undertaken by a group of South African travel agents. During the eight-day tour the agents visited Lanzarote, Tenerife and Gran Canaria, staying in the group hotels. When they visited Las Palmas the agents met Capt. Beadon of Pendennis Castle, and learned more about the sea connections to the islands. Pictured (at a rooftop party in the Reina Isabel Hotel, from left): Capt. E. Broderick, SAA, Capt. Beadon, Merrick Barrall, group hotels manager, and Eugene Pacillard of Elder Dempster (Canary Islands) Ltd., port agents in Las Palmas for Union-Castle.*

Inside view of STAT 55 that will join B&C bulk fleet

■ *This cutaway picture reveals the internal layout of the new STAT 55 products carriers, two of which have been ordered for the B&C bulk fleet from Cammell Laird Shipbuilders Ltd., Birkenhead. Of 55,880 tonnes deadweight, the new carrier will have a Sulzer 6RD90 main engine developing 17,400 bhp. The length overall will be 210 metres. Trial speed will be 16.2 knots and maximum cruising range 23,000 nautical miles. Five other carriers of the type have been ordered by subsidiaries of Alosa Shipping (Holdings) Ltd.*

