

# NEWSLETTER

DECEMBER, 1972.

NO. 35

## INTRODUCTION

So we come to our last Newsletter for 1972. To all those who, during the year, helped us so much with items for publication we say "thank you" and please continue the good work 1973. We look forward to items from new contributors - make "something for the Newsletter" a New Year's resolution.

Someone once quoted the following thought for the morrow:-

"When reading a newspaper, turn first to the sports section where are recorded the accomplishments of man - the front Page only records his failures". This may or may not be true, but we hope that 1973 will be a year for us all of accomplishments, with our failures few and far between and not so widely advertised.

A happy and prosperous New Year to everyone.

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## MARINE POLLUTION

We have arrived at the final question and answer on this subject. Pollution is a vast a complicated problem and it is certainly encouraging to know that our experts in every field are applying themselves wholeheartedly to the task of finding the answer.

Question 4.           What further action is currently planned on marine pollution?

Answer 4.            The most significant should come from the discussions and decisions of an IMCO sponsored conference to be held next year. In preparation for this, nine studies on marine pollution have been undertaken.

The UK is leading two of these. One will be an examination of the present methods of retaining oil residues on board ship; the other, a cost/benefit study on the environmental and financial consequences of eliminating the discharge of oil into the sea.

These are very important questions and the UK shipping industry is solidly behind them. The load-on-top system will figure prominently in the third study, and the industry is making available the results of research by the Chamber and individual companies into

oil/water separators, oil content meters, and other technical aids for monitoring the proportion of oil in tank washings discharged into the sea.

The cost/benefit study is a problem of enormous complexity, but the industry believes that answers must be sought. There will be many facets to be discussed. New methods will need to be assessed and existing methods will require re-assessment. It makes good sense, in the industry's view, that all the proposals should be thoroughly evaluated.

Of the other studies, one, with which the U.K. is associated, concerns sewage. The availability of equipment for retaining and treating ship-generated sewage will be examined and the UK shipping industry has already conducted a detailed research programme into the problems of sewage disposal. Another study is examining disposal of ships' garbage. The conference is expected to decide whether some form of international control of these relatively minor forms of pollution is necessary.

Active consideration is also being given to control of deliberate dumping of toxic or pollutant waste at sea. An agreement has recently been reached to introduce controls in the North East Atlantic area and the shipping industry has firmly supported this proposal. It is understood that a fully world-wide agreement on similar lines may shortly be reached.

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### THE THIRD MATE

We have published several items concerning this important member of a ship's personnel. He must be important because he seems to be the subject of much attention! Cadets Price and Williams of the "WILKAWA" sent in the following - and we are left with the question - "are Third Mates really like this?". Perhaps one day we will be able to publish an answer!:

Between the dignity of a Captain and the angelic innocence of a first-trip Deck Apprentice, we find that delightful creature called the Third Mate. Third Mates can be bailed out of many respectable pawn shops. They are made in all shapes and sizes; short, tall, fat and thin, with adequate assembly instructions. He can be found anywhere on top of, underneath, in between, swinging from or jumping to.

Chief Mates hate them; Apprentices adore them; Second Mates are usually indifferent, while Captains tolerate or else ignore them.

He's partial to Tchaikovsky's "Sleeping Beauty", led Zeppelin, time off and paying off. He hates, on principle, signing on, the eight to twelve, ex-meridians, uniform caps and Second Engineers. No-one else could fall over, run into, knock over, slam to or slide round so expertly. If he's not spilling ink on the chart-room table, it's peas on the dining saloon table.

No-one else could wear climbing boots on the bridge, use biro pens on the charts and listen to music on the Radio Direction Finder; drop the Old Man's binoculars, question the Mate over his star sights and still hope for Second Mate status.

To his girlfriend he's everything!; to the Mate he's Thor Hyderdhayl with chewing gum in his hair; to the Second Mate a modern Marco Polo with the chart-room biro in his pocket; to the Second Engineer a telegraph swinging bundle of annoyance and to the Captain, the straw that broke the camel's back.

Who else could greet the Second Mate at midnight with - "the radar's on the blink; the glass is falling; there's no tea left in the supper can and I think the compass error is twenty degrees"; - none other than that dynamic, dashing, bundle of fun-loving ingenuity - the gallant Third Mate!

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BRITISH SEAMEN'S CARDS AND RE-ISSUE  
DISCHARGE BOOKS.

We take this further opportunity of reminding all Officers that from 1st January 1973, new-type Discharge Books are required and that their British Seamen's Card will require to be endorsed to make it valid. Application should be made, at the earliest opportunity, in person, to the nearest Mercantile Marine Office of the Department of Trade and Industry. The old Discharge Book remains valid only for voyages commencing before 1st January, 1973.

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EXAMINATION SUCCESSES

Congratulations to Mr. J.A. Challacombe on obtaining his Second Mate's Certificate.

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CHRONOLOGICAL HISTORY

The following is a final quote from the year 1940:-

About midnight on 3rd/4th December, the s.s. "LEEDS CITY" was proceeding towards Greenock when a dim light was spotted. It came from a small lifeboat in which there were 16 men. They were survivors of the "ST. ELWYN", the Flagship of the South American Saint Line, which was on her way to Santos. The weather was very bad, with gale force winds and heavy seas.

Apparently, about 6.30 a few days previously, the "ST. ELWYN" was torpedoed and sunk. One life-raft was smashed as it was being cut adrift and one lifeboat had been destroyed by one of the torpedoes. A lifeboat got away with 17 people of the 38 crew members and 5 passengers. The next couple of days were spent baling and trying to keep the little boat on even keel, in the hope of sighting a ship. One man died of his wounds and the other men were in poor shape at the time of being picked up by the "LEEDS CITY". They were exhausted and suffering from exposure and cold, as they were scantily clad - hardly suitable for winter in the North Atlantic. They had paired off to massage each other during the days they were adrift.

The "LEEDS CITY" stopped engines and swung towards the boat. There was a very heavy swell running and difficulty was experienced getting the men on board, due to the violent heaving of the boat. One man got half-way up, lost his grip on the line and crashed back into the water between the lifeboat and the ship's side. Immediately the "LEEDS CITY's" Bosun jumped from the deck onto the lifeboat mast, shinned down it and hauled the man into the small boat. He was then hauled on to the "LEEDS CITY" with a heaving line around him.

Everything was done to make the survivors comfortable on the vessel. The Officers and crew gave up their bunks in order that they might have a good sleep after their ordeal, but sleep was impossible owing to the extreme pain of the returning circulation. Their boots and shoes had to be cut off, several had frostbite and their cuts and abrasions dressed. The survivors praised the excellent look-out which the "LEEDS CITY" had kept, which had made their rescue possible.

On 6th December, the "LEEDS CITY" anchored in the Clyde. The men were taken to hospital and, although the Second Officer of the "ST. ELWYN" nearly lost his feet through frostbite, he luckily recovered. As a matter of interest, this man later lost his life through Smallpox while serving on another of his Company's vessels.

One of the other survivors, after spending four months in hospital, was transferred to another hospital where the tops of his fingers were amputated.

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#### SHARES

At the time of going to press, the share prices have risen to 82p for the ordinary and 79p for the "A" Non-Voting shares, from 74p and 65p respectively, quoted in the last Newsletter. This rise is due to the stronger freight market and persistent small buying.

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#### SO NEAR.....!

In the previous issue we referred to the impending visit of the 7th All Blacks to play Wales. Well, they came; they played, but only just conquered. They were given a few presents in the form of early penalties and who could blame them taking full advantage of their opportunities. They must have been more than thankful for them, as the game progressed. It will be a long time before the last half of this game will be forgotten - summing up "without bias", we should have won.

Happier days seemed to have arrived at Ninian Park, Cardiff, and Somerton Park, Newport, and fans are once again looking a bit more cheerful. We hope your favourites, too, are doing well.

Talking about soccer reminds one of the story heard on the radio of a team losing a match by 37 goals to 1 and finishing with eight players. The twist to this story was that the previous record win in this particular area was something in the region of 26 goals to nil - scored by the team that lost 37 to 1!

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CONGRATULATIONS!

Congratulations to Mr. M.G.B. Thomas on his appointment as Master. He took command of the m.v. "FRESNO CITY" at South Shields in October last. Captain Thomas joined the Company as an Apprentice on 20th December 1945. On the 1st May 1967, he joined Head Office as Marine Superintendent.

Head Office was particularly well represented on the "FRESNO CITY" on her voyage from South Shields. The Technical Department supplied the Master in the person of Captain Thomas and, not to be outdone, the Personnel Department supplied the Chief Officer - Mr. J.J. Birrell, the Company's Training Officer. We are glad to report they have now resumed their office duties, looking none the worse for the change of environment and duty.

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DISPOSITION OF OFFICERS

	<u>ATLANTIC CITY</u>	<u>CHIYODA</u>	<u>CORNISH CITY</u>
Captain	J. Vaughan	D.B.Jack	F.J. Johns
Chief Officer	D.S. Williams	R.E.Clifford	R.E.Skinner
Second Officer	W.G.Wood	G.T.Parker	R.S.McKay
Third Officer	D. Burns	M.R.E.Underwood	P.P. Lewis
Radio Officer	S.C.W.Whitmore	L.M.Campbell	R.H. Smith
Chief Engineer	W. Morgan	C.A.J.White	G.D.Griffiths
Second Engineer	P.J.Quinn	D.Rodger	G.D.Tattersall
Junior Second Engineer	J.J.Baghurst	-	-
Third Engineer	-	K.Rowney	J.H.Davies
Fourth Engineer	D. Millican	R.B. Adey	G.M.Dickson
Junior Fourth Engineer	-	J.D.Warne	R.J.Ridley-Prentice
Junior Engineers	P.J.Doughty	-	M.Doyle
	D.J.Carter	-	R.V.Williams
	K.Laxton	-	-
Electrician	G.B.Gibbs	H.Sweetman	T.McMahon
Add.Electrician	W.Carr	-	-
Chief Steward/Purser	F. Ash	D. Gowsell	C.A.Parry
Navigating Cadets	D.J.Gammond	J.M. Scott	H.G. Hurst
	E. Fielding	N.Jerrum	R.A.D.Woodward
	A.Powell	J.E.Riordan	-
	S.R.Breedon	-	-
Engineer Cadets	-	C.Rees	-
	-	R.Thomas	-

	<u>FRESNO CITY</u>	<u>INDIAN CITY</u>	<u>MARIA ELISA</u>
Captain	A.L.G. Gossett	J.S.Murray	A.B.Parkhouse
Chief Officer	A.P.Stapley	P.E.Coulson	K.Jones
Second Officer	G.Mathewson	T.E.Thistleton	N.P.Waldron
Third Officer	B.T.Hernaman *	E.J.Dunk	A.M.Beevor-Reid
Radio Officer	C.G.Macey	J.A.Heslop	D.S.H.Thomson
Jun.Radio Officer	R.A. Ayres	-	-
Chief Engineer	J.V.Barnes	D.M.Parsons	D.W.Morse
Jun.Chief Engineer	D.W.G.Pike	-	J. Cuddy
Second Engineer	-	J.S. Dutton	-
Third Engineer	P.A.Magorrian	P.R.Bryant	P.J.Prendergast
Fourth Engineer	C.J.Buckley	M.J.Snook	J.S. Davie
Jun.Fourth Engineer	-	G.A.Lewis	-
Junior Engineers	K.I.Davies	T.M.Bimson	N.Carroll
	M.W.G.Eastman	C.Berezowsky	P.J.Walker
	P.W. Place	-	-
Electrician	M.Bodycombe	D.G.Smith	P.W.Brown
Chief Steward/Purser	N.A.Parselle	J.D.Peebles	C.J.Hartley
Navigating Cadets	P.C.Roberts	A.D.Slade	D.Hotchkiss
	A.A.Field	T.D.Lester	G.Sizer
	A. Thomson	P.P.Rowland	A.B.Ward
Engineer Cadets	-	K.A.Velda	D.A.Roberts
	-	-	D.M.Eley
Uncert.3rd Officer	-	B.J. Hayle	-

	<u>NEW WESTMINSTER CITY</u>	<u>PORT ALBERNI CITY</u>	<u>PRINCE RUPERT CITY.</u>
Captain	J.Cann	G.S.Garlick	D.L.G. Jones
Chief Officer	R.A.H.Vanner	R.K.Stuart	J.Porteous
Second Officer	G.Mapplebeck	B. Hopper	R.Jamison
Third Officer	-	T.Haxell	R.J. Davie
Radio Officer	H.M.S.Williams	A.Ferguson	E.A.Willocks
Jun.Radio Officer	-	J.M.A.Pagnam	-
Chief Engineer	B.J.O. Lewis	R.Chambers	T.Sukiennik
Second Engineer	F.Clark	G. Hughes	D.Ball
Jun.Second Engineer	C.Gateshill	-	-
Third Engineer	-	O.G.Williams	E. Hoy
Fourth Engineer	R.J.Pring	D. Brown	G. Watt
Jun.Fourth Engineer	-	D.W.Quaye	-
Junior Engineers	-	R.Pearson	M.H.Sadler
	-	P.H.Evans	M.R. Kitchen
	-	-	-
Electrician	P.Willmott	C.J.Nicholas	M.B.Tawn
Chief Steward/Purser	P.Cawley	L.Slawinski	J.T.Jones
Navigating Cadets	-	N.Davies	D.C.Cumming
	-	A. Abel	S.P.Hodges
Engineer Cadets	-	-	J.R.Lange
	-	-	G.D.Morgan

	<u>SARA LUPE</u>	<u>TACOMA CITY</u>	<u>VANCOUVER CITY</u>
Captain	G.F.R.Ellerby	A.C.Thomas	M.J.Higgins
Chief Officer	R.J.Crawford	K.W.Fulker	M.A.Gater
Second Officer	P.G.Deschamps	J.E.S.York	J.S.Pearsall
Third Officer	D.J.Cooke *	C.Bowell	G.J.Waldron
Radio Officer	D.R.Appleton	J.R.Mathews	G.Thomas
Jun.Radio Officer	-	A.S.Coward	-
Chief Engineer	D.L. Dyer	R.K. Binns	J.F. Hewson
Second Engineer	B.J. Allsopp	J.B.Hocking	R.U. Bell
Third Engineer	R.Glendinging	R.E.Russell	R.C.Butcher
Fourth Engineer	R.I.Whittington	M.C.Seaman	B.Scarlett
Jun.Fourth Engineer	-	-	W.J.Badham
Junior Engineers	N.P. Treen	C.Graddage	F.S.D.Barrett
	T.S.Churcher	P.J.Wood	G.J.Morris
	-	K.G.Quinn	-
Electrician	P.H. Reynolds	A. Adamson	P.Tyerman
Chief Steward/Purser	C.J.Harry	D.MacPhail	D.C.M.Trinick
Navigating Cadets	C.C.Gibbs	P.A. Bullard	M. Wilcox
	C.Kelly	D.J.McMurdo	D.Gunthorpe
	P.E.Murray	J.A.Doody	-
	-	A.C.Skilton	-
Engineer Cadets	N.G.Whitby	-	-
	D.W.J.Sibley	-	-

	<u>VICTORIA CITY</u>	<u>WELSH CITY</u>	<u>WILKAWA</u>
Captain	D.C.Griffith-Jones	P.J.Boroughs	W.J.Cross
Chief Officer	D.L. Bell	W.D.Jones	L.R.Staines
Second Officer	J.E.Curry	M.J.Bellamy	S.A.Schooledge
Third Officer	J.R.Francis	P.F.Matthews*	B.M.Richardson
Radio Officer	S.C.Horne	D.C.Short	J.Carwardine
Chief Engineer	R.J.Trigg	E.R.Morgan	G.M.Cuthbertson
Jun.Chief Engineer	-	-	H.L.Fletcher
Second Engineer	W.R.Loades	T.Graham-Russell	-
Third Engineer	C.D.Hughes	F.E.Robinson	D.Munro
Fourth Engineer	A.Hourihane	D.M.Jellyman	C.P.Greenwood
Jun.Fourth Engineer	-	R.M.Worgan	-
Junior Engineers	A.C.Burnell	D.Eames	W.D.Davies
	D.E.Horne	R.C.Quaye	K.C.Davison
	G.C.Barrett	-	D.Heppele
Electrician	D.W.Fuller	J.Kelly	-
Chief Steward/Purser	L.B.Surrey	P.F.Akers	R.G.Williams
Navigating Cadets	S.W.Prescott	S.M.Burley	E.H.Sefton
	C.D.Kisch	C.Swindells	W.J.Hutchings
	J.C.Pagler	M.J.Clarke	J.A.Concannon
			A. Tay

\* Uncertificated

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SHIPS' POSITIONS

"ATLANTIC CITY"

On T/C to Misericocchi & Co.S.A.S. of Ravenna. Sld.Baton Rouge 3rd Dec. with a grain cargo. Commences discharge Genoa where arrives 19th Dec., completes at Ravenna end Dec/early January and redelivers. Then proceeds to Malta for drydocking.

"CHIYODA"

On T/C to N.Y.K. Tokyo, until 1973/75. Sld.Panama 7th Dec. and arrives Rotterdam 23rd to commence discharge cars, completing at Antwerp 29th Dec. Proceeds Baltimore, arriving 12th Jan., loads cars and sails 15th for Persian Gulf. Arrives Persian Gulf middle February and after discharge, arrives Goa 25th February to load Ore for discharge Japan. Expected arrive Japan about 21st March.

"CORNISH CITY"

On T/C to A.B.Svenska Ostasiatiska Kompaniet, Gothenburg. Sld.Hong Kong 28th November and called Kaohsiung, Keelung, Pusan, Kobe and Nagoya. Next port Yokohama where completes loading and sails 19th Dec.for U.S.W.C. Arrives Panama Canal 11th January and Miami 15th January. Commences discharge, then proceeds Savannah, Wilmington, Charleston and Jacksonville, where completes and redelivers abt. 23rd January.

"FRESNO CITY"

On T/C to Steelwood Carriers Inc.Sld.Long Beach 20th November. Called Oakland, Portland, New Westminster. Arrives Tacoma 14th Dec. to complete discharge and redeliver 15th. Then delivers on T/C to Canadian Transport. Loads at Port Alberni, Harmac, Victoria, completing and sailing Harmac 23rd Dec. Arrives Panama Canal 4th January and Newhaven 9th to commence discharge, thence Boston and Providence, completing 19th January.



"INDIAN CITY"

On T/C to Yamashita Shinnihon S.S. Co.Ltd., Tokyo, until Nov.1976/ March 1977. Sailed Kobe 6th Dec. after drydocking and arrived Yokohama 7th. Sailed 9th after loading cars. Arrives Panama Canal 1st January, Newark 8th to commence discharge, which completes at Norfolk 12th. Then loads coal at Mobile or Devant 17/22nd for discharge Japan. Expected arrival Japan about 20th February.

"NEW WESTMINSTER CITY"

Sailed Antwerp 3rd Dec. Arrived Amsterdam 4th Dec. where commenced grounding damage repairs. Expect complete repairs 23rd January.

"PORT ALBERNI CITY"

Sailed Maizuuu 28th Nov. on T/C to Seaboard Shipping. Arrives Vancouver 11th Dec. and sails 16th for U.S.E.C. with cargo of lumber. Arrives Panama Canal 28th, Savannah 2nd January to commence discharge, then Philadelphia, Newark and Brooklyn, where completes and redelivers 12th. Proceeds Tampa arriving 16th to load phosphate. Sails 18th, arrives Durban 9th Feb. for bunkering, Visakhapatnam 21st for discharge.

"PRINCE RUPERT CITY"

Redelivered from Steelwood T/C and sailed New Westminster 24th Nov. Arrived Nanaimo 24th to commence loading on the R.S.L. B.C./U.K./Cont. service. Called Watson Island, Tahsis and Vancouver where completed loading forest products and sailed 11th Dec. Sails Panama Canal 23rd and arrives Cardiff 6th Jan. Proceeds Bremen and Antwerp where drydocks on completion discharge 18th Jan. Loads steel at Antwerp and sails 29th for U.S.W.C. Arrives Panama Canal 13th Feb. and first discharge port U.S.W.C. 21st.

"TACOMA CITY"

On R.S.L. B.C./U.K./Cont service. Sailed Cardiff 7th Dec., called La Pallice and arrived Bremen 14th. Sails 16th for Antwerp where completes discharge 20th. Then delivers under T/C to Steelwood Carriers Inc. and loads a steel cargo, sailing 24th Dec. for E.C.U.S. and W.C.U.S. Arrives Bridgeport 4th Jan, first discharge port.

"VANCOUVER CITY"

Arrived Tahsis 4th Dec. to commence loading on the R.S.L. B.C./U.K./Cont. service. Sailed 5th and arrived Watson Island 6th. Sls. 15th for New Westminster, Nanaimo and Tahsis, where completes loading and sails 22nd. Arrives Panama Canal 3rd Jan., Cardiff 17th to commence discharge. Calls Bremen and Antwerp, where completes discharge 1st Feb. Then drydocks.

"VICTORIA CITY"

Arrives Yokkaichi 19th to commence discharge maize cargo and completes at Kinuura 26th Dec. Then proceeds B.C. to load on R.S.L. B.C./U.K./Cont. service. Arrives B.C. 7th Jan. completes loading 21st and sails for U.K./Cont.Expect arrive Cardiff 17th Feb. to commence discharge.

"WELSH CITY"

Sailed Cairns 3rd Dec. with a sugar cargo. Arrives Panama Canal 28th and St. John N.B. 5th Jan. to discharge. Then loads grain at St. John or Halifax sailing 27th Jan.for India. Calls St. Vincent and Durban en route, arriving India to discharge 5th March.

"WILKAWA"

On T/C to Anders Wilhelmsen & Co.Oslo until 1977. Sailed Panama Canal 23rd Nov. and arrives Chiba 19th Dec. to commence discharge. Completes at Kawasaki 24th, then loads cars at Yokohama. Sails 26th for U.S.E.C. & arrives Panama Canal 18th January, Jacksonville, 23rd Jan. to discharge. Then proceeds U.S. Gulf to load cargo of grain for Japan. Anticipate sailing U.S. Gulf 3rd Feb. and arriving Japan early March.

m.v. "MARIA ELISA" (ex "Houston City")

Arrived Los Angeles 29th Nov. Then called San Diego, Ensenada, Acapulco and sailed 14th for Manzanillo, Mazatlan, Guaymas, San Carlos. Sails San Carlos 30th Dec. for Japan. Arrives Yokohama 16th Jan. and calls Nagoya, Yokkaichi, Kobe/Osaka.

m.v. "SARA LUPE" (ex "Cardiff City")

Sailed Kobe 5th Dec. for Nagoya and Yokohama, where sailed 13th. Arrives Los Angeles 28th Dec. and then calls San Diego, Ensenada, Acapulco, completing at Manzanillo early January.

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