

# newsletter

No. 60 - JANUARY 1975

## Introduction

The year 1974 will possibly be remembered in the realm of politics for its two General Elections. The economic realm provided record inflation and an unprecedented spending spree to remember. The spiritual realm gave us a new Archbishop of Canterbury and a further move in the direction of releasing Church from State. Sport saw the British Lions triumphant in South Africa and the Wightman Cup safely in British custody. Agriculture had its problems—beef and lamb production threatened, sugar in short supply and at a price. 1974 was a bad year for bees, consequently home produced honey is in short supply. Fishing, both sporting and commercial, still have their pollution problems. So we could go on enumerating the events, problems and vicissitudes that one could associate with 1974.

What is there in store for 1975? Greek mythology could possibly help us. Pan, son of Mercury and Penelope; god of shepherds, guardian of bees, patron of fishing, usually represented as playing upon pipes of reeds, and as having horns on his head and his legs those of a goat. We hope that the pipes of Pan will charm the shepherd to produce more lamb, that man will hear the shrill notes encouraging him to provide a cleaner environment in which bees can make their honey and fish breed and thrive in crystal waters. That the world of politics, commerce, economics and sport will herald in a new era of peace and a more rational way of life for all.

## A wife at Sea

We hope the following will be of interest to our female readers, written by Mrs. M. Dunipace, the wife of a ship's officer:—

In today's British Merchant Navy, having a woman on board causes little or no comment, for there are woman radio officers, woman deck officers and often the wives of two or three officers. As the wife of an officer, I am frequently given the opportunity to sail on a voyage with my husband.

I enjoy these trips; they make a very welcome change from household routine and, of course, give me an opportunity to appreciate my husband's job.

What to wear on board and what clothing to take is no longer a problem, for I have long since learned that cotton is more comfortable than nylon in the tropics, and that even the Mediterranean can be a cool place in winter aboard a ship doing 15 knots. With a knowledge of where the ship will go, one takes a case full of the most suitable gear, woollies included if necessary. Thank goodness, trousers are no longer frowned upon as dress wear for a lady; this has solved a lot of problems for the seafaring wife, whose ability to negotiate steel ladders and gangways is not often as dignified as she would like.

### Destination

When joining a ship the uncertainty of exactly when the ship will dock can be a bit nerve-racking; you often have to be ready for days. No matter how hard you try to arrive at your destination at the same time (same day) as the ship, you usually find that you have to stay at least one night in a hotel.

With luck and good management you will arrive with luggage intact only to find the ship lying in the 'roads' waiting for a berth. You then arrange to be taken off

by a pilot boat or tender going out to the ship, but up a Jacob's ladder, or making the bottom of a gangplank from a pilot cutter is not an easy method of boarding a ship—especially when all hands are on deck to get a glimpse of the new arrivals!

I once joined a ship in the Locks in Manchester at four o'clock in the morning after spending five hours drinking tea in the lock master's office. Even more alarming was the time I arrived in Sicily

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## A very enjoyable evening

Head Office held its annual dinner at the Angel Hotel, Cardiff, on Tuesday, 17th December.

The Chairman and his wife received the guests, and a very pleasant evening was enjoyed by everyone.

During the course of the evening the Chairman, in a short speech, welcomed everyone and referred to his pleasure at seeing a number of sea-going staff and retired personnel present. In wishing all staff and families well for Christmas and the New Year, he referred to another year of marked progress and continued expansion. He was glad to be able to end on a note of complete confidence in the future.

The Chairman was also very concerned about the number of retired staff and friends who were recovering from various epidemics which appear to be prevalent at the moment, and asked everybody to join with him in sending best wishes for improved health.

# The Work of the Chartered Shipbroker

There can be few professions of more absorbing interest than that of Shipbroking, dealing as it does with ships and cargoes to and from every port in the world. The function of the shipbroker, reduced to its simplest terms, is to bring together the two parties concerned, namely the owner of the ship and the owner of the cargo, and the broker's income is derived from commission payable by the shipowner on completion and fulfilment of the contract.

In addition to fixing vessels, a most important part of a shipbroker's duty lies in acting as agent for the shipowner. As such, he is responsible for everything which may concern the vessel whilst she is in his port. His duties range from customs formalities and requirements to dealing with the crew; from arranging the loading and discharge of the vessel to dealing with collisions and the hundred and one other matters far too numerous to mention. His work as an agent will, at times, require him to be available at all hours of the day and night in order to render any service or assistance which may be necessary to the ship, her master and her owners.

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## A wife at Sea

after travelling for two days only to be told that the discharge port had been changed and I was to join the ship at Bremerhaven. Fortunately on that occasion I was not alone, and other members of the crew and the agent helped with arranging the journey, luggage, etc.

Life on board is rarely boring, and though I used to take knitting with me I soon learned to relax, and now I rely on the ship's library for reading material to pass away the hours when everyone else is busy working. A ship with a swimming pool—no matter how small—has an advantage, especially for the children; it's also lovely to sunbathe on 'Monkey Island'. Film nights are always looked forward to—at least at the beginning of a voyage, but after a long voyage (if you are really keen) you could act in those films yourself—word perfect. Competitions of darts, chess, scrabble, cribbage, etc., are good fun, with a lot of good-natured banter between the officers.

The entrance fee is usually 'one beer' for each sport entered, and the final night will see a cold buffet supper, winnings shared out and a good party develops,

Apart from agency work, which requires a high degree of skill and experience, shipbroking may be subdivided as follows:

- (1) *Owner's Broker.* He acts for the shipowner in finding a cargo for the vessel.
- (2) *Charterer's Agent.* He acts for the merchant seeking tonnage to carry his goods.
- (3) *Sale and Purchase Broker.* His concern is acting on behalf of the buyer or seller of ships and in bringing the two parties together.
- (4) *Coasting Broker.* He deals with vessels, usually small, trading round the British coast to and from ports on the Continent. Whereas the Deep Sea Broker will normally only act for the shipowner or the merchant, negotiating with a fellow broker for the other side, it often happens that the Coasting Broker will act for both parties.
- (5) *Tanker Broker.* Some shipbrokers make a speciality of dealing with tankers, which is a market of great importance.
- (6) *Cabling Agents.* The name given to

shippers by both losers and winners. There is always talent among the officers for a sing-song, and at least one birthday or anniversary during the voyage to provide the excuse for a party.

'Runs ashore' aren't as prolonged or frequent as they were years ago—so I'm told—but even so I have visited the White House in Washington, a sheep station in Western Australia and climbed to the top of Himeji Castle—an original Japanese castle. I have shopped in the Motomachi, Japan, and spent two hours in the police station in Singapore—no, I wasn't apprehended, someone had stolen scrap brass from the ship.

Crossing the Line for the first time had my children and I a little apprehensive as to what exactly was going to happen to us; however, it turned out to be great fun with everyone taking part. I think we got off rather lightly, but the two engineering cadets were not so lucky. The colour of the water in the swimming pool by the time we were all in had to be seen to be believed.

There are some chores wives do whilst on board. We clean out our husband's cabin, give the stewards a hand with the smokeroo and dining room and we are occasionally consulted about the menu. However, most catering officers have forgotten more than I ever knew about balanced diets.

shipbrokers who specialise in working business emanating from overseas markets, for example the New York market. Despite the fact that cabling has largely been superseded by modern methods of communication the name survives.

It will, therefore, be seen that whilst the shipbroker is essentially the middle man between the two principals concerned in a Charter Party and on occasions acts as the agent for the ship, the profession can be subdivided into sections any of which requires specialised knowledge. This knowledge can be gained largely by experience, but it should be the ambition of every entrant into the profession to qualify himself by becoming a member of the Institute of Chartered Shipbrokers. This can be done by studying and taking the examination (Associateship and Fellowship) which will provide him with a sound basis of knowledge enabling him later to specialise in any one of the branches of the profession as the opportunity may arise.

## Passing of Mrs. W. M. Reardon Smith

On going to press, we were extremely sorry to hear of the passing of Mrs. W. M. Reardon Smith. She was the widow of the late Mr. A. J. Reardon Smith and mother of Mr. John and Mr. Richard Reardon Smith. Our deepest sympathy is extended to the family.

Because of his interest in the 'Sea Star of the Hebrides' (see December issue) a copy of the Newsletter was forwarded to the Rt. Hon. Edward Heath, M.P., Leader of the Opposition. A reply has been received, in which Mr. Heath expressed his thanks for our courtesy in forwarding him a copy of the Newsletter.

## For a Good Cause

Captain B. A. G. Boyer has forwarded £18 to the Royal National Lifeboat Institution as a donation from the officers and himself when they were on the m.v. *Port Alberni City*.

Captain A. B. Parkhouse has forwarded £20 to the same Institution as a donation from the officers of the m.v. *Maria Elisa*.

# The Akers H.3. Drilling Platform

Pictured right is the reception area of Devonshire House, complete with ships' models. Opposite the main entrance is an imposing model of the Akers H3 self-propelled semi-submersible Drilling Platform (below, right).

It is similar to the type which Reardon Smith Line have contracted to purchase. The makers claim the rig capable of moving without the aid of tugs, a supply boat only being needed; the cruising range is about 10,000 miles without supply, and the cruising speed is 7 to 8 knots.

The general arrangement can be seen from the photograph, and that the unit is of the catamaran type with two long pontoons and four large diameter columns with four smaller diameter columns in the middle.

The pontoons are sized to be able to support the entire platform fully equipped and supplied in pumped up, transit condition with a specified margin of 1,000 Long tons of reserve pontoon buoyancy to spare. The large pontoon displacement has the beneficial effect of increasing the natural heave, roll and pitch periods, while there is space available inside giving ample room for supplies of diesel oil, potable water, drilling water, ballast water and engine room. The rig can be trimmed to such an extent that the propellers can be inspected and repaired in dry conditions.

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## BUPA SCHEME — CONTRACT OFFICERS

We note that a small number of contract officers have not advised Head Office whether they and their families wish to participate in the above Scheme during 1975.

Unless we hear from them very quickly we regret we will be unable to include them in the Scheme.

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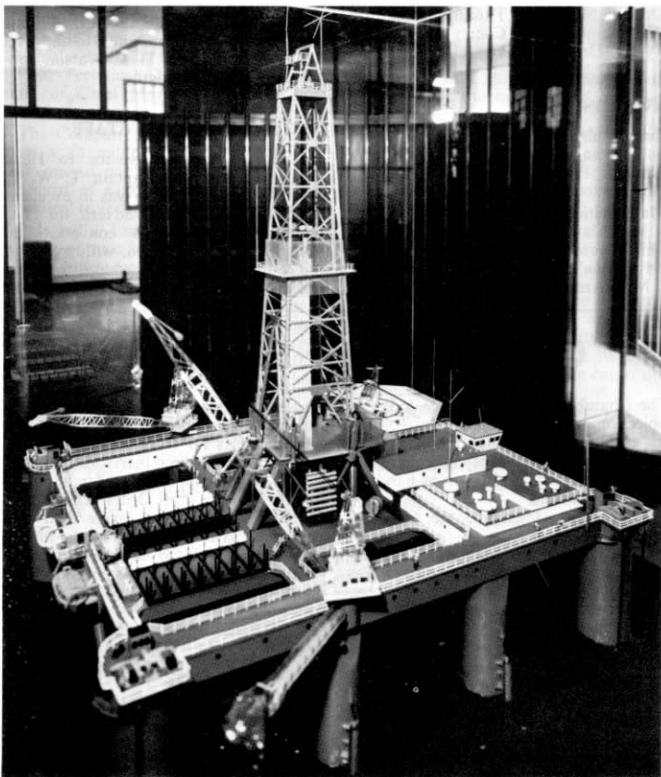
Overheard in a pub after the Wales v. New Zealand match.

*Fanatic:* 'Someone's pinched my bloody coat'.

*Mate:* 'They haven't, have they?'

*Fanatic:* 'It's not the coat I'm worried about—it's my photo of Barry John in one pocket and the match programme in the other'.

Needless to say, he was drowning his sorrows at the time.



# STAFF NEWS

## PROMOTIONS

We are pleased to announce that Mr. M. E. Jones, Chief Officer, has been promoted to the rank of Master with effect from the 18th December 1974. Captain Jones will take command of our m.v. *Fresno City*, and we take this opportunity of offering him our warmest congratulations and best wishes.

## NEW STAFF

We extend a welcome to the following on joining the Company:

**Head Office:** Mr. J. H. Benden, Accounts, Drilling Rigs; Mr. R. H. Smith, Radio Superintendent; Mr. Ian Evans, Tech. Engineering Asst. Supt., Drilling Rigs.

**London Office:** Mr. R. A. Smith, Driller; Mr. B. A. Titmus, Senior Sub-Sea Engineer; Miss Cherry Burst, Clerk/Typist, Drilling Rigs.

## AWARDS

Congratulations to the undermentioned on obtaining prizes awarded by the Llandaff Technical College for the year 1973-74:

### Mathematics (ONC (III))

Mr. Alan Abel, at present serving as Third Mate m.v. *New Westminster City*.  
Navigation (ONC (III))

Mr. Andrew B. Ward, at present

serving as Third Mate m.v. *Port Alberni City*.

### Best Officer Qualities (for all courses)

Mr. Christopher Kelly, at present serving as Third Mate m.v. *Prince Rupert City*.

## IN HOSPITAL

Mr. Reg Randell has entered hospital, and we wish him a very speedy recovery.

We are pleased to hear that Mrs. A. G. Reynolds is progressing satisfactorily after an operation. She has been in hospital for many weeks but hopes to be home soon. She is the widow of the late Mr. A. G. Reynolds (Ren) of London Office, Chartering Dept.

## HOME FROM HOSPITAL

Mrs. T. K. Watson has returned home and we hope she will continue to improve. We understand Mr. T. K. Watson continues to regain strength.

## NEWS OF RETIRED STAFF

Another welcomed visitor to Head Office recently was Captain T. W. P. Davies. Captain Picton was in excellent form and was a good advert, for contented retirement. His conversational ability was undiminished, with many an interesting story and anecdote from his endless store.

## An embarrassing moment

I am a young lady living in Birkenhead and working in Liverpool. Each day I cross the Mersey by ferry to and from work and, if possible, I am always punctual.

One cold, windy morning, knowing I was a little late for the ferry, I dashed down the pier head and saw the ferry about three feet out from the quay. As I did not wish to miss the ferry I set off at a gallop, scarf, coat and hair billowing in the wind as my mad rush gathered momentum along the quay. By now my pace was such that I had no alternative but take a chance and jump across the gap between quay and ferry. I could hear everybody in the boat shouting to me not to jump—but I just had to. The gap appeared enormous, but I sailed across and landed in a most undignified heap on board the ferry to the accompaniment of cheering and clapping from the passengers. Eager hands helped me to my feet—(but here comes the moment)—imagine my astonishment and complete embarrassment on feeling the ferry bump against the quay, and an understanding passenger ejaculating 'The ferry's coming in luv!'

(Thanks to Mrs. Jeff Birrell for the above, which she heard on the radio.)

## Is inflation caused by the young?

At a time when wages and prices are forever spiralling upwards, has anyone stopped and wondered whether or not this inflation is promoted by the vast increase in wages of younger workers?

In earlier days young people had no choice but to start work for a pittance; however, nowadays they are given a high starting wage and power to demand increases. Coupled with this, younger people are more prepared to pay high, even exorbitant, prices for clothing, cars, etc., as they have no family responsibilities to inhibit them.

The question we must ask ourselves is, will prices ever be stable while the young have so great a proportion of the money in the economy.

Submitted by JOHN CARLESS  
Accounts Dept., Head Office

## Crying Need for Efficient Port

The Chamber of Shipping is to lodge an objection to a Government draft Order to extend the National Dock Labour Scheme to all significant cargo handling activities at ports and wharves handling third party traffic.

In a Press statement, the Chamber said.

'British shipping companies fully endorse the importance of proper terms and conditions for all dock workers, whether or not they work in scheme ports. They are equally concerned with the country's crying need for efficient ports and speedy handling of exports.

'They have been deeply impressed by the efficiency of ports and wharves outside the National Dock Labour Scheme.

'They profoundly trust that nothing will be done which would blunt this practical efficiency and competitive ability.

However, whatever the reasons, their experience of some ports already within the scheme is far from encouraging.

'They are convinced therefore that there should be the opportunity for a public inquiry into the draft Order. This would enable all concerned to make their dispassionate assessment both of the merits and demerits of the scheme, which is essential before any extension is decided upon, and also of the ways in which it could be improved.'

## Sporting Gesture

Note scrawled on the tailboard of a heavy goods vehicle: 'The 1975 National Ploughing Competition will be held on the back of this lorry!'

## Chairman replies to letter from Captain R. B. C. Lee

The name Captain R. B. C. Lee of the m.v. *Hong Kong Truth* may not be known to nearly all our readers. Captain Lee was an apprentice in our Company from 1922 to 1926, and served on the s.s. *Siam City* and s.s. *Royal City*. He was Third Mate on the s.s. *Skegness* before seeking employment in the Far East. His recent letter to Head Office was a tribute in effect to the "basic training in Smith's of Cardiff". He goes on to say—"No job has been too difficult to tackle, and also if a job was worth doing it was worth doing well. Life was fairly rigorous in those days". Looking back over fifty years ago, Captain Lee refers to the encouragement given to the boys in acquiring knowledge.

He names several of the apprentices who were with him. One remained in Reardon Smith Line eventually to become Master and has now retired—namely Captain C. Exton. It is interesting to note the vocations of some since those far-off days. One became a pilot with Imperial Airways, when that Company first started. Others became a harbour pilot at Colombo, Manager of Everetts in Hong Kong, Marine Superintendent for Straits Steamship, Singapore. Captain Lee's present Second Mate is also an ex-Reardon Smith Line boy—Mr. F. R. Metcalfe; another ex-apprentice who was on the s.s. *Braddovey* is Captain C. E. Morris, also sailing out of Hong Kong.

Our Chairman suitably replied to Captain Lee's letter, and as the reply contained some interesting facts we have assured in publishing extracts:—

Dear Captain Lee,

Perhaps I should start by saying that I joined the Company in 1929, and it is rather strange how so many of the names you mention come back to my mind, sometimes probably because I dealt with their registration as apprentices, others because of some incident which occurred that made them famous (or infamous); and, out of all the names that you mention, there is really only one—Captain Exton, who lives in Liverpool and retired in 1966. He would now be 68 and is still going strong. Captain Potts who, incidentally, was born in 1895, left the Company in 1943, and, after enquiries, we have been unable to trace his further whereabouts.

You would probably remember the number of seafaring staff (and indeed office staff) who came from the direction

of Appledore, where the founder of the Company was born. Names like Bill Lawday, who was an apprentice with us, later became a Master and joined the Board, retiring a few years ago. Steve Randall was another name that you may recall on the office staff, who was again Appledore born. There was one Ginger Harris, who was an apprentice, became a Master, and still lives in Appledore, having retired some several years ago. I am sure these names will mean something to you.

There is still quite a family interest in the Company, mostly through Trusts and Estates, and, out of a Board of fourteen Directors, four of the members are related to the family. It is interesting for you to know that the remaining members of the Board, including myself, were appointed from the staff, in addition to which the seafaring staff are represented by our Technical Director, Mr. Major, and our Chief Marine Superintendent, Captain Lemon.

The Company has virtually expanded from a £5 million Company of a few years ago to one with an asset value not far short of £100 million, so there is a great deal to feel proud of in its progress.

Personally, I was interested to see the heading of your letter, as I was in Hong Kong quite recently and was truly amazed at the shipping activities in this area. The whole business area in Hong Kong is really tremendous and, having also spent some while at the Chartered Bank in Hong Kong, I was aware of the encouraging future for shipping in that area.

During my visit to Hong Kong, I also met Mr. P. S. Li, who is building three 27,000-tonners in Japan, which we are taking on Time Charter for ten years. I found Mr. Li a very pleasant man, indeed, and spent a pleasant evening in company with him and his family.

You can be sure that as I come across some of the older members, particularly of the seafaring staff, I will tell them of your letter in case they can recall your name, and it may well be that some of them will get in touch with you.

Yours sincerely,

C. R. CHATTERTON,  
Chairman.

## Only one of our ships is idle

Only one U.K. merchant ship of 4,000 tons was laid-up at the beginning of October for lack of employment. This is the lowest total of idle U.K. tonnage for over three years.

Reporting this, the Chamber of Shipping said that there were 170 ships idle world-wide totalling 790,000 tons, which was the lowest volume since July 1971 when 769,000 tons were laid up.

## Did you know that...

THE ESTIMATED VALUE of the U.K. fleet in July 1973 was £4,000,000,000.

'SPRING TIDES' are those with the greatest range between high and low waters and occur when the sun and moon are either in conjunction or opposition.

'THE WAIST' of a ship is the portion of deck between the quarterdeck and the forecastle.

THE AVERAGE AGE of U.K. tramp and bulk carrier ships is only 4.3 years.

'DEADWEIGHT TONNAGE' is the measurement in weight of the cargo, passengers, crew, stores, fuel and water which a vessel can carry.

'GROSS TONNAGE' is the measure of the total internal volume of a ship reckoned in tons of cubic capacity.

'NET TONNAGE' represents the earning capacity of a merchant ship and is a measure, in tons of cubic capacity, of that portion of the ship's internal volume which can be used for carrying cargo or passengers.

BRITISH SHIPPING'S total earnings from world-wide operations last year, amounted to £1,551 million.

RHUMB LINE is the line on the earth's surface which cuts all meridians at the same angle.

'MODERATE GALES' mean a wind force of 28 to 33 miles an hour.

A CONTAINER SHIP on the U.K./Australia service carries approximately 1,500 containers which, if placed end to end, would stretch for nearly six miles.

COFFERDAM is a space between two bulkheads separating the engine room from the cargo in oil tankers.

'ON THE BERTH' means that a ship is loading or ready to receive cargo.

GROUNDAGE is the charge made for permission to anchor.

ON AVERAGE over 300 ships pass through the Dover Strait every day.

# SHIPS' POSITIONS AS AT 20. 12. 74

**m.v. Atlantic City.** On T/C to Compania de Navegacion 'Las Perlas' S.A. of Panama until January/March 1976. Completed repairs and sailed Taranto 21st November. Arrived New Orleans 9th December, loaded cargo grain, sailed 17th. Arrives Constanta 6th January to discharge, completing 13th.

**m.v. Chiyoda.** On T/C to N.Y.K. Tokyo until March/July 1975. Arrived Hirohata 24th November, completed discharge of iron ore, sailed 25th. Arrived Nagoya 26th, loaded part cargo cars, sailed 28th. Arrived Yokohama 29th completed loading, sailed 30th. Arrives Kuwait 19th December to commence discharge part cargo, sails 22nd. Arrives Dubai 23rd to complete, sails about 25th. Arrives Mormuga 30th, loads full cargo ore, sails 5th January. Arrives Japan 20th to commence discharge, completing about 22nd. Then drydocks, completing about 30th.

**m.v. Cornish City.** On T/C to Lloyd Brasileiro of Rio de Janeiro until February 1975. Arrived Port Elizabeth 30th November to commence discharge, due port congestion berths 17th December, sails 18th. Arrives Chitangoo 2nd January, sails 7th. Arrives Hong Kong 16th, sails 17th. Arrives Kobe 21st, sails 22nd. Arrives Yokohama 23rd to complete. On completion vessel redelivers about 19th February.

**m.v. Fresno City.** On B.C./U.K. Cont. Service. Sailed Tilbury 24th November. Arrived Antwerp 25th, completed discharge 27th. Then delivered on T/C to Atlantic Shipping Company S.A. of Panama. Loaded full cargo steel products, sailed 2nd December. Arrived Newhaven 13th, commenced discharge part cargo, sailed same day. Arrived Philadelphia 15th, sailed 17th. Arrived Baltimore 18th, expect complete discharge and redelivery of time charter 19th. Then proceeds to Norfolk, Va., to load cargo grain. Arrives Norfolk 20th, sails 24th. Arrives Lisbon/Leixoes 4th January, completing discharge about 20th.

**m.v. Indian City.** On T/C to Yamashita Shinnihon S.S. Co. Ltd. until November 1976/March 1977. Arrived Hirohata 11th December to commence discharge coil, sailed 14th. Arrived Sakai 15th, expect complete discharge and sail 21st. Then proceeds Kobe to repair car decks, sailing Kobe 23rd/24th for Tokyo. Arrives Tokyo 24th to commence loading cars, sails 28th. Arrives Yokohama 29th to complete loading, sailing about 31st. Arrives Acapulco 18th January to commence discharge, sails about 20th. Arrives and sails Panama Canal 24th/25th. Arrives Jacksonville 29th, sails 31st. Arrives Norfolk 2nd February, completing discharge about 3rd. Then proceeds to load coal United States East Coast for discharge Japan. Sails U.S.E.C. about 10th, arriving Japan about 11th March.

**m.v. New Westminster City.** Arrived Nagoya 27th November to commence discharge grain, completed 5th December. Then delivered on time charter to Hiodo Kisen K.K. Sailed Nagoya 5th. Arrived Kasaoka 6th to commence loading pipes, sailed 12th. Arrived Kamin 13th, completed loading, sailed 15th. Arrives and sails Panama Canal 8th January. Arrives Immingham 23rd to commence discharge, sails 27th. Arrives Invergordon 28th, completing discharge about 5th February.

**m.v. Port Alberni City.** Loaded cargo phosphite, sailed Tampa 24th November. Arrived and sailed Durban 17th December. Arrives Visakhapatnam 31st to commence discharge, completing about 6th January. Then delivers on time charter to Japan line, loads cargo ore, sails 8th. Arrives Japan about 21st, completing discharge and redelivering about 24th.

**m.v. Prince Rupert City.** On T/C to Shinwa Kaifu Kaisha Ltd. of Tokyo. Sailed Antwerp 22nd November. Arrived Setabai 25th, completed discharge, redelivered off-time charter, and sailed 29th. Arrived Tampa 10th to load full cargo phosphate. Due shortage cargo, berths 26th, sails about 30th. Arrives and sails Durban 21st January. Arrives Visakhapatnam 4th February, completing discharge about 10th. Then delivers on time charter to Japan Line, loads full cargo ore, sailing about 12th. Arrives Japan 25th to commence discharge, completing about 27th.

**m.v. Tacoma City.** On T/C to Seaboard Shipping Co. Ltd., loaded full cargo forest products, and sailed Vancouver 25th November. Arrived and sailed Panama Canal 6th/7th December. Arrives Tilbury 21st to commence discharge, sails about 4th January. Arrives Bremen 6th, completing discharge and redelivering off time charter 7th, sails same day. Arrives Tampa 21st, loads full cargo phosphate, sails about 25th. Arrives and sails Durban 16th February. Arrives Visakhapatnam about 2nd March, completing discharge 8th.

**m.v. Vancouver City.** On T/C to Jepsens (U.K.) Ltd., of London. Arrives Rotterdam 23rd November to commence discharge, sailed 27th. Arrived Hamburg 28th, completed discharge and redelivered off time charter 30th, sailed same day. Arrived Baltimore 12th December, loads full cargo grain, sails 20th. Arrives Portugal 30th to commence discharge, completing about 13th January.

**m.v. Victoria City.** On B.C./U.K.-Cont. Berth Service. Arrived and sailed Panama Canal 29th/30th November. Arrived Tilbury 13th December, commenced discharge forest products. Completed discharge part cargo 19th, due lockmans strike, sails 21st. Arrives Antwerp 22nd, completing discharge about 24th. Then

proceeds to load steel products on the Cont./W.C.-U.S.A.-B.C. Service. Sails Antwerp about 1st January. Arrives and sails Panama Canal 18th. Arrives Los Angeles about 24th to commence discharge, sails 26th to complete Oakland 27th/28th, Seattle 31st/1st February and New Westminster 2nd/4th.

**m.v. Welsh City.** On T/C to South African Marine Corporation until August/October 1975. Berthed East London 18th December, sails 26th. Arrives Durban 27th, completing discharge about 9th January. Arrives Cape Town 12th, loads cattle feed and general, sailing about 15th. Arrives Avonmouth 1st February to commence discharge, sails 6th. Arrives Continent about 8, completing discharge about 11th. Then proceeds to drydock.

**m.v. Amparo.** Arrived Ensenada 26th November, sailed 27th. Arrived La Cardenas 1st December sailed 3rd. Arrived Acapulco same day, sailed 11th. Arrived Manzanillo 12th, loads parcel zinc concentrates, sails 21st for Guaymas.

**m.v. Elena.** Arrived Vancouver 23rd November, loaded parcel copper concentrates, sailed 23rd. Arrived Onahama 11th December, sailed 14th. Arrived Yokkaichi 15th, sailed 17th. Arrived Nagoya same day, sailed 17th. Arrived Kobe 18th, sails 26th. Arrives Yawata 26th, completing cargo operations and sailing 29th for Acapulco, Manzanillo and Ensenada.

**m.v. Gela.** Arrived Antwerp 22nd November, sailed 24th. Arrived Rotterdam 26th, sailed 29th. Arrived Le Havre 30th, sailed 4th December with cargo general. Arrives Vera Cruz 19th, sails 26th, then sails Tampico 27th/3rd January. New Orleans 5th/7th returning Hamburg 2, and calling Bremen, Rotterdam, Antwerp, completing and sailing Le Havre about 6th February for Vera Cruz and Tampico.

**m.v. Maria Elisa.** Sailed Ensenada 23rd November. Arrived Los Angeles 24th, loaded part cargo Alfa pellets, cotton and general, sailed 27th. Arrived Yokohama 18th December to commence discharge, sails 23th. Then sails Nagoya 28th/1st December, Yokkaichi 3rd/4th, completing discharge Kobe 5th/14th. Then commences loading Yawata 15th/17th, Nagoya 18th/19th, Yokohama 20th/23rd, completing Tokyo 24th/28th for Ensenada.

**m.v. Sara Lape.** Arrived Yokohama 21st November, sailed 26th. Arrived Tokyo 27th, sailed 6th December. Arrived Kobe 7th, completed 11th. Drydocked 12th to carry out repairs, undocked and completed sea trials 16th. Arrives Ensenada 2nd January, completing Acapulco, La Cardenas, Manzanillo.



# The Key Elements of Ship Safety

# O Lord, Listen to a Secretary's Prayer

Governments, inter-governmental agencies and national shipowners' associations have an important role, but at the end of the day, safety at sea depends on the management of the individual shipping company, the running of the individual ship and the actions of the individual seafarer.

These key elements of ship safety are emphasised in the annual report of the Chamber of Shipping, published on 5th March, 1974.

The report says: 'The role of managements should not be under-estimated. They lay down instructions for individual ships, they give them guidance, whether in the form of instructions or advice, they check that those instructions and advice are followed.

'But above all, they set the tone: directly or indirectly every person on board follows the lead that he is given, and his actions reflect not only his own experience, but the attitude of the company that employs him; that attitude will be expressed in many ways, not least in training, but there is more to it than inculcating mere academic ability and practical skill.

'Technical training is not enough: the good shipping company will also instill something over and above training so that the officer or crew member is not only professionally competent, but alert, vigilant and continuously attentive to detail even on voyages that are sometimes boring, especially in trades which only rarely require the full range of his expertise.

'The qualities needed will usually be found in those ships whose internal organisation is of a high order: the efficient ship tends to be a safe ship, and a critical human failure leading to a casualty is far more unlikely in a ship in which a well-planned and taut regime prevails.

## Efficient, understanding

'In years past the word 'discipline' would be used, but today some new word is needed which will convey not only an efficient machine, but an understanding one. As many fleets have emphasised, the ship's master is also the ship's manager, and his skill in bringing out the best in all who work aboard adds not only to their pride in their job, but also to the safety of their ship and all those who encounter it.

'But even the best management ashore and afloat will not be enough unless the officers and men are of the right calibre. British shipping today needs the very best

that are available. They should have not only the necessary knowledge and the necessary skills, but also the integrity to maintain standards at all times. They must maintain them in a crisis and at a time when there is no such stimulus, in port as well as at sea, and on a wet and windy watch in the middle of the night as well as in the middle of the day when the weather is humid and enervating.

'The British safety record is a fine one (five times better than the world's average in 1972) and if the world's fleets can reach the same standard, it could make a significant impact.

'For British owners, however, what they have achieved in the past is not the aim but only a starting point. Much has been achieved, but there is always more to be done, and those engaged in the operation of ships can set themselves even higher objectives which may be hard to achieve but whose pursuit will be well worthwhile'.

## The Stevedore

There's a gentleman down on the waterfront  
With a bright and expansive smile,  
He is one of the best, and can handle a jest  
In a truly nautical style.

He knows all the ports of the Seven Seas,  
But has anchored himself ashore  
And taken to piracy on the side:  
They call him the stevedore.

He's the first aboard when a vessel arrives  
And the last ashore when she sails,  
And he keeps a sample of all her gear  
From the galley supplies to nairs.

The amount of his bill makes the Skipper  
feel ill,  
And uses language that's far from polite,  
But this sort of strife is the essence of life  
To this up-to-date pirating knight.

If the Skipper protests—well, the stevedore  
jests,  
And invites him uptown to dine;  
But between me and you, by the time they are  
through  
It's the Skipper who's buying the wine.

He's a full fledged knight of the Blarney  
Stone,  
And the very best sort of a chum.  
May he never be missed from the waterfront  
For many a year to come.

Submitted by A. CROWTHER,  
"Poetical" Superintendent.

Amid the criticism of office secretaries and the accusations of 'mini skirts hiding a mini output', may I offer a view from the other side? It is a Secretary's Prayer dictated to me at my secretarial colleague:

*'Give me please, oh Lord, the wisdom of a judge, the patience of Job and the hide of an elephant.*

*Give my fingers such speed that I can finish tonight the mail I should have been given yesterday. Give me such acute hearing that I can understand the dictation he mumbles out of the window while jingling the change in his pocket.*

*Give me, please, that mental agility which will enable me to remind him of appointments he forgot to mention, and give me the diplomacy of an ambassador to get seats for trains, planes and theatres which he was so sure he had told me about yesterday.*

*Teach me that having given me a pile of dictation—all urgent—he will be much too tired to take his personal phone calls after lunch, so I must learn to sandwich those between my other work, and with a smile.*

*Give me, please, a magic box out of which I can instantly produce the envelopes, pens, pencils, letters, files, funny notes and buttons he has lost.*

*Help me to correct his atrocious spelling, and even worse phrasing, so that he reads my letters and glows with pride at his own good English, and let him suffer no pangs if he scrawls alterations in ink which I could so easily have dubbed in on my machine.*

*Caution me to remember that if one day he feels off colour and barks, snarls or sneers, I must retain a gentle, friend's smile no matter how well, or ill, I may happen to feel.*

*Let me always remember that my home telephone is for his impervious use at every inconvenient hour, day nor night, and that he will at once expect a smile in my voice even if my cold, semi-nude body is dripping bath water on the line.*

*Finally, oh Lord, give me an uncanny insight, an encyclopaedic memory for dates and anniversaries he has never even mentioned and meetings he forgot to record.*

*Could you then please, oh Lord, extend your mercies and throw in just one extra lesson on how to combine the duties of secretary, charwoman, hostess, diplomat, accountant, telephonist, filing clerk, booking clerk, cloakroom attendant and general nurse?*

*Lord, if you could, I would be sincerely grateful.'*

JEAN HALLIBURTON