



NO. 113.

JUNE 1979.

FLEET NEWS

During the past month, we have received information from Captain Boroughs of the m.v. "ELENA" that, whilst on their way to Japan, they came across the Yacht "CARRERA", with four men aboard, all of whom were waving at the ship. The yacht belonged to the Nagoya Yacht Club and was on passage from Nagoya to San Francisco. It had been dismasted in a squall earlier that day and they had been drifting ever since, hoping to sight a vessel of some kind.

The yacht had an engine, but only a small supply of gas oil aboard. The crew asked the "ELENA" if they could spare enough gas oil for them to reach Honolulu for repairs. The crew were well and had enough food and water aboard. Needless to say, the "ELENA" supplied them with sufficient gas oil to get them to Hawaii.

The following was handed to Captain Boroughs by the yacht's crew before they proceeded on their way: "Thanks for your kindness; we are very lucky". (With oil - gas or otherwise - the price it is these days, they were indeed very lucky!)

...

Readers might like to note that the "ELENA's" name will be changed to the "SAMIR" when vessel reaches Rotterdam shortly. Arrangements are also being made for the vessel's Flag and Port of Registry to be changed to British.

... ..

STAFF NEWS

NEW STAFF: We welcome the following to the Company:-

Mr. H. McAree	-	Chauffeur, Head Office.		
Mr. N.G. Whitby	-	Junior Second Engineer.	Mr. J.E. Richardson	- Junior Engineer
Mr. W.E. Davies	-	Junior Radio Officer	Mr. G.H. Chilcott	- Electrician

...

THANK-YOU

Mrs. Lorraine Hobin, wife of Junior Second Engineer Andrew Hobin, has asked us to include the following note of thanks:-

"On behalf of the Officers' wives who travelled abroad the "VANCOUVER CITY" recently, I would like to express our most sincere and grateful thanks for a wonderful voyage. The courtesies extended to us were exemplary and this, coupled with the superb cuisine, made it for us, a really memorable voyage. The friendliness of the Captain and the Officers and that other member of the crew, namely, Bruce the Budgie, will remain ever dear to us all. May I also express our thanks for the wonderful party and presents which, unfortunately, brought it all to an end - and us to reality".

...

We have also received a letter from Mrs. Esme Wheaton, wife of Mr. John Wheaton, saying that she has received so many letters and it is taking her so long to reply personally, that she feels people will think her unappreciative. She has therefore, written as follows:-

"Do you think you could arrange for my thanks and appreciation to be conveyed to all those people connected with the Firm who have written and supported me during the past weeks. If you could do this, I would be grateful, as letters are still arriving and I am absolutely "snowed under".

... ..

MISSIONS TO SEAMEN

Captain Lawson advises us that Mr. Ken Good, who has been the Chaplain at the Kobe Flying Angel Club, will be leaving to take up an appointment as Assistant General Secretary at the Society's Headquarters in London on 15th June. He will be replaced in August by David Chamberlain from the Cardiff Mission.

...

Mr. William A. Bruce from Jarrow, Tyne & Wear, sent us a cutting from the "South Shields Gazette", together with a photograph (which we cannot reproduce owing to its poor quality). He thought Newsletter readers and other "Geordies" would be interested to know that the "CARDIFF CITY", arriving in the Tyne with 6500 tons of Canadian timber, discharged the whole of her cargo in two days. The Commercial Director of the Port of Tyne Authority said that the load was the biggest deck cargo to come into the river to date and that he was very pleased with the speedy discharge by the Dockers in the Tyne Dock.

... ..

A bird in a cage at a window used to sing at night-time. A bat, which heard her, came up and asked why she never sang by day, but only at night. The bird explained there was a good reason; it was while she was singing once in the day-time that she was captured and this had taught her a lesson. "It's no good taking precautions now", said the bat, "You should have been careful before you were caught".

A dog was sleeping in front of some farm buildings, when he was sat upon by a wolf. In another moment, he would have been devoured, but he begged the wolf not to eat him just then. "At present", he said, "I am thin and lean, but if you will wait a little, my master and his family are going to celebrate a wedding, then I shall have plenty of food and shall get fatter so that you will find me better eating". The wolf agreed to postpone his meal and went away. Some time afterwards he returned and, finding his dog asleep on the roof of one of the buildings, he called to him to come down and keep his appointment. "If you ever catch me sleeping on the ground again", replied the dog, "don't wait for any wedding feast".

MORAL: Be wise before the event; you may not be so fortunate as the dog or the bird. The sea is an unforgiving taskmaster. (J.B.E. Lemon).

Lighthouses

Until 22nd February 1978, in the department of Dutch History, at the Rijksmuseum in Amsterdam, an exhibition will be held of lighthouses in the Netherlands and the former Dutch East Indies in the period from the 17th to the 20th century.

Until 1615 our coast's lighting was in private hands. Under the pressure of increasing shipping the States of Holland and West Friesland established the "College van Commissarissen van Pilotage". The object, to supervise and maintain the light beacons. The port of Amsterdam in particular benefited from a well illuminated shipping route over the Zoolterzee.

The oldest beacons were open coal fires, the coal for same being brought over from Scotland. Some time later coal was replaced by tallow oil. In the course of the 18th century the lighthouses benefited from progress in the field of physics: the lamps were fitted with parabolic reflectors which gave a concentrated light beam. The light source itself was improved with the introduction of Argand's lamp, and finally the French physicist Augustin Jean Fresnel (1788-1827) constructed a lens system whereby the light beam could also revolve.

These innovations were introduced late into Holland. The growth of shipping in the 19th century called for incisive improvements in coastal lighting. The lighthouses were modernized or replaced by stone, and later cast-iron structures.



With acknowledgments to the Fort of Amsterdam Magazine for the above.

OUR CROSSWORD CLUES

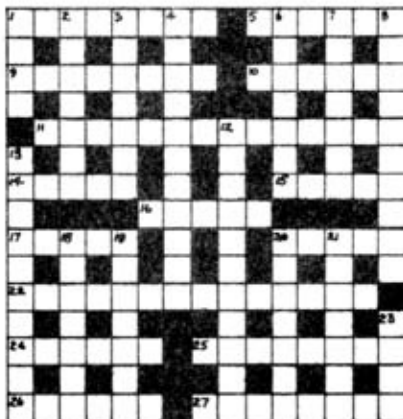
ACROSS:

1. Maybe a good hold or a good buy (8)
5. Go backwards for the answer (6)
9. A stern order you may hear on sailing (3, 2, 3)
10. This could be said at the end of a watch (4, 2)
11. Shiploads of "soft drinks" ? (7, 7)
14. Change times into separate articles (5)
15. Accommodate (palindrome) (3, 2)
16. Steer clear of these (5)
17. The answer is a mistake (5)
20. We often hear what a waste of it (5)
22. What our schooling should give us (1, 4, 9)
24. This bell may toll disaster at Lloyd's (6)
25. Used for room security (4, 4)
26. Strain commonly follows this (6)
27. There's something fishy about these Masters (8)

DOWN:

1. Part of hand in a tree (4)
2. A foothold in the rigging (7)
3. These chaps know their way round a barrel (7)
4. "Happy" landing for a vessel ? (4, 7)
6. You have to put your foot down with this pump (7)
7. A securing facility that can see ? (7)
8. Entry abroad difficult if you say this (2, 8)
12. Time-keeper (Has regular appoints with a bird) (2, 8)
13. If we could dine at these would we rise and fall ? (4, 6)
18. His call may be heard at dawn (7)
19. They have prominent front teeth (7)
20. Support for the miners (3, 4)
21. It is usual to do this prior to marrying (7)
23. Snow shoes - from a kiss (4)

NOW! THE CROSSWORD!



Answers next month.

Our thanks to John Thorne, Cardiff Office, for his efforts.

SHIPS POSITIONS

As at 25th June, 1979

m.v. "CARDIFF CITY" Sailed Middlesbrough 20th June with a cargo of 21682 tons Steel for discharge Long Beach, Oakland, Portland, and New Westminster. On completion discharge of the Steel cargo, vessel has been nominated to operate under Berth Service BS.106, loading New Westminster, Eureka, Coos Bay, Crofton and Vancouver BC for discharge Newcastle, London, Rotterdam and Brake.

m.v. "DEVON CITY" This vessel, operating under Time Charter account C.B.C., is expected to arrive Amsterdam 0800 28th June. She will discharge Amsterdam, Tilbury, Nantes and Antwerp, with probable completion Antwerp around 15/20th July.

m.v. "EASTERN CITY" Vessel arrived Kagoshima 24th June and is expected to complete discharge pm 29th, she then proceeds to Nagasaki for drydocking prior to handing over to new owners.

m.v. "FRESNO CITY" Presently operating under Time Charter account Cast, arrived Basrah pm 3rd June. From latest information vessel is expected to complete discharge at that port around 29/30th June, thereafter we understand vessel proceeds to South Africa to load for Continent.

m.v. "NEW WESTMINSTER CITY" Vessel presently at Philadelphia, loading grain for the Continent, expected to sail pm 25th for Ghent/Hamburg range, with probable completion Continent around 10/15th July.

m.v. "PORT ALBERNI CITY" Presently operating under Time Charter account C.B.C., expected to arrive Baltimore am 24th June, with probable completion 26th. She has been fixed on Time Charter account Klaveness, delivery when/where ready or DOP Baltimore for a trip, redelivery Havre/Hamburg range. The intention is to load Petroleum Coke at Wilmington, Delaware for discharge Continent. On this basis, we would look for vessels arrival Wilmington 27th June with probable completion/redelivery Continent around 18th July.

m.v. "PRINCE RUPERT CITY" Presently operating under Berth Service 8S.105, sailed San Pedro 24th June having lifted 4645 metric tons Beet Pulp Pellets. Vessel is expected to arrive Crofton 27th, loading at Crofton and Vancouver BC for discharge London, Boulogne and Rotterdam.

m.v. "TACOMA CITY" Presently operating under Time Charter account Cast, vessel sailed Basrah 13th June for Richards Bay. ETA 27th June. The present programme is to load Coal Richards Bay and Pellets Durban for discharge Continent.

m.v. "VANCOUVER CITY" Operating under Time Charter account Salen, sailed Tampa 12th June with 24936 tons Phosrock for discharge Landskrona. ETA 25th June. Completion discharge Landskrona, vessel proceeds Kiel for drydocking prior to handing over to new owners.

m.v. "VICTORIA CITY" Sailed Vancouver BC 31st May with 22428 long tons Forest Products for discharge London, Rotterdam and Brake. Vessel is expected to arrive Folkestone Pilot 1800 28th June. On completion discharge Brake, arrangements have been made for vessel to drydock on the Continent for about eight days.

m.v. "WELSH CITY" Operating under Time Charter account Cetrappa, sailed Osaka 8th June. ETA Port Elizabeth noon 30th June. Vessel loads approximately 30,000 long tons Manganese Ore Port Elizabeth, 39,000 long tons Coal Richards Bay for discharge Fos.

m.v. "AMPARO" This vessel sailed Yokosuka noon 22nd June having aboard 4836 tons Generals for Guaymas, Manzanillo, Acapulco, Salina Cruz, Acajutla and Puntarenas. On completion discharge, vessel has been switched from the Far Eastern Service to the Atlantic Service and will load Mexican ports for discharge Antwerp and Rotterdam.

m.v. "BIBI" Vessel sailed Ensenada 24th June giving ETA Manzanillo 26th. Thereafter proceeds to Acapulco, Corinto, Cutuco, Champerico/San Jose, Manzanillo, Manzanillo/Guaymas and Ensenada for Japan.

m.v. "ELENA" (to be renamed "SAMIA") Sailed Mobile 14th June for Rotterdam where she is expected to arrive 27th. Vessel loads Rotterdam, Antwerp, Bremen, Hamburg, Le Havre and Liverpool for Mexico.

m.v. "JOSEFA" This vessel is expected to sail Bilbao 26th June for Vera Cruz, Tampico, Coatzacoalcos, Mobile and New Orleans, thence returns Continent, i.e. Antwerp and Hamburg.

m.v. "MARIA ELISA" Arrived Naples 22nd June. Expected sail 26th for Genoa, Leghorn, Marseilles and Barcelona to load for various Mexican ports.

m.v. "SARA LUPE" Sailed Barcelona 23rd June for Coatzacoalcos, Vera Cruz, Tampico and Morehead City thence returns to Naples, Leghorn, Genoa, Marseilles and Barcelona.

VESSEL	GARDIFF CITY	DEVON CITY	EASTERN CITY	FRESNO CITY	NEW WESTMINSTER CITY
Master	J.S. Murray	D.L. Bell	A.L.G. Gossett	J. Porteous	M.E. Jones
Chief Officer	J.S. Pearcell	W.D. Howell	W.G. Wood	T.J. Hunter	I.C. Stutt
Second "	J.R. Ashley	M. Jerram	S.J. Godding	B.T. Hermann	W.F. Barnes
Third "	T.J. Fuller	G.P. Eyles	R.J. Elliott	R.I. Gillingham	P.H. Bates
Radio "	P.D. Hartwell	E.G. Bromham	M. Wilkinson	C.L. Gorford	S.G.W. Whitmore
Chief Engineer	J.G. Gullen	D. Harrison	D.N. Henry	W.P. Budden	W.P. Budden
Second "	J.B. Hocking	M. Nesbitt	A.G. Hodgson	D. Archbold	G.M. Guthbertson
Third "	R. Thomas	A.J. Budge	N.G. Whitty	J.N. Haugh	N.K. Green
Fourth "	S.J. Staines	D.S. Evans	R.P. Phillips	D.C. Lewis	S.J. Davies
Junior "	R. Godsal	E.L. Lloyd	J.H. Cavanagh	D.J. Jarvis	P. John
Junior "	A.P. Brandram-Jones	G.R. Evans	R.B. Hodgson	P.L. Mahoney	C.K. Brennan
Electrician	G.H. Chilcott	F.J. Foale	F. Tyerman	D.G. Jarvis	N.J. Doyle
Catering Off.	R.A. Peach	D. Kelly	P.F. Akers	P.P. Delaney	A.H. Fox
Gadets	A. Williamson	M.S. Duke		R.W. Davies	
	M.R. Dunstall	T.C. Landsell			
	T.D. Bennett				

VESSEL	PORT ALBERNI CITY	PRINCE RUPERT CITY	TACOMA CITY	VANCOUVER CITY	VICTORIA CITY
Master	L.R. Staines	J. Vaughan	M.C. Hurst	R.K. Stuart	D.L.G. Jones
Chief Officer	I.R. Boulton	J.E.S. York	R.E. Baker	D.C. Toon	K. Jones
Second "	I.M. Stewart	A.L. Bruce-Smith	I.A. Smith	G. Sizer	A. Abel
Third "	R.K. Villars	M.L. Fraser	I.C. Miller	G. Proud	D.P. Kirley
Radio "	K.H. Sellers	M.W. Savory	R.G. Miller	P.J. Barker	B.J. Carter
Chief Engineer	W.J. Cill	L.G.I. Taylor	R. Ellison	R. Chambers	M.C. Seaman
Second "	D.E. Horne	G.D. Morgan	F.J. Walker	J. Foots	T.J. Newell
Third "	J.L. McGill	R.E. Russell	M. Causer	A. Robin	D.E. Simons
Fourth "	G. Glywood	R.J. Pexton	K.R. Negele	G.E. Ashton	M.D.W. Evans
Junior "	P. Price	R.H. Reed	T.P. Young	G. Biggins	F.M. Deschamps
Junior "	S.H. Hocking	M.I. Hurat	A. Hamilton	R.A. James	R.I. Hall
Electrician	K.W.G. Hampton	D. Osborne	G. Shaddock	F. Willmott	J.F. Bowman
Catering Off.	L.E. Seabrook	A.P. Hughes	C.J. Warrhy	D.R. Hartshorne	J. Buckmaster
Gadets	R. Hughes-Jenkins		A.M. Russell	P.C. Weychan	J.A. Akhurst
	J.J. Hudson		R.A. Holloway	E.J. Naughton	A.J. Ketchen
	S.F. Broderick		C.J. Wren	M. Cox	
	P.A. Vaughan		R.W. Price	S.J. Laws	

VESSEL	WELSH CITY	AMPARO	ELENA	JOSEFA	MARIA ELISA
Master	B.A.G. Boyer	T. Lawson	P.J. Boroughs	J.C. Lee	W.J. Cross
Chief Officer	P.M. Baverstock	E.W. Valmsley	M.C. Ingram	J.R. Thomas	S.P. Corford
Second "	A.A. Field	P.R. Manning	J.P. Andrews	M.J. Clarke	P.J. Godding
Third "	G.R.J. Faulkener	T.J. Ward	P.D. Codd	G.R. Garland	G.M. Kivell
Radio "	R.H. Smith	R.W. McInnes	D.F. Bidmead	F. Bradley	J.H.A. Clark
Chief Engineer	M.E. Rayner	N.L. Fletcher	D.N. Avey	J. Scott	C.J. McBride
Second "	K. Rowney	E.A. Rees	P.H. Evans	R.E. Diamond	G.J. Morris
Third "	K.A. Velda	R. Taylor	W.H. Tucker	C.C. French	T.E. J. Sperrin
Fourth "	S.R.W. Jenkins	A.J. White	D. Caffyn	A. Price	G.C. Waters
Junior "	G.G. Morris	D.F. Barkess	M. Taylor	K.J. O'Brien	J.R. Sampson
Junior "	A. Keast	N.C. Williams	J.J. Jones		J.E. Richardson
Junior "	B.C. Wappler				
Electrician	J. Fernandes	R.D. Parker	K. Baines	B.R. Batey	J.T. Loraine
Catering Off.	P.D. Smith	L.B. Surrey	A.A. Gouldie	S.P. Smith	J.A. Patrick
Gadets		R.E. Spriggins (4th Off.)			M.A. Evans
		J.N. Coleman			J.M. Vincent
		M.J. Cummins			M.S. Morgan

VESSEL	SARA LUPE	BINI
Master	T.R.McNulty	D.C.Griffith-Jones
Chief Officer	K.Milburn	R.V.Duncan
Second "	T.A.Price	F.C.Coles
Third "	R.G.Hayton	A.Tay
Radio "	S.F.J.Kirkbride	A.J.L.Cottle
Chief Engineer	P.W.Evans	N.B.Shilstone
Second "	M.J.Gabica	G.J.Griffiths
Third "	G.F.Smith	A.Doubler
Fourth "	K.W.Newton	S.C.Ward
Junior "	K.R.Tonks	K.J.Midwinter
Junior "	M.Jones	C.G.Fletcher
Electrician	F.Bean	D.G.Grant
Catering Off.	R.C.Pierce	F.W.Lever
Cadets	J.C.Brown	S.J.Voss
	R.A.Hall	F.G.Connick
	N.Boyce	
	M.P.Spurrell	
	R.W.Eccott	

Below are listed Officers at home on voyage leave as at 25.6.79. Every endeavour is made to ensure that the list is as accurate as possible at the time of printing.

Masters:	J.Cann, W.D.Jones, G.S.Garlick, O.J.T.Lindsay, N.E.Skinner, K.B.Whitting, D.P.Jack, T.W.D.John, R.A.N.Vanner, J.J.Kainins, R.T.Crawford, J.J.Birrell, A.D.Lightfoot.
Chief Officers:	R.P.Graham, H.J.Bellamy, A.H.W.Mitchell, I.Woolard, T.A.Price, R.T.Alford, D.J.A.Nicholl, E.J.Dunk, A.P.Jagers, T.Haxell, M.W.Slayman, J.Ross, D.H.Aubrey.
Second Officers:	F.F.Lewis, J.B.Pritchard, C.Swindells, E.Bingley, M.F.Marco, T.A.Burley, K.J.Cribbin, N.Davies, K.T.O'Higgins, P.C.Roberts, A.C.Frosser, D.M.Smith.
Third Officers:	T.J.Tudball, A.M.Tanner, D.J.Herring, N.R.Jackman, H.D.Johnson, J.C.Neale, M.R.Lovibond, P.C.Harding, C.A.Prescott, M.Sealey, W.E.Summers, P.A.C.Pullen, A.P.Morris, J.J.Moore, A.C.Baxter, T.L.Lawrence.
Radio Officers:	R.B.Everett, D.S.H.Thomson, G.P.S.Watts, W.P.Cameron, V.F.Cullen, D.C.Short, R.G.Chugg, C.C.Macey, J.R.Mathews, J.A.Heslop, R.J.Preece, I.F.Dullock, D.R.Wilkinson.
Chief Engineers:	R.M.Draper, J.Fitzsimons, D.M.Parsons, D.J.Jennings, M.McQueen, G.Hughes, J.J.Baghurst, J.Cormack, R.J.Trigg, R.N.Padcock, L.M.Williamson, G.N.Trott, D.R.Inglis, E.R.Morgan.
Second Engineers:	A.Edwards, C.J.Burton, D.P.Jones, D.C.Wedlake, W.A.Bruce, H.C.Convery, G.B.Stevenson, M.Murrell, D.P.Wood, K.Durward, J.King, K.D.Morgan, P.R.Bryan.
Third Engineers:	E.L.Mallett, R.M.B.Jenkins, G.E.Stevenson, A.G.Vincent, J.E.Spiller, A.C.Coombes, J.H.Davies, I.S.Extton, P.D.Slade, D.A.Roberts, W.R.Shannon, K.D.Aust, W.M.Powell, R.C.Butcher, M.B.Perrott, P.J.Prendergast.
Fourth Engineers:	M.Crawford, M.H.Burt, H.W.Davies, K.R.Warner, D.J.Coombes, W.N.Crossley, W.J.Lait, W.A.Stone, M.J.Hugill, A.D.Cowling, A.M.Baxter, R.G.Wells, M.G.Evans, M.C.Smith, D.E.Wright, C.Rees.
Junior Engineers:	R.H.Stead, G.Reynolds, J.Rettalick, C.J.Brown, M.C.Hardy, R.A.Barrow, D.Wright, F.J.Cole, P.N.McCormick, G.Tucker, M.Morgan, G.L.Taylor, E.L.Ahern, J.W.Gable, K.Wiltshire, D.A.Hayden, P.H.Munro, A.McNally, S.D.Barron, D.T.Owens, D.C.Davies, P.Curran.
Electricians:	F.G.Stoker, J.H.Roberts, F.D.Kyle, J.P.O'Mahoney, C.C.Seaton, J.A.Grainger, R.Emms, E.N.Bennington, J.D.W.McLaren, I.Hughes, T.Willoughby, A.McKee, J.P.Crawford.
Catering Officers:	D.D.Hill, R.G.Moylon, D.C.M.Trinick, P.J.Keogh, D.Cowsell, L.Slawinski, J.Bonner, R.G.White, L.Haywood, G.R.Pasmore, W.H.Frost.

Officers on sick or study leave as at 25.6.79:- P.A.Bullard, J.Henderson, J.M.Smith, R.U.Bell, A.Thomson, I.Cowan, S.R.Breedon, J.C.Fagler, E.A.Willocks, B.Gawtherley, E.R.Clark, M.McKeone, J.W.Curton, G.D.Evans, D.H.Smith, A.K.Smith, N.C.Sanders, M.J.Jates, D.C.Pulley, K.D.Hill, R.W.Moore, T.Graham-Russell.

Cadets at home on voyage leave, study leave or sick leave as at 25.6.79:- D.J.Knox, P.W.Knibbs, D.S.Sheppard, M.R.Preece, H.D.McLundie, M.Richards, K.J.Ayres, A.J.F.Tuck, P.R.Cook, M.A.Evans, B.F.Collings, R.J.Taylor, D.T.Shorthouse, J.D.Bateman, A.R.Redman, M.R.Hart, C.E.Broad, P.Martin, A.P.Miller, C.G.Everett, F.Borley, A.R.Parker, D.R.Aldus, J.C.Thomas, I.J.Morgan, A.J.Salter, H.G.Adams, W.E.Wilkins, D.R.James, C.B.C.Jones, F.Collins, H.R.Penny, G.A.Brooks, J.A.Thomas, A.M.Francis, N.J.Millard, L.F.Jasper, R.E.Parsons, R.L.Hanson, M.Williamson, T.A.Savage, G.J.McKenzie, M.F.Henry, M.P.Owens, H.J.C.Lockwood, C.R.Lee.

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GENERAL COUNCIL OF
**BRITISH
SHIPPING**

news release

STAYING COMPETITIVE - THE CRUCIAL CHALLENGE

The most crucial challenge for British shipping in the coming year would be to maintain its competitive edge and at least equal its competitors in cost-effective manning operations.

Mr. David Ropner, the new President of the General Council of British Shipping, stressed this today (Wednesday 23 May, 1979) in his inaugural address. He told the annual meeting that over-tonnaging, the lack of properly remunerative freights, the need for cash flow and the replacement of old tonnage by more modern vessels, had led to an unprecedented disposal of UK owned and registered tonnage - a net loss of 148 ships of some 4½ million dwt. in 1978 and a further net loss of 28 ships of 1 million dwt. in the first two months of 1979.

There had been an effect on job opportunities ashore and afloat but there had fortunately not been redundancies on a corresponding scale, partly because of natural wastage, and partly because of increased back-up requirements for training and other reasons. The situation had been further eased by the increasing employment opportunities in non-UK flag ships which many foreign owners had put under British management.

Efficiency and Productivity

Mr. Ropner said: "The cost-effectiveness of our manning is absolutely critical. The ingredients of this are manning levels and rates of pay together with the efficiency and productivity of the crew. We are being particularly under cut by low wage countries in the Far East and in the developing world.

"There has been a significant shift in the balance of shipping power from the West to the East and it is not sufficiently realised. Since 1947 three owners in Hong Kong have successfully built up between them tonnage amounting to 38 million dwt., almost equal to the whole UK owned and registered fleet.

"At the other end of the scale several of our competitors in the high wage countries have begun to deal with their competitive disadvantages by a radical approach to manning levels and the organisation of work on board. Norway, Germany and Holland, to name but three, have gone far along the road towards reaching agreement with their unions on this all-important question."

Cost-Effective Manning

Various GCBS committees were investigating aspects of cost-effective manning. First talks had taken place with the unions on an informal basis and he hoped they would co-operate in devising ways in which real progress could be made.

"As employers we also depend, as I have emphasised, on our seafarers," Mr. Ropner declared. "It is jobs as well as businesses which are at stake. And whilst the union negotiators may conceive it as their task to extract the maximum for their members I am sure they will recognise that this can only be achieved if we maintain our competitive edge and at least equal our competitors in cost-effective manning arrangements. I look upon that theme as the most crucial challenge in the coming year. Fortunately our unions know a very great deal about our affairs and about the general prosperity or otherwise of our industry because of the regular meetings we hold with them on the economic aspects of shipping."

The industry's corporate activity through GCBS could do little more than encourage the development of the right climate, coupled with the maximum efficiency in management. Essentially the initiative and innovation must come at company level with arrangements to meet the needs of specific ships and trades. Everyone had to give this the highest priority if British shipping was to hold, and better still, improve its position.

Signs of Definite Improvement

The new President emphasised certain "definite improvements" recently in the world and British shipping scene. Time charter rates for dry cargo bulkers had, particularly over the last six months, come up quite significantly. The index for the first quarter of 1979 rose to 138 against 112 in the third quarter of 1978. Dry cargo voyage rates had also improved but this largely reflected higher bunker costs. Tanker rates had also improved, though with some marked fluctuations. Rates for ULCCs and VLCCs stood at Worldscale 37 compared with 19 a year ago; for tankers of about 100,000 dwt. rates had risen from Worldscale 30 to 94; and for smaller tankers even greater improvements. The situation for product carriers had also improved and short sea ferries and many of the passenger cruise ships continued to do well.

At the same time there was still a great overhang of surplus tonnage and world shipyards were desperate for work. Governments all over the world were engaged in a race to give better and better credit terms to induce owners to build.

"What I - and I am sure you - do not want to happen is that just when we look like getting some bulker sectors back into balance, the market may be distorted again by over-building stimulated by government subsidies."

Adapting to New Conditions

Summing up, Mr. Ropner said British shipping was a vigorous, diverse and efficient private enterprise industry. It was adjusting, as it always had done in the past, to new conditions. In the process some famous shipping names had disappeared - and this was immensely sad. The industry had never stood still. There had always been a spirit of enterprise and inventiveness. And this was what would pull the industry through the present difficult times and ensure it continued to play its proud role in the nation's affairs.

Mr. Ropner, who is 55, is chairman of Ropner Holdings Ltd, the Darlington-based shipowning company with interests in light

engineering, Lloyd's insurance broking and property.

Mr. Adrian Swire, deputy chairman of John Swire & Sons Ltd., London, shipowners and ship managers, was elected Vice-President of GCBS, which is the national association of British shipping companies.

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Date 8 June 1979

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GENERAL COUNCIL OF
**BRITISH
SHIPPING**

news release

VIETNAMESE REFUGEES

The General Council of British Shipping have discussed with Her Majesty's Government the very difficult position in which shipowners, Masters and crews are being placed by following the long-established traditions of the sea and fulfilling their legal obligations under Section 6 of the Maritime Conventions Act 1911 by picking up Vietnamese refugees in distress at sea.

The GCBS fully appreciate the difficulties facing the Government in this matter and the international action which the Government is trying to initiate. But in the meantime owners, Masters and crews will have the problem of caring for hundreds of these unfortunate people on board their vessels for several weeks. Commercial contracts will be broken and shipping companies' losses may run into hundreds of thousands of pounds.

The GCBS have represented these points forcibly to Ministers and trust that HMG will come to speedy decisions to take the refugees off British ships.

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NEWS FROM GCBS

ISSUED BY THE GENERAL COUNCIL OF BRITISH SHIPPING

NUMBER
3/79

EMPLOYERS CANNOT ACCEPT ONE-ON/ONE-OFF LEAVE

The General Council of British Shipping has again told the officers' unions why employers cannot accept the unions' demands for a formal commitment to a one-on/one-off leave agreement for officers. Their position in this respect had not changed since the matter was last discussed in September last year.

They gave the following reasons for rejecting the claim at a meeting of the National Maritime Board on 4th May :-

- (i) Employers had already accepted the logic of a leave entitlement of 132 days within the year which would give the same number of days at home, free of duty, as the shore-worker on four weeks' holiday;
- (ii) To increase leave to one-on/one-off would increase direct wages costs by 30 per cent without putting a penny piece in the officers' pockets. At a time when rising living costs coincided with a desperate lack of profits in shipping, GCBS felt that such slender resources as shipping companies possessed should be devoted primarily to trying to maintain living standards by means of pay increases;
- (iii) There was no way in which there would be anywhere near enough certificated officers available to permit such a commitment to be met in the foreseeable future. For example, to have enough officers to be able to get one-on/one-off leave by 1983, it would be necessary to increase this year's intake of cadets by nearly four times. Quite apart from the sheer impossibility of recruiting these numbers, the costs of training them would add £70 million to shipping companies' training bills.

However, GCBS did say that employers would be prepared to consider from year to year improvements in leave as part of the annual pay discussions. They thought there would be considerable merit in an advance to 132 days as part of the 1979 settlement if agreement could be reached on other items of the package.

Commenting afterwards on the outcome of the meeting, Mr. Graham Turpin, the chairman of the GCBS negotiators said: "We really do believe that it would be quite irresponsible of us to enter into a formal commitment for such an enormous increase in officers' leave and employers' costs. Companies struggling for survival haven't got the resources to pay out an extra 30 per cent on top of cost of living pay increases. We are still short of many categories of certificated officers and we would need a third as many again to be able to go to one-on/one-off; we just don't see where they would come from."

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GENERAL COUNCIL OF
BRITISH
SHIPPING

news release

For release after
18.00 hours Thursday,
14 June, 1979

SHIPPING AND THE BALANCE OF PAYMENTS

The continuing decline in the size of the UK merchant fleet has serious implications for the national economy and in particular for our long-term balance of payments.

Mr. David Ropner, President of the General Council of British Shipping, the national organisation of shipping companies, emphasised this today (Thursday, 14 June 1979) when discussing the latest position of the fleet.

He said that the fall in numbers and tonnage had continued in the first four months of 1979 at an even higher rate than the already disturbing trend in 1978.

The net loss this year to the end of April was some 40 ships of 2½ million deadweight tons, which, however, included some very large tankers. In addition the net reduction in the fleet in 1978 was 148 ships totalling 4½ million dwt.

As a result the UK owned and registered fleet at end April, 1979, amounted to just under 40 million dwt. The fleet had grown during the late 1960s and early 1970s to an all-time peak of 50 million dwt. at the end of 1975. Thus, in just over three years the net tonnage loss has been 20 per cent of the fleet.

Mr. Ropner said part of the loss was due to the sale of some tonnage which would have occurred anyway, such as conventional cargo liners replaced by container ships. But in other areas, especially wet and dry bulk, sales had been forced on companies to avoid cash flow problems in the long recession, or because of an inability to operate the ships profitably.

Competitive Edge

For these reasons, the need for UK shipping to retain its competitive edge was ever more compelling.

Mr. Ropner commented: "I do not think that the Government, Westminster and the public generally have yet fully realised the consequences for the nation.

"In 1977 the net direct contribution of UK ships to our balance of payments was over £1,000 million and in 1978, despite the smaller fleet, high laid up tonnage and poor freight markets, the net contribution is expected to be of the same order. In addition we contribute a net saving of some £300 million by carrying a large part of our imports in British ships. But inevitably this contribution will decline if the fleet declines."

Mr. Ropner added: "The recent trade figures have illustrated how important it is to maintain the contribution from the invisible account to our balance of payments.

"The crucial thing now for UK shipping is to be in a position to take advantage of any improvement which occurs in the markets so that we can remain a world leader in shipping and our shipping industry can remain a major pillar to our economy."