



NO. 121

FEBRUARY, 1980.

LONG SERVICE

The long service given to the Company by the Chairman and Mr. Ronald Hunt has stimulated interest in other members of staff who have given twentyfive years, plus. It has been suggested that readers would be interested to see a list of the "long service brigade" and attached to the Newsletter this month is such a list, showing present Cardiff and London shore staff, together with the seagoing staff, which has been compiled in strict date order. It is up-to-date at the time of going to press.

To all these long-serving members, the Company extends its appreciation and thanks for their long and loyal service, whose efforts have done so much for the good of the Company over the years.

To this list we must add our present retired staff. Our thanks and appreciation to them also for the valuable contribution they made until their retirement and for the interest they continue to show in the Company's activities.

Last, but by no means least in this Appreciation, we do not forget the many Directors and Staff now deceased. The great majority of them gave the whole of their working lives in the service of "The Firm", ranging from 25 - 50 years. They are affectionately remembered for their loyalty and devoted service and their contribution lives on as a foundation for the future.

To all long-serving staff, sea and shore, past and present, we say "thank you - the Company would not be what it is today without you".

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STAFF NEWS

BIRTHS: We send our congratulations to Second Engineer T. Graham-Russell (Tex) and his wife Margaret on the birth of the second daughter, Helen, on 7th February. Both Mother and baby are doing well, we are told.

Congratulations also to Mr. & Mrs. John R. Jones on the birth of a daughter, Mari, on 7th February. John Jones is in the Marine Insurance Section of our Accounts Department. Both Mother and baby are well.

INDISPOSED: Since our last Newsletter, Mr. Bill South (ex London Office and now retired) has been in hospital for a small operation. We are pleased to say Mr. South has made excellent progress and is now at home convalescing. Our best wishes to Mr. South for continued good progress.

SYMPATHY: Our sincere sympathy is extended to Mr. Paul Hunt (Personnel Department) on the sudden passing of his Mother on 13th February.

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NEW STAFF: We welcome Mr. W.G. Thomas, who joined Head Office Staff this month as Chauffeur.

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Mr. E.J. Dunk will be taking over the responsibilities of Cargo Superintendent for Celtic Bulk Carriers from Mr. Bill Hopper. Mr. Dunk commences in Head Office during February. Mr. Hopper has held the post of Cargo Superintendent since February 1978 and, as he resumes his seagoing duties, we would like to extend our thanks and appreciation to him for his good work on behalf of Celtic Bulk Carriers.

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RETIREMENTS: Captain D.L.G. Jones retired from service on 14th January 1980 after fortytwo years of loyal and devoted service with Reardon Smith Line, through war and peace. As his name implies, he is also a Welshman. He emanates from Cardigan - a part of Wales which has produced several well-known names in the Reardon Smith annals, one of the best known probably being the late Commodore Lloyd.

Captain Jones joined the Company as an Apprentice on 3rd January 1938 - the s.s. "LEEDS CITY" being his first ship. He obtained his Second Mate's Certificate in June 1942 and his Master's at the end of 1947. A large part of his war service was spent in North Atlantic convoys, from which he survived unscathed, but not without many anxious moments and considerable excitement. In 1950 he was promoted to Chief Officer, a position he was to occupy for the next twelve years until his promotion to Master on the war-time built "VANCOUVER CITY", in 1962. Unbroken service as Master has taken him through to his last vessel, the "VICTORIA CITY", which he left in July 1979, a record of which to be truly proud.

We understand Captain "Di" Jones, as he is affectionately known by many of us, plans to settle back in his native Cardigan and we wish him and his wife a long and happy retirement.

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Mrs. Hilda Deacon (whose responsibility is Crew Mail) is retiring at the end of February. Mrs. Deacon joined us in March 1974 shortly after the death of her husband, Mr. Len Deacon, who worked for the Technical Department and whose service with the Company totalled forty-five years. Hilda Deacon will be returning to her native Chester to live after retirement and, in thanking her for her loyal and conscientious service, we also wish her every health and happiness in her retirement.

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CERTIFICATE SUCCESSES: We congratulate the following on obtaining their Certificates:-

K. Newton	-	Second-Class Motor	J.M. Smith	-	Class 2 (1st Mate) Deck
A. Gowling	-	Part "A" Second Class Motor.			

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LONDON OFFICE - CHANGE OF ADDRESS

As and from 9th January 1980, our office in London (15 Trinity Square) has moved to the following address:-

Staple Hall, Stone House Court, London EC3A 7BS.

Telephone: 01-621-0100. Telex: 8812251.

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DONATIONS TO CHARITY

We would like to acknowledge and thank the Master and Officers of the m.v. "DEVON CITY" for their Christmas donation to the Sailors' Children's Society, Newland, Hull, in the sum of £50.

The Master and Officers aboard the m.v. "AMPARO" have also made donations to the same Sailors' Children's Society and the R.N.L.I. in the sums of £9 each. Needless to say, both Charities are most grateful for all donations and we add our thanks to those who are good enough to give support.

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DITCHED! - AND RESCUED.

Whilst on passage from Vancouver, B.C., to Dublin recently, the m.v. "PRINCE RUPERT CITY" picked up two survivors from a light aircraft which had ditched close to the vessel, in position 14.47N 72.54W. Both were U.S. citizens and were unhurt, apart from shock. The ship proceeded to Dublin, where the men were landed and arrangements made for their repatriation to the United States.

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CONTRIBUTIONS TO NEWSLETTER

Attached is Part 3 of "A Short History of Canals", which has proved of interest to many readers.

Merchant Navy Programme. Our thanks to Mrs. D.M. Stutt, wife of Chief Officer Ian Stutt, for her account of the recording of this programme. Mrs. Stutt sent this to us a while ago and we apologise for not being able to include it sooner.

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LATE NEWS

We have just heard - and very much regret to announce - the sudden passing of Mr. Graham Hardy of our Personnel Department. Our deepest sympathy is extended to Mrs. Hardy and her family at this sad time.

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SHIPS POSITIONS

As at 22nd February, 1980

m.v. "CARDIFF CITY" This vessel is operating under Time Charter account M.T.O. Vessel anchored Basrah Pilot Station 2nd January. Owing to congestion at that port, berthing uncertain.

m.v. "DEVON CITY" This vessel is on Time Charter account Safmarine. She sailed from Durban on 13th February and discharges at Burnside 7/9th March and Brownsville 10/12th. Her future movements are not yet known.

m.v. "FRESNO CITY" This vessel operating under Time Charter account Cast, is at present loading Norrkoping and should complete and sail on 28th February. Her future movements are as follows:- Antwerp 2/6th March, transits Suez Canal 16/17th with possibility arriving and sailing Dammam 26th, after which she proceeds Basrah where her time of arrival is uncertain.

m.v. "NEW WESTMINSTER CITY" Vessel is now discharging at Glasgow and will complete about 28th February. Her future business has not yet been arranged.

m.v. "PORT ALBERNI CITY" This vessel is operating under Time Charter account China National. She sailed from Constantza 20th February transitting the Suez Canal 23/24th for Colombo - ETA 8th March - to change crew. Vessel then sails for Hsinkang - ETA 18th March - and will redeliver early in April.

m.v. "PRINCE RUPERT CITY" This vessel is on Berth Service No. 110. She is expected to berth Dublin 23rd February. Discharges until 3rd March when she sails for Belfast ETA/D 4/7th March and completes Rotterdam 9/11th.

m.v. "TACOMA CITY" Operating on Time Charter account Cast. Since 4th January she has been anchored at Shatt-al-Arab. Due to congestion it is not anticipated she will berth Basrah until 12th March with possible completion 2nd April.

m.v. "VICTORIA CITY" This vessel is on Voyage EC.12 and her itinerary is as follows:- ETA/D Bridgeport 21/23rd February, Camden 25/25th, Baltimore 26/27th and Houston 4/5th March.

m.v. "WELSH CITY" This vessel sailed Ama 9th February with a cargo of Grain for discharge Holland, ETA/D 24th February/1st to 5th March. Her future business is unknown.

m.v. "AMPARO" The itinerary of this vessel is as follows:- Sls. Antwerp 23rd February, Bremen 25/27th, Hamburg 28/29th with the possibility of a call (as yet unconfirmed) at Liverpool 3/5th March, after which she sails for Vera Cruz - ETA 18th March.

m.v. "BIBI" This vessel is at present in Ensenada, expected sail 24th February. Her itinerary is then Guaymas 27/28th, Manzanillo 2/5th March, Acapulco 6/9th. Then follows two optional ports Corinto 11/13th and Cutuco 14/16th with Manzanillo 18/23rd and Guaymas 25/28th.

m.v. "JOSEFA" This vessel is expected to arrive at Rotterdam 28th February and sail on 1st March for Antwerp 2/4th, Hamburg 5/6th, Bremen 7/8th, Le Havre 10/11th, Liverpool 13/17th and Vera Cruz 31/4th April.

m.v. "MARIA ELISA" This vessel is expected to arrive at Vera Cruz on 28th February and complete on 6th March. Her itinerary then reads:- Tampico 7/10th, Coatzacoalcos 11/12th, Mobile 15/21st, Barcelona 5/10th April.

m.v. "SAMIA" This vessel is due in Vera Cruz on 28th February and should complete on 4th March. Thereafter her movements are Tampico 5/7th, Coatzacoalcos 9/10th, Mobile 12/13th, Rotterdam 26/28th.

m.v. "SARA LUPE" This vessel is expected to sail from Naples on 23rd February followed by Leghorn 24/29th, Genoa 1/5th March, Marseilles 6/8th, Barcelona 9/12th and Vera Cruz 28/6th April.

m.v. "SILVIA SOFIA" Vessels itinerary is as follows:-
ETA/D Yokohama 26/27th February, Nagoya 28/29th, Yokkaichi 1/1st March, Osaka 2/5th, Busan 6/7th. She then drydocks in Ulsan 8/13th sailing on 16th for Pohang 17/19th, Busan 20/22nd, Yokosuka 24/25th, Kimitzu 26/27th and Yokohama 28th.

VESSEL	GARDIFF CITY	DEVON CITY	FRESNO CITY	NEW WESTMINSTER CITY
Master	J. J. Birrell	R. A. H. Vanner	B. A. G. Boyer	D. C. Griffith-Jones
Chief Officer	T. Haxell	T. J. Hunter	I. R. Bouiton	D. J. A. Nicholl
Second "	T. L. Lawrence	I. Cowan	J. R. Ashley	G. D. Evans
Third "	C. A. Prescott	J. J. Moore	R. K. Villers	H. D. Johnson
Radio "	J. A. Heslop	E. C. Bromham	S. G. W. Whitmore	R. W. McInnes
Radio "		G. L. Gorford (Jnr)		
Chief Engineer	E. R. Morgan	M. E. Rayner	R. J. Trigg	D. R. Inglis
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	B. L. Ahern
Junior "	K. J. Ayres J/4	R. H. Reed	S. G. Morris	D. Wright
Junior "	R. B. Hodgson	A. P. Brandram-Jones	A. Keast	
Electrician	P. D. Kyle	G. Shaddock	J. L. Loraine	E. M. Bennington
Catering Off.	D. Gowsell	R. G. Moylon	J. A. Patrick	A. H. Fox
Cadets	M. J. Titley			M. J. C. Lockwood

VESSEL	PORT ALBERNI CITY	PRINCE RUPERT CITY	TACOMA CITY	WELSH CITY
Master	J. S. Murray	M. E. Jones	J. Vaughan	A. D. Lightfoot
Chief Officer	K. Milburn	I. C. Stutt	P. M. Baverstock	J. S. Pearsall
Second "	T. H. Jowett	P. J. Godding	A. A. Field	I. A. Smith
Third "	I. C. Miller	P. D. Codd	A. Abel	A. C. Prosser
Radio "	B. B. Everett	P. D. Hartwell	R. H. Smith	M. W. Savory
Radio "				W. E. Davies (Jnr)
Chief Engineer	L. M. Williamson	P. W. Evans	M. G. Seaman	D. N. Henry
Second "	J. B. Hocking	K. Rowney	N. Nesbitt	W. A. Bruce
Third "	A. Doubler	K. A. Velda	M. Causer	P. D. Slade
Fourth "	S. J. Staines	A. J. White	G. Gaywood	R. M. Stead
Junior "	H. D. McLundie	N. C. Williams	K. R. Tonks	G. Tucker
Junior "		M. P. Henry	M. I. Hurst	J. W. Cable
Electrician	K. W. B. Hampton	G. S. Marshall	D. C. Jarvis	D. Osborne
Catering Off.	J. Bonner	R. A. Peach	P. P. Delaney	L. E. Surrey
Cadets	M. P. Owens			G. J. McKenzie

VESSEL	VICTORIA CITY	AMPARO	SAMIA	JOSEFA
Master	G. S. Garlick	R. I. Crawford	A. L. G. Gosset	M. G. Hurst
Chief Officer	J. E. S. York	R. T. Alford	J. R. Thomas	M. W. Slayman
Second "	I. M. Stewart	J. Henderson	M. J. Clarke	N. Jerrum
Third "	R. J. Elliott	J. M. Smith	T. J. Fuller	G. P. Eyles
Radio "	R. G. Miller	P. Bradley	P. J. Barker	R. G. Chugg
Chief Engineer	D. Archbold	J. Fitzsimmons	H. L. Fletcher	D. Harrison
Second "	J. N. Haugh	J. King	T. J. Newell	G. D. Morgan
Third "	W. H. Tucker	R. M. B. Jenkins	T. E. J. Sperrin	D. C. Lewis
Fourth "	C. L. Taylor	K. R. Warner	P. Price	S. R. W. Jenkins
Junior "	J. R. Sampson	R. Godsall	K. Wiltshire	F. H. Munro
Junior "	J. E. Richardson		S. H. Hocking	
Electrician	N. J. Doyle	B. R. Batey	J. Fernandez	B. Dinning
Electrician			G. N. Witt	
Catering Off.	L. R. Seabrooke	R. G. Pierce	P. D. Smith	C. J. Harry
Cadets		S. J. Laws	A. P. Miller	
		M. R. Dunstall	R. J. Taylor	
		T. A. Savage		

VESSEL	MARIA ELISA	SARA LUPE	BIBI	SILVIA SOFIA
Master	J. C. Lee	R. K. Stuart	W. D. Jones	J. Forteous
Chief Officer	A. M. W. Mitchell	P. P. Lewis	W. C. Wood	R. V. Duncan
Second "	N. R. Jackman	J. P. Andrews	T. A. Price	C. Swindells
Third "	G. M. Kivell	G. R. J. Faulkner	A. P. Morris	A. Williamson
Radio "	C. P. S. Watts	K. H. Seiler	W. P. Eudden	I. F. Bullock
Chief Engineer	L. G. I. Taylor	G. M. Guthbertson	N. B. Shilstone	J. C. Cullen
Second "	P. J. Prendergast	D. E. Horne	K. D. Morgan	G. J. Griffiths
Third "	A. C. Coombs	K. D. Aust	A. Hobin	R. Taylor
Fourth "	D. E. Wright	K. W. Newton	R. H. Moore	S. C. Ward
Junior "	K. J. O'Brien	M. Richards	D. S. Sheppard	P. J. Cole
Junior "		S. D. Barron	W. N. Crossley	M. R. Preece
Electrician	K. F. Bean	P. G. Stoker	D. A. Williams	D. G. Grant
Catering Off.	L. Hayward	A. F. Hughes	D. Kelly	L. Slawinski
Cadets	M. Williamson		C. C. Everett	P. Martin
	R. A. Hall		M. R. Hart	C. E. Broad
	J. D. Bateman			
	D. T. Shorthouse			

Below are listed Officers at home on voyage leave as at 22.2.80. Every endeavour is made to ensure that the list is as accurate as possible at the time of printing.

Masters:	J. J. Kalnins, O. J. T. Lindsay, L. R. Staines, R. Skinner, T. R. McNulty, T. W. D. John, D. B. Jack, P. J. Boroughs, K. B. Whitting, D. L. Bell.
Chief Officers:	E. W. Walmsley, A. P. Jagers, I. Woolhard, R. P. Graham, M. J. Bellamy, D. C. Toon, R. E. Baker, D. H. Aubrey, M. F. Marco.
Second Officers:	M. C. Ingram, K. Jones, A. Thomson, S. R. Brendon, A. L. Bruce-Smith, J. C. Pagler, P. C. Roberts, E. Bingley, P. C. Coles, R. G. Hayton.
Third Officers:	M. R. Lovibond, J. C. Neale, A. Tay, N. Davies, P. C. Harding, P. A. Bullard, M. Sealey, W. E. Summers.
Chief Engineers:	B. M. Draper, R. M. Paddock, G. Hughes, J. Cormack, J. Scott, M. McQueen, W. Gill, D. N. Amey, R. Chambers.
Second Engineers:	D. G. Wedlake, J. Foots, R. U. Bell, T. Graham-Russell, A. Edwards, H. C. Convery, P. R. Bryant, G. J. Burton, P. J. Walker, M. J. Yates.
Third Engineers:	A. G. Vincent, W. M. Powell, I. S. Exton, N. G. Whithy, R. C. Fitcher, D. A. Roberts, J. H. Davies, W. R. Shannon.
Fourth Engineers:	M. J. Hugill, G. E. Ashton, D. J. Coombes, B. J. Pexton, M. G. Evans, D. C. Pulley, D. B. Evans, C. J. Brown, M. G. Smith, A. J. F. Tuck, A. Price.
Junior Engineers:	B. C. Wappler, G. R. Evans, K. D. Hill, D. T. Owen, P. W. Knibbs, P. M. Deschamps, D. Caffyn, J. A. Akhurst, C. G. Fletcher, M. Jones, G. Biggins, M. Taylor, J. J. Jones, M. Morgan, T. C. Landsell, E. L. Lloyd, R. A. James, D. G. Davies, M. S. Duke, P. L. Mahoney, A. Hamilton.
Electricians:	J. A. Grainger, D. E. Rees, I. Hughes, J. P. Crawford, K. Baines, J. F. Bowman, P. Tyerman, T. Willoughby, P. Willmott, D. J. C. Harnett.
Catering Off:	R. G. White, F. W. Lever, P. F. Akers, D. R. Hartshorne, J. Buckmaster, G. R. Pasmore, D. D. Hill, N. H. Frost, A. A. Gouldie.
Radio Officers:	D. R. Wilkinson, D. P. Bidmead, M. Wilkinson, W. P. Cameron, J. R. Mathews, D. C. Short, D. S. H. Thomson, N. C. Sanders, R. J. Preece.

Officers on sick or study leave as at 22.2.80:- P. John, A. K. Smith, J. W. Curton, D. P. Kirley, E. A. Willocks, P. J. Keogh, M. L. Frazer, B. T. Hernaman, K. J. Cribbin, K. T. O'Higgins, C. G. Macey, J. M. A. Clark, R. E. Russell, V. F. Cullen, T. P. Young, R. Thomas, P. N. McCormick, A. D. Cowling, W. J. Lait, J. Rettslick, C. R. Brennan, D. A. Hayden, P. H. Evans, B. J. Carter, S. P. Gorford, J. Cann.

Cadets at home on voyage leave, study leave or sick leave as at 22.2.80:- J. J. Hudson, C. K. Lee, R. Hughes-Jenkins, R. W. Price, R. W. Davies, R. A. Holloway, A. M. Russell, M. A. Evans, P. C. Weychan, D. J. Knox, M. S. Morgan, J. M. Vincent, G. D. Randell, P. D. Cocker, S. C. Paskell, I. J. Thomas, T. J. Wood, N. G. 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, S. J. Voss, P. Borley, N. J. Millward, R. L. Manson, R. W. Eacott, R. E. Parsons, N. Boyce, A. M. Francis, J. M. Coleman, L. P. Jasper, P. G. Connick, E. J. Naughton, J. A. Thomas, G. A. Brooks, G. Sharp, M. P. Spurrell, M. J. Cummins, T. D. Bennett, G. Railton, G. M. Kirton, D. W. Gorman, D. A. Littler, R. Johnson, J. L. Cotton, D. B. Williams, G. J. Provis, M. Tully, S. A. Hembury, J. Cox, C. Taylor, J. G. Townsend, D. J. F. Carter

DIRECTORS AND OFFICE STAFF WITH
25 YEARS OF SERVICE, OR MORE.

	<u>YEARS</u>
C.R. CHATTERTON	50
J.B.E. LEMON	47
R.C.W. HUNT	45
W.J. BURGE	43
T.W. MAJOR	41
A.F. WESTALL	40
A.J. CROCKETT	40
G.C. HARDY	39
H.K. CROCKER	39
R.S. BURSTON	39
O.R. JOHN	36
L.S. WILLIAMS	35
M.G.B. THOMAS	34
C. HARRIS	33
J.W. LOUDEN	32
R.K. THOMAS	32
N.R. CUNNINGHAM	31
V.T. ADNEY	31
A.F. OSBORNE	29
J.A. HARRISON	29
B.E. GULLY	28
P.E.S. HUNT	27
R.G. LEWIS	26
MISS P. WARD	25

SEAGOING STAFF WITH 25 YEARS OF
SERVICE, OR MORE.

	<u>YEARS</u>
T.W.D. JOHN	42
J. VAUGHAN	42
O.J.T. LINDSAY	38
L.G.I. TAYLOR	34
D.C. GRIFFITH-JONES	34
J.S. MURRAY	32
D.B. JACK	32
P.J. BOROUGHS	32
S.G. WHITMORE	30
J. CANN	30
R.A. PEACH	30
A.D. LIGHTFOOT	28
L. SLAWINSKI	28
G.S. GARLICK	27
T.R. McNULTY	26
P.W. EVANS	25

A SHORT HISTORY OF CANALS

(PART 3)

In 1963 a much improved Welland Canal was opened and made possible the longest artificial sea-way in the World, the St. Lawrence Sea-way, a joint Canadian/American project which connects the Great Lakes to the Atlantic Ocean and which can be navigated by large ocean going vessels. Vessels with a draught of 8 metres can freely move to and from the Lakes, crossing the borders between the two countries several times on the way.

The St. Lawrence Seaway is one of the most important systems of water transportation anywhere and gives navigable water access to probably the busiest and wealthiest agricultural, mining and industrial regions in the World.

Between Montreal and the Great Lakes, the Sea-way rises 183 metres, the equivalent to a 60 story building - for those who know the Pearl Assurance Building opposite our Head Office in Cardiff, three times the height of that building. From the Atlantic Ocean to the top of navigation in Lake Superior is 3800 Kilometers (over 2300 miles).

Other well known landmarks in canal terms are the Keil Canal, Suez Canal and Panama Canal.

The Keil Canal joining the Baltic Sea to the North Sea and 60 miles long came into being largely to boost German Naval power. It soon outgrew it's naval origins and is now one of the busiest canals in the World handling more shipping than the Suez and Panama Canals together.

The Suez Canal is really a channel joining the Mediterranean Sea and the Red Sea. Both seas are at the same elevation and the channel joining them has no locks. This water-way was intended to be truly international, open to all nations in peace and war. It has failed to live up to those high ideals and for seven years from 1967 to 1974 it was closed by the Arab - Israeli war. That closure forced countries to think of different ways to overcome the extra costs of steaming six thousand extra milometres (4000 miles) from the Arabian Gulf to Europe around the Cape of Good Hope and so the ULCCs and VLCCs were born, providing economy by size.

It was thought at one time, that because the Suez Canal had been closed so long and the alternative routes had become an accepted pattern, it would never recover its previous importance to maritime transport. This theory has been proved wrong. Since re-opening in 1974 the amount of traffic, both in numbers of ships and in tonnage, has increased beyond all estimates. The Canal has been deepened and widened and today ships of 38 feet draught and 160 feet beam regularly use the system.

There are plans for further improvements, and with modern equipment there are even plans to construct a second Canal beside the existing one, a sort of two lane shipway.

- * ULCC - Ultra large crude carrier oil tanker
- VLCC - Very large crude carrier oil tanker.

THE MERCHANT NAVY PROGRAMME

Last month my husband and I had the opportunity of seeing "The Merchant Navy Programme" being made. It all came about because of a broadcast made on the programme in February this year about the last voyage of the liner ARCADIA. Unfortunately, we heard only the last two or three minutes of the broadcast and as this was the ship where we met, and spent a lot of time (both working on board, I as a Woman Assistant Purser), we wrote to the BBC and asked if it were possible to have a copy of the tape. They were unable to supply this but invited us to the studio in Bush House, London.

The Programme, of fifteen minutes duration, is recorded about 5.00 pm every Thursday, for first transmission at Midnight GMT. We were taken down to the studio just after 5 o'clock and given copies of the script. It was a very small room (with an even smaller control room adjacent) with just two tables with microphones suspended from the ceiling, and two chairs. Extra chairs were brought in for us, and a visitor from the Norwegian World Service network. Malcolm Billings, the compiler and presenter, and his assistant, Ann Austin, ran through the script which was three minutes fifteen seconds too long, so it had to be revised. (The World Service schedules do not allow for even one second over time as the transmissions are automatic). During this run-through we noticed the classic anomaly of "one knot per hour" but before my husband could make his contribution to the programme the producer stepped in with the correction ! The script itself consists of news items and "lead-ins" to taped interviews which are inserted during the actual recording. The rehearsal was constantly interrupted by drilling noise from alterations in progress, which the producer attempted to have stopped for the actual recording, but without success, so we had to change studios. For the recording itself we sat in the control room (just in case we coughed or made a noise) with the producer, Keith Parsons, his assistant and the recording technician.

The script turned out to be still a fraction too long so while it was edited we two went into the recording room and listened to the ARCADIA tape in full which was a touch of nostalgia for us.

All the people we met were most helpful and friendly and they seemed really pleased to meet some of their vast audience and to know their efforts are so much appreciated by seafarers. For us it was a thrilling and most interesting occasion and one we will remember for a very long time.

D.M. Stutt (Mrs) (wife of Chief Officer, Ian Stutt).

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Telex 884008

GENERAL COUNCIL OF
BRITISH
SHIPPING

Our reference

Your reference

GCBS 8/1980

TO: All Members

10th January, 1980

Dear Sirs,

NMB Negotiations 1979 - Officers

At a meeting of the NMB Officers' Panels today GCBS told the unions that they were not prepared to agree to the claim for an additional increase in officers' earnings of 6% by means of the consolidation of the 1976/78 pay supplements. They reiterated their willingness to effect this consolidation on a minimum cost basis.

The officers' representatives rejected this minimum cost approach. They saw the GCBS' refusal to meet their claim as further evidence of the hostility which they felt they had experienced at both company and national level over the past 2 to 3 years. They intended to initiate a selective withdrawal of co-operation with the GCBS as well as with individual companies but refused to be specific in this respect.

The unions will be reporting back to their Executive bodies. No further NMB meeting has been arranged.

The following NMB Collective Call Sign message was sent to all ships:-

'OWNERS MINIMUM COST CONSOLIDATION OFFER
REJECTED BY OFFICERS UNIONS AT NMB MEETING
10 JANUARY. UNIONS REPORTING BREAKDOWN IN
NEGOTIATIONS TO THEIR GOVERNING BODIES.

NMB'

Yours faithfully,

F.J. WHITWORTH

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Date

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GENERAL COUNCIL OF
BRITISH
SHIPPING

news release

For publication
after 12.00 hours
Tuesday, 22 January
1980

PROSPECTS FOR 1980

A sombre international trading outlook for 1980 reinforces the need for British shipping to do all it can to retain its competitive edge.

"This is far and away the most important task for everyone in the industry", Mr. David Ropner, President of the General Council of British Shipping, said today (Tuesday, 22 January 1980). "No one owes us a living. We have to earn it in a tough international market place. This has to be worked at ashore and afloat."

Mr. Ropner, reviewing prospects for British shipping this year, said there were firm signs towards the end of 1979 of real improvement in a number of sectors.

Laid-up tonnage world-wide went down from 49.6 million dwt. (end-January 1976) to 11.7 million dwt. (end November 1979). UK tonnage laid-up declined pretty well in accord with the world figures. UK now had only one per cent of its dry cargo fleet laid-up - seven ships of 106,000 dwt; though in tankers there were still six per cent laid-up - 10 ships of 1.6 million dwt.

Freight rates had also come up in a number of bulk sectors over the past year. The GCBS dry cargo tramp time-charter index (1976 = 100), which stood at 138 in the first quarter of 1979, rose to 237 in the final quarter. Tanker Worldscale for VLCCs, which stood at 21 in February, 1979 was around 50 at the end of the year. In the small tanker class - 20/40,000 dwt. - the

index, which was 100 in June 1978, had risen to 388 in November, 1979.

Mr. Ropner added: "This is the good news. But there has been a serious fall in UK tonnage over the past three years and the fall has been accelerating. In 1977 the loss was 45 ships and 543,000 dwt; in 1978 it was 148 ships and 4.5 million dwt; and in the first 11 months of 1979 109 ships of 5.7 million dwt.

"On the other hand, the fleet though slimmer remains highly efficient. Many of the ships sold were surplus tankers. Others were cargo liners replaced by modern containerships.

"Competition in the liner trades continues to be very severe, with freight rates nowhere near high enough to give a proper return on investment, let alone set aside sufficient sums for replacement.

"We face subsidised competition from the Soviet Bloc, including the Trans-Siberian Railway; also, in some cases, subsidised competition from developing countries; and we have low wage competition.

"Then we face a sombre picture in the world as a whole. The price of oil has, broadly, doubled over the last year. As a result, growth in world trade has slowed to almost negligible proportions. Events in the Middle East - and actions flowing from events in the Middle East, like the US embargo on grain to Russia - are bound to have a downward influence on freight rates. The continuing steel strike in the UK is another blow to our export and import trade.

"So, although things are much better in many sectors of British shipping than they were a year ago, it is sadly disappointing that our hopes of continuing improvement are now back in the melting pot."

Improving Efficiency

Mr. Ropner stressed that improving efficiency was partly a matter for individual companies themselves, partly a matter

of the economic, fiscal and legal climate in which the ships operated, and partly through joint effort between management and the seafaring unions.

What was being done by the industry itself?

First, he said, individual shipping companies were constantly trying to improve the tools of their trade and their service. In the period January to September of last year British shipowners took delivery of 47 new ships of 814,000 dwt. and orders placed for UK registration have gone up. The total of orders placed in 1979 was just over 1 million dwt. compared with some 200,000 dwt. in 1978.

But owners needed an added incentive to invest. Hence the plea to Government to reintroduce investment allowances.

Second, improved working patterns. Part of the recent wage agreement with the National Union of Seamen was to investigate the incidence of overtime on board ship and see whether it could be reduced. If it could (and they were confident of progress on this), that was a most important factor in reducing costs and facing competition.

Third, there was a widespread examination of training requirements under way, so as to try and ensure that the right skills were being acquired, and of working practices to see that the skills acquired were used to best advantage. This was necessarily a slow and painstaking exercise and was being carried out both by companies individually and by industry central bodies such as the Merchant Navy Training Board, as well as by GCBS.

This was evidence, Mr. Ropner concluded, of the industry's ability to work together. It was absolutely essential that this should continue and that the industry should stay competitive in the face of present threats and uncertainties.

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