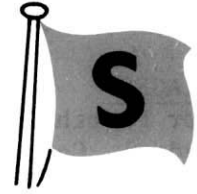


newsletter



NO. 129

OCTOBER, 1980.

CARDIFF - SEVENTYFIVE YEARS A CITY

In this, our Company's Seventy-fifth Anniversary Year, Cardiff also celebrates its Seventy-fifth Anniversary as a City. To be strictly correct, the City of Cardiff is one month older than the Company. It received its Charter from King Edward VII in October 1905 whilst Sir William Reardon Smith (then Captain William Reardon Smith) formed his Shipping Company in November 1905.

From early in the nineteenth century, Cardiff developed in importance very rapidly, mainly from the export of iron. It was much later that coal assumed a great importance and it was the opening of the first dock in October 1839, allowing bigger ships to enter the port, which set the stage for rapidly increasing coal exports. They grew to seven-and-a-half million tons by 1900 and peaked at thirteen-and-a-half million tons in 1913. Cardiff was the premier coal exporting port in the world at that time.

It is an increasing fact that, in 1800, the population of Cardiff was just 1870; by 1905 it had grown to 180,000 and today is approaching 300,000 - a growth which resulted largely from the incorporation of surrounding parishes into the City.

Cardiff's elevation to a City was in recognition of its importance as an iron and coal exporting port which brought with it a large business and trading community, amongst which shipowners, shipbrokers and others directly concerned with ships formed no small part. It was a fitting honour bestowed on a town which always had strong connections with the sea.

The City received its latest distinction when, in 1955, it received, by a Royal Decree of Her Majesty Queen Elizabeth II, the privileged position of Capital of Wales and the Premier City of the Principality, thereby adding further dignity and lustre to its name. (Our thanks to Captain Lemon for this article).

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CHRISTMAS MAIL

We would like to take this opportunity of reminding wives, families and friends of our seagoing personnel to post their Christmas mail EARLY. Mail should be received at this office not later than the fourth week in November. However, before sending newspapers, magazines or parcels, etc., please check with this office for a suitable address for forwarding. Please note that parcels SHOULD NOT be sent to Head Office.

... ..

OBITUARY: Our sincere sympathy is extended to Miss Sheila Solomon, Company Registrar, Head Office, on the passing of her mother recently.

MARRIAGES: Congratulations and best wishes for the future to Mr. K.D. Hill, Junior Fourth Engineer, on his marriage to Miss Bernadette Hall at St. David's Cathedral, Cardiff, on 10th September.

Our congratulations also to Miss Christine Dresou, Typist, London Office, on her marriage to Mr. David Dixon at St. Basil's Catholic Church, Basildon, Essex, on 18th October.

...

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

Trainee Engineers - P.A. Stewart, D.T. James, J.R. Knights, J.S. Melo and N.C. Morgan.

Mrs. Susan Newton, Purchasing Clerk, Purchasing Department, Head Office.

...

EXAMINATION SUCCESSES: We offer our congratulations to the following on obtaining his Certificate:-

Mr. V.F. Cullen - Electronics Certificate.

... ..

COMPANY HISTORY

We have received a large number of orders for the book on the History of the Company and copies will be despatched to home addresses in mid November. Our thanks to those who have sent cheques in payment and an acknowledgment will be included with the book. Others will receive a slip showing the amount due also with the book.

In our August Newsletter, we stated that the book would have a "hard back", as this is what we understood the Printers had in mind. We would mention, however, that the cover is "art card", which, for technical reasons, the Printers considered more suitable, but the appearance is pleasing and the cost to our Staff still remains a fraction of the actual cost. Anyway, we hope you will be pleased with it and will enjoy its contents. We still have some copies available.

... ..

NEW D.O.T. EXAMINATION FEES

The new fees which came into force on 1st October 1980 are:-

Class I Certificate (Deck and Engine)	£294.00
Class II Certificate (Deck and Engine)	169.00
Class III Certificate (Deck and Engine)	148.50
Class IV Certificate (Deck)	133.65
CLASS IV Certificate (Engine)	89.10
Class V Certificate (Deck)	11.40
Master Home Trade	187.10
Mate, Home Trade	80.20

When a candidate is examined in any part of the written, but not in the practical oral part of the examination (or vice versa) the fee is 50% of that for the appropriate Certificate of Competency, subject to a minimum of £74.25. Signalling, when taken separately from the remainder of an examination is £74.25.

...

SEAFARERS' INCOME TAX - WIVES' TRAVEL

The G.C.B.S. has recently been advised by the Inland Revenue that, with effect from 6th April 1980, the notional value of the food provided on board ship for wives accompanying their husbands will be increased from £2.50 to £5.00 per week; this is for the purposes of assessing income tax for higher paid employees under Section 61 of the Finance Act 1976 (benefits in kind).

... ..

DONATIONS TO CHARITY

We would acknowledge and thank the following for their generous donations, which are much appreciated:-

The Officers of the "MARIA ELISA" - £31.00 to the Royal National Lifeboat Institution.
Master & Officers of the "PORT ALBERNI CITY" - £20 for the R.N.L.I., £30 to the Sailors' Children's Society and £15 to The Royal Alfred Seafarers' Society.

... ..

SMALLPOX VACCINATION

In December 1979, the Global Commission of the Certification of Smallpox Eradication declared the world free of Smallpox and this declaration was ratified by the World Health Assembly on 8th May 1980.

Although the World Health Organisation has advised that vaccination is no longer needed for international travellers, four countries (Chad, Cambodia, Djibouti and Madagascar) are still officially requiring valid international certificates of vaccination at the date of this letter (27.8.80). The London Embassies of some other countries still advise that international certificates of vaccination against Smallpox are required for entry purposes, despite having informed the World Health Organisation differently. In some instances, Embassies will not issue visas until a valid international certificate has been produced.

The Department of Health in the United Kingdom advise that there is no medical reason for vaccination and that the procedure carries a small, but recognised hazard. Doctors will be extremely reluctant to vaccinate against Smallpox unless a very valid reason can be given.

In consequence of the foregoing, Smallpox vaccinations will no longer be required before joining vessels.

... ..

AMVER AWARDS

Captain "Bill" Jones (W.D. Jones) attended the Tenth Annual Amver Awards Ceremony on the evening of 22nd October at the American Embassy in London. The ceremony was hosted by Vice-Admiral Robert I Price, Commander, U.S. Coastguard, Atlantic Area. Awards were presented to the following vessels:-

"CARDIFF CITY" : "DEVON CITY" : "PRINCE RUPERT CITY" : "VICTORIA CITY" :
"PORT ALBERNI CITY".

The "WELSH CITY" was also awarded her first AMVER Pennant.

... ..

EXCHANGE VISIT

Readers may remember in our June edition we mentioned an exchange visit between a member of the Chartering Section in South African Marine Corporation, Cape Town and one of our London Office Chartering members. Mr. John Waller returned to South Africa after three months and he has been followed by his colleague, Mr. Philip Lundwall, who is with our London Office for three months, until December. Like Mr. Waller, Mr. Lundwall sampled a little Welsh hospitality for two weeks whilst in this country and is now resident in London Office until his return to South Africa in December.

... ..

REARDON SMITH CRICKET CLUB ANNUAL AWARDS DINNER

The Annual Awards Dinner of the R.S.C.C. was held in the Bideford Suite, Devonshire House, on Tuesday, 21st October, by kind permission of the Chairman, Mr. C.R. Chatterton, who was a guest and presented some of the Awards.

The high point of the evening was the presentation of The John Williams Player of the Year Trophy, by Mr. Stephen Williams, eldest son of the late Mr. John Williams, who was a stalwart of the Club. The fine Trophy has been given to the Club by Mrs. Sylvia Williams. Awards were:-

- | | | |
|----------------------------------|---|-----------------|
| John Williams Player of the Year | - | Dennis Matthews |
| Clubman of the Year | - | Paul Beattie |
| Single Wicket Winner | - | Graham Johnson |
| Single Wicket Runner Up | - | Clive Moore |

Among the other guests present was Captain Lemon, who was described by Mr. John Reardon Smith in his speech as the "Club's most ardent and loyal supporter". The players were entertained by several amusing "after dinner" speeches by Mr. C.R. Chatterton, Mr. John Reardon Smith (Club Chairman) and Mr. F. Leavers (Club Captain), the latter doing his best to make up for winning the "Golden Duck" Award by recounting some amusing incidents of the past season.

... ..

Attachments to Newsletter.

- G.C.B.S. Publications:
- 1980 Safety Competition. We would like to see some more of our seafarers competing.
 - Surviving as a Viable Shipping Nation.
 - Pay and Jobs - A Real Link.

... ..

VESSEL	CARDIFF CITY	DEVON CITY	FRESNO CITY	NEW WESTMINSTER CITY
Master	J.J. Birrell	J.S. Pearsall	L.R. Staines	A.L.G. Gosset
Chief Officer	J.R. Ashley	P.M. Baverstock	A.P. Jagers	T.J. Hunter
Second Officer	T.L. Lawrence	J.P. Andrews	T.J. Fuller	N. Jerrum
Third Officer	I. Cowan	J.C. Brown	J.C. Neale	G.M. Kivell
Radio Officer	C.G. Macey	J.A. Heslop	D. Bidmead	D.R. Wilkinson
Chief Engineer	N.B. Shilstone	M.G. Seaman	G. Guthbertson	M.E. Rayner
Second Engineer	R.E. Diamond	D.E. Horne	P.R. Bryant	P.H. Evans
Third Engineer	A. Hobin	W. Lait	I.S. Exton	W.H. Tucker
Fourth Engineer	A.J. White	P.J. Cole	H.D. McLundie	P. Price
Junior Engineer	D.J. Knox	A.P. Brandram-Jones	M.J.C. Lockwood	K.J. Ayres
Junior Engineer	R.H. Reed	M. Williamson	P.A. Stewart	
Electrician	D.J.C. Harnett	K. Smith-Jaynes	D.E. Rees	J. Fernandez
Catering Officer	D. Gowsell	L. Slawinski	N. Frost	C.J. Harrhy
Cadets	D.T. Shorthouse	M.R. Penny	P.R. Cook	M.R. Dunstall
	E.V. Neale	M.G. Adams	A.M. Baker	S.J. Laws
	A.P. Wilson		S.G. Bratton	W.E. Wilkins
			P. Collins	D.R. Aldus
			D.R. James	A.R. Parker

VESSEL	PORT ALBERNI CITY	PRINCE RUPERT CITY	TACOMA CITY	VICTORIA CITY
Master	T.R. McNulty	J. Vaughan	R.A.H. Vanner	P.J. Boroughs
Chief Officer	J.S. Murray	W.G. Wood	I. Woollard	D.C. Toon
Second Officer	M.J. Clarke	A.A. Field	P.P. Lewis	J.C. Pagler
Third Officer	R.J. Elliott	C.A. Prescott	A.C. Prosser	A. Williamson
Radio Officer	R.W. McInnis	G.P.S. Watts	B.B. Everett	W.P. Cameron
Chief Engineer	R. Chambers	P.W. Evans	J.C. Cullen	B.M. Draper
Second Engineer	R. Taylor	K. Rowney	W.A. Bruce	R.U. Bell
Third Engineer	W.M. Powell	M.B. Perrott	R.E. Russell	D.A. Roberts
Fourth Engineer	P.M. Deschamps	R.M. Stead	M.R. Preece	K.R. Tonks
Junior Engineer	M. Morgan	G.J. McKenzie	P.H. Munro	C.R. Brennan
Junior Engineer	C.G. Fletcher	M.P. Owens	W. Iles	N.C. Morgan
Electrician	G. Shaddock	D.G. Jarvis	P. Willmott	A.G. Roberts
Catering Officer	A.A. Gouldie	L.B. Surrey	P.D. Smith	J. Buckmaster
Cadets	S.F. Broderick		T.D. Bennett	N. Boyce
	M. Cox		M.J. Cummins	R.W. Eacott
	P.A. Vaughan		C.B.C. Jones	J.C. Thomas
	J.D. Bateman		A.J. Salter	I.J. Morgan
	G. Railton			

VESSEL	WELSH CITY	AMPARO	SAMIA	JOSEFA
Master	O.J.T. Lindsay	R.K. Stuart	M.J. Bellamy	M.E. Jones
Chief Officer	I.C. Stutt	J.E.S. York	R.T. Alford	R.V. Duncan
Second Officer	S.R. Breedon	P.C. Roberts	C. Swindells	P.J. Godding
Third Officer	R.K. Villars	A. Abel	G. Faulkener	P.C. Harding
Radio Officer	N.C. Sanders	K.H. Sellar	R.G. Chugg	P. Bradley
Chief Engineer	R.J. Trigg	H.L. Fletcher	E.R. Morgan	R.M. Paddock
Second Engineer	C.J. Burton	R.A. Rees	M.J. Yates	N. Nesbitt
Third Engineer	J.H. Davies	R.M.B. Jenkins	B.J. Pexton	N.C. Whitby
Fourth Engineer	D.B. Evans	A.J.F. Tuck	A.D. Cowling	R. Godsall
Junior Engineer	S.J. Staines 4/E	J.S. Melo	E.L. Lloyd 4/E	J. Retallick J4/E
Junior Engineer	P.W. Knibbs 4/E	J.R. Knights	D.T. James	
Electrician	D.G. Grant	K.W.B. Hampton	E. Bennington	K.F. Bean
Electrician		D.G. Hunt	E. Norman	
Catering Officer	R.G. Pierce	J. Patrick	A.H. Fox	G.S. Pasmore
Cadets	A.P. Miller	J.M. Coleman	M.P. Spurrell	
	P.G. Connick	E.J. Naughton	D.P. Stephens	
	G.P. Jones	R.G. Crozier	K.P. Deacon	
		M.G. Shaw	P. Elmes	

VESSEL	BIBI	SILVIA SOFIA
Master	A.D. Lightfoot	W.D. Jones
Chief Officer	R.E. Baker	D.H. Aubrey
Second Officer	T.H. Jowett	T.A. Price
Third Officer	A.P. Morris	M.A. Evans
Radio Officer	V.F. Cullen	D.S. Thomson
Chief Engineer	G. Hughes	W. Gill
Second Engineer	G.J. Griffiths	P.D. Slade
Third Engineer	K. Newton	R. Thomas
Fourth Engineer	G. Gaywood	M.J. Hugill
Fourth Engineer	C.K. Lee J4/E	M.S. Duke J/E
Junior Engineer	D.N. Amey Addt.C/E	J.A. Akhurst
Electrician	J.A. Grainger	K. Baines
Catering Officer	F.W. Lever	R.G. White
Cadets	J. Hudson	R. Eastham
	P. Weychan	M.A. Ryan

Below are listed Officers at home on voyage leave as at 31.10.80:- Every endeavour is made to ensure that the list is as accurate as possible at the time of printing.

Masters:	D.B. Jack, J.J. Kalnins, J. Porteous, D.L. Bell, J.C. Lee, G.S. Garlick R.E. Skinner, B.A.G. Boyer, M.C. Hurst.
Chief Officers:	B.R. Hopper, K. Milburn, B.T. Hernaman, A.M. Mitchell, K. Jones, K.J. Cribbin, T. Haxell, M.W. Slayman, A. Thomson.
Second Officers:	N. Davies, A.K. Smith, J.M. Smith, P.A. Bullard, D.P. Kirley, M.L. Frazer
Third Officers:	M.R. Sealey, I.C. Miller, M.R. Lovibond, P.D. Codd, R.W. Davies, G.P. Eyles, J.J. Moore, S.F. Lowry
Chief Engineers:	J. Cormack, D. Archbold, L.G.I. Taylor, D. Harrison, L.M. Williamson, J. Scott, D.N. Henry, H.C. Convery, J. Fitzsimmons.
Second Engineers:	J. Foots, P.J. Prendergast, J.B. Hocking, M.R. Green, W.R. Shannon, K.D. Morgan
Third Engineers:	R.C. Butcher, D.E. Simmons, A.C. Coombs, T.E.J. Sperrin, D.C. Lewis, R.H. Moore, K.A. Velda
Fourth Engineers:	C.J. Brown, W.A. Stone, M.G. Smith, G.E. Ashton, D.J. Coombes, A.M. Baxter K. Warner, N.C. Williams, P. John, C.L. Taylor, M.G. Evans
Junior Engineers:	M. Taylor, D.A. Hayden, S.G. Morris, A. Keast, M. Richards, T.A. Savage K.D. Hill
Electricians:	J.P. Crawford, B. Batey, J.T. Loraine, A. Bevan, N. Padfield, G.N. Witt, T. Willoughby, D. Osborne, P. Tyerman, D.A. Williams, J.F. Bowman
Catering Officers:	R.G. Moylon, R.A. Peach, P.J. Keogh, L. Hayward, J. Bonner, L. Seabrooke, D.R. Hartshorne
Radio Officers:	D.C. Short, M.W. Savory, R.G. Miller, R.H. Smith, W.P. Budden, E.G. Bromham, R.J. Preece, J.R. Mathews

Officers at home on Sick/Study leave as at 31.10.80: D.J.A. Nicholl, J.R. Sampson, P.C. Coles
I.M. Stewart, H.D. Johnson, A. Tay, A. Edwards, D.G. Wedlake, A. Doubler, A.G. Vincent,
G. D. Morgan, T. Graham-Russell, K.R. Negele, D. Caffyn, K.J. O'Brien, B.G. Wappler, I.F. Bullock
S.G. Whitmore, B.J. Carter, R.A. Bracken, T.A. Broughton.

Cadets at home on voyage leave, study leave or sick leave as at 31.10.80: D.J.F. Carter,
R.A. Hall, S.A. Hembury, J. Cox, C. Taylor, G.J. Provis, J.G. Townsend, M. Tully, S.N. Beckett,
P.D. Cocker, N.G. Herod, W.P. Heyman, M.J. Hopewell, M.I.V. Holman, S. Rawlings, S.C. Paskell,
A.M. Francis, G.A. Brooks, L.P. Jasper, D.W. Gorman, R.L. Manson, C.M. Kirton, R.E. Parsons,
N.J. Milward, J.A. Thomas, R. Hughes-Jenkins, S.J. Voss, R.J. Taylor, D.A. Littler,
D.B. Williams, B.F. Collings, P. Martin, C.G. Everett, M.R. Hart, C.E. Broad, T.J. Wood,
I.J. Thomas, C.D. Broughton, A.P.J. Gaskell, N.J. Griffiths, D.P. Luckett, M. Martyn-Johns,
M.G. Moore, J.C.E. Pink, M.M. Taylor, D.A. Welch

SHIPS POSITIONS

As at 28th October, 1980

m.v. "CARDIFF CITY" This vessel, presently operating under Time Charter account Seaboard, sailed Hsinkang 16th October for Vancouver BC, ETA 2300 31st, to load for discharge two ports U.S. Atlantic, thence Algiers and Naples. Based on ETA Vancouver 31st October, we would look for her sailing around 7th November, probable sailing Panama Canal 20/21st, arriving/sailing two ports U.S. East Coast, around 25/30th November, thence Algiers and Naples. On completion discharge and redelivery from Seaboard Time Charter, vessels next business has not yet been finalized.

m.v. "DEVON CITY" This vessel, operating under Time Charter account Safmarine, arrived Port Arthur 1919 25th October and on present schedule looks like sailing am 29th for Houston, thence Termisa (Brazil) for discharge Cape Town and Durban. On completion discharge, vessel loads Ore Port Elizabeth for Continent/Mediterranean with probable completion Continent/Mediterranean around middle January.

m.v. "FRESNO CITY" Operating under Time Charter account Cast, arrived Oskarshamn 20th October and sailed 24th for Norrkoping, thereafter proceeds to Antwerp via the Kiel Canal to complete loading for discharge Jeddah, Dubai and Dammam. On completion discharge Dammam, vessels next business has not yet been finalized.

m.v. "NEW WESTMINSTER CITY" Operating under Time Charter account Salen, arrived Lien Yun Chiang 1st October, the latest information we have is vessel will berth 31st October with probable completion 8th November. At the time of going to press, on completion discharge/redelivery Lien Yun Chiang vessels next business has not yet been arranged.

m.v. "PORT ALBERNI CITY" Operating under Time Charter account Sovfracht, vessel arrived Nakhodka 21st October, where we expect one week's berthing delay, then about ten days required to discharge. On completion discharge and redelivery from Sovfracht Time Charter, vessel has again been fixed on Time Charter delivery dropping outward pilot Nakhodka for one Time Charter trip with Forest Products, via North West Pacific to U.S. East Coast Port Everglades/Boston range and N.Africa including Casablanca redelivery DOP full African/Mediterranean but not East of West Coast Italy, account Canadian Transport.

m.v. "PRINCE RUPERT CITY" This vessel, operating under Time Charter account China National, arrived Hsinkang 20th October and at the time of going to press, we expect she will berth early November. On berthing, we have been advised about ten days will be required for discharge. On completion discharge Hsinkang, vessels next business has not yet been arranged.

m.v. "TACOMA CITY" Operating under Time Charter account Cast, vessel berthed Peavey Elevator, New Orleans 24th October and is expected to sail 27/28th for Callao to discharge a cargo of Maize. On completion discharge of Maize at Callao, vessel loads Barytes at that port for discharge U.S. Gulf.

m.v. "VICTORIA CITY" This vessel is presently repairing at Newcastle Quay, South Shields with probable completion early November. On completion repairs, vessel delivers under Time Charter account China National, dropping outward pilot for a Time Charter trip, redelivery China. At this stage, full itinerary is not known, but possibly vessel loads either Norway or Continent for China. On completion discharge, her next business has not yet been finalized.

m.v. "WELSH CITY" This vessel, operating under Time Charter account KKK, sailed Kobe 23rd October for Long Beach, where she is scheduled to load a cargo of Grain for discharge Yokohama and Mizushima. Based on arrival Long Beach around 8th November, we would look for her sailing about the 15th giving ETA Japan (Yokohama) 30th November. On completion and redelivery Mizushima, vessels next business has not yet been finalized.

m.v. "AMPARO" This vessel, operating under Med Service, arrived Leghorn 24th October, berthed 25th and is expected to sail 29th for Vera Cruz. Based on arrival Vera Cruz 12th November, she is then scheduled to sail 18th for Tampico, Coatzacoalcos, thence possibly Mobile and/or New Orleans to complete loading for the return trip to Barcelona, Naples, Leghorn, Genoa and Barcelona, prior to again sailing around 8th January for Vera Cruz.

m.v. "BIBI" This vessel, operating on Far East Service, arrived Yokohama 27th October and is expected to sail am 28th for Nagoya thence Kobe and Nagasaki, sailing Nagasaki around 3rd November for Manzanillo and Acapulco.

m.v. "JOSEFA" This vessel drydocked with Todd, New Orleans 18th October and is expected to complete repairs around 31st, thereafter she is scheduled to proceed to Progreso, possibly Coatzacoalcos, Vera Cruz, Mobile and New Orleans for Rotterdam. On present schedule, her arrival Rotterdam is looked for around 2nd December, thence Antwerp, Bremen, Hamburg, Le Havre and Liverpool, completing cargo operations at Liverpool around 19th December for Vera Cruz, Tampico, Coatzacoalcos, Progreso and Mobile.

m.v. "SAMIA" Sailed Malta, after repairs, 22nd October giving ETA Point Lynas 0900 28th. Her schedule is Liverpool, sailing 31st for Antwerp, Rotterdam, Bremen, Hamburg and Le Havre, completing Le Havre around 15th November for Vera Cruz, Tampico, Coatzacoalcos, Mobile or New Orleans prior to returning to Barcelona, Naples, Leghorn, Genoa and Barcelona.

m.v. "SILVIA SOFIA" This vessel sailed Ensenada 12th October and is expected to arrive Keelung pm 27th. The programme then includes Kaohsiung Hong Kong, Yokohama, Nagoya, Yokkaichi, Kobe, Fukuyama, Yokosuka, Yokohama, Kobe, Kure and Nagasaki. departing Nagasaki around 5th December for Mazatlan 20/21st December, Manzanillo 22/26th, Acapulco 27/30th, La Cardenas 30th December/ 2nd January and San Lorenzo 5/6th January.

Date

8 October 1980

30/32 St. Mary Axe
London EC3A 8ET

Telephone 01-283 2922
(After 6pm 01-393 7814)
Telegrams Logboard London EC3
Telex 884008

GENERAL COUNCIL OF
BRITISH
SHIPPING

news release

1980 SAFETY COMPETITION

Keep an eye open for the posters and entry forms relating to this year's safety competition! That is the advice to seafarers following the successful formula adopted for these competitions in the last two years, from which a wealth of useful ideas have been derived and which is being repeated this year.

The competition is again being sponsored jointly by the General Council of British Shipping and the British Seafarers' Joint Council.

Prize money will be similar to last year totalling over £400 with first prizes in each section of £100.

The two sections of the competition will comprise:

1. Spot the hazards - this will consist of three pictures relating to each department i.e. deck, engine room and catering. All three scenes will appear on the entry form and entrants must attempt to identify a number of hazards in each department. In addition, entrants will be required to compose an original safety slogan on any aspect of shipboard safety.
2. Design a poster/cartoon on a safety subject of your choice - again this can be on any aspect of shipboard safety. Entries to this section will be judged mainly on their value as ideas and not on the standard of drawing.

The competition, which is open to all seafarers serving on merchant ships carrying the British flag and all students of the industry at training schools, colleges etc., including the National Sea Training College, Gravesend, will close on 31 December 1980. Each competitor may submit one entry for each competition. Judges will as usual be drawn from the National Maritime Board's Occupational Health and Safety Committee.

Large posters containing wallets of individual entry forms are now being circulated to ships. So support the safety cause and make this another bumper competition!

...

Issued on behalf of GCBS and the British Seafarers' Joint Council by the Information Department of GCBS, 30/32 St.Mary Axe, London, EC3A 8ET. Telephone no: 01-283 2922

8/10/80

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 publication
after 12.30 Tuesday,
14 October, 1980

SURVIVING AS A VIABLE SHIPPING NATION

Management training in all its aspects had much to contribute to the shipping industry and was probably more important now than it had ever been, Adrian Swire, President of the General Council of British Shipping, said today (Tuesday, 14 October 1980.)

He was opening a new management training centre at the College of Nautical Studies, Warsash, Southampton.

Mr. Swire said GCBS has had a particular interest in management training for over 15 years and had always been keen to promote to its members the value of managerial effectiveness aboard ship. Many shipping companies now use GCBS management courses, but it was still not as widely accepted as one would hope that the management of a large, complex, expensive machine like a ship could not depend solely on technical skills.

Crew Costs

Stressing the financial aspects of management, he pointed out:

"Nobody can be in any doubt about the seriousness of the recession we are going through. Nor can they have failed to see that our crew costs, which are relatively high compared with many of our competitors overseas, are one of the areas to which we must pay very close attention if we are to survive as a viable shipping nation against competition from third world fleets and other low cost operators.

"So we must remember that the ship is an economic unit - a discrete outpost of the owning company. It may make a profit or a loss and the result in marginal cases can be influenced by

the on board management and the quality of the decisions taken by the Master and officers. Indeed, the marginal cases can be very much the rule in these difficult times where ships in some trades are barely or rarely covering their operating costs.

"Understanding the financial constraints under which a ship operates and making decisions based on that knowledge can be an important factor in the success or otherwise of a voyage; I welcome the trend towards the Master being treated, as it were, as the managing-director of his ship."

Man Management

Mr. Swire said most people would agree that the technical training provided in the UK, particularly for officers, was second to none. But technical training should be only part of the process of producing qualified and competent seafarers.

He added: "More than ever in today's complicated world an understanding of human behaviour in the particular circumstances of our industry and the skills to manage men successfully are as important, in their own way, as the knowledge and skills of navigation or engineering. It is a cliché to say that human beings are the greatest asset that we have. Yet it is absolutely true. In a ship we have the added dimension of our men and women working away from the direct help and guidance that is available to many managers in jobs ashore."

Mr. Swire said an understanding of the broad principles of human and financial management, a knowledge of how they apply to ships and men, and the skill to influence them in a positive way, all needed to be included in what was somewhat loosely called management training.

Good management did not just apply to the people aboard ships - it must run from top to bottom in the company and, indeed, commitment from the top was essential.

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NEWS FROM GCBS

ISSUED BY THE GENERAL COUNCIL OF BRITISH SHIPPING

NUMBER

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PAY AND JOBS - A REAL LINK

The NUS and the officers' unions put in claims for substantial pay increases and other benefits at NMB meetings on 19 and 26 September. GCBS is to reply on 4 and 6 November.

Reacting to the claims, Roderick MacLeod, chairman of the employers' negotiating team, told the union representatives that there seemed to be a very large gap indeed between the size of increases which the unions had indicated and the amount that British shipping companies could afford to pay. He stressed once again the very real link between pay and jobs and said that "any settlement which does not take account of commercial realities can only lead to the loss of ships and jobs."

The link between pay and jobs was highlighted in the last issue of "News from GCBS" by reference to the view of stockbrokers Phillips & Drew in their recent report on the UK shipping industry. This stated that perhaps the most significant reason for the decline in the UK share of the world fleet was the high wage costs of operating a British vessel in comparison with many overseas competitors.

The October issue of the MNAOA Telegraph accuses GCBS of "distortion" over its reporting of this aspect of the Phillips & Drew report. It also alleges that the GCBS newsletter "uses statistics in the worst possible way and without any regard to the true picture."

-- The relevant section of the report is reproduced in full on the attached sheet. It will be seen that the words "most significant" were Phillips & Drew's and not GCBS's, and the newsletter listed line by line the other factors which Phillips & Drew considered to have caused the decline.

An immediate protest was made to the MNAOA and it is hoped that they will retract their allegations.

In the same edition of the "Telegraph", Mr. Nevin continues to deny that there is any link between wages and employment in the shipping industry except, possibly, over a short period when restraint and wages might just keep a particular company afloat long enough to take advantage of some anticipated upturn in trade. Otherwise he claims that wage restraint is highly unlikely to have any effect whatsoever on the number of jobs available within the British shipping industry.

As was made clear by Mr. MacLeod, the GCBS would challenge this view as they believe that there is a very real link between the level of crew costs and future job opportunities in the UK fleet.

GCBS Information Dept.

9 October, 1980

EXTRACT FROM "THE DECLINE OF THE UK FLEET"
PHILLIPS & DREW SHIPPING REVIEW, JULY 1980

Reasons for Decline

The 35 per cent decline in the UK share of the world fleet over the last five years has been caused by a number of factors.

1. Perhaps the most significant reason is the higher wage costs of operating a British vessel in comparison with many overseas competitors. Indeed the General Council of British Shipping has recently stated that labour costs are the principal cause of £200,000 per annum operating difference between a 25,000 dwt. bulker from Britain and one from the Far East. We believe that labour costs will become less significant as automation continues to reduce manning levels. However, the problem will remain while UK inflation rates, which are probably the major factor taken into account in wage negotiations, continue to out-pace world inflation levels.
2. The shift to containerisation is a major factor in the decline of the shippers' own tonnage requirements and because of the increased efficiency of containers (more cargo can be carried per dwt.) a net reduction on transfer is to be expected. Each container ship can replace 6 or 7 conventional ships so the dwt. shrinkage in the process is considerable.
3. In recent years the strength of sterling has had an adverse impact on UK shipping groups' mainly dollar based earnings. This has made the return on capital in a number of areas of shipping unacceptable and has lost the competitive advantage the UK used to enjoy over North European competitors. The gap between British and Far Eastern operating costs has been further widened.
4. It seems likely that the shipping industry has been a victim of the UK's poor economic performance. In particular export business, which is likely to be handled by the exporting nation's shipping groups, has recently been poor which has weakened the 'home market' for shipping. Conversely imports have been strong, particularly for electronic goods from the Far East and this is a major factor explaining their shipping industry's rapid expansion.

Indeed, the UK shipping industry's traditional role as a cross trader is being undermined by the build up in local fleets. Nations which were unable to fulfil their own shipping requirements used to be serviced by British tonnage. The growth of these countries' own fleets has meant that cargo is not so readily available to UK ships.

5. The growth in the tonnage registered under flags of convenience demonstrates the ship owners attempts to minimise costs in a time when profitability was severely under pressure. However, a number of shippers still prefer to use tonnage registered in countries that have more stringent regulations as these ships tend to have better safety and reliability records.

6. Subsidised competition such as the Eastern Bloc fleet and the Trans Siberian Railway have taken their toll on the British fleet. While overcapacity of the world fleet remains, these problems are unlikely to lessen.