

REARDON SMITH LINE LIMITED

newsletter



NO. 119

DECEMBER 1979.

CHAIRMAN'S FIFTY YEARS OF SERVICE



Mr. Chatterton, with Mrs. Chatterton, cuts the Anniversary Cake.

A unique occasion calls for a special celebration. To complete fifty years' service with a company is no mean achievement, whilst to have those years from a Junior to Chairman, is an achievement often dreamt of, but seldom realised. When the Chairman arrived at Devonshire House on Friday, 30th November, he already knew of certain in-house appointments he was due to keep, but for the rest of his activities, all seemed to be shrouded in secrecy. At 11 a.m. all Staff assembled in the Accounts Department to welcome Mr. Chatterton, where a toast was proposed by Henry Crocker and the presentation of a cut-glass wine decanter made by Ronald Hunt.

At noon, Directors from Cardiff and London welcomed Mr. & Mrs. Chatterton to the Bideford Suite for luncheon. On behalf of the Company, the "Elder Statesman" Captain Jack Lemon, gave a chronological and sometimes humorous speech prior to presenting to the Chairman a beautiful, hand-made model of the "CUTTY SARK", together with a brass Universal Sunclock. The Chairman's pleasure in receiving these gifts was obvious to all present. However, one further surprise came when Jack Lemon presented the Directors' personal present - a pencil sketch of the Chairman himself, handsomely framed and, without doubt, a replica of the original! The sketch was done by a talented member of staff - Richard Hudson.

Captain Lemon finally presented a basket of flowers to Mrs. Chatterton. Luncheon was excellently cooked and served by our own staff, ably assisted by two young students from the College of Further Education. A two-tiered iced cake was made and beautifully decorated by Miss Joyce Williams, Staff Member at the College of Food Technology.

Many tributes were received by Mr. Chatterton throughout the day, from the Fleet, Agents, Business Associates and Friends. The South Wales Echo also chose to commemorate the achievement by printing an article in the Evening Paper the same day, entitled "Full Steam Ahead for Mr. Shipping" - a fitting tribute to Mr. Chatterton on a very special day.

On Thursday, 13th December, at 11 a.m. London Office Staff welcomed Mr. Chatterton and presented him with a set of cut-glass tumblers to compliment the wine decanter. A card conveying their good wishes was signed by all members of Staff. In the evening, Mr. & Mrs. Chatterton were entertained by the London Directors at a private Dinner Party.

To have made this "50th Anniversary" so unforgettable for Mr. & Mrs. Chatterton has been due entirely to the kindness, consideration and effort of so many people ashore and afloat, within the Company and outside, at home and abroad. To them all, we convey our sincere thanks.

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STAFF NEWS

OBITUARY: With very deep regret we record the passing of Captain W.J. Cross on 25th November. Captain Cross became ill a few months ago and entered hospital, where he remained until his death. He joined the Company in November 1939 as an Apprentice, his first ship being the "BRADFORD CITY". He served on this vessel for twentythree months, until she was sunk by enemy action in November 1941. Captain Cross was promoted to Master in May 1967, his first command being the "NEW WESTMINSTER CITY" and he gave the Company forty years of faithful service in his usual efficient and capable manner. To Mrs. Cross and her family we extend our very sincere sympathy at this sad time.

We have received a letter from Mrs. Cross, who has asked us to include the following message in the Newsletter:-

"I wish to express my grateful thanks to all personnel connected with the Reardon Smith Line, for their letters, cables, sympathy cards and floral tribute received on the death of my husband, Captain Cross. To those colleagues who also made the journey to attend his funeral service and cremation, I wish to extend my deep appreciation and gratitude".... Alice Cross.

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

D.A. Williams	-	Electrician	Mexican Engineer Cadet	G.U.R. Martinez
D.D. Smale	-	-do-	-do-	R.A. Galicia
G.S. Marshall	-	-do-	-do-	J.L. Mayorga
B. Dinning	-	-do-	Jamaican Deck Cadet	C. Wynter L. Lynch

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EXAMINATION SUCCESSES: Our congratulations to the following on their achievement:-

S.J. Staines	-	Second Class Motor	M.F. Marco	-	Master Class I Deck)
T.H. Jowett	-	First Mate (Class 2 Deck)	N.C. Sanders	-	M.N.T.B. Electronics Diploma.

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AT HEAD OFFICE: Captain T. Lawson temporarily joined Head Office Staff on 1st November for a few months as Personnel Officer.

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DONATIONS TO CHARITY

We would like to thank Captain T.W.D. John and Officers of the "TACOMA CITY" for a cheque for £36.00 in favour of the Sailors' Children's Society. We have also received from Captain McNulty and various Officers aboard the "BIBI", a donation of £15.00 for the same Society. Needless to say, the Society is most grateful for their generosity.

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RUGBY MATCH

Attached to the Newsletter is an account of the Rugby Match, mentioned last month, between Touche, Ross & Co., and Reardon Smith Line.

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CHILDREN'S CHRISTMAS PARTY

The Cardiff Office Children's Party was held on 8th December. As last year, it was a great success, enjoyed by all 39 children present - and a few Mums and Dads as well! There was a Magician, who held the children's interest for over half an hour, followed by a more than ample tea, to which justice was certainly done. The highlight of the day was, of course, the arrival of Father Christmas in his illuminated chimney. With his bulging sack, he proceeded to the stage and each child was photographed as he or she took their present from Father Christmas. The afternoon was a great credit to the Organisers and we would like to thank all those concerned with the party for all their hard work and for providing such a happy time for the children.

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DINNER DANCES

The Cardiff Office Dinner Dance was again held at the Angel Hotel, Cardiff, on Tuesday, 11th December. Once again it was a successful and enjoyable evening and the Chairman particularly welcomed Pensioners and some of the local Sea Staff who were at home this year and were able to attend.

London Office held their Annual Dinner Dance on Friday, 14th December and we understand they, too, had a happy and successful evening.

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COMPANY HISTORY

Readers may be interested to know that the complete history of the Company will be serialised in the magazine "SEA BREEZES" commencing in January 1980. When the serialisation is complete, it is the intention to have the history printed in book form, which will probably be available towards the end of 1980. At present, it is not possible to indicate the cost of this book as we are still awaiting advice from the Printers, but reference will be made in the Newsletter when we have more information available.

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CHRISTMAS 1940!

Early in December 1940, the s.s. "LEEDS CITY", on her way to Greenock, was off the north coast of Ireland when a small lifeboat was sighted, in which were 16 survivors of the s.s. "ST. ELWYN", Flagship of the South American Saint Line of Cardiff. The weather was very bad, with gale force winds and heavy seas. Apparently, the previous day the "ST. ELWYN" had been torpedoed and sunk and, out of 38 crew and 5 passengers, only 17 survived. They had spent a few days in the lifeboat, during which time one man had died of his wounds. The "LEEDS CITY" hove-to for 45 minutes in order to take the survivors aboard - a sitting target for any U-boat in the area! The Master, Captain Ward, immediately gave instructions for whisky, rum and brandy to be rubbed into their frost-bitten limbs, as they were all scantily clad for winter in the North Atlantic and were suffering from exposure and cold. All 16 were landed at Greenock on 6th December and taken to hospital, where all recovered. (This account appeared in the "Saint" Line magazine "Reefknot" in 1948, which came into our possession some while ago). That Christmas, the "LEEDS CITY" received a Christmas Card, in which was written:- "To our Rescuers s.s. "LEEDS CITY" - from the 16 Survivors s.s. "ST.ELWYN". Printed inside the card was the following verse, which we thought might interest readers:-

May good luck be your Captain,
And happiness your freight;
May laughter be your Pilot,
And sunshine be your Mate.
May every port you enter
Bring every pleasure new,
And good health be your Steward,
And good friends be your crew.

(With thanks to
Mrs. A.E. Ward for this
Christmas Card).

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A VERY HAPPY NEW YEAR TO ALL OUR READERS, AT HOME AND ABROAD.

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SHIPS POSITIONS

As at 17th December, 1979

m.v. "CARLEFF CITY" This vessel is presently operating under Time Charter account M.T.O. Vessel sailed Baltimore 3rd December with a cargo of Generals for discharge Dammam, Basrah and possibly Sharjah and Dubai. Vessel passed Gibraltar 0112 15th December with anticipated transit of the Suez Canal 20/21st which gives ETA Dammam 30th December.

m.v. "DEVON CITY" This vessel, operating under Time Charter account Safmarine, sailed Long Beach 1850 7th December for Richards Bay and Durban. Vessel is expected to clear Panama Canal 17/18th December giving ETA Richards Bay 14th January and after completion Durban, around 31st January, arrangements have been made for vessel to drydock prior to continuing service under Safmarine Time Charter.

m.v. "FRESNO CITY" This vessel operating under Time Charter account Cast, arrived Shatt-al-Arab 1700 6th November. She berthed Basrah 0805 19th November and is now expected to complete discharge 23/24th December. Her future business has not yet been arranged.

m.v. "NEW WESTMINSTER CITY" Vessel sailed Khawr Azzubayr 1100 9th December, redelivered from M.T.O. Time Charter passing Muscat 0900 12th and at the same time delivered under Time Charter account Shell Coal International for a trip via South Africa and Adriatic, redelivery passing Cape Passero Westbound. Vessel is expected to arrive Richards Bay 0030 22nd December probably sailing 24th, thereafter transitting the Suez Canal 7/8th January giving arrival Porto Marghera around 14th January.

m.v. "PORT ALBERNI CITY" This vessel operating under Time Charter account Hamlet, sailed Pensacola 11th December, with a cargo of Bagged Flour for discharge Egypt, probably Alexandria. Vessel is expected to arrive Egypt 28th December and on this basis we would look for completion around 14th January. Thereafter vessel redelivers from this Time Charter passing Cape Passero Westbound around 17th January.

m.v. "PRINCE RUPERT CITY" Operating under Steel Service ST.74, this vessel sailed Antwerp 22nd November with 23583 Metric Tons Steel for discharge Long Beach, Oakland and New Westminster. Vessel sailed Panama Canal 10th December and is expected to arrive Long Beach 2000 18th. On completion discharge at New Westminster, vessel is nominated to operate under Berth Service BS.110 loading Crofton and Vancouver BC for discharge Dublin and Rotterdam, with final completion discharge Rotterdam around end February.

m.v. "TACOMA CITY" This vessel operating under Time Charter account Cast, sailed Antwerp 9th December with 23394 Metric Tons Steel for discharge Abu Dhabi, Dammam and Basrah. Vessel is expected to arrive Port Said around 19th December, clearing Suez 20th, giving ETA Abu Dhabi 31st December.

m.v. "VICTORIA CITY" This vessel operating under Berth Service BS.109, sailed Vancouver BC 9th December with 23835 tons Forest Products for discharge London, Boulogne, Rotterdam and Brake. Vessel is expected to transit the Panama Canal around 23/24th December giving ETA London 7th January on which basis we would look for final completion Brake 20/25th January.

m.v. "WELSH CITY" Vessel sailed Stavanger 5th December for the Mississippi River having been fixed to lift a cargo of HSS and/or Meals and/or Pellets in bulk for discharge Ghent, Antwerp or Rotterdam. She is expected to arrive SW Pass 0500 21st December and on this basis we would look for her clearing Mississippi River around 28th, giving ETA Continent 12th January.

m.v. "AMPARO" Vessel arrived Hamburg 2100 15th December and is scheduled to sail 18th for Copenhagen 20/21st, thence Bremen 23/28th for discharge Vera Cruz, Tampico and Coatzacoalcos.

m.v. "BIBI" Vessel sailed Ensenada 11th December for the Far East, her ETA Yokohama being noon 24th December. Her itinerary incorporates Yokohama 24/25th, Nagoya 26/28th, Kobe 29/31st, Busan 1/3rd January, Keel-ng 6/7th, Hong Kong 9/11th, Mill Port 14/18th, Kobe 19/21st, Nagoya 22/23rd, Yokosuka 24/25th, Yokohama 26/27th for Mexican ports, Ensenada being first port of call.

m.v. "JOSEFA" Arrived Hamburg 28th November. Vessel is presently undergoing engine repairs at Hamburg with probable sailing around 3rd January for Bremen 4/5th, thence Le Havre 7/8th, Liverpool 10/14th, for Vera Cruz, Tampico, Coatzacoalcos and Mobile.

m.v. "MARIA ELISA" Vessel arrived Tampico 14th December and is expected to sail 18th for Coatzacoalcos and Mobile thence Naples 15/18th **January**, Leghorn 19/24th, Genoa 25/29th, Marseilles 31/1st February, Barcelona 2/6th, giving ETA Vera Cruz 22nd February.

m.v. "SAMIA" This vessel sailed Liverpool 6th December and is expected to arrive Vera Cruz 21/22nd thence Tampico, Coatzacoalcos and Mobile for Rotterdam, Antwerp, Bremen, Hamburg, Le Havre and Liverpool. She is expected to complete Liverpool about 11th February, thence proceeds to Vera Cruz, Tampico and Coatzacoalcos.

m.v. "SARA LUPE" Vessel is expected to sail Barcelona 18th December for Vera Cruz 2/9th January, Tampico 10/13th, Coatzacoalcos 14/15th, Mobile 18/22nd, Naples 7/11th February, thence Leghorn, Genoa, Marseilles and Barcelona for Vera Cruz, ETA 14th March.

m.v. "SILVIA SOFIA" Arrived Puntarenas 10th December, ETS 15th for Amapala, Acajutla, San Jose, Champerico, Acapulco, Manzanillo, Guaymas and Ensenada. Schedule indicates sailing Ensenada around 11th January for Yokohama, ETA 24th, Nagoya, Yokkaichi, Osaka, Kobe, Keelung and Hong Kong. ETA Hong Kong 8th February.

MUNDELL'S MEN MARCH ON -

REARDON SMITH END 1979 ON WINNING NOTE

Reardon Smith : 22 points (Tries by Cogger, Gronow, Radcliffe and
N. Knight - Conversions by Gronow (3)).

Touche Ross : 14 points (1 goal and 2 tries).

Before a good crowd (figures are not given to avoid VAT) on 18th November, at Llandaff Fields, Reardon Smith 1st XV gained a clear win over the talented Touche Ross XV and in so doing, settled the 1979 sporting stalemate between Head Office and the Auditors.

Unfortunately, the non-appearance of the traditional red and black colours of Reardon Smith, they may have been used by Aberavon on the previous day, meant that we fielded in the Llandaff R.F.C. colours, by kind permission of that Club. It may have been the most significant comment on the game that a passer-by, used to seeing the colours, was heard to shout "Come on Llandaff".

Touche Ross started the game with the referee's consent before Reardon Smith had organised and as a result, we were pinned in our 25 (or in deference to David Parry Jones 22) for the first five minutes. Soon our stronger forwards supported by clever kicking took play down to the Touche Ross half and three quick tries took us into a commanding lead of 18 - 0. These tries were the result of forward efforts, one actually a 'pushover' try and it seemed that our stronger pack's domination of the set pieces would result in a mammoth win.

This was not to be as Touche Ross by clever wheeling of set pieces and almost complete domination of the line-out, came back into the game. Reardon Smith's line-out work was disappointing, with only some fine work by Leavers at the front of the line, producing any decent ball for the backs to use.

Half-time : Reardon Smith 18 Touche Ross 4

In the second half with both sets of forwards gaining good possession, the both sets of backs produced excellent running which resulted in three tries, two for Touche Ross and one for Reardon Smith, by Nick Knight. The game ended with Reardon Smith on the attack following a good run out of defence by Dave Phillips.

Final score : Reardon Smith 22 Touche Ross 14

The stronger Reardon Smith pack in the set pieces, a number of balls being won against the head, was the difference between the two sides, although Touche Ross were always able to get more than their share at the line-outs. Reardon Smith must find a middle of the line jumper for the future. The tackling of all Reardon Smith players particularly the back row, prevented many dangerous attacks developing and in particular, keeping Touche Ross mid-field from doing more damage.

In order to field teams, both sides relied on outsiders and the following played for Reardon Smith 1st XV:-

Full back	:	David Phillips (Secretarial)
Wing	:	John Jones (Accounts)
Centre	:	Nick Knight (Accounts)
Centre	:	Paul Colwill (R.S.M. and Cardiff R.F.C. Youth)
Wing	:	Mike Knight (Relation)
Out half	:	Andy Williamson (Seagoing staff)
Scrum half	:	Paul Radcliffe (Relation)
Prop	:	Colin Mundell (Purchasing and Llandaff R.F.C. - Captain)
Hooker	:	Ian Thomas (Cadet and Cardiff H.S.O.B. Youth)
Prop	:	Mike Cogger (Friend)
2nd row	:	Sid Gronow (Friend)
2nd row	:	Frank Leavers (Purchasing)
No. 8	:	Steve Donovan (Purchasing)
Flankers	:	Paul Beattie (Personnel) Dennis Matthews (Secretarial)

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Footnote: After the match, an enjoyable morning was completed in the Clubhouse at Llandaff R.F.C., when any old scores were quickly forgotten.





HYDROGRAPHIC DEPARTMENT

Ministry of Defence

Taunton Somerset TA1 2DN

Telex 46274

Telephone Taunton (0823) 87900 ext

Master

MV MARIA ELISA

Sir William Rearden Smith & Sons Ltd

PO Box 90, Devonshire House

Greyfriars Road

CARDIFF CF1 1RT

Please reply to The Hydrographer of the Navy

Your reference

Our reference

H4609/76

Date 7th December 1979

Dear Sir

REFERENCE MV MARIA ELISA - REPORTED SOUNDINGS - GULF OF CAMPECHE

Thank you for sending in the Hydrographic Note and echo trace record of soundings which you collected whilst in the Gulf of Campeche in October 1979.

Your ship's observations have been considered in conjunction with other details recorded for the area and although in this case no immediate Notice to Mariner action is necessary for our charts, the information will be incorporated into the New Edition of British Admiralty Chart 1225 which is in preparation.

As you may know, reports from vessels such as yours provide this department with a valuable source of navigational data and it is especially appreciated where the information gathered helps to build up a better picture of the seabed topography in otherwise sparsely sounded areas.

You may, on subsequent voyages through the Gulf of Campeche, like to consider recording soundings over other sections of the 100 fathom line which are also in need of better definition. It may well be that some section of this particularly 100 fathom line will prove difficult to record due to the steepness of the bottom slope.

Be assured that your efforts to gather and report information will always be appreciated by this department.

Yours faithfully

W F Watson
Head of Nautical Chart Branch 8
for Hydrographer of the Navy

VESSEL	GARDIFF CITY	DEVON CITY	FRESNO CITY	NEW WESTMINSTER CITY
Master	J.J.Birrell	R.A.H.Vanner	B.A.C.Boyer	K.B.Whitting
Chief Officer	T.Haxell	T.J.Hunter	I.R.Boulton	M.C.Ingram
Second "	T.L.Lawrence	I.Cowan	J.R.Ashley	E.Bingley
Third "	C.A.Prescott	J.J.Moore	R.K.Villars	P.A.C.Pullen
Radio "	J.A.Heslop	E.G.Bromham	S.G.W.Whitmore	D.P.Bidmead
Radio "		G.L.Gorford (Jnr)		
Chief Engineer	E.R.Morgan	M.E.Rayner	W.Gill	B.M.Draper
Second "	M.Murrell	M.R.Green	R.A.Rees	R.E.Diamond
Third "	M.B.Perrott	A.J.Budge	J.L.Magill	D.E.Simons
Fourth "	W.A.Stone	A.M.Baxter	K.R.Negele	D.B.Evans
Junior "	K.J.Ayres J/4	R.H.Reed	S.G.Morris	T.P.Young
Junior "	R.B.Hodgson	A.P.Brandram-Jones	A.Keast	J.A.Akhurst
Electrician	P.D.Kyle	G.Shaddock	J.L.Lorraine	K.Baines
Catering Off.	D.Gowsell	A.A.Gouldie	J.A.Patrick	P.F.Akers
Cadets	M.J.Titley		C.M.Kirton	R.W.Eacott
			D.W.Gorman	R.E.Parsons
				A.M.Francis

VESSEL	PORT ALBERNI CITY	PRINCE RUPERT CITY	TAGOMA CITY	WELSH CITY
Master	P.J.Boroughs	J.J.Kalnins	J.Vaughan	L.R.Staines
Chief Officer	D.H.Aubrey	R.P.Graham	P.M.Baverstock	J.S.Pearsall
Second "	S.J.Godding	J.C.Pagler	A.A.Field	P.C.Coles
Third "	I.C.Miller	P.D.Codd	A.Abel	M.Sealey
Radio "	M.Wilkinson	W.P.Cameron	R.H.Smith	M.W.Savory
Chief Engineer	R.M.Paddock	P.W.Evans	M.G.Seaman	D.N.Henry
Second "	P.H.Evans	R.U.Bell	N.Neabitt	T.Graham-Russell
Third "	I.S.Exton	R.C.Butcher	M.Causier	J.H.Davies
Fourth "	E.Ashton	R.G.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.I.Hurst	T.C.Landsell
Junior "	W.R.Hebblethwaite (Mobil)			R.A.James
Electrician	J.F.Powman	P.Willmott	D.G.Jarvis	D.Osborne
Catering Off.	J.Buckmaster	N.H.Frost	P.P.Delaney	G.E.Pasmore
Cadets	J.M.Coleman	D.T.Shorthouse		L.P.Jasper
	D.A.Littler	M.S.Duke		N.J.Millward
	R.Johnson	A.J.F.Tuck		R.L.Manson
	J.L.Cotton	P.Borley		G.Sharp
	D.B.Williams	H.D.Murray (Mobil)		G.Railton
		Z.Chodzko-Zajko (Mobil)		

VESSEL	VICTORIA CITY	AMPARO	SAHIA	JOSEFA
Master	G.S.Garlick	R.Skinner	A.L.C.Gosset	M.C.Hurst
Chief Officer	J.E.S.York	D.C.Toon	J.R.Thomas	M.W.Slayman
Second "	I.M.Stewart	A.L.Bruce-Smith	W.P.Barnes	N.Jerrum
Third "	R.J.Elliott	W.E.Summers	T.J.Fuller	G.F.Eyles
Radio "	R.G.Miller	J.R.Mathews	P.J.Barker	B.J.Carter
Radio "		W.E.Davies (Jnr)		
Chief Engineer	D.Archbold	D.N.Amey	M.McQueen	D.Harrison
Second "	J.N.Haugh	A.Edwards	T.J.Newell	G.D.Morgan
Third "	W.H.Tucker	N.G.Whitby	T.E.J.Sperrin	C.J.Burton
Fourth "	J.R.Sampson	M.G.Evans	P.Price	D.C.Lewis
Junior "	J.E.Richardson	P.M.Deschamps	K.Wiltshire	B.C.Wappler
Junior "		G.Biggins	S.H.Hocking	
Electrician	N.J.Doyle	P.Tyerman	J.Fernandez	B.Dinning
Catering Off.	L.R.Seabrooke	D.R.Hartshorne	P.D.Smith	C.J.Harry
Cadets	J.A.Thomas	A.R.Redman	P.G.Connick	
	G.A.Brooks		E.J.Naughton	

VESSEL	MARIA ELISA	SARA LUPE	BIBI	SILVIA SOFIA
Master	D.L.Bell	R.K.Stuart	T.R.McNulty	J.Porteous
Chief Officer	K.Jones	R.E.Baker	W.G.Wood	M.J.Bellamy
Second "	S.R.Breedon	R.G.Hayton	T.A.Price	P.C.Roberts
Third "	M.R.Lovibond	J.C.Neale	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	N.B.Shilstone	C.Hughes
Second "	M.J.Yates	D.E.Horne	K.D.Morgan	J.Foots
Third "	M.J.Hugill	D.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.Crossley	C.G.Fletcher
Junior "	A.Hamilton	D.T.Owen		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
Cadets	M.P.Spurrell	M.Tully	D.S.Sheppard	N.Boyce
	G.J.Provis	J.Cox	M.J.Cummins	R.A.Hall
	S.A.Hembury	J.G.Townsend	T.D.Bennett	
	C.Taylor			
	D.J.F.Carter			

Below are listed Officers at home on voyage leave as at 17.12.79. Every endeavour is made to ensure that the list is as accurate as possible at the time of printing.

Masters:	D.L.C.Jones, O.J.T.Lindsay, R.I.Crawford, J.Cann, T.W.D.John, J.C.Lee, D.B.Jack J.S.Murray, M.E.Jones, A.D.Lightfoot, W.D.Jones, D.C.Griffith-Jones.
Chief Officers:	E.W.Walmsley, P.P.Lewis, A.F.Jaggers, I.Woollard, I.C.Stutt, R.V.Duncan, A.M.W.Mitchell, D.J.A.Nicholl, S.P.Gorford, K.Milburn, R.T.Alford.
Second Officers:	J.Henderson, J.P.Andrews, A.Thomson, N.R.Jackman, P.R.Manning, P.J.Godding, C.Swindells, M.J.Clarke, M.F.Marco.
Third Officers:	N.Davies, P.C.Harding, T.J.Ward, P.A.Bullard, J.M.Smith, A.C.Prosser, G.D.Evans, T.H.Jowett, A.C.Baxter, A.Williamson, H.D.Johnson.
Chief Engineers:	J.C.Cullen, R.J.Trigg, J.Fitzsimmons, J.Cormack, J.Scott, H.L.Fletcher, L.M.Williamson, D.R.Inglis, L.G.I.Taylor, G.M.Guthbertson, D.J.Jennings.
Second Engineers:	D.G.Wedlake, K.Rowney, W.A.Bruce, J.B.Hocking, D.P.Wood, K.Durward, J.King, D.P.Jones, G.J.Griffiths, M.C.Convery, P.R.Bryant.
Third Engineers:	R.Thomas, K.A.Velda, R.Taylor, A.Doubler, A.G.Vincent, R.M.B.Jenkins, K.D.Aust, A.C.Coombs, J.E.Spiller, S.J.Staines.
Fourth Engineers:	S.R.W.Jenkins, A.J.White, B.J.Pexton, D.E.Wright, R.M.Stead, W.J.Lait, S.C.Ward, K.R.Warner, A.D.Cowling, M.G.Hardy, P.N.McCormick.
Junior Engineers:	G.G.Waters, N.C.Williams, J.Rettalick, C.R.Brennan, G.R.Evans, P.H.Munro, C.J.Brown, P.W.Knibbs, S.D.Barron, M.R.Preece, G.Tucker, M.Richards, D.Caffyn, D.A.Hayder, K.J.O'Brien, P.J.Cole, H.D.McLundie, D.Wright.
Electricians:	K.W.B.Hampton, D.G.Grant, E.M.Bennington, I.Hughes, B.R.Batey, J.P.Crawford, F.Chadburn, D.E.Rees, F.Bean, P.G.Stoker, G.S.Marshall.
Catering Off:	R.A.Peach, L.B.Surrey, R.G.Pierce, L.Slawinski, L.Hayward, J.Bonner, R.G.Moylon, R.C.White, P.J.Keogh, A.H.Fox.
Radio Officers:	P.D.Hartwell, V.F.Cullen, K.H.Sellar, R.W.McInnes, N.C.Sanders, P.Bradley, B.E.Everett, R.G.Chugg, G.P.S.Watts, D.S.H.Thomson, D.C.Short.

Officers on sick or study leave as at 17.12.79:- I.A.Smith, W.M.Powell, P.D.Slade, P.John, A.K.Smith, K.W.Newton, I.F.Bullock, J.W.Gurton, D.P.Kirley, M.L.Frazer, B.T.Hernaman, K.J.Cribbin, D.H.Smith, K.T.O'Higgins, B.L.Ahern, C.G.Macey, E.L.Lloyd, P.J.Prendergast, P.J.Walker, G.R.J.Faulkener, C.L.Taylor, J.M.A.Clark, R.Godshall, R.E.Russell, J.W.Cable.

Cadets at home on voyage leave, study leave or sick leave as at 17.12.79:- S.J.Laws, J.J.Hudson, R.Hughes-Jenkins, M.R.Dunstable, R.W.Price, R.W.Davies, R.A.Holloway, A.M.Russell, C.K.Lee, M.A.Evans, P.C.Weychan, M.S.Morgan, J.M.Vincent, G.D.Randell, D.J.Knox, T.A.Savage, M.Williamson, M.P.Owens, M.J.C.Lockwood, M.P.Henry, C.J.McKenzie, P.D.Cocker, S.C.Paskell, I.J.Thomas, T.J.Wood, N.C.Herod, M.I.V.Holman, S.Rawlings, S.N.Beckett, M.J.Hopewell, W.P.Heyman, C.D.Broughton, P.Collins, M.G.Adams, A.R.Parker, C.B.C.Jones, D.R.James, W.E.Wilkins, 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, M.Cox, J.D.Bateman, P.Martin, M.R.Hart, S.J.Voss, C.G.Everett, A.P.Miller, R.J.Taylor, G.M.Kivell, C.E.Broad.

NEWS FROM GCBS

ISSUED BY THE GENERAL COUNCIL OF BRITISH SHIPPING

NUMBER

6/79

PAY SETTLEMENTS COMPARED - G.C.B.S. PUTS THE FACTS

Please consider all the facts before making a judgement on recent pay settlements in the shipping industry.

That is what the General Council of British Shipping is saying to seagoing officers in reply to an article and open letter on the front page of the MNAOA "Telegraph" dated 12th December, which are highly critical of employers for their conduct of the NMB Negotiations on ratings' pay. An adverse comparison is drawn between the settlement reached with the officers' unions on 1st November and the final offer made to the NUS on 15th November. It is alleged that established pay differentials have been disrupted and union members have been told that they should harden their attitude towards company requests for more cost-effective manning practices.

The GCBS makes the following points, all of which were discussed at the meeting of the NMB Officers' Panels which was held on 4th December :-

- (1) The constitution of the NMB provides for separate agreements reached by separate negotiations for officers and ratings. At the wish of the officers' unions the effective date of their agreements is different from that of the ratings;
- (2) This situation quite often leads to different percentage settlements for officers and ratings. For instance in the 1977 negotiations, the officers got an increase averaging 3.7 per cent in June and another of 14.0 per cent in November while the ratings got 13 per cent the following January;
- (3) Different claims give rise to different settlements. The officers' unions sought to preserve the real value of last year's settlement and to get some more leave as well. The NUS' top priority was to increase the cash amount of the basic rate of pay. At £45.65 per week for the AB this had been outstripped by some very substantial increases in other industries, notably those awarded by the Clegg Commission to lower paid workers in the public sector;
- (4) The AB has got £10 per week "new money" in his new Agreement Rate of £64. The rest is consolidation of Certificate Pay, Leave Food Allowance and Efficient Service Pay.

- (5) The 24 per cent reported as the cost of the ratings' settlement is on the basis of historic working patterns. Throughout the negotiations the NUS laid great emphasis on the necessity for a reduction in the present levels of overtime and specifically agreed that an intensive joint study of working patterns would be put in hand to achieve this. There are thus very good prospects of achieving more cost effective working practices in this area and reducing the reported percentage cost figure. No such ingredient emerged in the negotiations with the officers' unions.
- (6) It is just not true that officer/rating differentials have been seriously eroded in recent years, if leave as well as pay is taken into account, nor that officers have done particularly badly over the years of pay policy:
- (a) A comparison of the results of the 1974 and 1979 NMB earnings' surveys shows that the differential in earnings per year served of the average officer over the average F/G A.B. rose from 100.6 per cent to 106.8 per cent.
- (b) The cumulative totals of NMB increases over the years of pay policy (June/July 1976 to November/January 1978) were 38.25 per cent for officers and 37.6 per cent for ratings.

Commenting on the latest turn of events, Graham Turnbull, leader of the GCBS negotiators, said "At a time when pay increases for Scandinavian and North European seafarers are in single figures, we are bound to lose out in the race for business and jobs if our costs go up by more than twice as much. We place real value on the NUS commitment to overtime reduction : conversely continued resistance to better working practices can only mean a bleak future for us all."

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GCBS Information Department
13th December, 1979