

John Vincent Guiney D.O.B. 30th March 1939.

Wilh. Wilhelmsen Agency Pty. Ltd. 51 William Street, Melbourne C1,
Telephone MA 3031.

Agencies were,

Wilh Wilhelmsen, Oslo

United States Lines. T/A American Pioneer Line.

Helsingborg S.S.Company, T/A Australia West Pacific Line.

Scandinavian Airways System, (SAS).

I commenced employment in January 1956. The management structure was as follows;

K.W.Blue **Manager.** J.C.Smith **Company Secretary,**

Northbound Freight Dept.

L.G.Eyval Manager.

D Wishart, Wool.

Miss M Cryer

W.K.Wilson Sheepskins.

E.Vibe Documentation. (joined from Oslo, via time in South Africa)

H.J.Hansen (joined Oct 1956 From Oslo)

D Anstee

D Leemon.

Southbound Freight Dept.

J Stirling Manager.

F.R.Reid Sales / Tariffs

J.R.Stewart Documentation / Customs.

S. Hart

Vessel Movements / Provedoring.

H.K.Scott.

A.Phillips Claims officer

D,Martin Assistant Claims officer

J.E.A.Dalton. Accountant.

H. Beecroft Travel Department.

F. Coleman Mail Desk

Managers Sec/Head Typist. Miss B. Knight.

Company Driver. C.B. Dunstan.

There were other members in the accounts department, typing pool and telephonist, but the names escape me.

My position upon commencement was that of Office Boy, working from the mail desk but available to all departments to "fetch and carry as

required". I worked in this capacity for twelve months at the pay rate of Five Pounds and Six Shillings.

A vacancy occurred in the Southbound Department and I moved up the first rung.

Pay rate now Seven Pounds and Four Shillings. This position incurred some overtime and a meal allowance of Seven Shillings and Six pence was paid. This was utilised as follows:

Phairs Hotel: Two Pots.

Milan Café: Bowl Minestrone Soup, Small Bowl Spaghettini Bolognese, and all the crusty white bread you could consume.)

From this point on, I am unable to put years to the events as they happened, but it will move in order and other information will pinpoint the years.

I spent many years in South Bound Freight, and my time on the mail desk was invaluable.

The training I received both from John Stirling, John Stewart and H.K (Tim) Scott was exceptional. John Stewart was a returned serviceman and he passed away, as a result of conditions he encountered during his time of service.

Capt, G Skomedal, who had been a chief officer/ relief master with Wilhelmsens was recruited from a local provedore to assist Tim Scott

I was moved up the next rung and a new member entered the department, Miss Pam Mansfield.

Mr. Smith retired and the position of Company Secretary was dissolved. John Dalton, the accountant also retired and Mr Neil Kay was employed to take up this position.

Both David Wishart and Elif Vibe at different dates moved to Sydney to take up management roles.

The APL service was sold to Farrell Lines of New York and they set about replacing the vessels with more modern tonnage from their fleet

An Operations Department was formed to handle all shipwork and stevedoring matters. Captain A V Beck was employed to head it up and Tim Scott, G Skomedal and T McNernay were moved into this area.

We now entered a time of change, the staff numbers were increasing so the office now shifted to: 6th Floor, 60 Market Street Melbourne,

3000.

So that Tim Scott could have some down time, a weekend roster was formed to handle arrivals and departures and I was included in this roster. This further rounded out my education.

Shipping in general was undergoing change. Wilhelmsens were building Scandia vessels, unit load vessels with a container capacity, AWPL had a replacement program and these vessels also had container ability.

Containerisation was the next general move in the industry and Liner Services was formed, 50% Wilhelmsen, 25% Farrell and 25% AWPL.

This company employed Capt. G Morris as the Melbourne Manager, and they took up a lease from the Melbourne Harbor Trust on B Berth Appleton Dock and an acreage behind it which would have a wharf frontage to Swanson dock then being developed as a Container ship berth on both sides, The lease was prime real estate.

I was seconded to Liner Services to assist Geoff in the formation of systems covering the receipt and delivery of cargoes. My knowledge of paperwork requirements both of Customs and Melbourne Harbor Trust was my contribution.

While this was happening, Northbound Freight was divided into three streams, each to concentrate on one agency, the main reason being that differing types of vessels were to be employed. Graham Eyval retained Wilhelmsen Service and John Stirling Farrell and AWPL.

An all lines wool department was formed and David Humphries, ex Prevost and Company, was employed along with Peter Bowyer to run this operation.

Ron Elmer, an experienced Huddart Parker employee, came aboard to run the Farrell Northbound under John Stirling.

The Agency established an office on location at Liner Services, which was staffed as follows:

Glen Cormack	Container Control.
Trevor McInernay	Wilhelmsen - Cargo Receipt/Delivery
John Guin	Farrell Lines -Cargo Receipt/Delivery

Wilhelmsen Lines were taking delivery of RoRo vessels and Farrells container vessels were soon to come on stream. Hillerstoms, for reasons unknown to me, but I suspect that the costs involved with new buildings and having to take on the British and Japanese consortiums, led them to withdraw from the Far East service. Their share in Liner Services was taken up by Farrell Lines.

Farrell had Mr George Jones as an owners rep in Sydney, who covered all of Australia and it worked well. With the impending arrival of their container vessels, New York in their wisdom, appointed one for Melbourne, Mr, Alan Tiecher. His previous appointment was Lagos, Nigeria. It took some time for him to realise that business was conducted in a different manner here.

After about three years I was moved back to the city office to work with Ron Elmer in Farrell Northbound. These were good times, Ron was a great person to work with and through many shipboard functions entertaining clients, our wives also became good friends.

Allan Phillips passed away after a long illness and claims matters were folded into the Southbound Freight Dept.

Over a period both Graham Evval and John Stirling retired. Keith Wilson was to manage Wilhelmsen Northbound and Ron Elmer Farrell Northbound, both reporting to Mr. Blue.

Since the arrival of Farrell, the vessels were minnows when it came to carrying frozen meat, which was the main cargo from Australia. With the arrival of the container vessels, with in excess of 500 reefer slots, we were able to mix it with the previous big boys. There was never enough space available, Australian Quota rose to around 400,000 TONS per year and a possible increase if other Quota Countries failed to fill theirs.

The decision was taken to lengthen the vessels by approx. 100 Feet, with a sponson on both sides to strengthen the hull. This effectively increased the vessels reefer capacity to about 850 slots. In time it came to pass, that on the figures available through Aust/ECUSA Conference returns from the three container and one break bulk members, Farrells liftings were about 25 %, a figure that the Agency was well proud of.

In time, Farrells purchased PFEL, a service off WCUSA to Australian East Coast ports and Bougainville, Papua New Guinea. This service was operated with two LASH vessels and two small old vessels which had been converted to carry containers. The LASH vessels used 500TON barges with an onboard travelling Gantry Crane to handle them. The LASH vessels called at Risdon in the port of Hobart to lift large tonnages of zinc ingots and at Bougainville for bulk copper concentrates. The reefer trade to WCUSA was quite small and there was very little to and from Brisbane, Sydney and Melbourne to make the vessel calls all that viable.

Ron Elmer became very ill, having contracted encephalitis, and was hospitalised. The medical news was that it would be a long period of

recovery, and I was moved into his position for the duration. On a personal note, I visited him in hospital as soon as allowed and I was so distressed with his physical and mental collapse, that I was unable to return again. I had to maintain contact through his wife. The company was advised that he would not be able to return to his previous position and a suitable non pressure situation was made available. However the effort of just going to work was such an effort that he retired.

I was confirmed to the position, a move that troubled me for some time because of the circumstances leading to this move. Peter Bowyer was moved into the department as my assistant and we worked long and hard , along with other good people in both Brisbane and Sydney to maintain our position in the reefer trade,

Mr, Blue retired and Keith Wilson was appointed Melbourne Manager, a decision that was a popular choice and well received by all the staff.

Our Owners Rep., Alan Tiecher was recalled and his replacement was Mr Ed. Englehardt. He was a recent employee of Farrell lines, his background was sales but not in shipping.

In time he started making calls on clients on his own and we made sure that he had “ a couple of slots in his pocket” so he could make instant decisions when pressed by clients for additional space.

By 1984, the PFEL service was closed down, the LASH vessels went on long term charters to USMST as ready reserve vessels, filled with all types of military equipment and stationed at Deigo Garcia in the Indian Ocean.

Mr Farrell had passed away some time back and I was told through the maritime network that the board was now short on shipping and long on legal/accounting expertise.

They purchased another US flagged line that was in trouble. This move gave them entrée into the Mediterranean. It also brought them a lot of misery and it eventually caused them to withdraw from the Australian service.

Looking at my position in early 1984 I came to the conclusion that if Farrell were to depart the scene, with the European service fully manned, I felt my future would be very limited so I tendered my resignation to pursue other opportunities