

newsletter



NO. 110.

MARCH 1979.

NEWS FROM THE PAST

Our retired readers will be interested to know that we recently received a letter from Mr. Ivor Jones. Mr. Jones was a member of the seagoing staff many years ago and, after being torpedoed when serving on the "CONISTON WATER" in the First World War and his sea career subsequently ended due to injuries to his feet, Mr. Jones joined the office staff in the 1920's. He left the Firm in 1928, but spent the rest of his working life in Shipping, both in this country and abroad.

Mr. Jones sent us a menu of the Twentyfifth Anniversary Dinner of the founding of the Firm in 1926, which he found when looking through some old papers. He has kindly agreed to let us keep the menu for our historical records. The Dinner was held at the Angel Hotel, Cardiff and a list of the Cardiff and London Staffs appeared on the inside cover of the menu.

Mr. Chatterton replied to Mr. Jones giving him information about all the people on that list. Unfortunately, there are very few now left, but Mr. Jones was very interested to have news of several of our retired staff whom he knew.

Those of our pensioners who remember Mr. Jones will be interested to know that he now lives in the Transvaal, where he joined his son on his farm several years ago and both he and his wife are very happy there. His youngest son is a village "Bobby" in Sussex; he has two married daughters, one in Abu Dhabi and one in Vancouver, B.C., whom he and his wife hope to visit next year for a holiday. They both enjoy good health and Mr. Jones sends his best wishes and regards to those whom he knew so many years ago.

If anyone would like to write to Mr. Jones, his address is: P.O. Box 12262, Clubview, Transvaal, South Africa.

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STAFF NEWS

BIRTHS: Many congratulations to Mr. & Mrs. P.J. Walker on the birth of a son, James Francis, on 5th January. Mr. Walker reports that both are doing well.

Our congratulations, too, to Mr. & Mrs. D.G. Wedlake on the arrival of their son, Gavin Douglas. Mother and son are both doing well.

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NEW STAFF: A very warm welcome to the following on joining the Company:-

Mr. C.H. Mundell - Purchasing Assistant - Head Office.
Mr. J.T. Lewis - Accounts Clerk - " "
Mr. G.S. Hayes - -do- - " "
Mr. P.D. Colwill - -do- - " "
Mr. D.T. Phillips - -do- - " "
Miss C. Desou - Copy Typist - London Office

Mr. J.E. Rambridge, who retired last year, has returned to the office on a part-time basis - Ships' Agency in Reardon Smith Management.

W.R. Shannon	- Junior Second Engineer	R.I. Gillingham	- Third Officer
D.E. Wright	- Fourth Engineer	G.L. Gorford	- Junior Radio Officer
R.A. James	- Junior Engineer	K. Baines	- Electrician
A. Hamilton	- -do-	R.W. Eacott	- Deck Cadet
M. Jones	- -do-	M.P. Spurrell	- -do-
S.J. Godding	- Second Officer	N. Boyce	- -do-
P.R. Manning	- -do-	P.G. Connick	- -do-
P.A.G. Pullen	- Third Officer		
G. Proud	- -do-		

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CERTIFICATE SUCCESSSES: We offer congratulations to the following on their success:-

P.D. Codd	- Second Mate (Class 3)	A.A. Field	- First Mate (Class 2)
P.C. Coles	- First Mate (Class 2)	K. Rowney	- Second Class Motor

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DONATIONS

Once again, we would like to thank the Officers of two of our ships for their kind donations to the R.N.L.I. All contributions are very much appreciated.

Mr. P.D. Smith, Catering Officer, "NEW WESTMINSTER CITY", sent a donation of £6 on behalf of the Officers. This amount was the winnings from a football coupon run by the Officers.

Captain A.D. Lightfoot sent an amount of £70 representing money collected on board the "TACOMA CITY" during the voyage.

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It has been suggested that it would be useful if the Newsletter could include a Company "Who's Who", as there are many Junior Officers in particular, who do not know the responsibilities of the various members of staff in Head Office. Therefore, we hope to attach to the next Newsletter a list of staff and the duties for which they are responsible.

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With Wales having won the Triple Crown for the fourth year running the following story of Grass Roots Rugby in Wales might not come amiss.

A Battle It Wass

The three of us were discussing the game in which two of our chaps had been taken to hospital and the rest were nursing cuts and bruises, when a small battered stranger chipped in. He had a strong Welsh accent.

"Excuse me for interrupting, boys," he said, "but rugby football to-day is a picnic to what it wass in my time. Yess, I mind one match I played in. Damn! It wassn't a match. A battle it wass!"

"Truth to tell, it wass the hardest game I effer played in. My village, Pantharris, had an annual fixture with Llyndu. Bad blood there wass already, mark you. Due, of course, to Gwennie, daughter of Dai the Fish, of Llyndu.

"Gwennie wass a girl who acted like she wass married, although she wass single. Then, in trouble, of course, as iss natural with headstrong girls, she tells her Daddy it wass the fault of Black Morgan, of Pantharris.

"Only natural, Black Morgan denied it - for going steady he wass with Olwen Jones, whose husband wass on night shift. In the end Gwennie and her Daddy took him to court, and he had to pay, see? Broke him up with Olwen it did. A proper randyshandy there wass, man.

"Come match day", the little man went on, "and all Pantharris wass agog. Isllewyn the Butcher closed his shop to play fly half with his butty, Davy the Milk, to work the scrum. A very clever boy at putting the ball in crooked.

"Watkin the Hearse wass playing full-back. Very awkward it wass for him to get away; he was making a coffin for Dai Jones, who was ninety-eight and near his last gasp. But Watkin said there wass still time to drop a couple of goals.

"I wass playing centre three for Pantharris with Willie James alongside - a rare little old boyo. In the pack wass Black Morgan hooking, Lew the Baker, and Willie Jones - who come down from Cardiff special. Llyndu wass fielding six Evanses, five Joneses, three Lewises, and Dai the Fish.

"A big crowd there wass to see the match. Llyndu kicked off and Black Morgan made a mark. Before the referee could allow it the Llyndu pack wass on him, and when things was sorted out Black Morgan wass stripped as naked as a new-born lamb on the mountainside. Damn, he was mad! What with the silly women on the touchline gigg'ng fit to burst, and half of them calling him improper and the other half saying he wass a proper man.

"A scrum the referee ordered when Morgan wass given fresh clothes. The ball went in, and Evan Evans, the Llyndu hooker, went clean out. Accidental like, Black Morgan had kicked him in the teeth. They took him to hospital, and Watkin the Hearse, very decent, said he would do an oak coffin cheap if the worst came to happen.

"Three points each it wass at half-time, and terrible dark it wass getting when the game restarted. We fought like corgis, but those Llyndu fellows managed to hold us. What with two broken legs and a smashed arm, there wass nine of them and ten of us. By now a bit of feeling had crept in, boyo.

"Watkin the Hearse had a drop for goal that just missed, still the score wass three all.

"It got blacker and a terrible loose maul wass going on. Backs and forwards wass mixed up like. Some wass shouting, 'Put the bloody ball down,' while others wass hollering for to heel it. Suddenly the ref blows his whistle extra loud. After a bit we got ourselves sorted out.

"Damn,' says the ref, 'where the hell's the ball, then?'

"Well, do you know, nobody could find it. Only natural, there wass a lot of argument, and us Panty Boyos swore those Llyndu fellows had kicked it away deliberate for fear they were going to lose the game. In the end little Emrys Rees comes up.

"' You've been playing without the ball for fifteen minutes,' he says. 'When Watkin took that drop at goal, I see Dai the Sheep's black dog run off with the ball. You haven't had it for nigh on fifteen minutes.'"

The little man said good night and disappeared. When I got home, I looked up a map of Wales. I couldn't see Pantharris anywhere. But I suppose it must have been a very small village.

SHIPS POSITIONS

As at 23rd March, 1979

m.v. "GARDIFF CITY" This vessel sailed from Hong Kong on 5th March, to load on Berth Service 102 at Eureka 23/24th, Coos Bay 25/28th, Crofton 30/1st April and Vancouver B.C. 1/6th. She is expected to bunker at Long Beach on 10th and transit the Panama Canal on 18th for discharging UK/Cont.

m.v. "DEVON CITY" Sailed from Buenos Aires 2nd March and Durban 19th for Singapore where her ETA/D is 4/5th April. She then proceeds to Japan, ETA 14th with completion 20/25th.

m.v. "EASTERN CITY" This vessel sailed from Houston with cargo of Milo 22nd March. Transits the Panama Canal on 26th for Japan where she is expected to arrive 24th April with completion about 1/5th May.

m.v. "FRESNO CITY" Vessel arrived Boulogne 24th March and is presently waiting for other vessels to complete. It is likely she will berth around 29th with probable completion 31st, thence Flushing for drydocking for about 12 days.

m.v. "NEW WESTMINSTER CITY" This vessel is on Time Charter a/c Jebsens. She sailed from Kwinana on 19th March with a cargo of Barley. She should transit the Suez Canal on 6th April to discharge Greece - Volos, Thessalonik. or Piraeus. On completion discharge, redelivers.

m.v. "PORT ALBERNI CITY" Arrived Yokohama 24th March to discharge a cargo of Bauxite with likely completion 27th. On completion discharge vessel redelivers from Taiheiyo Time Charter proceeding to Inchon to deliver under Time Charter account Sumatrop Vessels Time Charter commitment account Sumatrop is for a trip South Korea, redelivery UK/Cont.

m.v. "FRINCE RUPERT CITY" Operating under Time Charter account Sumatrop, sailed Port Said 26th March for discharge Rotterdam, Antwerp, Hamburg, Esbjerg and Newport. ETA Hook of Holland 5th April.

m.v. "TACOMA CITY" On Time Charter a/c Cast. She is at present in Norkopping and completes loading in Antwerp about 4th April. She transits the Suez Canal 13/14th and discharges in Basrah 23rd April, followed by Damnam.

m.v. "VANCOUVER CITY" This vessel is on Berth Service No. 101. She sailed from Vancouver B.C. on 15th March and should transit the Panama Canal on 29/30th. She proceeds to London for discharging 14/19th April followed by Boulogne 20/21st, Rotterdam 22/24th, Emden 25/27th and Stavanger 28/30th.

m.v. "VICTORIA CITY" This vessel is on Steel Service No. 66. She sailed from Antwerp on 24th March and is expected to transit the Panama Canal 8/9th April, to discharge Los Angeles 17/19th, Oakland 20/22nd, Vancouver (Wash) 24/26th and New Westminster B.C. 28th April/1st May.

m.v. "WELSH CITY" Sailed Houston 1st March with 54923 tons Sorghums and Corn for discharge Chiba, Kawasaki and Kobe. ETA Chiba 2nd April with probable final completion Kobe around 10th, thereafter proceeds Ulsan for drydocking.

m.v. "AMPARO" The itinerary of this vessel is as follows:- Arrives and sails Puerto Madero 27/28th March, Corinto 30/2nd April, Acajutla 3/3rd, Champerico 4/14th, Salina Cruz 15/17th, Manzanillo 19/21st and Yokohama 5/7th May.

m.v. "ATLANTIC" This vessel is expected to sail from Corpus Christi on 27th March and transit the Panama Canal 31st March/1st April, to arrive in Guaymas 7th April and complete 20/30th.

m.v. "BIBI" Vessel sailed from Yokohama on 21st March and is proceeding towards Long Beach where her ETA is 1st April. Three days later she sails for Ensenada where her ETA/D is 4/5th followed by Manzanillo 9/11th, Acapulco 12/13th, Corinto 15/17th, Cutuco 18/24th and Manzanillo 26/28th.

m.v. "ELENA" This vessel is expected to sail from Yokohama on 28th March and arrive in Nagoya the following day, sailing again on 1st April for Kobe where her ETA/D is 2/5th, Keelung (Hong Kong) 8/12th, Kanda 15/16th, Kobe 17/20th, Nagoya 21/23rd, Yokosuka 24/26th and Yokohama 27/28th.

m.v. "GELA" This vessel sailed from Tampico 24th March. Her itinerary is then as follows:- Progreso 25/27th, Vera Cruz 30/1st April, Mobile 4/6th, New Orleans 7/10th, Antwerp 24/25th.

m.v. "JOSEFA" This vessels itinerary is as follows:- Sails Hamburg 26th March, ETA/D Antwerp 28/29th, Le Havre 31/3rd April, Liverpool 6/10th, Vera Cruz 22/26th.

m.v. "MARIA ELISA" These are the ports of call for this vessel - Naples 30th March/2nd April, Leghorn 3/5th, Genoa 6/11th, Marseilles 12/13th, Barcelona 16/17th and Coatzacoalcos (optional) 3/4th May.

m.v. "SARA LUPE" This vessel sailed from Aviles on 22nd March for Coatzacoalcos where her ETA is 5th April. She is expected to sail 3 days later for Vera Cruz 8/12th, Tampico 13/14th, San Domingo 19/21st and Morehead City 26/28th.

VESSEL	CARDIFF CITY	DEVON CITY	EASTERN CITY	FRESNO CITY	NEW WESTMINSTER CITY
Master	W.D.Jones	D.L.Bell	A.L.G.Gosset	J.C.Lee	J.J.Kalnins
Chief Officer	E.J.Dunk	W.D.Howell	W.G.Wood	F.Scott	M.W.Slayman
Second "	D.H.Smith	N.Jerrum	S.J.Godding	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.G.Bromham	R.S.Preece	P.Bradley	C.G.Macey
Chief Engineer	D.M.Parsons	D.Harrison	D.N.Henry	J.J.Baghurst	D.J.Jennings
Second "	C.J.Burton	N.Nesbitt	A.G.Hodgson	P.J.Prendergast	M.Murrell
Third "	R.M.B.Jenkins	A.J.Budge	D.A.Roberts	G.C.French	I.S.Exton
Fourth "	M.Crawford	D.B.Evans	R.P.Phillips	R.H.Moore	W.J.Lait
Junior "	K.J.O'Brien	E.L.Lloyd	J.M.Cavanagh	R.A.Barrow	K.Wiltshire
Junior "	J.R.Sampson	G.R.Evans	B.L.Ahern	C.R.Brennan	
Electrician	R.Emms	P.J.Foale	P.Tyerman	J.H.Roberts	P.D.Kyle
Catering Off.	P.J.Keogh	D.Kelly	R.G.White	J.A.Patrick	J.Bonner
Cadets	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	M.C.Hurst	G.S.Carlick	D.L.G.Jones
Chief Officer	J.Ross	I.Woolard	R.E.Baker	D.C.Toon	K.Jones
Second "	N.Davies	J.W.Gurton	I.A.Smith	G.Sizer	A.Abel
Third "	D.Devenny	D.P.Kirley	I.C.Miller	G.Proud	M.Sealey
Radio "	J.A.Heslop	R.G.Chugg	R.G.Miller	P.J.Barker	B.J.Carter
Chief Engineer	J.Cormack	J.Fitzsimmons	R.Ellison	K.Chambers	M.C.Seaman
Second "	A.Edwards	G.J.Morris	P.J.Walker	J.Foots	T.J.Newell
Third "	G.E.Stevenson	S.J.Davies	R.Taylor	A.Hobin	D.E.Simons
Fourth "	W.A.Stone	M.J.Burt	K.R.Negele	G.E.Ashton	M.D.W.Evans
Junior "	D.A.Hayden	W.N.Crossley	T.P.Young	G.Biggin	P.M.Deschamps
Junior "		J.W.Cable	A.Hamilton	R.A.James	R.T.Hall
Junior "					
Electrician	P.G.Stoker	E.M.Bennington	I.Hughes	P.Willmott	J.F.Bowman
Catering Off.	D.C.M.Trinick	D.D.Hill	C.J.Harry	D.R.Hartshorne	J.Buckmaster
Cadets	M.Richards	J.M.Evans	C.K.Lee		J.A.Akhurst
	H.D.McLundie	N.B.Wilson	R.W.Price		A.J.Ketchen
		J.C.Brown	C.J.Wren		
		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	P.M.Baverstock	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	P.A.G.Pullen	C.A.Prescott	P.A.Dorgan
Radio "	D.C.Short	W.P.Cameron	I.F.Bullock	V.F.Cullen	B.B.Everett
Chief Engineer	M.C.Rayner	G.N.Trott	R.M.Paddock	B.M.Draper	L.M.Williamson
Second "	D.P.Jones	D.P.Wood	E.M.Hallett	G.B.Stevenson	W.A.Bruce
Third "	A.G.Vincent	J.E.Spiller	W.M.Powell	J.H.Davies	R.C.Butcher
Fourth "	K.R.Warner	A.D.Cowling	H.W.Davies	A.M.Baxter	M.G.Smith
Junior "	R.M.Stead	P.N.McCormick	M.Morgan	C.J.Brown	G.Reynolds
Junior "	J.Rettalick	G.Tucker	D.H.Davies	M.G.Hardy	P.J.Cole
Junior "	S.H.Hocking				
Electrician	J.T.Loraine	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
Cadets	S.J.Laws		D.J.Knox	P.R.Cook	
	M.R.Dunstall			M.A.Evans	
	J.J.Hudson			P.W.Knibbs	
	M.J.Cummins				
	J.M.Coleman				
	A.J.F.Tuck				
	K.J.Ayres				

VESSEL	JOSEFA	MARIA ELISA	SARA LUPE	BIBI
Master	R.E.Skinner	J.J.Birrell	T.R.McNulty	D.C.Griffith-Jones
Chief Officer	J.R.Thomas	D.J.A.Nicholl	A.P.Jagers	M.J.Bellamy
Second "	K.T.O'Higgins	P.C.Roberts	T.A.Price	P.C.Coles
Third "	A.P.Morris	J.J.Moore	A.C.Baxter	A.Tay
Radio "	J.R.Mathews	D.R.Wilkinson	G.P.S.Watts	A.J.L.Cottle
Chief Engineer	M.McQueen	E.R.Morgan	P.W.Evans	G.Hughes
Second "	R.E.Diamond	J.King	M.J.Gabica	K.D.Morgan
Third "	M.B.Perrott	W.R.Shannon	T.E.J.Sperrin	P.D.Slade
Fourth "	D.E.Wright	M.G.Evans	K.W.Newton	C.Rees
Junior "	P.Curran	M.McKeone	C.L.Taylor	K.J.Midwinter
Junior "		D.T.Owens	M.Jones	O.G.Fletcher
Electrician	J.A.Grainger	J.P.O'Mahoney	F.Bean	A.McRae
Catering Off.	N.H.Frost	D.Gowsell	L.Hayward	F.W.Lever
Cadets		G.D.Randell	B.F.Collings	S.J.Voss
		T.D.Bennett	R.A.Hall	P.G.Connick
		S.F.Broderick	N.Boyce	
		M.Cox	M.P.Spurrell	
		P.A.Vaughan	R.W.Eacott	

Below are listed Officers at home on voyage leave as at 23.3.79. Every endeavour is made to ensure that the list is as accurate as possible at the time of printing.

Masters:	B.A.G.Boyer, L.R.Staines, M.E.Jones, J.S.Murray, R.K.Stuart, W.J.Cross, T.Lawson, J.Porteous, A.D.Lightfoot, J.Cann, J.Vaughan.
Chief Officers:	J.S.Pearsall, R.V.Duncan, K.Milburn, J.E.S.York, T.J.Hunter, G.T.Parker, I.C.Stutt, A.M.W.Mitchell, I.R.Boulton, M.C.Ingram, S.P.Gorford, E.W.Walmsley.
Second Officers:	A.A.Field, P.J.Godding, J.P.Andrews, C.Swindells, W.P.Barnes, B.T.Hernaman, J.R.Ashley, R.C.Hayton, I.M.Stewart.
Third Officers:	M.L.Frazer, P.M.Bates, R.I.Gillingham, P.D.Codd, T.J.Tudball, R.J.Elliott, T.J.Ward, D.J.Herring, N.R.Jackman, K.G.Whittingham, M.R.Lovibond.
Radio Officers:	W.P.Budden, J.M.A.Clark, D.P.Bidmead, N.C.Sanders, M.Wilkinson, R.H.Smith, P.D.Hartwell, K.H.Sellar, S.G.W.Whitmore.
Chief Engineers:	J.Scott, W.Gill, N.B.Shilstone, R.J.Trigg, J.C.Cullen, G.J.H.McBride, G.M.Cuthbertson, D.N.Amey, D.R.Inglis, H.L.Fletcher, L.G.I.Taylor.
Second Engineers:	R.U.Bell, G.D.Morgan, J.B.Hocking, P.H.Evans, T.Graham-Russell, J.N.Haugh, G.J.Griffiths, K.Rowney, H.C.Convery, K.Durward, M.J.Yates, R.A.Rees.
Third Engineers:	D.C.Lewis, G.F.Smith, A.McNally, R.E.Russell, C.Hughes, R.Thomas, A.Doubler, J.L.Magill, D.M.Eley, K.A.Velda.
Fourth Engineers:	D.C.Pulley, S.J.Staines, S.C.Ward, W.R.Parkin, R.H.Reed, R.C.Wells, D.J.Coombes, M.D.Staines, B.J.Pexton, A.J.White, M.Gausser, G.Gaywood, P.John, M.J.Hugill.
Junior Engineers:	P.H.Munro, M.Taylor, D.F.Barkess, K.R.Tonks, B.P.Morse, R.Godsall, J.J.Jones, A.Hamilton, S.R.W.Jenkins, A.P.Brandram-Jones, N.C.Williams, D.J.Jarvis, P.Price, K.D.Hill, S.D.Barron, G.C.Waters, R.B.Hodgson, P.L.Mahoney, R.Brown, D.Wright, A.Keast, S.G.Morris.
Electricians:	B.Cawtherley, B.R.Batey, C.C.Seaton, R.D.Parker, D.G.Jarvis, N.J.Doyle.
Catering Officers:	R.G.Pierce, R.A.Peach, D.MacPhail, P.P.Delaney, G.J.Lyons, P.F.Akers, A.P.Hughes, G.R.Pasmore, A.A.Gouldie, L.R.Seabrooke, A.H.Fox, P.D.Smith.

Officers on sick or study leave as at 23.3.79:- A.L.Bruce-Smith, P.A.Bullard, J.Henderson, M.J.Clarke, J.M.Smith, T.H.Jowett, A.C.Prosser, J.C.Pagler, A.Thomson, I.Cowan, S.R.Breedon, T.L.Lawrence, R.W.McInnes, M.W.Savory, D.E.Horne, D.C.Wedlake, M.R.Green, K.D.Aust, A.Price, P.J.Rigby, D.Caffyn, J.Sharpley, A.C.Coombs, W.H.Tucker, P.P.Lewis, J.D.W.McLaren, P.R.Bryant, G.Shaddock, D.Osborne, K.W.B.Hampton, E.A.Willocks.

Cadets at home on voyage leave, study leave or sick leave as at 23.3.79:- A.M.Russell, I.D.Bird, R.W.Davies, M.S.Morgan, J.M.Vincent, S.F.Lowry, P.C.Weychan, M.R.Lovibond, R.A.Holloway, J.D.Smith, E.J.Naughton, D.T.Shorthouse, R.J.Taylor, J.D.Bateman, R.K.Villars, G.M.Kivell, A.R.Redman, M.R.Hart, C.E.Broad, A.P.Miller, C.G.Everett, P.Martin, P.Borley, R.E.Spriggins, A.Williamson, T.J.Fuller, C.R.J.Faulkener, G.R.Garland, A.R.Parker, T.A.Savage, J.C.Thomas, M.R.Penny, I.J.Morgan, D.R.James, M.C.Adams, W.E.Wilkins, C.B.C.Jones, A.J.Salter, P.Collins, D.R.Aldus, G.A.Brooks, J.A.Thomas, A.M.Francis, N.J.Millward, L.P.Jasper, R.E.Parsons, R.L.Manson, M.Williamson, M.J.C.Lockwood, M.P.Owens, M.P.Henry, G.J.McKenzie.

NEWS FROM GCBS

ISSUED BY THE GENERAL COUNCIL OF BRITISH SHIPPING

NUMBER

2/79

RECESSION EFFECTS ON SEAGOING MANPOWER

Despite the continuing recession, and the 4½ million dwt reduction in the size of the fleet last year, there has not so far been an overall surplus of UK seafarers in the industry.

The General Council of British Shipping, in releasing details of its latest fleet and manpower inquiry, says:

"There are various contributory reasons for this including:-

increasing numbers of officers and ratings required to back-up those employed at sea in order to allow for factors such as leave, training and sickness;

continuing shortages of certain qualified deck and engineer officers and deck ratings;

falling numbers of non-UK domiciled ratings, in particular Asians, employed in UK ships;

increasing opportunities for British shipping companies to manage, operate and man ships under non-UK flags."

The 1978 fleet and manpower inquiry showed that while the numbers of on-board deck officers, engineer officers and UK ratings had fallen, there had been an increase in the back-up requirements resulting in only a slight fall in the total numbers employed.

GCBS figures show the actual officer loss across the industry as a whole in the past three years, having allowed for re-entries, was around 2,300. There was virtually no change in the number of UK ratings employed; in fact the number at the end of last September was marginally higher than it had been in 1976.

Says GCBS:

"For the future any jobs lost through further reductions in the UK fleet seem likely to be largely counterbalanced by increased back-up requirements. At the same time the number of non-domiciled ratings employed is likely to continue to fall.

"In the longer term, therefore, whilst the need for officers may fall slightly if the UK fleet continues to contract the fall is expected to be less than would be indicated by the on-board job loss. For UK ratings of most categories the need is likely to remain around the current levels."