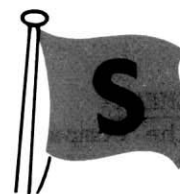


newsletter



NO. 124

MAY, 1980.

GOLDEN WEDDING

We have another Fiftieth Anniversary this month. Mr. & Mrs. George Crabbe celebrated their Golden Wedding on Saturday, 17th May. (Mr. Crabbe is one of our Head Office Messengers). To mark this event, Mr. Crabbe was presented with a special card, signed by all Directors and Staff at Head Office, together with a cheque and there were flowers for Mrs. Crabbe.

Mr. Crabbe has had a very interesting life. After they were married, Mr. Crabbe tells us that they had not been able to have a honeymoon and the Monday following their wedding saw Mr. Crabbe docking a ship at the Drydocks. Four months after his marriage, he was presented with a family of four! His mother-in-law died, leaving four young children (the youngest being only a baby) and a sick husband. Mr. & Mrs. Crabbe took the four children to live with them and brought them all up, in addition to their own family, eventually, of a son and a daughter. For four years after his mother-in-law's death, they also nursed his father-in-law.

Times were hard in those days and money was short, but Mr. Crabbe said that, although they had their troubles, they were very happy together. Work was hard to come by and he had to search around for various jobs in order to keep the family. He was a Shipwright by trade and, after completing his apprenticeship, he worked as a Carpenter in Porthcawl, then Southampton and twice at Littlehampton as Carpenter and Boat Builder. He then went to sea, serving on both cargo ships and tankers as a "Chippy" and remained at sea during the Coal strike of 1926, when the recession was so bad that even Masters were acting as A.B's in order to obtain work. Eventually he secured a job with the Cardiff Channel Drydocks and Pontoon Company Limited for whom he worked for 36½ years. During all these years, Mr. Crabbe never lost a day's pay and was only late on one occasion, when he stopped to assist a Dock Labourer who collapsed and died when riding his bike. As many readers will know, in those days if you were late, or missed a day's work, your pay was "docked". On this occasion, happily, because of the circumstances, Mr. Crabbe did not lose any pay.

After his retirement, Mr. Crabbe took a year off, then obtained a job as Carpenter with one of the large stores in Cardiff and then came to our Company, where he has remained for eleven years.

Now, fifty years on, Mr. & Mrs. Crabbe have a wealth of happy memories and we understand they will be celebrating The Day with a special dinner party arranged by their family.

Very many congratulations to Mr. & Mrs. Crabbe from us all on their Golden Wedding Anniversary and continued health and happiness in the future.

STAFF NEWS

RETIREMENT: Mr. Ronald Hunt retired on 9th May after 45½ years' service with the Company. As readers may have seen from our November issue, Mr. Hunt joined the office staff in 1934 and worked in the Superintendents Department for many years before transferring to the Purchasing Department. Ron Hunt kept his records meticulously and was well known in the office for his diary, which he had kept for as long as anyone could remember. No event, however small, escaped an entry in this diary and it proved useful, on more than one occasion, to other members of the staff when memories failed on birthdays, anniversaries, etc.

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

- Mr. W.J. Lait - Second Class Motor Certificate
- Mr. K.R. Negele - Part "A" Second Class Motor Certificate

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STAMPS

Latest news on the philatelic front is that a special stamp will be issued to celebrate the Queen Mother's 80th Birthday. This is the first time that a Royal birthday has been marked on a British stamp. Because the stamp will be issued on 4th August, the set of Sports anniversaries stamps, also scheduled for August, will NOT now be on sale until 10th October 1980. A First Day Cover for the special stamp will be available.

Famous People Issue - To allow a longer gap after the heavy stamp issue programme of May associated with the London 1980 Exhibition, the issue date of Famous People has been postponed until 9TH JULY 1980. New "Country" Definitive Stamps - A new 12p, 13½p and 15p "Country" definitive issue for Scotland, Northern Ireland and Wales will be issued on 25th June.

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ATTACHMENTS TO NEWSLETTER

Attached this month is an article on "The Importance of making a Will", issued by our Company Secretary. We are sure all readers will be interested in the article and, after reading it, quite a few will probably be spurred into action!

We would like to thank Mrs. Sally Miller, wife of Third Officer, J.C. Miller, "PORT ALBERNI CITY", for her very interesting article on "A Day in Peking".

Press Release from the M.N.A.O.A. regarding "Progress in MNAOA-REOU Talks".

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SHIPS POSITIONS

As at 16th May, 1980.

m.v. "CARDIFF CITY" This vessel, operating under Time Charter account MTO, lightened at Umm Qasr, sailing after lightening 1510, 15th May. She is proceeding direct to Basrah to complete with expected arrival am 16th, thereafter about 12/15 days required to complete discharge. On completion discharge at Basrah, vessel proceeds to Dubai to change crew and to scrub the hull, thereafter her future business is not yet known.

m.v. "DEVON CITY" This vessel, presently operating under Time Charter account Safmarine, arrived Durban 8th May and we are presently awaiting news of her sailing. She is loading a cargo of Ore at Durban for discharge Burnside and Brownsville. Based on sailing Durban 16th May, we would look for her arrival Burnside around 12th June with completion Brownsville around 17th. At this stage, Time Charterers have not advised us of vessels next business.

m.v. "FRESNO CITY" This vessel, presently operating under Time Charter account Cast, berthed Basrah 4th May and the latest information we have, is she should be completing around 15/16th May. On completion discharge at Basrah, vessel proceeds to Dammam for bunkers, thereafter her next business is not known.

m.v. "NEW WESTMINSTER CITY" Operating under Time Charter account Salen, arrived Richards Bay 16th May and after loading a cargo of Concentrates, is expected to sail 22nd for Burnside. On this basis we would look for her arrival Burnside around 15th June with probable completion 17/18th. Time Charterers have not yet advised us of vessels next business.

m.v. "PORT ALBERNI CITY" Operating under Time Charter account Canpotex, arrived Pasir Gudang (Singapore) 11th May with probable sailing around 20th for Colombo to complete. Based on sailing 20th May, we would look for her arrival Colombo 25th and agents at that port indicate completion around 11th June. At this stage, her future business has not yet been decided.

m.v. "PRINCE RUPERT CITY" Operating under Berth Service BS.114, arrived Crofton 15th May and is expected to sail pm 16th for Vancouver. On completion loading Forest Products, vessel is scheduled to sail Vancouver 25th May for discharge Dublin, London, Rotterdam and Emden. She should arrive Dublin around 22nd June with final completion Emden about 12th July. At this stage, vessels future employment has not yet been arranged.

m.v. "TACOMA CITY" Operating under Time Charter account Cast, arrived Port Elizabeth 14th May to load a cargo of Manganese Ore for Boulogne. Agents advise she will probably sail 19th and on this basis we would look for her arrival Boulogne around 9th June. On completion discharge at Boulogne, vessel drydocks on the Continent for about 10/12 running days, before returning to Cast service.

m.v. "VICTORIA CITY" This vessel, operating under Time Charter account Canadian Transport, sailed Hsinking 10th May and is expected to arrive Victoria pilot station noon 24th. She is scheduled to load Crofton, Port Alberni, Crofton, Harmac and Port Alberni a full cargo of Forest Products for discharge Tokyo, Nagoya, Osaka, Hakata and Niigata. We would anticipate this vessel sailing B.C. around 3rd June giving arrival Japan 14th and completion around 27th. On completion discharge and redelivery Japan, vessel will repair Japan for around 16 running days.

m.v. "WELSH CITY" On completion discharge Kobe, around 20th May, vessel proceeds to USWC having been fixed to lift 50000LT five percent HSS for discharge Japan, Kashima-Hakata range, including Kagoshima. We would expect vessels arrival USWC around 3rd June and given normal loading turn, would expect her back in Japan around 23rd June. On completion discharge, her next business has not yet been finalised.

m.v. "AMPARO" This vessel is scheduled to sail Le Havre 17th May for Liverpool, through 19/22nd thence Vera Cruz, ETA 4th June. On completion cargo operations Vera Cruz, vessel transfers to the Mediterranean service sailing Vera Cruz around 10th June for Tampico, Coatzacoalcos and Mobile. She is scheduled to sail Mobile 26th June for Barcelona, Naples, Leghorn, Genoa, Marseilles and Barcelona, completing Barcelona around 2nd August. She then proceeds to Vera Cruz, ETA 16th August.

m.v. "BIBI" This vessel sailed Ensenada 11th May with a cargo of Cotton and Generals for Yokohama, Nagoya, Yokkaichi, Osaka, Kobe, with the option of Hososhima, thence Busan. Her ETA Yokohama is 25th May with probable completion Busan around 8th June, thereafter vessel drydocks Innoshima through 9/23rd June.

m.v. "JOSEFA" Sailed Mobile 14th May for Rotterdam, where she is expected to arrive 28th. Vessels cargo schedule includes Antwerp, Bremen, Hamburg, Le Havre and Liverpool. ETS Liverpool around 18th June for Vera Cruz, Tampico, Coatzacoalcos, Progreso and Mobile. On completion discharge Mobile, around 19th July, she returns to Rotterdam, giving ETA 2nd August.

m.v. "MARIA ELISA" This vessel sailed Barcelona 8th May and is expected to arrive Vera Cruz 23rd. On present schedule she should sail Vera Cruz 29th June for Tampico, Coatzacoalcos, and Mobile, sailing Mobile around 17th June for Barcelona, Genoa, Leghorn and Naples, completing Naples 21/22nd July.

m.v. "SAMIA" This vessel is expected to sail Tampico 16/17th May for New Orleans, thence Rotterdam, Antwerp, Bremen, Hamburg, Le Havre and Liverpool. On present schedule, vessel should sail Liverpool around 24th June for Vera Cruz, Tampico and Coatzacoalcos. On completion cargo operations Coatzacoalcos, this vessel is earmarked to transfer to the Mediterranean service.

m.v. "SARA LUPE" Arrived Naples 12th May with probable sailing pm 16th for Leghorn, through 17/21st, thence Genoa 22/26th. The voyage of this vessel terminates at Genoa, the vessel having been sold.

m.v. "SILVIA SOFIA" We are presently awaiting news of vessels sailing Lazaro Cardenas, probably 15/16th May, for Manzanillo for bunkers, thence Manila, Hong Kong, Inchon, Busan, Yokohama and Osaka/Kobe with probable completion Kobe around 26th June. We have not yet received vessels schedule after Kobe.

| VESSEL | CARDIFF CITY | DEVON CITY | FRESNO CITY | NEW WESTMINSTER CITY |
|----------------|--------------|--------------|---------------|----------------------|
| Master | T.R.McNulty | J.J.Kalnins | O.J.T.Lindsay | D.C.Griffiths-Jones |
| Chief Officer | D.H.Aubrey | B.R.Hopper | I.Woollard | D.J.A. Nicholl |
| Second " | P.C.Roberts | N.Davies | A.Thomson | E.Bingley |
| Third " | J.C. Neale | M.Sealey | P.C.Harding | H.D.Johnson |
| Radio " | W.P.Cameron | D.C.Short | N.C.Sanders | R.W.McInnes |
| Chief Engineer | W.Gill | R.M.Paddock | J.Cormack | D.R.Inglis |
| Second " | D.G.Wedlake | H.C.Convery | P.R.Bryant | P.H.Evans |
| Third " | D.A.Roberts | R.C.Butcher | A.G.Vincent | W.H.Tucker |
| Fourth " | D.C.Pulley | C.J.Brown | D.Caffyn | B.L.Ahern |
| Junior " | C.G.Fletcher | J.A.Akhurst | P.W.Knibbs | D.Wright |
| Junior " | M.Morgan | R.Godsall | E.L.Lloyd | |
| Electrician | J.A.Grainger | J.P.Crawford | D.E.Rees | E.M.Bennington |
| Catering Off. | G.R.Pasmore | R.G.Moylon | N.H.Frost | A.H.Fox |
| Cadets | | | L.P.Jasper | M.J.C.Lockwood |
| | | | G.A.Brooks | R.L.Manson |
| | | | N.J.Millward | A.M.Francis |
| | | | | R.Hughes-Jenkins |
| | | | | J.J.Hudson |

| VESSEL | PORT ALBERNI CITY | PRINCE RUPERT CITY | TACOMA CITY | WELSH CITY |
|----------------|-------------------|--------------------|------------------|----------------|
| Master | J.Porteous | B.A.G.Boyer | D.L.Bell | D.B.Jack |
| Chief Officer | R.E.Baker | I.C.Stutt | D.C.Toon | K.Jones |
| Second " | A.K.Smith | P.J.Godding | S.R.Breedon | P.C.Coles |
| Third " | J.J.Moore | P.D.Codd | P.A.Bullard | G.P. Eyles |
| Radio " | R.G.Miller | P.D.Hartwell | D.P.Bidmead | E.G.Bromham |
| Chief Engineer | L.G.J.Taylor | M.McQueen | D.N.Amey | R.J.Trigg |
| Second " | P.J.Prendergast | A.Edwards | T.Graham-Russell | M.R.Green |
| Third " | A.C.Coombs | N.G.Whitby | I.S.Extton | D.C.Lewis |
| Fourth " | M.G.Evans | M.J.Hugill | D.J.Coombes | W.Lait |
| Junior " | P.M.Deschamps | A.D.Cowling 4/E | J.J.Jones | A.M.Baxter 4/E |
| Junior " | P.N.McCormick | M.G.Smith 4/E | J.Rettalick | K.Warner 4/E |
| Junior " | | | | |
| Electrician | B.Dinning | T.Willoughby | K.Smith-Jaynes | P.Willmott |
| Catering Off. | R.A.Peach | P.F.Akers | J.Buckmaster | R.E.Pierce |
| Cadets | D.T.Shorthouse | C.M.Kirton | G.J.McKenzie | J.A.Thomas |
| | M.Tully | D.W.Gorman | R.W.Price | R.E.Parsons |
| | J.D.Bateman | G.J.Provis | | |
| | G.Railton | S.A.Hembury | | |

| VESSEL | VICTORIA CITY | AMPARO | SAMIA | JOSEFA |
|-----------------|---------------|---------------|---------------|-----------------|
| Master | P.J.Boroughs | R.I.Crawford | R.Skinner | L.R.Staines |
| Chief Officer | K.T.O'Higgins | R.T.Alford | M.J.Bellamy | M.F.Marco |
| Second " | M.C.Ingram | B.T.Hernaman | M.J.Clarke | A.L.Bruce-Smith |
| Third " | J.M.Smith | M.L.Frazer | R.G.Hayton | M.R.Lovibond |
| Radio " | M.W.Savory | J.R.Mathews | D.R.Wilkinson | R.C.Chugg |
| Chief Engineer | B.M.Draper | D.Archbold | H.L.Fletcher | J.Scott |
| Second Engineer | G.D.Morgan | M.J.Yates | J.Foots | C.J.Burton |
| Third " | R.E.Russell | R.M.B.Jenkins | W.R.Shannon | J.H.Davies |
| Fourth " | D.B.Evans | P.John | G.E.Ashton | S.R.W.Jenkins |
| Junior " | M.Taylor | D.A.Hayden | K.D.Hill | P.H.Munro |
| Junior " | D.G.Davies | S.G.Morris | M.Jones | |
| Electrician | J.F.Bowman | B.R.Batey | J.T.Lorraine | I.Hughes |
| Electrician | | D.J.C.Harnett | G.N.Witt | |
| Catering Off. | A.A.Gouldie | L.R.Seabrooke | P.J.Keogh | F.W.Lever |
| Cadets | C.Taylor | R.Johnson | R.J.Taylor | |
| | D.J.F.Carter | D.A.Littler | J.Cox | |
| | | | J.C.Townsend | |

| VESSEL | MARIA ELISA | SARA LUPE | BIBI | SILVIA SOFIA |
|----------------|----------------|-----------------|---------------|---------------|
| Master | J.C.Lee | G.S.Garlick | W.D.Jones | A.D.Lightfoot |
| Chief Officer | K.Milburn | P.P.Lewis | A.P.Jaggers | R.V.Duncan |
| Second " | I.M.Stewart | J.P.Andrews | J.C.Pagler | C.Swindells |
| Third " | R.K.Villars | G.R.J.Faulkener | A.Tay | A.Williamson |
| Radio " | S.G.W.Whitmore | C.G.Macey | D.S.H.Thomson | I.F.Bullock |
| Chief Engineer | R.Chambers | G.M.Cuthbertson | G.Hughes | J.C.Cullen |
| Second " | R.U.Bell | R.A.Rees | P.J.Walker | G.J.Griffiths |
| Third " | R.Thomas | K.D.Aust | W.M.Powell | R.Taylor |
| Fourth " | K.R.Negele | A.Price | B.J.Pexton | S.C.Ward |
| Junior " | K.J.O'Brien | A.Keast | A.J.F.Tuck | P.J.Cole |
| Junior " | | C.R.Brennan | B.C.Wappler | M.R.Preece |
| Electrician | K.F.Bean | P.Tyerman | K.Baines | D.G.Grant |
| Catering Off. | J.A.Patrick | D.R.Hartshorne | R.G.White | L.Slawinski |
| Cadets | M.Williamson | P.C.Weychan | C.G.Everett | |
| | | A.M.Russell | M.R.Hart | |
| | | R.A.Holloway | | D.B.Williams |
| | | | | J.L.Cotton |

Below are listed Officers at home on voyage leave as at 30.5.80. Every endeavour is made to ensure that the list is as accurate as possible at the time of printing.

Masters: R.A.H.Vanner, M.E.Jones, J.S.Murray, R.K.Stuart, M.C.Hurst, J.J.Birrell, J.Vaughan, A.L.G.Gosset.

Chief Officers: W.G.Wood, P.M.Baverstock, T.J.Hunter, T.Haxell, J.S.Pearsall, J.E.S.York, M.W.Slayman, A.M.W.Mitchell.

Second Officers: J.R.Ashley, N. Jerrum, T.A.Price, A.A.Field, J. Henderson, K.J.Cribbin, T.H.Jowett.

Third Officers: I.Cowan, T.L.Lawrence, J.J.Moore, A.C.Prosser, R.J.Elliott, A.P.Morris, D.P.Kirley, G.M.Kivell, C.A. Prescott, A.Abel, T.J.Fuller

Chief Engineers: M.E.Rayner, M.C.Seaman, P.W.Evans, D.Harrison, N.B.Shilstone, E.R.Morgan, D.N.Henry, J.Fitzsimmons, L.M.Williamson

Second Engineers: J.N.Haugh, D.E.Horne, J.B.Hocking, W.A. Bruce, K.D.Morgan, J.King, R.E.Diamond, N.Nesbitt, T.J.Newell.

Third Engineers: A.Hobin, M.B.Perrott, M.Causser, K.A. Velda, T.E.J.Sperrin, D.E.Simmons, P.D.Slade, A.Doubler

Fourth Engineers: S.I.Staines, W.A.Stone, R.M. Stead, K.W.Newton, R.H.Moore, G.L.Taylor, A.J.White, G.Gaywood, P.Price, R.B.Hodgson.

Junior Engineers: H.D.McLundie, K.J.Ayres, J.E.Richardson, N.G.Williams, K.R.Tonks, J.R.Sampson, M.I.Hurst, S.H. Hocking, T.A.Savage, T.P. Young, M.Richards, G.Tucker, J.W.Cable, M.S.Duke, S.D. Barron

Electricians: D.A.Williams, P.D.Kyle, G.Shaddock, D.Osborne, D.G.Jarvis, J.Fernandez, N.J.Doyle, K.W.B.Hampton

Catering Offs. J.Bonner, L.Hayward, D.Gowsell, C.J.Harrhy, D.Kelly, P.P.Delaney, P.D.Smith, A.P.Hughes, L.B. Surrey

Radio Officers: W.P.Budden, R.J.Preece, J.A.Heslop, B.B.Everett, B.J.Carter, M.Wilkinson, W.E.Davies, G.P.S.Watts, R.H.Smith, P. Bradley, P.J.Barker, K.H.Sellar

Officers on sick or study leave as at 30.5.80:- V.F.Cullen, R.H.Reed, K.Rowney, M.Murrell, K.Wiltshire, P.L.Mahoney, A.P.Brandram-Jones, A.J.Budge

Gadets at home on voyage leave, study leave or sick leave as at 30.5.80:- C.K.Lee, R.W.Davies, M.A.Evans, D.J.Knox, M.S.Morgan, J.M.Vincent, 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.Jaimes, 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, R.W.Eacott, N.Boyce, J.M.Coleman, P.G.Connick, G.Sharp, E.J.Naughton, M.P.Spurrell, M.J.Cummins, T.D.Bennett, D.B.Williams, A.P.Miller, R.A.Hall, P.Martin, C.E.Broad, S.J.Laws, M.R.Dunstall

A Day in Peking

I awoke with great effort at 4.15am to find a white world outside and a heavy blizzard raging. We didn't think it would be possible to attempt the 4 hour + journey in a minibus from the port of Hsinkang to China's Capital, Peking. However, punctually at 5.00am our guide arrived and we set out on our visit to the ancient City.

As we made our way slowly inland, beneath a covering of snow, rice was sprouting, irrigation canals in perfectly straight lines patterned the fields and continuous avenues of trees lined the roadside. The intensity of the population was apparent for no land was empty or unused. Villages were barely a mile apart, each with its houses set closely together. Occasionally, we passed through larger towns and even a factory town whose many chimneys billowed forth black smoke. By 6.00am these towns and villages were alive. Another day began. Workers, both young and old, appeared on foot, with donkeys and laden carts, even carts of all shapes and sizes actually drawn by the men and women. Waves of bicycle riders swarmed the streets, smiling and chatting as they pedalled anything up to four abreast! One of the first things I noticed about the Chinese is the extraordinary similarity in appearance. It is difficult from a bus even to distinguish men from women as they dress in much the same way - loose fitting dark blue trousers and jackets which button up to the neck.

By 10.00am, after many bicycle jams and delays due to the snow which fortunately now had almost stopped, we were approaching the City which first became the Capital of China in AD 1267 after conquest by the Mongols. Another thing I became aware of was the absence of flashing lights and brightly coloured advertising signs which are accepted as normal by most people in developed Countries. In Peking the lighting is much subdued. In vain the eye searched for the glittering brightness. Instead we had reached the immense paved expanse of the TIEN AN MEN SQUARE, the natural centre of Peking, where a million people assembled to mourn the death of Mao-Tee-Tung. In the centre of the square, is a memorial to the soldiers who fought in the revolution whilst on the far side is a low white building - THE GREAT HALL OF THE PEOPLE which is said to be one of the largest structures built in the Modern World. The Great Hall, which will accommodate 10,000 people is the official Centre of Government and only took 10 months to build in 1959. The Square also faces one of the many gates to the IMPERIAL PALACE area, which was to be our first stop. It was here that the Emperors of the last two Dynasties - the Ming and Ching, ruled China for more than five centuries. Once known as the "Purple Forbidden City" and now called the Palace Museum, it has a history of over 500 years and is the biggest and most well preserved building now in China.

We entered by the Meridian Gate and wandered through the gardens full of ancient trees, along broad pathways with statues of lions and dragons at intersections, through other gates and triple-tiered pavilions which eventually lead to the throne room and personal quarters of the Imperial Family. This vast palace has 9,000 rooms and was started in 1406, taking 15 years to build. Everything appeared carefully maintained and a lot of restoration had been carried out in the original style. Most of the buildings, which are all of wood, were painted in dramatic colours - red, green, blue and violet, with wide-eaved roofs and coloured tiles.

It was then time for lunch and to an hotel where we were given chopsticks and served with Carp stuffed with strange herbs, dark green hundred year old eggs with their "Musty antique taste" - (I didn't try them but I gathered they were an experience rather than a pleasure!) also Sea Cucumbers and finally a fish gill soup.

After all this, it was back on the road again and moving southwards from the Palace area, across the Tien An Men Square, we came to the Temple of Heaven, built in 1420. The most impressive building here was the Hall of Prayer for Good Harvests which is a circular wooden building about 40 metres high with a three-tiered roof topped with a golden ball. Here every spring the Emperors of the Ming and Ching Dynasty prayed and offered sacrifices for good harvests. Our next stop was to be on the outskirts of the city and involved a 40 minute trip via WANGFUCHING ST., the most important shopping area in the Peking, to the Summer Palace, which is set in a huge garden of which a lake occupies three quarters of the total.

The SUMMER PALACE was burnt down in 1860 by an Anglo-French invasion in retaliation for the torture and killing of the "Times" correspondent. It was later rebuilt by the Dowager Empress Tz'u'hsi, who used 5 million taels of silver which had been allocated for development of the Chinese Navy. The Summer Palace today is much the same as the Palace reconstructed in 1902 after it had again suffered invasion. It is made up of gardens, pavilions and walks which extend to the Hill of Longevity above the lake. Our walk through the gardens took us via a 728 metre long corridor, along which is a colourful arch painted once again in bold colours but well maintained. In order to view the buildings on the hill, we had to climb up about 300 steps, passing the Hall **FOR DISPELLING THE CLOUDS**, the Pavilion of the FRAGRANCE OF BUDDHA and finally to the SEA of WISDOM TEMPLE right at the top. From here there was a magnificent view over the lake where many families were out taking the air in hired rowing boats. Tranquility reigned.

After our breath-taking climb and a quick rest, it was again back to the bus. Our day was nearly over save for a visit to a local restaurant where we were to sample the famous Chinese Dish - Peking Duck.

The roast duck was shown to us whole and then taken away to be cut into small slices in the shape of lilac leaves whilst it is still warm. Each piece, having both meat and skin is then dipped in a sweet soya paste, spread together with scallion stalks on a very thin pancake and rolled up to be easily eaten.

Chinese food was certainly an experience but it will not only be my attempts at using chopsticks which will remind me of my visit to Peking, but also the cleanliness of the city, the swarms of bicycles at rush hours and above all the protection that has been given to cultural relics which carry history of more than 800 years.

Certainly a day that will not be forgotten.

Mrs. Sally Miller (wife of 3/0 J.C. Miller)
m.v. "Port Alberni City"

Merchant Navy and Airline Officers' Association

PRESS RELEASE

Oceanair House, 750 High Road, Leytonstone, London E11

General Secretary : Eric Nevin

Telephone : 01-989 6677

EMBARGO: For publication in Monday morning papers, 28 April 1980

Progress in MNAOA-REOU talks

Further progress towards the establishment of a new union for Merchant Navy officers has been made in talks between the Radio and Electronic Officers Union and the Merchant Navy and Airline Officers' Association.

They have authorised a working group - made up of an equal number of representatives from both organisations - to continue discussions on drawing up a detailed constitution for a single organisation.

A joint statement to members, issued today, says that the working group should complete its deliberations as speedily as possible in order that full information on the proposals can be disseminated to members.

The joint statement says that, because of both the complex technological and other changes in the shipping industry and also the existing work patterns and relationships at company and shipboard level, a pooling of interests and resources could prove advantageous for all members.

'The changes constantly taking place within the industry indicate the need for members to present a completely united front to the employers to obtain maximum job protection and advancement', it says.

'Further, at shipboard and company level, members of both organisations increasingly work together as a team and as a result share very similar problems and aspirations'.

ENDS

The full text of the joint statement is attached.

For further information, contact:

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JOINT MNAOA/REOU STATEMENT TO MEMBERS

1. The Governing Bodies of the R.E.O.U. and the M.N.A.O.A. have discussed the possibility of forming a single organisation to protect and promote the interest of both memberships. Both Bodies now consider it is important to issue a clear statement for members describing the progress made.
2. The overriding consideration in these discussions has been to ensure that the best interests of members continue to be adequately protected both now and for the future in a constantly changing Industry.
3. The existing structure and activities of both organisations operate successfully at present in the best interests of their respective members, but the Governing Bodies believe that a pooling of interests and resources could prove advantageous for all members in the future.
4. The respective Governing Bodies are guided in these views by both the complex technological and other changes in the Industry and also the existing work patterns and relationships at Company and shipboard level.
The changes constantly taking place within the Industry indicate the need for members to present a completely united front to the employers to obtain maximum job protection and advancement. Further, at shipboard and Company level, members of both organisations increasingly work together as a team and as a result share very similar problems and aspirations. Specialists in various Departments also have particular problems from time to time which are normally capable of being resolved on a Departmental basis without adverse repercussions on other members.
It follows that the team concept which operates satisfactorily at the workplace should logically be reflected in the structure of the representative organisations.
5. The respective Governing Bodies are further guided in their views by the fact that recent custom and practice has resulted in the overwhelming majority of negotiations at N.M.B. level being conducted by joint meetings of the Officers' Panels of the National Maritime Board.
6. In view of the above considerations it was agreed that a Working Group comprising an equal number of representatives from both organisations should be established to examine what conditions would be necessary to establish a new single organisation, acceptable to both memberships.