

# newsletter



NO. 108.

JANUARY 1979.

## PHILATELY

A number of readers have indicated their wish to have information about stamps and, therefore, we will continue to include this in the Newsletter.

A lot of publicity has recently been given to "gutter" stamps. These are stamps which only appear as British Commemoratives, as opposed to Definitives. In each sheet of Commemorative stamps, there is a vertical division in the centre and it is the stamps which are each side of this "gutter" which are referred to as "gutter stamps". There are a number of dealers who specialise in this particular feature and obviously, gutter stamps are sold in pairs, with the gutter dividing them. Because there is a limited number of these items in each sheet, naturally there is a higher market value so far as the Philatelic world is concerned. Furthermore, there is usually one pair of stamps in each sheet which shows, in the gutter, the various colours which are included in the stamp.

... ..

## THANKS FOR THE MEMORY

Mrs. Helen Yates (wife of Second Engineer M.J. Yates) has written expressing her thanks to all concerned for their help when she flew to join her husband for Christmas on the "SARA LUPE" in Italy. The visit had been quite unexpected and she and her children especially thank those aboard the ship who made them so welcome and for the Christmas presents they were given. It really was a memorable Christmas for them all.

... ..

## STAFF NEWS

SYMPATHY: We are very sorry to announce the passing of Mr. W. Wigman on 8th January. Mr. Wigman was a Chief Steward who joined the Company in 1950 and retired in August 1969. Our deepest sympathy is extended to his son and to his family at this sad time.

...

CONGRATULATIONS: We offer our congratulations to Mr. Ian McCann, Management Accountant at Head Office, who has just been appointed a Fellow of the Institute of Chartered Accountants.

...

NEW STAFF: A sincere and warm welcome is extended to the following new Staff:-

Mrs. C. Kindred - Telephonist - London Office  
Mrs. V.A. Knight - Computer Programmer - Head Office.

Second Officer J.R. Thomas  
Third Officer W.E. Summers  
Electrician P.J. Foale

Junior Engineer G.R. Evans  
Junior Engineer D.T. Owen  
Engineer Cadet D.R. Aldus  
Engineer Cadet D.S. Sheppard

...

MR. S.J. WHEATON: Mr. Wheaton, who was seconded to The Atlantic Drilling Company, has now returned to take up duties as Engineer Superintendent with the Fleet. Our appreciation is extended to him for his helpful co-operation whilst working with the Rigs and we wish him every success now he has returned.

...

INDISPOSED: Captain M.G.B. Thomas is at present indisposed and is not expected to return to the office for several weeks. We wish him a quick return to good health.

...

CERTIFICATE SUCCESSES: We offer our congratulations to the following:-

A. Hobin	-	Second Class Motor	R.J.D.Strange	-	Second Class Motor
M. Causer	-	-do-	I.C. Pearce	-	-do-
A. Budge	-	-do-	K.D. Morgan	-	First Class Motor
W.M. Powell	-	-do-			

... ..

DONATIONS TO CHARITIES: Captain Porteous, "NEW WESTMINSTER CITY", has forwarded two cheques totalling £57.50 from the Officers aboard the ship, as a donation to the R.N.L.I. Our very grateful thanks to them all.

... ..

OCTOBER NEWSLETTER: It has been brought to our notice that under the heading "The Name Changes", the details shown of the "KING CITY" actually apply to the "LEEDS CITY". We apologise for the error and confirm that the information should be in respect of the "LEEDS CITY", built in 1955. The "KING CITY" was built in 1950 and was sold in 1966.

... ..

SAFETY COMPETITION, 1978. We have received advice that Deck Cadet M. Hart (ex "VICTORIA CITY") has won Third Prize in the General Council of British Shipping Competition No. 1 - "Spot the Hazards" and send to him our congratulations.

In the Competition No. 2 - "Poster Design" - the Second Prize was won by Mr. T. Plenty from Penarth. Mr. Plenty was Second Engineer on the m.v. "EASTERN CITY", on secondment to our Company from Mobil Shipping Company. To him, also, we offer our congratulations. It is nice to see the Company's name to the fore in a national competition.

... ..

## SHIPS POSITIONS

As at 22nd January, 1979

m.v. "CARDIFF CITY" This vessel is on Time Charter a/c Salen. She sailed from Long Beach on 4th January with a cargo of Yellow Corn and discharges in Taichung and Kaohsiung 1/6th February and 7/12th February respectively. She is due in Hong Kong on 13th, and will be free on 20th after drydocking.

m.v. "DEVON CITY" Vessel sailed from Benghazi on 18th January and redel from NYK passing Cape Passero 19th, thereafter proceeds Gibraltar where she will change Officers on 21st January. Her future business is not yet known.

m.v. "EASTERN CITY" Operating under Time Charter a/c Showa she sailed from Port Dampier on 9th January with a load of Iron Ore which she discharges at Weser ports between 15th and 20th February. Actual discharge ports not yet declared.

m.v. "FRESNO CITY" This vessel is on Time Charter a/c BHP. She arrived in Karachi on 24th December to complete discharging Steel etc. It is anticipated she will complete and redeliver around 5th February.

m.v. "NEW WESTMINSTER CITY" Under Time Charter a/c Alianca. She is at present discharging in New Orleans with the possibility of completion in Mobile. She is then fixed on Time Charter a/c Jebsen, and expects to lift Phosphate at Tampa between 22/25th January. She will then sail via Panama Canal for Port Lincoln, Adelaide and Kwinana.

m.v. "PORT ALBERNI CITY" This vessel is on Time Charter a/c Salen. She sailed from Hamburg on 16th January with a cargo of Wheat, and transits the Suez Canal between 27/28th bound for Chittagong where it is expected she will arrive on 11th February and complete discharge and redeliver on 21st.

m.v. "PRINCE RUPERT CITY" Under Time Charter a/c China National. This vessel arrived in Amoy on 14th January, and will complete discharging about 3rd February. Completion Amoy proceeds Mojá for bunkers.

m.v. "TACOMA CITY" This vessel sailed from Vancouver B.C. on 12th January on Berth Service 99. She is expected to transit the Panama Canal on 24th January and discharges Forest Products at Dublin 6/11th February, Rotterdam 14/16th, London 17/19th and Boulogne 20/21st.

m.v. "VANCOUVER CITY" Under Time Charter a/c BHP vessel sailed Manila 21st for Iligan where she arrives the following day. After discharging for 5 days, she arrives in Pusan on 30th and should redeliver on 2nd February. Her future business is as yet unknown.

m.v. "VICTORIA CITY" This vessel was redelivered from Sumatrop Time Charter on 17th January at Tilbury. Sailed Tilbury 21st January for Key West for orders. Her future business has not yet been finalised.

m.v. "WELSH CITY" This vessel, with a cargo of Soya Beans, is discharging in Hamburg and is expected to complete about 25th January. To date her future business is not known.

m.v. "AMPARO" The itinerary of this vessel is as follows:- Sailed Ensenada 12th January. Arrives and sails Yokohama 28/30th, Nagoya 30/1st February, Yokkaichi 2/3rd, Kobe 4/6th, Keelung 9/11th, Hong Kong 12/13th, Kanda 16/17th, Kobe 18/19th, Nagoya 20/21st, Yokosuka 22/23rd and Yokohama 23/25th.

m.v. "ATLANTIC" Vessel is at present anchored off Vera Cruz and is indicated to berth on 28th January. She will then discharge her cargo of Sunflower Seeds and sail on 12th February. Her further itinerary is not yet known.

m.v. "ELENA" This vessel arrived at Corinto on 21st January, and sailed the next day. Her itinerary then reads Cutuco 23/28th, Acajutla 29/29th, San Jose 30/5th February, Salina Cruz 6/8th, Manzanillo 9/11th, Guaymas 13/19th, Ensenada 22/26th and Yokohama 12/13th March.

m.v. "GELA" This vessel sailed from St. Nazaire on 15th January, and is expected to arrive in Vera Cruz on 30th January, and sail on 6th February. Her itinerary then reads:- Tampico 7/10th, Coatzacoalcos 11/13th, Progreso 14/16th, U.S. Gulf 18/22nd arriving in Antwerp 8th March.

m.v. "JOSEFA" This vessel sailed St. Nazaire 15th January and is expected to arrive Vera Cruz 30th. After discharging/loading various Mexican ports, finally sails U.S. Gulf around 22nd February for Antwerp.

m.v. "MARIA ELISA" This vessel arrived in Le Havre 0655 22nd January and sails pm same day, after which her itinerary is as follows:- Bilbao 25/27th, Vera Cruz 11/18th February, Tampico 19/22nd, Progreso 26/28th, arriving in Antwerp 16th March.

m.v. "SARA LUPE" This vessel arrives in San Domingo on 24th January and sails on 26th. Subsequently her ETA/D is as follows:- Morehead City 31/2nd February, Naples 16/17th, Leghorn 19/20th, Genoa 21/23rd, Marseilles 26/27th and Barcelona 28/1st March.

VESSEL	CARDIFF CITY	DEVON CITY	EASTERN CITY	FRESNO CITY	NEW WESTMINSTER CITY
Master	W.D.Jones	D.L.Bell	J.Vaughan	J.C.Lee	J.J.Kalnins
Chief Officer	E.J.Dunk	W.D.Howell	R.V.Duncan	F.Scott	M.W.Slayman
Second "	D.H.Smith	N.Jerrum	C.Swindells	G.D.Evans	K.J.Cribbin
Third "	A.M.Tanner	G.P.Eyles	P.C.Harding	R.O'Shea	J.C. Neale
Radio "	D.S.H.Thomson	E.C.Bromham	R.S.Preece	P.Bradley	C.G.Macey
Chief Engineer	D.M.Parsons	R.J.Trigg	J.C.Cullen	J.J.Baghurst	D.J.Jennings
Second "	C.J.Burton	N.Nesbitt	G.J.Griffiths	P.J.Prendergast	M.Murrell
Third "	R.M.B.Jenkins	A.J.Budge	D.A.Roberts	C.C.French	I.S.Extton
Fourth "	M.Cr. iord	D.B.Evans	R.H.Staines	R.H.Moore	W.J.Lait
Junior "	K.J.O'Brien	E.L.Lloyd	G.G.Waters	R.A.Barrow	K.Wiltshire
Junior "	J.R.Sampson	G.R.Evans	B.L.Ahern	C.R.Brennan	
Junior "			P.L.Mahoney		
Electrician	R.Emms	P.J.Foale	B.Cawtherley	J.H.Roberts	P.D.Kyle
Catering Off.	P.J.Keogh	D.Kelly	R.G.White	J.A.Patrick	J.Bonner
Gadets	R.Hughes-Jenkins	M.S.Duke			M.R.Preece
		T.C.Landsell			D.S.Sheppard

VESSEL	PORT ALBERNI CITY	PRINCE RUPERT CITY	TACOMA CITY	VANCOUVER CITY	VICTORIA CITY
Master	R.I. Crawford	O.J.T.Lindsay	A.D.Lightfoot	L.R.Staines	J.Cann
Chief Officer	K.Milburn	I.Woollard	I.C.Stutt	J.S.Pearsall	A.M.W.Mitchell
Second "	N.Davies	J.W.Gurton	P.P.Lewis	P.J.Godding	W.P.Barnes
Third "	D.Devenny	D.P.Kirley	N.R.Jackman	P.M.Bates	M.Sealey
Radio "	J.A. Heslop	R.G.Chugg	K.H.Sellar	M.Wilkinson	S.G.W.Whitmore
Chief Engineer	J.Cormack	J.Fitzsimmons	R.Ellison	J.Scott	G.J.H.McBride
Second "	A.Edwards	G.J.Morris	K.Durward	H.C.Convery	T.J.Newell
Third "	G.E.Stevenson	S.J.Davies	C.Hughes	A.M.Nally	D.M.Eley
Fourth "	W.A.Stone	M.J.Burt	P.John	D.C.Pulley	D.J.Coombes
Junior "	D.A.Hayden	W.N.Crossley	K.D.Hill	D.F.Barkess	R.Brown
Junior "		J.W.Cable	S.D.Barron	P.H.Munro	D.Wright
Junior "					
Electrician	P.G.Stoker	E.M.Bennington	I.Hughes	N.J.Doyle	J.F.Bowman
Catering Off.	D.C.M.Trinick	D.D.Hill	L.R.Seabrooke	D.McPhail	A.H.Fox
Gadets	M.Richards	J.M.Evans	S.F.Lowry	M.S.Morgan	J.A.Akhurst
	H.D.McLundie	N.B.Wilson	I.D.Bird	J.M.Vincent	A.J.Ketchen
		J.C.Brown	G.J.McKenzie	J.D.Smith	
		C.S.Weeks			

VESSEL	WELSH CITY	ATLANTIC	GELA	AMPARO	ELENA
Master	R.A.H.Vanner	D.B.Jack	K.B.Whitting	T.W.D.John	P.J.Boroughs
Chief Officer	G.T.Parker	R.P.Graham	D.H.Aubrey	T.Haxell	R.T.Alford
Second "	J.B.Pritchard	M.F.Marco	E.Bingley	T.A.Burley	A.K.Smith
Third "	W.E.Summers	H.D.Johnson		C.A.Prescott	P.A.Dorgan
Radio "	D.C.Short	W.P.Cameron	I.F.Bullock	V.F.Cullen	B.B.Everett
Chief Engineer	L.G.I.Taylor	G.N.Trott	R.M.Paddock	B.M.Draper	L.M.Williamson
Second "	D.P.Jones	D.P.Wood	E.M.Mallett	G.B.Stevenson	W.A.Bruce
Third "	A.G.Vincent	J.E.Spiller	W.M.Powell	J.H.Davies	A.C.Coombs
Fourth "	K.R.Warner	A.D.Cowling	H.W.Davies	A.M.Baxter	M.G.Smith
Junior "	R.M.Stead	N.McCormick	M.Morgan	C.J.Brown	G.Reynolds
Junior "	J.Rettalick	G.Tucker	D.G.Davies	M.G.Hardy	P.J.Cole
Junior "	S.H.Hocking				
Electrician	J.T.Lorraine	T.Willoughby	E.R.Clark	J.P.Crawford	D.G.Grant
Catering Off.	S.P.Smith	K.J.Baines	L.Slawinski	R.G.Moylon	L.B.Surrey
Gadets	S.J.Laws			P.R.Cook	
	M.R.Dunstall			M.A.Evans	
	J.J.Hudson				
	M.J.Cummins				
	J.M.Coleman				
	A.J.F.Tuck				
	K.J.Ayres				

VESSEL	JOSEFA	MARIA ELISA	SARA LUPE
Master	M.E.Jones	R.K.Stuart	W.J.Cross
Chief Officer	I.R.Boulton	D.J.A.Nicholl	A.P.Jaggers
Second "	J.P.Andrews	P.C.Roberts	S.P.Gorford
Third "	M.L.Frazer	J.J.Moore	A.C.Baxter
Radio "	R.H.Smith	J.M.A.Clark	G.P.S.Watts
Chief Engineer	W.J.Gill	H.L.Fletcher	C.M.Cuthbertson
Second "	T.Graham-Russell	J.King	M.J.Yates
Third "	A.Doubler	J.L.Magill	T.E.J.Sperrin
Fourth "	S.C.Ward	A.J.White	C.Gaywood
Junior "	S.R.W.Jenkins	R.Godsall	C.L.Taylor
Junior "		N.C.Williams	R.B.Hodgson
Electrician	C.C.Seaton	K.W.B.Hampton	B.R.Batey
Catering Off.	R.C.Pierce	G.J.Lyons	L.Hayward
Cadets		G.D.Randell	R.W.Davies
		T.D.Bennett	P.C.Weychan
		S.F.Broderick	A.M.Russell
		M.Cox	E.J.Naughton
		P.A.Vaughan	R.A.Holloway

Below are listed Officers at home on voyage leave as at 22.1.79. Every endeavour is made to ensure that the list is as accurate as possible at the time of printing.

Masters:	T.R.McNulty, R.Skinner, G.S.Garlick, D.L.G.Jones, J.Porteous, M.C.Hurst, A.L.C.Gosset, J.S.Murray, T.Lawson, J.J.Birrell, B.A.G.Boyer.
Chief Officers:	D.W.Ellis, R.E.Baker, P.M.Baverstock, E.W.Walmsley, W.G.Wood, D.C.Toon, M.J.Bellamy, T.J.Hunter, J.E.S.York, J.Sharpley, R.S.McKay.
Second Officers:	I.M.Stewart, K.T.O'Higgins, J.Henderson, A.Abel, B.T.Hernaman, G.Sizer, P.C.Coles, J.R.Thomas, J.Ross, I.A.Smith, R.C.Hayton.
Third Officers:	K.C.Whittingham, A.Tay, N.M.Howard, M.R.Lovibond, A.P.Morris, R.J.Elliott, D.J.Herring, I.C.Miller, T.J.Tudball, P.D.Codd, T.J.Ward.
Radio Officers:	A.J.L.Cottle, J.R.Mathews, D.P.Bidmead, R.G.Miller, W.P.Budden, B.J.Carter, E.A.Willocks, P.J.Barker, P.D.Hartwell, N.C.Sanders, D.R.Wilkinson.
Chief Engineers:	R.Chambers, N.B.Shilstone, E.R.Morgan, M.McQueen, D.Harrison, M.G.Seaman, D.N.Henry, D.N.Amey, M.E.Rayner, P.W.Evans, D.Archbold, D.R.Inglis.
Second Engineers:	R.U.Bell, G.D.Morgan, P.J.Walker, P.H.Evans, K.D.Morgan, M.J.Gabica, A.C.Hodgson, K.Rowney, A.Hobin, J.B.Hocking, R.E.Diamond, R.A.Rees.
Third Engineers:	D.C.Lewis, R.S.Allen, R.Taylor, M.B.Perrott, K.A.Velda, R.E.Russell, P.D.Slade, C.F.Smith, R.C.Butcher, D.E.Simons, R.Thomas.
Fourth Engineers:	C.Rees, S.J.Staines, M.G.Evans, K.W.Newton, G.E.Ashton, M.D.W.Evans, K.R.Negele, B.J.Pexton, W.R.Parkin, M.Causar, R.H.Reed, R.G.Wells, D.Caffyn, P.Price, R.I.Hall, M.J.Hugill.
Junior Engineers:	J.M.Cavanagh, P.Curran, P.M.Deschamps, K.J.Midwinter, R.P.Phillips, B.F.Morse, C.G.Fletcher, G.Biggin, K.R.Tonks, M.McKeone, D.T.Owen, A.Keast, P.Young, D.J.Jarvis, J.J.Jones, I.C.Pearce, S.G.Morris, M.Taylor.
Electricians:	J.A.Grainger, D.Osborne, M.G.Davies, J.McIver, P.Tyerman, J.F.O'Mahoney, P.Willmott, A.McRae, R.D.Parker, D.G.Jarvis.
Catering Officers:	R.A.Peach, D.R.Hartshorne, J.Buckmaster, D.Gowsell, P.P.Delaney, F.W.Lever, N.H.Frost, A.P.Hughes, G.R.Pasmore, C.J.Harry, A.A.Gouldie, P.F.Akers, P.D.Smith.

Officers on sick or study leave as at 22.1.79:- A.L.Bruce-Smith, J.R.Ashley, M.C.Ingram, J.Cowan, M.J.Clark, J.M.Smith, T.H.Jowett, P.A.Bullard, A.A.Field, A.C.Prosser, J.C.Pagler, J.Jones, A.Thomson, S.R.Breedon, J.A.Doody, T.L.Lawrence, R.W.McInnes, M.W.Savory, J.Foots, J.N.Haugh, D.E.Horne, D.C.Wedlake, M.R.Green, P.J.Rigby, K.D.Aust, A.Price, J.D.Bateman, J.A.Price, W.H.Tucker, K.F.Bean, J.D.W.McLaren, G.Shaddock, P.R.Bryant.

Cadets at home on voyage leave, study leave or sick leave as at 22.1.79:- A.P.Brandram-Jones, J.K.Lee, T.A.Savage, D.J.Knox, C.J.Wren, C.G.Everett, C.E.Broad, P.Martin, R.J.Taylor, J.T.Shorthouse, M.R.Hart, B.F.Collings, A.P.Miller, R.W.Price, S.J.Voss, R.A.Hall, R.K.Villars, J.M.Kivell, P.Borley, R.E.Spriggins, A.Williamson, T.J.Fuller, G.R.J.Faulkener, C.R.Garland, J.R.Redman, A.R.Parker, J.C.Thomas, M.R.Penny, I.J.Morgan, D.R.James, M.G.Adams, W.E.Wilkins, J.B.C.Jones, A.J.Salter, P.Collins, D.R.Aldus, N.J.Millward, R.L.Manson, R.E.Parsons, J.A.Thomas, J.A.Brooks, A.M.Francis, L.P.Jasper, M.P.Henry, M.J.C.Lockwood, M.P.Owens, M.Williamson.

## 'M' NOTICES

Merchant Shipping Notices, better known by seafarers as 'M' Notices, are the means used by the Department of Trade to circulate information and advice to all British ships. They are advisory notices but where they give advice on safety matters they are regarded as authoritative documents by Courts of Inquiry into shipping casualties.

'M' Notices commenced their life in 1865 as placards for display outside Merchant Shipping Offices of the day. Placards were followed by handbills in 1874 to be replaced in 1919 with Merchant Shipping Notices which are the modern 'M' Notices.

It is interesting to note that in the 40 years between 1919 and 1959, 430 'M' Notices were issued; the same number were issued in the 20 years between 1959 and 1978 - a sign of the times, perhaps!

Candidates for Certificates of Competency are often tested on their knowledge of the contents of current 'M' Notices.

30/32 St. Mary Axe  
London EC3A 8ET

Telephone 01-283 2922  
01-626 8131  
[After 6pm 01-393 7814]  
Telex 884008

GENERAL COUNCIL OF  
**BRITISH  
SHIPPING**

## news release

### WINNERS OF 1978 SAFETY COMPETITION

The two £100 top prizes in the competition jointly sponsored by the General Council of British Shipping and the British Seafarers' Joint Council to promote safety aboard ship have been awarded to Timothy O'Shea (Spot the Hazards), a deck cadet with Fyffes Group Ltd., who lives at Yapton, Nr. Arundel, Sussex, and Richard Brough (Poster Design), a second officer with Bibby Line Ltd., who comes from Hull and who at the time of entry was serving on board m.v. "Stirling Bridge".

The competition attracted nearly 900 entries from the industry and prize money totalled a record £430.

Other prize winners were:-

#### Competition No.1 - Spot the Hazards

2nd Prize (£60) - A.T. Donaldson from Buckie, Banffshire, second officer, m.v. "Gastrana" Shell Tankers (UK) Ltd.

3rd Prize (£30) - M. Hart from Guernsey, deck cadet, m.v. "Victoria City" Sir Wm. Reardon Smith & Sons Ltd.

The two special prizes of £15 and £10 for boys from the National Sea Training College, Gravesend, were awarded to deck boys R. Hahou from Whitby, North Yorkshire, and J.J. King from Bootle, Liverpool, respectively.

#### Competition No. 2 - Poster Design

2nd Prize (£60) - T. Plenty from Penarth, Glamorgan, second engineer, m.v. "Eastern City", on secondment to Sir Wm. Reardon Smith & Sons Ltd., from Mobil Shipping Company.



3rd Prize (£30) - P.E. Button, purser/catering officer,  
m.v. "British Wasa"  
Salen (UK) Ship Management Ltd.

Further prizes for NSTC boys went to deck boys  
D. McLuckie, Castlemilk, Glasgow and M.V. Jones, Findhorn,  
Morayshire.

The competition was judged by a panel drawn from the  
National Maritime Board's Occupational Health and Safety Committee.

The judges considered that the competition had been a  
great success and were impressed with the high standard of entries.  
The response to the competition could be said to reflect the  
greater safety awareness being shown amongst seafarers generally.  
Many of the ideas submitted will be useful when considering the  
production of future accident prevention material.

-----

17th January, 1979

# NEWS FROM GCBS

ISSUED BY THE GENERAL COUNCIL OF BRITISH SHIPPING

NUMBER

8/78

## RATINGS' PAY SETTLEMENT AGREED

The National Union of Seamen announced on 22 December that there had been a majority vote in a ballot of members to accept the pay offer made by the General Council of British Shipping on 23 November. As a result a settlement was concluded to become effective on 2 January, 1979.

This will give an increase of  $8\frac{3}{4}$  per cent in all NMB rates of pay with consequential increases in the overtime rates. The AB will get an extra £3.92 $\frac{1}{2}$  per week on his base rate and another 12p per hour on his overtime rate. This will give increased earnings of over £7 per week to those with average hours of work.

In addition the Leave Food Allowance will go up from £1.50 to £2.00 per day. This and the pay increase will give the AB almost another £9 per week while he is on leave.

The decision of the union's negotiators to recommend the GCBS final offer to their members came only after a long and hard negotiation. The union side had rejected the employers' initial offer in October as totally inadequate and secured several improvements in the revised offer put forward at the November meeting.

Earlier Mr. Graham Turnbull, the leader of the GCBS negotiators, had emphasised that the response to the union's claim had to be dictated by the terrible slump in world shipping. Companies' profits were down to rock bottom and many had declared substantial losses: 11 per cent of the UK fleet was laid up for lack of employment; most serious of all was the fact that some companies (the big and once powerful groups as well as the small family concerns) were having to sell ships to their foreign rivals just to keep going - over 100 such ships had been sold since the beginning of the year.

Despite these problems the employers regarded basic pay as the number one priority and were willing to do what they could in this respect. Against a rise in living costs of 7.8 per cent, and taking into account the tax concessions which were made in the April budget the increase of  $8\frac{3}{4}$  per cent should mean a real improvement in the living standards of the NUS members.

.....

GCBS Information Dept.

29 December, 1978

## SHIPPING AND THE ROAD HAULAGE STRIKE

Losses suffered by shipping companies as a result of the lorry drivers' strike and port and container depot picketing already run into millions of pounds and are mounting daily.

Mr. Ronnie Swayne, President of the General Council of British Shipping, the national association of British shipping companies, said today (Thursday, 11 January 1979) the nation should be aware of the serious effect the strike is having on Britain's trade and shipping.

He said: "Our ships are held up in British ports unable to load and discharge. Some are having to sail partly loaded, or even empty, and others are diverted to ports abroad. Ferry services have been cancelled or disrupted and many liner and container services to our most important markets overseas have been brought to a standstill by the picketing of men with whom we are not in dispute.

"British shipping is already facing increasingly severe competition from overseas. Over 130 ships totalling four million deadweight tons have been lost from the British register in the past year.

"More jobs of Merchant Navy seafarers are now imperilled.

"Britain can ill afford strikes of this nature or settlements of the order which seem to be envisaged and the longer the trouble continues the worse the prospects for shipping and those who work in it."

# NEWS FROM GCBS

ISSUED BY THE GENERAL COUNCIL OF BRITISH SHIPPING

NUMBER

1/79

## THE OUTLOOK FOR 1979

1979 is going to be another tough year for most British shipping companies.

This was the message which Mr. Ronnie Swayne, President of the General Council of British Shipping, gave at a Press conference held on 16 January.

"My own view", he said, "is that there is a good chance that the world shipping depression has now passed its worst, although many companies remain extremely cautious. The problems for British shipping will continue to be:-

- the slow rate of growth in world trade;
- the excess shipbuilding capacity in the world;
- the fact that there are still too many ships chasing too few cargoes;
- the exposure of the industry to serious and permanently damaging industrial disputes. "

The slump had produced a serious decline in the UK merchant fleet last year - a net loss of 135 ships amounting to over 4 million deadweight tons in the first eleven months. These included some conventional cargo liners no longer needed in the container era and a large number of bulkers.

Experts did not foresee the balance between supply and demand for tankers being restored before 1983 or later. As for dry bulkers, he expected the balance to be secured earlier - 1980 to 1981.

Nevertheless there were some bright spots. Some container trades, the ferries and the cruise ships were performing well and looked like doing so again this year.

Today in Britain the problem of industrial relations overhung every issue. How much permanent damage was going to be done to Britain's trade and industry and therefore to British shipping by different groups of workers trying to enforce their demands by strike action? At present it was the lorry drivers and the train drivers. Shipping companies had no dispute with these groups. But by picketing the ports the lorry drivers were permitted to take our industry by the throat. Movement of the freight by which we live was strangled; and that meant that industry and overseas trade by which Britain lived was strangled too.

Over 150 British ships were affected in our ports already with another 100 due that week. But many of these would be diverted to Continental ports. The loss of revenue to British shipping was running at the rate of some £2 million per day. Our industry could not continue to afford this anarchy in the determination of relative earnings.

Looking further ahead, Mr. Swayne concluded:-

"In shipping violent cycles are part of the business and in Britain we have been through them before. The prime necessity for British shipping companies is therefore to maintain their competitive edge against the day when markets take a clear turn for the better as they unquestionably will. It is then that the quality of our expertise ashore and afloat, and the diversity of our interests which have sustained us in bad times, will help our industry to take its proper share of the opportunities that will undoubtedly be available."

....

GCBS Information Dept.

19 January, 1979