

# newsletter



NO. 118.

NOVEMBER 1979

## OBITUARIES

### MR. JOHN C. WILLIAMS

It is with very great sadness that we record the sudden passing, on 8th November, of Mr. John Williams, Director and Chief Accountant, Head Office. He was 54. The news stunned all those who knew him, as he had been at his desk until shortly before his death on his way home. John Williams joined the Company in 1941 and which he served most loyally in his quiet and efficient way. He was appointed Chief Accountant in June 1973 and a Director in August 1973. He contributed a tremendous amount of work to help the Company through the recent difficult periods during the recession and not only commanded so much respect, but also so much endeared himself to all those with whom he came into contact. John's cheerfulness, sense of fun and dry humour helped to make him a most likeable and popular person. He was a keen badminton player and cricketer and played throughout the season with the Office Cricket Team. He will be very much missed by all his friends and colleagues and we extend to Mrs. Sylvia Williams and her family our very sincere sympathy at this sad time.

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### COMMODORE J.D. LLOYD

We also record with very deep regret the sudden death of Commodore J.D. Lloyd on 16th November. As readers will have seen in our October issue, Commodore Lloyd had been in hospital following an accident when he fractured his thigh. He had apparently been making good progress and, when visited by one of our Technical Directors only a fortnight ago, he looked well and was in good spirits. He was restricted to bed, as a long pin had been put through his leg to assist the healing of the fracture. It was the removal of this pin which precipitated a crisis from which Commodore Lloyd did not recover. Commodore Lloyd joined the Company in 1930 as an Apprentice and was eventually appointed Master in 1945 at the age of 31, which is believed to be the youngest age for any Officer to be appointed Master. He was a loyal and able Master and was appointed Commodore of the Fleet in September 1973, being the first to officially be given this title. He retired in August 1975. To Mrs. Lloyd and her family, we extend our very deepest sympathy in their time of sadness.

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STAFF NEWS

NEW RECRUITS: We give a warm welcome to Miss Andrea Lansdown, Shorthand/Typist, Head Office Accounts Department, on joining the Company this month.

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RETIREMENT: Mr. Len Perry, Purchasing Department, Head Office, retired on 31st October 1979. Mr. Perry joined the Company in 1967 as a Chauffeur and transferred to the Purchasing Department some years later. He has not been well for some while and has decided to take an early retirement. We wish Mr. Perry all the very best for the future.

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BIRTHS: Our congratulations to Chief Officer M.W. Slayman and Mrs. Slayman on the birth of a second daughter, Emily Alice, on 16th October.

We also congratulate Mr. & Mrs. Graham Johnson on the birth of a daughter, Rachel Louise, on 13th November. Mr. Johnson is in the Accounts Department at Head Office. Mr. & Mrs. Johnson already have a son.

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ANSWERS TO QUIZ

(1) MARCH (2) APRIL (3) MAY (4) JUNE (5) JULY

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1979 SALARY NEGOTIATIONS

Following the recent announcement of the agreement reached between Shipowners and the Officers' Union on a 19% package increase, no firm agreement has been reached on a number of aspects of this package. Consequently, we have been unable to implement the increase in the November payroll. Should agreement be reached in time, every endeavour will be made to include the increase in the December payroll.

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B.B.C. SCOTLAND

A short while ago, we received a telephone call from the B.B.C. in Scotland requesting permission to be aboard the "PRINCE RUPERT CITY" on her way up the Clyde to Glasgow, as they were recording a Schools' programme "Clyde Pilot". We received a nice letter from the B.B.C. saying the Captain and Crew had given full assistance and they had enjoyed an interesting afternoon. The programme will be broadcast in the series "Exploring Scotland" on WEDNESDAY, 19TH MARCH 1980, at 11 a.m. on RADIO SCOTLAND VHF. Perhaps some of our readers will be able to "tune in".

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RUGBY MATCH

A match was recently played between Cardiff Office and Touche, Ross (formerly Mann Judd), the Company's Auditors. We are pleased to say Cardiff Office won by 22 points to 14.

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ILLEGAL IVORY

We have received a letter from Mrs. Anne Convery, wife of Junior Chief Engineer, Convery, in which she says:-

"It may be of interest to seagoing staff to know that it is now illegal to land ivory of any description in this country. As of early this year, ivory has come under the Protected Species Act. This information was given to us by a Customs Officer at Heathrow Airport recently. One unfortunate man had, that day, tried to land a 1600 ivory statue. The statue had been impounded, with very little hope of an Import Licence ever being granted".

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CHAIRMAN'S FIFTY YEARS' SERVICE

On 1st December, our Chairman will have completed fifty years of service with the Company and we offer our congratulations and very best wishes to Mr. Chatterton on this great achievement. Further news of this will appear in next month's Newsletter.

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FORTY-FIVE YEARS' SERVICE

We would also like to congratulate Mr. Ron Hunt on achieving forty-five years, service on 26th November. Mr. Hunt joined the office staff in 1934 and worked in the Superintendents Department for many years before transferring to the Purchasing Department in latter years. Our thanks to him for his many years of loyal service.

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CHAIRMAN'S CHRISTMAS MESSAGE

The Directors and Staff join with me in sending very best wishes for a Happy Christmas to all our readers. Although the year has been a difficult one, nevertheless, the Company has, with the help of our Staff, both ashore and at sea, achieved an improved position. It is to them all that I would particularly express my thanks, not only for their loyalty, but also for their contribution. We look forward to the New Year with the same enthusiasm to overcome all the problems which occur in a time of recession.

I always especially remember at this time our Pensioners and those at home. To them I also extend good wishes for health and every happiness at this Festive Season.

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A VERY HAPPY CHRISTMAS.

VESSEL	GARDIFF CITY	DEVON CITY	FRESNO CITY	NEW WESTMINSTER CITY
Master	J.J.Birrell	R.A.H.Vanner	R.I.Crawford	K.B.Whitting
Chief Officer	T.Haxell	T.J.Hunter	A.P.Jagers	M.C.Ingram
Second "	T.L.Lawrence	I.Cowan	A.Thomson	E.Bingley
Third "	C.A.Prescott	J.J.Moore	P.C.Harding	P.A.C.Pullen
Radio "	J.A.Heslop	E.G.Bromham	D.C.Short	D.P.Bidmead
Radio "		G.L.Gorford (Jnr)		
Chief Engineer	E.R.Morgan	M.E.Kayner	J.Cormack	B.M.Draper
Second "	M.Murrell	M.R.Green	K.Durward	D.P.Wood
Third "	M.B.Perrott	A.J.Budge	J.E.Spiller	A.G.Vincent
Fourth "	W.A.Stone	A.M.Baxter	W.J.Lait	D.B.Evans
Junior "	K.J.Ayres J/4	R.H.Reed	C.J.Brown	T.P.Young
Junior "	R.B.Hodgson	A.P.Brandram-Jones	P.W.Knibbs	J.A.Akhurst
Electrician	F.D.Kyle	G.Shaddock	F.Chadburn	K.Baines
Catering Off.	D.Gowsell	A.A.Gouldie	R.F.White	R.F.Akers
Cadets	M.J.Titley	M.Cox	C.M.Kirton	R.W.Eacott
		J.D.Bateman	D.W.Gorman	R.E.Parsons
				A.M.Francis

VESSEL	FORT ALBERNI CITY	PRINCE RUPERT CITY	TACOMA CITY	WELSH CITY
Master	P.J.Boroughs	J.J.Kainins	J.Vaughan	L.R.Staines
Chief Officer	D.H.Aubrey	R.P.Graham	P.M.Baverstock	I.Woollard
Second "	S.J.Godding	J.C.Pagler	A.Abel	P.C.Coles
Third "	I.C.Miller	P.D.Codd	R.T.Gillingham	M.Sealey
Radio "	M.Wilkinson	W.P.Cameron	R.H.Smith	N.C.Sanders
Chief Engineer	R.M.Paddock	P.W.Evans	M.C.Seaman	R.J.Trigg
Second "	P.H.Evans	R.U.Bell	N.Nesbitt	J.Graham-Russell
Third "	I.S.Extton	R.C.Butcher	M.Causier	T.H.Davies
Fourth "	E.Ashton	R.C.Wells	G.Gaywood	D.J.Coombes
Junior "	M.Taylor	M.Morgan	K.R.Tonks	D.G.Davies
Junior "	J.J.Jones	W.M.Stewart (Mobil)	M.L.Hurst	T.C.Landsell
Junior "	W.R.Hebblethwaite (Mobil)			R.A.James
Electrician	J.F.Bowman	P.Willmott	D.E.Rees	F.Bean
Catering Off.	J.Buckmaster	J.H.Frost	P.P.Delaney	G.R.Pasmore
Cadets	J.M.Coleman	D.T.Shorthouse	C.C.Everett	C.E.Broad
	D.A.Littler	M.S.Duke	R.J.Taylor	L.P.Jasper
	R.Johnson	A.J.F.Tuck	A.P.Miller	N.J.Millward
	J.L.Cotton	P.Eorley		R.L.Manson
	D.B.Williams	H.D.Murray (Mobil)		G.Sharp
		Z.Chodzko-Zajko (Mobil)		G.Railton

VESSEL	VICTORIA CITY	AMPARO	SAMIA	JOSEFA
Master	C.J.T.Lindsay	R.Skinner	A.L.G.Gosset	M.C.Hurst
Chief Officer	F.P.Lewis	D.C.Toon	J.R.Thomas	E.J.Dunk
Second "	J.Henderson	N.Davies	A.C.Prosser	N.Jerrum
Third "	P.A.Bullard	W.E.Summers	T.J.Fuller	G.P.Eyles
Radio "	D.S.H.Thomson	J.R.Mathews	P.J.Barker	B.J.Carter
Radio "	W.E.Davies (Jnr)			
Chief Engineer	D.J.Jennings	D.N.Amey	M.McQueen	D.Harrison
Second "	D.G.Wedlake	A.Edwards	T.J.Newell	C.J.Burton
Third "	R.M.B.Jenkins	N.G.Whitby	G.E.Stevenson	D.C.Lewis
Fourth "	K.R.Warner	M.G.Evans	P.Price	D.E.Wright
Junior "	F.N.McCormick	P.M.Deschamps	K.Wiltshire	B.C.Wappler
Junior "	M.G.Hardy	G.Biggins	S.H.Hocking	
Electrician	I.Hughes	P.Tyerman	J.Fernandez	D.Ostorne
Catering Off.	P.J.Keogh	D.R.Hartshorne	P.D.Smith	C.J.Harry
Cadets	A.D.Lott (Mobil)		S.J.Voss	
	P.Martin		P.G.Connock	
	M.R.Hart		E.J.Naughton	
	J.A.Thomas			
	G.A.Brooks			

VESSEL	MARIA ELISA	SARA LUPE	FIBI	SILVIA SOFIA
Master	D.L.Bell	R.K.Stuart	T.R.McNulty	J.Porteous
Chief Officer	K.Jones	E.E.baker	W.G.Wood	M.J.Pellamy
Second "	S.R.Freedon	R.C.Hayton	T.A.Price	P.C.Roberts
Third "	M.R.Lovibond	J.C.Ncale	A.P.Morris	A.Tay
Radio "	R.J.Preece	E.A.Willocks	W.P.Sudden	D.R.Wilkinson
Chief Engineer	R.Chambers	G.N.Trott	J.Fitzsimmons	G.Hughes
Second "	H.J.Yates	D.E.Horne	K.D.Morgan	J.Foots
Third "	M.J.Hugill	L.A.Roberts	A.Hobin	W.R.Shannon
Fourth "	M.G.Smith	A.Price	R.H.Moore	D.C.Pulley
Junior "	P.L.Mahoney	K.D.Hill	W.N.Cressley	C.G.Fletcher
Junior "	A.Hamilton	D.T.Owen	D.S.Sheppard	M.Jones
Electrician	D.D.Smale	T.Willoughby	D.A.Williams	J.A.Grainger
Catering Off.	D.D.Hill	A.P.Hughes	D.Kelly	F.W.Lever
Gadets	M.P.Spurrell	A.R.Redman	M.J.Cummins	N.Poyce
	G.J.Provis	M.Tully	T.D.Bennett	R.A.Hall
	S.A.Hembury	J.Cox		
	C.Taylor	J.G.Townsend		
	D.J.F.Carter			

Below are listed Officers at home on voyage leave as at 23.11.79. Every endeavour is made to ensure that the list is as accurate as possible at the time of printing.

Masters:	D.L.G.Jones, G.S.Garlick, J.Cann, T.W.D.John, J.C.Lee, A.D.Lightfoot, D.B.Jack, J.S.Murray, M.E.Jones, B.A.G.Boyer, T.Lawson, W.D.Jones, D.C.Griffith-Jones.
Chief Officers:	I.C.Stutt, I.R.Boulton, J.S.Pearsall, R.V.Duncan, A.M.W.Mitchell, D.J.A.Nicholl, M.W.Slayman, J.E.S.York, S.P.Gorford, K.Milburn, R.T.Alford, N.R.Jackman.
Second Officers:	L.M.Stewart, A.A.Field, W.P.Barnes, A.L.Bruce-Smith, J.P.Andrews, J.R.Ashley, P.R.Manning, P.J.Godding, C.Swindells, M.J.Clarke, M.F.Marco, J.E.Pritchard.
Third Officers:	P.M.Bates, R.K.Villars, T.J.Ward, G.R.Garland, P.J.Elliott, J.M.Smith, G.M.Kivell, T.H.Jowett, A.G.Baxter, A.Williamson, H.D.Johnson.
Chief Engineers:	J.C.Cullen, R.Ellison, D.N.Henry, N.B.Shilstone, W.Gill, R.E.Diamond, J.Scott, H.L.Fletcher, C.J.H.McBride, D.Archbold, L.M.Williamson, D.A.Inglis, L.G.I.Taylor, G.M.Cuthbertson.
Second Engineers:	J.N.Haugh, K.Rowney, G.J.Morris, W.A.Bruce, J.B.Hocking, C.D.Morgan, R.A.Rees, J.King, D.P.Jones, G.J.Griffiths, H.C.Convery, P.R.Bryant.
Third Engineers:	W.H.Tucker, G.Gaywood, J.L.Magill, R.Thomas, K.A.Velda, R.Taylor, A.Doutler, K.D.Aust, A.C.Coombs, C.C.French, T.E.J.Sperrin.
Fourth Engineers:	S.R.W.Jenkins, C.G.Waters, A.J.White, E.J.Pexton, R.Brown, D.Wright, R.M.Stead, S.C.Ward, A.D.Cowling.
Junior Engineers:	A.Keast, N.C.Williams, S.G.Morris, J.Rettalick, C.R.Brennan, G.R.Evans, P.H.Munro, S.D.Barron, M.R.Preece, C.Tucker, J.R.Sampson, J.E.Richardson, M.Richards, D.Caffyn, D.A.Hayden, K.J.O'Brien, P.J.Cole, H.D.McLundie.
Electricians:	D.C.Jarvis, N.J.Doyle, J.T.Loraine, K.W.B.Hampton, D.C.Grant, E.M.Bennington, B.R.Bacey, J.P.Crawford.
Catering Off.	L.R.Seabrooke, R.A.Peach, J.A.Patrick, L.B.Surrey, R.G.Pierce, L.Slawinski, L.Hayward, J.Bonner, S.P.Smith, R.C.Moylon
Radio Officers:	S.G.W.Whitmore, P.D.Hartwell, M.W.Savory, V.F.Cullen, K.H.Sellar, R.G.Miller, R.W.McInnes, P.Bradley, B.E.Everett, R.G.Chugg, G.P.S.Watts.

Officers on sick or study leave as at 23.11.79:- W.J.Cross, I.A.Smith, W.M.Powell, D.E.Simons, P.D.Slade, P.John, K.W.Newton, C.Rees, F.G.Stoker, E.W.Walmsley, G.D.Evans, I.F.Bullock, A.K.Smith, J.W.Gurton, D.P.Kirley, M.L.Frazer, B.T.Hernaman, K.J.Cribbin, K.T.O'Higgins, D.H.Smith, B.L.Ahern, S.J.Staines, G.F.Smith, C.G.Macey, E.L.Lloyd, P.J.Prendergast, P.J.Walker, K.R.Negele, A.H.Fox, G.R.J.Faulkener, C.L.Taylor, J.M.A.Clark, R.Godsall, R.E.Russell, J.W.Cable.

Gadets at home on voyage leave, study leave or sick leave as at 23.11.79:- J.S.Gore, S.J.Laws, R.Hughes-Jenkins, J.J.Hudson, M.R.Dunstall, R.W.Price, R.W.Davies, R.A.Holloway, A.M.Russell, C.K.Lee, P.C.Weychan, M.A.Evans, M.S.Morgan, J.M.Vincent, G.D.Randell, D.J.Knox, T.A.Savage, M.Williamson, M.J.C.Lockwood, M.P.Owens, M.P.Henry, G.J.McKenzie, P.D.Cocker, S.C.Paskell, I.J.Thomas, T.J.Wood, M.I.V.Holman, S.Rawlings, S.N.Beckett, M.J.Hopewell, W.P.Heyman, N.G.Herod, C.D.Broughton, P.Collins, A.R.Parker, C.B.C.Jones, D.R.James, W.E.Wilkins, M.G.Adams, J.C.Thomas, A.J.Salter, M.R.Penny, I.J.Morgan, D.R.Aldus, B.F.Collings, P.R.Cook, S.F.Lowry, S.F.Broderick, P.A.Vaughan, J.C.Brown.

## SHIPS POSITIONS

As at 23rd November, 1979

m.v. "CARDIFF CITY" This vessel is operating under Time Charter account M.T.O. She sails from Houston 23rd November. Her itinerary is as follows:- ETA/D Baltimore 28/30th, ETA Port Said 17th December, ETD Suez 18th, ETA/D Dammam 27/31st and Basrah 2/15th January.

m.v. "DEVON CITY" This vessel is on Time Charter account Safmarine. She is at present in Ketchikan and is due to sail 23rd November thence Vancouver 25/26th, Eureka 27th, Long Beach 30/5th December, thence to South Africa by 1st January, where vessel drydocks.

m.v. "FRESNO CITY" This vessel is operating under Time Charter account Cast. She is at present berthed in Basrah, and is expected to complete about the middle of December, after which her next business is not yet known.

m.v. "NEW WESTMINSTER CITY" Operating under Time Charter account M.T.O., the vessel is at anchorage at Shatt Al Arab and is expected to complete **Khawr Azzubayr** 6/10th December. Vessel redelivers passing Muscat after bunkering Dammam.

m.v. "PORT ALBERNI CITY" This vessel is currently operating under Time Charter account Hamlet Shipping. Vessel sailed from Nordenham 15th November and is expected to arrive at Pensacola on 30th November. She should sail again on 14th December for Egypt 1/21st January and redeliver passing Cape Passero around 23rd January.

m.v. "PRINCE RUPERT CITY" This vessel, operating under Steel Service ST.74, sailed Antwerp 22nd November. She is expected to transit the Panama Canal on 7th December and discharge at Long Beach 15/18th, Oakland 19/21st and New Westminster 23/27th.

m.v. "TACOMA CITY" This vessel is on Time Charter account Cast and is at present loading Yxpila (Finland) and is expected to sail on 24th November. Her itinerary then reads:- ETA/D Antwerp 27/29th, ETA Port Said 9th December, ETD Suez 10th, ETA Dammam 19th December.

m.v. "VICTORIA CITY" Operating under Berth Service BS.109, vessel sailed from New Westminster 17th November. Thereafter her itinerary is expected to be:- ETA/D Eureka 19/22nd, Coos Bay 23/25th, Crofton 27/29th, Vancouver 30/6th December. Vessel is expected to transit the Panama Canal 20th December for discharge London first port 4/11th January.

m.v. "WELSH CITY" Sailed from Port Cartier 17th November with a cargo of Wheat. Vessel arrives Stavanger 26th and completes 5/10th December. Her future business is not yet known.

m.v. "AMPARO" This vessel sailed New Orleans 21st November and arrives at Rotterdam/Antwerp 6th December. Vessel is then scheduled to sail 12th for Bremen 13/14th, Hamburg 15/18th, Le Havre 20/21st, Liverpool 24/28th to arrive in Vera Cruz on 12th January 1980.

m.v. "BIBI" This vessel is scheduled to sail Guaymas 27th November for San Carlos 30/1st December, Ensenada 3/6th, Yokohama 19/21st, Nagoya/Yokkaichi 22/25th, Osaka 26/28th, Kobe 29/30th, Busan 31/1st January 1980, Keelung 4/6th, with completion Hong Kong around 8th January.

m.v. "JOSEFA" Vessel sails from Rotterdam on 23rd November after which her itinerary is:- ETA/D Antwerp 24/26th, Bremen 27/28th and Hamburg 29/30th, followed by engine repairs for approximately 25 days.

m.v. "MARIA ELISA" This vessel is expected to arrive in Vera Cruz on 26th November where she will complete discharge on 30th and then load Tampico, Coatzacoalcos and possibly Mobile for Naples 27th December/1st January, Leghorn 2/5th, Genoa 6/10th, Marseilles 11/12th to complete Barcelona around 16th, prior to proceeding outbound for Vera Cruz.

m.v. "SAMIA" This vessels itinerary is as follows:- ETA/D Antwerp 21/22nd November, Hamburg 23/26th, Bremen 27/28th, Havre 30/3rd December, Liverpool 5/8th from which port she sails to Vera Cruz arriving around 23rd December, to discharge.

m.v. "SARA LUPE" This vessel arrives in Naples on 22nd November and sails 2 days later for Leghorn 26/28th, Genoa 29/5th December, Marseilles 6/7th and expects to complete in Barcelona about 11th prior to sailing for Vera Cruz where her ETA is 27th December.

m.v. "SILVIA SOFIA" This vessel sailed from Ensenada on 19th November and has the following itinerary:- ETA/D Mazatlan 21/25th, Manzanillo 27/30th, Acapulco 1/4th December, Ampala (to be confirmed) 7/7th, Puntarenas 9/10th, Acajutla 12/13th, San Jose 14/16th, Champerico (to be confirmed) 16/17th, Manzanillo 20/22nd, Mazatlan (to be confirmed) 23/25th and Guaymas 26/29th December.

## A SHORT HISTORY OF CANALS

Canals have been historically considered as important as conquest in battle. This may come to you as a surprise that just a ditch to carry water could be so important.

There are canals which have been an engineering triumph but most are merely a channel dug out of the soil and allowed to fill with water. But their importance to transportation, trade and recreation far outweighs their importance to human achievement.

Rivers do not always lead where man wants to go, often they meander through the countryside, sometimes they are wild and perhaps too shallow for boats to sail on them. The great oceans of the World are separated by large continental land masses. So it is not hard to understand why canals were dug to make rivers more useful and to connect oceans together. They supplement the natural waterways of the earth.

The "sweet water" canal of Egypt is one of the earliest canals ever recorded and is much used to this day. The Suez Canal parallels the "sweet water" canal over a lot of the distance between Port Said and Suez. The canal is fed from the River Nile and gets it's name because the water is fresh.

Elaborate canal systems were constructed by the Phoenicians, Assyrians, Sumerians and Egyptians. Many of these systems were quite shallow waterways which used basket-like vessels and rafts for carrying goods. Babylonia had an extensive system of such waterways which served an additional use for irrigation purposes. However history tells us that it was China which really gave canals a future by inventing the first "pound" lock.

The "pound" lock has gates at each end and a system of valves to fill it from water from above to bring it to the level of the canal above or to empty it until it reaches the level of the canal below. This was first used on the Grand Canal in North China in about 618AD. The Grand Canal from Tientsin to Hangchow, 1000 miles long and in it's modern form, as much a flood control and irrigation means as a navigational aid. The "pound" lock came to Europe at Vreeswijk in Holland early in the second century.

In the fifteenth century, Leonardi da Vince, more renowned as an artist than a man of science, improved the "pound" lock by devising the swinging or mitre gate, a design still in common use. When the gate closes, it's two leaves form an angle point upstream so that the water flowing downstream holds them tightly together.

With the improved lock designs, canals assumed more and more importance throughout Europe and early in the 17th Century the Briare Canal or the Canal due Centre was built. 35 miles long with 40 locks it rises 39 metres from the Loire river to it's highest point falling 80 metres to join the Seine and was the first major canal to be constructed in France. Today it forms part of the extensive canal system throughout Europe which joins the Mediterranean Sea to the Atlantic Ocean.



# NEWS FROM GCBS

ISSUED BY THE GENERAL COUNCIL OF BRITISH SHIPPING

NUMBER

5/79

## PAY SETTLEMENTS CONCLUDED

The NMB negotiations this year spanned the period 13th September to 16th November : there were eight meetings of the Panels and some of these went on into the night.

On 1st November the officers' unions accepted a pay increase of 17½%, to be effective from that date, plus an additional five days' leave within the calendar year - over 19% in all - in settlement of their 1979 pay claim.

This brings average salaries across the board up by over £1,400 to £9,200 per annum and average leave up to 134 days. But the cost of pay and leave combined - i.e. an officer's earnings if he spent a full twelve months on Crew Agreement - have risen as a result of this settlement to an average of £14,550 per year served.

A fortnight later, the NUS negotiators agreed to recommend to their members for acceptance by ballot an offer, to be effective from 2nd January, worth an additional £26.95 per week on Crew Agreement for a Foreign-going A.B. working the average amount of overtime.

The NUS offer is rather complicated. It involves the rearrangement of the pay structure with the consolidation into Basic Pay of Leave Food Allowance and Certificate Pay and the addition to Basic Rates of £5 per week for all Adult Ratings in lieu of Efficient Service Pay to form a new Agreement Rate of Pay. This will be £64 per week for the A.B., who will become the Seaman Grade I under the New Rating Structure. His overtime rate and daily rate of pay for leave, calculated from the Basic Rate, will be £1.84½ per hour and £11.80 per day respectively. His average earnings on Crew Agreement will rise to almost £125.00 while the cost per year served of his pay and leave combined will be £7340. Increases for other ratings will be pro rata.

Of course seafarers look at their earnings and companies look at the costs. And a true comparison of officers' and ratings' earnings can only be made on the cost per year served basis with the pay and leave combined. The cost increases which result from this year's settlements are very substantial indeed at a time when we are losing ships from the UK fleet, because they cannot pay their way, at the rate of 12 per month - a total of nearly 250 since the start of last year. This theme came up again and again in the NMB discussions as did the effect of high pay increases on the competitive position of UK shipping at a time when the annual pay increases of many of our European competitors are in single figures.

After the negotiations were over, Graham Turnbull, leader of the GCBS team said, "We have gone beyond the limits of financial prudence to try to meet the officers' objective of preserving the value of their last year's settlement, and getting some more leave as well, and to give the ratings a substantial increase in their basic rates of pay. It is vital that we should now concentrate our efforts on ensuring that our ship operation is fully cost-effective and we look to the co-operation of the unions and their members to this end. We have got to remain competitive if we are not to lose further ships and the jobs which go with them."

A feature of the discussions with the NUS was their continual insistence that higher basic wages could be paid if less work were performed in overtime hours. GCBS was unwilling to use an overtime reduction which had not been achieved to finance any part of the pay settlement, but it was agreed that there should be an intensive joint study of working practices of ratings in a variety of types of ship with the objective of producing broad guidelines for the reduction of overtime working for implementation at company level. GCBS welcomes this development which can only be an aid to greater efficiency in the future.

This year the outcome of the NMB negotiations was a different percentage increase for officers and ratings. This is often unavoidable when two groups negotiate quite separately, on different agreements with different problems and different priorities. Sometimes it has been the other way round : in 1977 the officers got two increases in June and November, with a combined value of 18% while the NUS settled for 13% from the following January. On this occasion, the prospect of more cost-effective working practices, through the overtime study and the adoption of the new Rating Structure, brought an additional dimension to the negotiations with the NUS.

"Tomorrow our representatives meet for the third time those of the National Union of Seamen. The last thing I want to do is negotiate in public. But I must say one thing. I do urge our seafarers and their union leaders to take full account of the very real danger to them and to us in the escalation of crew costs beyond what the industry can bear. We have all seen what has happened to the size of our fleet over the last four years. We must stop this downward drift. And the only way we can do it is to become more competitive in all sectors of our industry, ashore and afloat."

US "Hounding"

On shipping relations with the United States, Mr. Ropner said individual British shipowners, with certain of their Western colleagues, had been criminally indicted for actions which were no more than normal commercial practice here.

But having consented to pay substantial fines, they were now being hounded both by the Federal Maritime Commission and through treble damage suits in the US courts.

"This is no way for relations between friendly NATO countries to be conducted", Mr. Ropner said. "A solution must be found before the weight of fines and legal fees drives further famous shipping names off the Atlantic.

"Meanwhile, may I say how grateful we are to you, Secretary of State, and to your Department for all you are doing to help us in this very difficult area.

"We are particularly grateful for the very practical and courageous steps you are taking in the new Protection of Trade Interests Bill published last week."

About 1,100 attended the dinner.

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Press Enquiries: Norman Douglas  
(home telephone no: 01-393 7814)

Date

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

For Release after  
21.00 hours Wednesday,  
7 November, 1979

### SHIPPING "NEEDS INVESTMENT ALLOWANCES"

The Government was urged last night (Wednesday, 7 November 1979) to re-introduce investment allowances for the British shipping industry to help replace existing ships and build for recovery once the present recession - the worst for nearly 50 years - is over.

Mr. David Ropner, President of the General Council of British Shipping, told the Council's annual dinner in London:

"We have a very serious problem of re-investment. The ravages of the recession have made it impossible to do this alone and unaided.

"The cost of replacing ships - our essential capital equipment - is vast today."

#### "Frightening" Losses

Mr. Ropner spoke of the "frightening figures" of 243 ships of 9.5 million deadweight tons lost to the fleet in the 21 months between January 1978 and September of this year. In the first nine months of this year the net reduction of 5.1 million dwt. was more than in the whole of last year.

The effects on employment, on shipping's contribution to the balance of payments and implications for defence of a smaller fleet, needed no emphasis.

Mr. Ropner said: "In the past the national effort to encourage investment in industry produced investment grants. We are not asking for investment grants today. But we do need the re-introduction of investment allowances which were current between 1954 and 1966.

National Good

"We are asking, in view of the special circumstances of our industry, which I sincerely hope are of a transitory nature, for an allowance which would enable those of us who can make profits - and therefore the part of the industry worth supporting - to try and set aside sufficient sums for replacement and to take advantage of trade expansion when it comes.

"If this is good for shipping, then I submit it is good for the nation."

Mr. Ropner was proposing the toast of "Her Majesty's Ministers" which was being replied to by the Rt. Hon. John Nott, MP, Secretary of State for Trade.

Competitive Position

The President also discussed the "vital and completely paramount subject of our competitiveness."

He added: "It is this matter of our costs and efficiency in relation to our competitors that worries me most of all. I have already, as many of you will know, drawn attention publicly to the great increase which is going on in the size and competitiveness of Far Eastern fleets, particularly those owned in Hong Kong.

"And I fear that our position is being further eroded. Last week we reached a settlement with the officers' associations (subject to ratification by two of them) which I have to say was at a very high level - double that of last year. So high indeed that for many of our members it cannot be met out of current income.

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GENERAL COUNCIL OF  
**BRITISH**  
**SHIPPING**

**news release**

For release  
morning papers  
1 November, 1979

FURTHER FALL IN SIZE OF UK MERCHANT FLEET

The size of the United Kingdom owned and registered merchant fleet fell by a further 600,000 deadweight tons during July and August.

This brought the net loss to the fleet in the first eight months of the year to 95 ships totalling some 5.2 million dwt., the General Council of British Shipping (GCBS) reveals today (Thursday, 1 November 1979).

The GCBS figures show that the net reduction in under four years amounts to more than 200 ships of some 12.4 million dwt. - over 25 per cent of the fleet's tonnage which hit a peak of 50 million dwt. at the end of 1975.

Commenting on the latest figures, Mr. David Ropner, President of the GCBS, said the continuing reduction in the fleet was a very serious matter for everyone who depended on the shipping industry for their livelihood, and for the nation generally.

He added: "The over-riding message of the long recession is that the size of the fleet will be determined by the number of ships which companies can operate profitably, and by the size of their reserves. One of the main reasons for the continuing decline is that many ships are simply not earning enough, despite a market which has improved in some respects, to cover capital and interest repayments let alone set aside enough for new investment.

"We have now reached a stage where we are losing out to lower cost operators who are able to run their ships more cheaply. There must be a lesson for us from this in the current wage negotiations which are taking place on the National Maritime Board.

"No one will maintain that the level of crew wages is the sole factor which determines the size of a company's fleet, but there is clearly a correlation between the two and there must be a point beyond which the ship sale and job loss curve will take an even sharper upward turn."

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Press Enquiries: Norman Douglas -

(After 15.00 at International Tanker Safety  
Conference office, Hotel Metropole, Brighton.  
Tel: 0273-26430 or 26698 )