

MASTER

REARDON SMITH LINE LIMITED

# newsletter



NO. 137

JUNE 1981

## QUEEN'S BIRTHDAY HONOURS

On Saturday, 13th June, we were all delighted to learn that the Queen had bestowed the Honour of the BRITISH EMPIRE MEDAL on Mr. George Crabbe, Head Office Messenger. Readers may remember an article which appeared in the Newsletter in May 1980 on the occasion of Mr. & Mrs. Crabbe's Golden Wedding. In that article we mentioned that in all Mr. Crabbe's working life, he had only once been late for work and this was when he stopped to help a Dock Worker who had collapsed. In the 36½ years that he was employed at a local Drydocks, he never missed a day's work. Quite an achievement! We also recorded in our article that soon after their wedding, Mrs. Crabbe's mother died, leaving a young family of four, one of whom was a baby. They took all four children into their home and brought them up, together with their own two children. They also nursed Mrs. Crabbe's sick father until he died. Quite a job in the days when there was no national assistance or child benefits. Mr. Crabbe has been with us for twelve years and, at 78, is still going strong.

Congratulations, Mr. Crabbe - and best wishes for the future from us all.

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## STAFF NEWS

BIRTHS: Our congratulations to Mr. & Mrs. D.C. Short on the birth of a son, Andrew Christopher, on 1st May. Andrew weighed 8 lb. 4½ ozs. and both well. We apologise to Mr. Short for omitting this announcement last month.

Congratulations, also, to Mr. & Mrs. John Ashley on the birth of a daughter, Kathryn Jane, who was born on 26th May. Kathryn and parents all doing well.

MARRIAGES: All good wishes and congratulations are extended to Fourth Engineer Christopher Lee on his marriage to Miss Joanne Sara Holmes at St. Martin's Church, Worle, Somerset, on Saturday, 6th June. Chris and Joanne would like to thank the Officers on the "WELSH CITY" for their lovely wedding present.

On Saturday, 27th June, Second Officer Julian Smith was married to Miss Carole Flack at St. Peter's Church, Staple Fitzpaine, Taunton, Somerset. A sign reflecting the slower pace of life in a country area is that the bride and groom travelled to the church in a pony and trap. Our congratulations and best wishes to them both.

OBITUARIES: Our sincere sympathy is extended to Captain Porteous and Captain M.E. Jones on the passing of their respective mothers in May and to Chief Engineer Henry on the passing of his mother this month.

Our sincere condolences are also extended to Captain T.W.P. Davies on the sudden passing of his wife, Eleanor, on 16th June. Captain Davies, who is one of our retired staff, still lives at Burry Port.

INDISPOSED: We send our best wishes for a good recovery to Mr. Graham Johnson, Accounts Department, Head Office. Graham has been in hospital for tests, but he is now home again and we look forward to seeing him back very shortly.

It is good to see MR. T.W. MAJOR back in the office after his short spell in hospital.

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NEW STAFF: We give a warm welcome to Mr. K.R. Leonard, Purchasing Department, who has recently joined the Company. We hope he will enjoy working with us at Head Office.

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EXAMINATION RESULTS: Congratulations to the following on obtaining their Certificates:

Mr. B.J. Carter - M.N.T.B. Electronics : Mr. D.E. Horne - 1st Class Motor  
Mr. D.C. Pulley - 2nd Class Motor

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PRIZES: We are pleased to record that Engineer Cadet A. Francis obtained Second Prize for the O.N.D. Phase III at Glasgow. Well done! Congratulations from us all.

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#### DEFENCE OF SHIPPING COURSES

For all Officers who will, in future, be studying for a D.O.T. Class I or II Deck Certificate, or Command Endorsement from September 1981, a special two-day course will be organised at various Marine Colleges by the Ministry of Defence. This course will become a mandatory requirement for those Officers studying for a Master's Certificate of Competency. The aim of the course will be to enhance an Officer's knowledge of the functions and requirements for the Defence of Shipping during a period of tension, or in wartime.

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#### SPONSORED WALK FOR KIDNEY PATIENTS

On 8th July, after a day's work, three ladies in our London Office are taking part in a Sponsored Walk to provide funds to give kidney patients a holiday. The three - Mrs. Pat Humphreys, whose husband is a kidney patient, Mrs. Ivy Ruff and Mrs. Valerie Robertson will be walking around the Tower of London - five laps, being three miles. This is not as easy as it might sound, as a good proportion is walking over cobble stones. It is an "all women" walk and they have been well sponsored by both London and Cardiff. Mrs. Joyce Johnson and Colin Webster from London Office are two of the Marshals, who will be keeping records of the laps completed. We will let you know next month how they all fared and how much they managed to raise.

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DONATIONS TO CHARITY

We would like to thank the Officers on board the "PORT ALBERNI CITY" for their generous donation to the Royal National Lifeboat Institution of £20.00 made up of money collected from the various activities and collections. These donations were sent off at the beginning of March, but we have only just received acknowledgment from the R.N.L.I. The Institution are very grateful for the donation and express their thanks.

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THE BEST LAID SCHEMES OF MEN.....

Just a note to show how the best laid plans of men can go astray. Tom Rosser in our Travel Department, had a holiday flight booked from Cardiff Airport at 1700 hours (planned with his usual meticulous attention to small detail - no long, tiring train journey prior to flying), when he received a telephone call less than 24 hours before take-off advising that, due to industrial action by Italian Air Traffic Controllers, his flight would be put back ten hours to 0300 the following morning. Happy holiday, Tom!

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NEW FEATURES

This month we are introducing one or two new features, one being a Sports Page and the other with various items which we hope will be of interest. We have entitled this page "Pot Pourri". If anyone has any items to contribute to this page in future editions, the Editor will be pleased to hear from them.

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ATTACHMENTS TO NEWSLETTER

Our thanks to Second Officer Colin Swindells for his interesting and amusing article in response to our "Genseng" article in the March Newsletter.

"Didn't we have a lovely time the day we went to Gatwick"? Our thanks to Tom Rosser (Travel Dept) for this article.

Facts and Figures - published by the General Council of British Shipping.

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NEWS OF THE OLD SHIPS

The following is an extract from "Fairplay" in April:

"Marina" - The Italian Flag motor bulk carrier "Marina" (ex "Chikuma", ex "Wilkawa", ex "Australian City") owned by S.A.S.D.A., Societa Anomina Sarida d'Aramento (Alblasarda S.P.A. di Navigazione), Olbia, has been reported sold to Greek interests for a price in the region of \$5.75M. Details are - single deck, about 17,833 g.r.t. and 29,492 d.w.t. Built by Fairfield Shipbuilding and Engineering Co.Ltd., Govan, Glasgow, in 1964 with a two stroke, single acting six cylinder Sulzer engine (9600 b.h.p) by Fairfield Rowan Ltd., Glasgow, giving about 15 knots.

Editor's Note - the ship cost less than \$4M to build, which gives some idea of the change in money values over seventeen years.

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LATE NEWS: We have just learned of the bereavement sustained by Mr. Oliver John, Personnel Department, Head Office, in the passing of his sister, after a long illness. We extend to Mr. John and his family our sincere sympathy.

VESSEL	CARDIFF CITY	DEVON CITY	FRESNO CITY	NEW WESTMINSTER CITY
Master	L.R. Staines	J. Porteous	A.L.G. Gosset	W.D. Jones
Chief Officer	A.M.W. Mitchell	B.R. Hopper	J.S. Murray	P.M. Baverstock
Second "	A. Tay	T.H. Jowett	M.J. Clarke	P.C. Coles
Third "	M.R. Sealey	T.J. Fuller	N. Cantwell	G.R.J. Faulkner
Radio Officer	E.G. Bromham	D. Bidmead	K.H. Sellar	R.G. Chugg
Chief Engineer	G. Cuthbertson	L.G.I. Taylor	R. Chambers	W.J. Gill
Second "	P.H. Evans	A.G. Vincent	P.J. Prendergast	R.M. Paddock
Third "	G.E. Ashton	R.M.B. Jenkins	W. Lait	D.A. Roberts
Fourth "	A.M. Baxter	A.J. White	M. Morgan	M.R. Preece
Electrician	J.P. Crawford	B. Batey	K.W. Hampton	E.M. Bennington
Catering Officer	D. Gowsell		A.A. Gouldie	N.H. Frost
Gadets	E.V. Neale	T.D. Bennett	M.A. Ryan	S.A. Hembury
	A.P. Wilson	M.J. Cummins	S.F. Broderick	J.G. Townsend
			M.R. Penny	N. Boyce
			P.C. Weychan	G.J. Provis
			J. Cox	D.R. James

VESSEL	PORT ALBERNI CITY	PRINCE RUPERT CITY	TACOMA CITY	VICTORIA CITY
Master	M.E. Jones	T.R. McNulty	O.J.T. Lindsay	K. Milburn
Chief Officer	D.C. Toon	D.L. Bell	I.C. Stutt	K.J. Cribbin
Second "	A.A. Field	N. Davies	I.M. Stewart	J.C. Pagler
Third "	A. Williamson	G.M. Kivell	J.C. Neale	J.J. Moore
Radio Officer	N.C. Sanders	J.A. Heslop	B.J. Carter	R.H. Smith
Chief Engineer	R.J. Trigg	H.L. Fletcher	B.M. Draper	M.G. Seaman
Second "	R.U. Bell	R.E. Diamond	W.M. Powell	A. Doubler
Third "	D.E. Simons	J.H. Davies	R.E. Russell	A.C. Coombes
Fourth "	R.H. Reed	A. Cowling	P. Price	E. Walker
Fourth "	P.C. Cole	A. Brandram Jones		
Electrician	A. Bevan	P. Willmott	N. Padfield	D. Osborne
Catering Officer		R. Moylon	R. Peach	R.G. White
Gadets	R.A. Hall	G.P. Jones	M.R. Hart	R.P. Eastham
	R.G. Crozier	I.J. Morgan	C. Taylor	P.A. Vaughan
	A.M. Russell	M. Cox	D.J.F. Carter	
	C.G. Everett	P.A. Vaughan	M.G. Shaw	
	C.E. Broad		A.R. Parker	
	W.E. Wilkins		C.B.C. Jones	

VESSEL	WELSH CITY	AMPARO	JOSEFA	BIBI
Master	D.B. Jack	R.E. Skinner	J.S. Pearsall	A.D. Lightfoot
Chief Officer	R.A.H. Vanner	R.T. Alford	R.V. Duncan	T. Haxell
Second "	M.L. Frazer	P.C. Coles	D.P. Kirley	H.D. Johnson
Third "	P.A. Bullard	A.C. Prosser	R.W. Davies	M.A. Evans
Radio Officer	M.W. Savory	D.S. Thomson	R.W. McInnes	B.B. Everett
Chief Engineer	M.E. Rayner	J.C. Cullen	E.R. Morgan	G.J. Griffiths
Second "	K. Rowney	T. Graham Russell	R.A. Rees	P.D. Slade
Third "	D.C. Pulley	R. Thomas	T.E.J. Sperrin	S.J. Staines
Fourth "	K.R. Tonks	D.B. Evans	C.L. Taylor	M.S. Duke
Fourth "	M. Williamson	H.J.C. Lockwood	H.D. McLundie	J.A. Akhurst
Electrician	J.A. Grainger	K. Smith Jaynes	D.J.C. Harnett	K. Baines
Catering Officer	J. Patrick	R. Caine	P.G. Pierce	L. Slawinski
Gadets	M.G. Adams	P.G. Connick		M.P. Spurrell
	E.J. Naughton	S.G. Bratton		P. Collins
	J.M. Coleman	R.W. Eacott		A.M. Baker

VESSEL SILVIA SOFIA

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Master	M.J. Bellamy
Chief Officer	D.H. Aubrey
Second "	A. Thomson
Third "	C.A. Prescott
Radio Officer	D.C. Short
Chief Engineer	K.D. Morgan
Second "	W.R. Shannon
Third "	R.C. Butcher
Fourth "	M.G. Smith
Fourth "	M. Richards
Electrician	D.G. Grant
Catering Officer	F.W. Lever
Gadets	P. Martin
	D.R. Aldus

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Listed below are Officers at home on voyage leave as at 30.6.81: Every effort is made to ensure that the list is as accurate as possible at the time of printing.

Masters: R.K. Stuart, B.A.G. Boyer, J.J. Birrell, J. Vaughan, J.C. Lee, M.C. Hurst, G.S. Garlick, J.J. Kalnins, P.J. Boroughs

Chief Officers: I. Woollard, J.R. Ashley, R.E. Baker, M.W. Slayman, J.E.S. York, W.G. Wood, B.T. Hernaman, T.J. Hunter

Second Officers: K. Jones, A.K. Smith, N. Jerrum, P.C. Roberts, J.M. Smith, C. Swindells, T.L. Lawrence

Third Officers: C.P. Eyles, I.C. Miller, A. Abel, A.P. Morris, P.D. Codd, M.R. Lovibond, I. Cowan, R.G. Hayton

Chief Engineers: L. M. Williamson, D. Archbold, J. Scott, D.N. Henry, D. Harrison, J. Fitzsimmons, P.W. Evans, N.B. Shilstone

Second Engineers: J.B. Hocking, W. Bruce, J. Foots, N. Nesbitt, A. Edwards, D.G. Wedlake

Third Engineers: R.H. Moore, P. John, A. Hobin, D.C. Lewis, K. Velda, M.B. Perrott

Fourth Engineers: P.H. Munro, P.M. Deschamps, S.G. Morris, W.A. Stone, A.J.F. Tuck, C.K. Lee, C.J. Brown, M.G. Evans, K.R. Warner, D.J. Coombs, K.R. Negele, W. Iles, M.P. Owens, T.A. Savage

Electrician: A.G. Roberts, G.N. Witt, D.A. Williams, D.G. Hunt, K.F. Bean, P. Tyerman, J. Fernandes

Catering Officers: L.B. Surrey, D.R. Hartshorne, C.J. Harray, J. Bonner, P.D. Smith, L. Hayward, L. Seabrooke

Radio Officers: P. Bradley, R.G. Miller, S.G. Whitmore, C.G. Macey, I.F. Bullock, R.J. Preece, V.F. Cullen.

Officers at home on sick/study leave as at 30.6.81: T.A. Price, P.C. Harding, D.E. Horne, D.N. Amey, C.J. Burton, I.S. Exton, G. Hughes, N.C. Williams, A. Keast, R.M. Stead, E. Walmsley, J.R. Mathews, A. Fox, P.W. Knibbs, J. Cormack.

Gadets at home on voyage leave, sick leave or study leave as at 30.6.81: R. Hughes-Jenkins, A.P. Miller, R.J. Taylor, R. Johnson, D.A. Littler, G. Railton, D.B. Williams, P.A. Vaughan, I.J. Thomas, S. Rawlings, S.C. Paskell, T.A. Broughton, N.J. Griffiths, M. Martyn-Johns, J.C.E. Pink, M.M. Taylor, J.D. Bateman, D.T. Shorthouse, M.R. Dunstall, J.J. Hudson, S.J. Laws, S.N. Beckett, G.D. Broughton, P.D. Cocker, N.G. Herod, W.P. Heyman, M.J.V. Holman, M.J. Hopewell, T.J. Wood, R.A. Bracken, D.A. Welch, A.P.J. Gaskell, D.P. Lockett, A.M. Francis, G.A. Brooks, D.W. Gorman, C.M. Kirton, M.G. Moore, J.A. Thomas, R.E. Parsons, N.J. Millward, R.L. Manson, J.C. Thomas

## SHIPS POSITIONS

As at 22nd June, 1981

m.v. "CARDIFF CITY" Operating under Time Charter account Ben Line, this vessel sailed Port Kelang 9th June with a cargo of Timber, etc., for discharge Sete, Antwerp and Liverpool. Vessel gives ETA Suez 26th June and on this basis we would look for her clearing Port Said 27th giving ETA/D Sete 2/7th July, Antwerp 12/17th and Liverpool 19/26th. On completion discharge at Liverpool, vessel redelivers from present Ben Line Charter and thereafter her next business has not yet been arranged.

m.v. "DEVON CITY" This vessel, operating under Time Charter account Safmarine, sailed Durban 17th June for Kwinana, where she is expected to arrive 30th June. On present schedule vessel should sail Kwinana 3rd July for Durban, ETA 17th, with probable completion 22nd. On completion discharge Durban, vessel drydocks for about four days. We are presently awaiting Time Charterers advice reference vessels next business on completion drydocking Durban.

m.v. "FRESNO CITY" This vessel redelivered from Cast Time Charter passing Muscat 14th June and is proceeding to Richards Bay, ETA 26th. Vessel delivers under Time Charter account Island View Shipping, arrival pilot station Richards Bay, being scheduled to lift approximately 5,500MT Titanium Slag at Richards Bay, DFG and Chrome at Durban and Lead Concentrates at Saldhana Bay, for discharge Rotterdam, Nordenham and Hamburg. She is expected to sail Richards Bay 27th June, Durban 28/30th, Saldhana Bay 2/3rd July and on this basis we would look for her ETA Rotterdam 23rd July, with probable completion and redelivery Hamburg around 31st July.

m.v. "NEW WESTMINSTER CITY" Vessel sailed Singapore 17th June for Yokohama, where she is expected to arrive Noon 25th. On arrival, vessel has been fixed on Time Charter, the indicating being she will load Kawasaki for discharge New Orleans and Houston. Based on arrival Yokohama Pilot 25th June, vessel should sail Kawasaki around 5th July, transitting the Panama Canal 30/31st July, thence New Orleans 4/6th August and Houston 7/10th. On completion discharge Houston, vessel redelivers and at the time of going to press her next business has not yet been finalised.

m.v. "PORT ALBERNI CITY" Operating under Time Charter account Safmarine, this vessel sailed Sluiskil 19th June with a cargo of 24,617T Calcium Ammonium Nitrate for discharge Durban. She is expected to arrive Durban 10th July with possible completion 15th. On completion discharge at Durban, vessel returns to Mediterranean/Continent Range, but Time Charterers have not yet furnished us with any details.

m.v. "PRINCE RUPERT CITY" Vessel redelivered from Humboldt Time Charter DOP Cristobal, 17th June and is proceeding to Galveston, ETA 22nd June, to deliver under Time Charter account Transamerican Steamship Corporation for trip via U.S. Gulf - U.S. East Coast for discharge Red Sea/Persian Gulf. The indication is vessel will load at Galveston, Houston, Tampa, Savannah, Wilmington and Baltimore for discharge Yenbo, Jeddah, Dammam, Jubail and Ras Al Mishab. The indication is vessel should berth Galveston 23/24th June with probable sailing 30th June/1st July for Houston. On completion discharge Ras Al Mishab, vessel redelivers from present commitment passing Muscat. At this stage her next business has not yet been arranged.

m.v. "TACOMA CITY" Operating under Time Charter account Cast, this vessel sailed La Pallice 5th June with 19,800MT Bagged Barley for discharge Dammam. Vessel cleared the Suez Canal 15th June giving ETA Dammam 25th. On this basis, we understand about six days will be required for discharge Dammam and on completion, vessel redelivers, passing Muscat, around 3rd July. Her next business has not yet been arranged.

m.v. "VICTORIA CITY" This vessel, operating under Time Charter account Red AB, is loading Sorghums and Heavy Grain Santa Fe and Buenos Aires for discharge Klaipeda. Vessel berthed Buenos Aires 18th June and we are presently awaiting news of her sailing. She proceeds via Las Palmas for bunker replenishment and on completion discharge Klaipeda, around 25th July, vessel redelivers from present Time Charter passing Skaw 27/30th July. Her next business has not yet been arranged.

m.v. "WELSH CITY" Redelivered from Furness Withy Time Charter and delivered under Time Charter account NYK dropping outward pilot Kaohsiung 0200, 22nd June. Vessel is proceeding to Newcastle NSW to load Coal for discharge Japan. She is expected to arrive Newcastle 5th July, NYK advising they expect about a fortnight's delay prior commencement load, therefore we would look for her sailing around 22nd July for South Japan. On completion discharge South Japan, vessel redelivers from present Time Charter commitment account NYK. Her next business has not yet been finalised.

m.v. "AMPARO" Vessel sailed Morehead City 9th June, called Las Palmas through 18/20th and is expected to arrive Barcelona am 23rd. Vessel discharges Barcelona, Genoa, Leghorn and Naples, with probable completion discharge Naples around 1st July. On completion discharge Naples, vessel is scheduled to drydock through 3/27th July thence loads Italy and Spain through 30th July/17th August for Vera Cruz. ETA 1st September.

m.v. "BIBI" This vessel sailed Kobe 20th June and arrived Kandla 21st. She is scheduled to sail 23rd for Yokohama, thence Kobe. On completion loading Kobe, around 1st July, vessel proceeds to Guaymas, Manzanillo and Acapulco. On present schedule, she is expected to complete Acapulco around 10th August.

m.v. "JOSEFA" This vessel sailed Bremen 20th June, arriving Hamburg am 21st. She is now expected to complete and sail Hamburg pm 23rd for Le Havre through 25/26th. Originally, the intention was for vessel to call Liverpool but this call is now in doubt and we are awaiting further instructions. In the event this call is cancelled, vessel proceeds direct from Le Havre to Vera Cruz, thence Tampico, Coatzacoalcos, Progreso and Mobile, prior to returning Rotterdam.

m.v. "SILVIA SOFIA" Sailed Ensenada 11th June for Yokohama, ETA 1630 24th. On this basis we would look for her sailing 26th for Osaka, Niihama, Kaohsiung and Keelung, with probable completion Keelung around 7th July. We are awaiting to receive itinerary from TMM after completion discharge Keelung.



SPORTS PAGE

LONDON OFFICE RETAIN THE "GOWER CUP"

The Annual Cricket Match between Cardiff and London Offices for the "Gower Cup" was played this year at St. Fagans, near Cardiff, on 12th June.

On a warm, sunny afternoon, almost the first in June (or indeed this summer!), Cardiff won the toss and elected to bat. Despite coming into the game with virtually a first choice eleven and, with wins in the only two completed matches to date this year, Cardiff got off to a very poor start and never recovered, despite a fine innings by Dennis Matthews, with 42 out of only 69.

This was clearly not a difficult target for London, nor did it really give the Cardiff attack any scope. However, London made a worse start, with Frank Leavers bowling exceptionally well. With the score 9 for 5 wickets, last year's batting hero for London, John Hawkes came in and, with help from David Da Rosa and, more significantly from John Norman, saw London pass Cardiff for the loss of only 6 wickets.

CARDIFF OFFICE                    69

D. Matthews    42                    D. Da Rosa       3 - 3                    A. Rowley    3 - 28

LONDON OFFICE                    70 for 6

J. Hawkes       29 n.o.                    F. Leavers    4 - 9

Mr. Chatterton was once again present to return the Cup to London for safe-keeping, but undoubtedly Cardiff must produce a better batting performance next year.

The absence, through illness, of Graham Johnson, this year's Captain of Cardiff, undoubtedly weakened the side, but we were pleased to see Graham at the Match, looking a little pale; this surely was only due to Cardiff's dismal display. After the Match, both teams enjoyed a pleasant evening at the Westgate Club.

POT POURRI

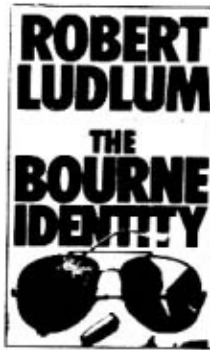
FOOD FOR THOUGHT!

For the bread that you eat and the biscuits you nibble,  
The sweets that you suck and the joints that you carve.  
They are brought to you daily by all us big steamers,  
And if anyone hinders our coming, you'll starve.

Rudyard Kipling.

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**Have you read...?**



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From Marseilles to Zurich,  
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The Matlock Paper  
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The Scarlatti Inheritance

\* Published by GRANADA at £ 1.95

This book is recommended by  
Richard Hudson at head office.  
Write in and tell us of a book  
that you have enjoyed.

OUR JUNE RECIPE

MINCEMEAT CAKE

1 jar (14½oz) Mincemeat  
5 ozs soft margarine  
3 large eggs  
8 ozs S.R. flour  
5 ozs caster sugar  
3 ozs sultanas  
Flaked almonds for decoration  
(optional)

Cream margarine and sugar till  
white and fluffy, add beaten  
eggs. Fold in flour alternately  
with mincemeat and sultanas.  
Spoon mixture into a greased and  
lined 8 inch round tin sprinkle  
with flaked almonds if liked and  
bake for 1½ hours, centre shelf  
at gas mark 3, 325° F, 170° C.

Leave to cool before turning  
out of tin. Keeps well.

Our thanks to Richard  
Hudson for our first  
recipe.

I was interested to see the article concerning "Ginseng" in the Newsletter recently. I, however, hold reservations as to the beneficial qualities of this particular Korean elixir.

During the last few years, I have served on certain managed vessels which frequented the Far Eastern ports and during a stay in Pusan, obtained a bottle of Korean "Al" Ginseng wine. The box containing the bottle was furbished in a most presentable fashion and elucidated on the ailments the potion could help to rectify.

I was astonished to find that the mixture could relieve haemorrhoids, childbirth, rheumatics, arthritis, blood pressure, sexual deficiency, etc., etc. (The latter being well advertised in many adult publications and available in the form of tea, pills, powder, love potions, and of course, wine).

Returning to the main content of the story, I was, in due course, repatriated with my normal 200 Benson and Hedges (king size), a bottle of Glenfiddich and of course a litre of instant cure all. It was by now approaching the season of good cheer and small groups of friends, relatives and neighbours were, in turn, invited to my house to enjoy a piece of festive merry-making. This gave me an ideal opportunity to use my visitors as guinea pigs for the Ginseng wine.

The initial reaction of all was one of astonishment as I produced the bottle, which being manufactured in clear glass, looked as though it was full of cold, weak tea, with a mutant parsnip thrown in for good luck. But, as the saying goes, "The proof of the pudding is in the eating", and again, in most cases it only took a few tentative sips to confirm my fears. It was grotty.

Out of about 30 "doses" offered, 26 were returned after the first taste, 2 actually liked it and 2 of the older members drank it, "in the hope that it would help their blood pressure". At least, that was their excuse.

Unfortunately, I cannot say that I profitted out of the experience, as the majority of the refusals asked for a stiff jolt of my Glenfiddich "to wash away the taste". Which I can only describe (I did sample the beverage, after several weeks, to ensure that none of my guinea pigs expired) as a nasty earthy taste with a pungent aftertaste as I should imagine a wine made of rotten radishes and deadly nightshade would effect.

I think, in future, I shall maintain my cellar with Chateaux Dandelion and Cote du Elderberry (from the South slopes of course).

"Didn't we have a lovely time the day we went to Gatwick"

To effect at short notice a change of the Ratings and some Officers of the "Josefa" at Le Havre it was decided to charter an aircraft to fly from Gatwick to Le Havre - or that was the plan.

Fate struck it's first blow when some Ratings starting from Liverpool were involved in a bomb-scare at Lime St. Station which delayed their departure. The coach with the Ratings from Cardiff was, meanwhile, waiting at Gatwick. Eventually, all arrived and boarded the aircraft, then fate struck a second blow. Fog was reported at Le Havre.

At this point, an unique line of communication was established, commencing with the pilot of the aircraft talking to the control tower at Gatwick who were talking to P & O Travel in London, who were talking to Personnel Dept. at Cardiff who were talking to the Agents in Le Havre, who in turn were talking to Traffic Control at Le Havre Airport. It was decided to divert the aircraft to Dinard.

However, this now meant the party waiting at Le Havre had to be taken to the ferry, and the coach then travelling, for five hours, to Dinard, where the customs and immigration closed prior to their arrival. This meant the aircraft returning empty to Gatwick and the coach at Gatwick returned empty to Cardiff.

To all Officers and Ratings who fumed, shivered and no doubt cursed at railway stations, airports and ferry terminals, we offer our apologies, and best wishes for future travel in a trouble-free year. After all, nothing else can go wrong - can it?

(Our thanks to Mr. Tom Rosser - Ed).

## The UK Fleet

- The UK registered merchant fleet totalled 43.3 million deadweight tons at 1 January 1981 (1 January 1980 43.2 million dwt). Of this, 35.6 million dwt is owned by UK companies (1 January 1980 36.6 million dwt).
- The average age of its tonnage is nearly eight years.
- The UK is among the leaders in world container shipping.
- The UK had the world's largest refrigerated cargo fleet. Its cubic capacity of 60 million cubic feet at 1 January 1981 is almost 1.5 times the size of the next largest fleet and just over 16 per cent of the world refrigerated capacity.
- The UK also had the third largest fleet in tonnage terms of gas carriers (1,021,438 dwt) and the fourth largest fleet of chemical carriers (336,748 dwt) at 1 January 1981.

### UK's Place in World Shipping

- The top tonnages at 1 January 1981 were:  
Registered in mn deadweight tons 1 January 1980

Liberia	151.4	(159.4)
Greece	69.8	(66.1)
Japan	66.6	(65.2)
UK*	43.3	(43.2)
Panama	39.9	(37.1)
Norway	37.7	(38.5)

(\*This includes some Commonwealth owned tonnage. The UK owned and registered fleet was 35.6 mn dwt at 1 January 1981 (36.6 mn dwt 1980).

  - Registered tonnage was equal to 6.4 per cent of the world dwt tonnage at 1 January 1981. It reached its peak of 5.3 mn dwt (8.9 per cent) in 1976.

### Importance to the UK of its Fleet

- UK owned ships are among the country's biggest 'invisible earners'.
- Their gross earnings in 1979 amounted to £2,718 million (1978: £2,324 million).

- Their net direct contribution to the balance of payments was £1,139 million (1978: £972 million). In addition they accounted for gross import savings of £525 million.
- UK ships have a special significance in UK and NATO defence plans.

### Capital Investment

- Capital expenditure by British shipping companies at current prices in the 10 years to 1980 was £4,669 million or over £1 million per day.

But in the second half of the decade there was a substantial fall:

	in 1975 Prices (£ million)
1973	618
1974	664
1975	565
1976	329
1977	391
1978	203
1979	109
1980	148

### Trends 1980/81

- The outlook for world trade growth continues to be uncertain.
- There are few immediate signs of sustained improvement in shipping markets generally.
- However, during 1980 the proportion of world tonnage laid up fell from 2 per cent to 1 per cent (1979 from 4 per cent to 2 per cent). In February 1981 it was 1 per cent.
- At end February 1981 5 per cent of UK tanker tonnage but less than 1 per cent of dry cargo tonnage was laid up (3 per cent in total; 7 per cent at beginning of 1979).
- UK owned and registered fleet fell by 1 million dwt in 1980 to 35.6 million dwt. This means that since the end of 1975 (50 million dwt) there has been a net tonnage reduction of 29 per cent.

- The GCBS tramp trip charter index rose from 207 in January 1980 to 275 in April but it decreased to 233 in December and 211 in March 1981.
- The world shipyard order book increased to 35 million gross registered tons at end 1980 from 28 million grt at end of 1979 (end December 1974 it was 121 million grt).
- Tonnage on order for UK registration (not necessarily all for UK ownership) rose from 1.8 mn dwt at end December 1979 to 3 mn dwt at end December 1980.

### International Competition

- The ports and trades of the UK are open to all-comers.
- British shipping has no protected home market and operates worldwide.
- British ships compete, not only with established maritime countries, but also with ships of open registry, state trading and developing countries which generally have significantly lower crew costs.
- High Manning costs and the strong pound pose particular competitive problems for British ships.

### UK Seaborne Trade

- By weight 94 per cent of the UK's external trade moved by sea in 1979.

### UK Seaborne Trade Percentage carried by flag:

UK Seaborne Imports by weight (and value)

	UK flag	Other flags
1970	31 (45)	69 (55)
1975	31 (40)	69 (60)
1979	27 (39)	73 (61)

UK Seaborne Exports by weight (and value)

	UK flag	Other flags
1970	47 (52)	53 (48)
1975	46 (52)	54 (48)
1979	33 (43)	67 (57)

### British Shipping as an Employer

- British shipping companies employed about 37,000 officers and cadets and 28,000 UK ratings afloat at September 1980, and directly or indirectly provided employment for many thousands ashore.

- Average yearly earnings for officers range from £6,720 for junior engineers to £15,960 for masters. Individual masters can earn up to £22,000 a year and more.
- The average leave entitlement per year for officers is 131 days.
- The average foreign-going Seaman Grade 1 on National Maritime Board rates earns £140 per week on crew agreement and £91 per week during his 60 days per year on leave. About half of all ratings are on company agreements which give higher earnings and leave than those on NMB rates.
- Amenities are steadily improving, more single cabins, more air conditioning, more facilities for leisure, greater opportunities for wives to accompany their husbands on voyages.
- Shipping companies through individual and corporate effort spend an estimated £40 million a year on training and education.

### British Shipping as a customer of UK Yards

Orders placed in UK yards (000 dwt.) during:

	1978	1979	1980
For UK registration	60	349	637
For foreign registration	115	Nil	199

### Efforts to keep the seas Safe and Clean

- Based on total gross tonnage lost over the 5 year period to 1979, the casualty rate for UK ships was less than one-quarter of the world average (0.08 per cent of UK fleet, 0.37 per cent for world fleet).
- UK tanker owners were among the first to fit their ships with inert gas systems and will comply fully with the latest international requirements for retrofitting of existing tankers prior to their entry into force internationally.
- British owners have played a major part in the development of the UK Government's emergency action plan for chemical spillages.
- Many of the latest international requirements for radio and navigational aids have been implemented by British owners prior to their entry into force internationally.

## Fleet Statistics

World and United Kingdom Registered Merchant Fleet at 1 January 1981. Ships 100 grt. or over (including US reserve fleet and Canadian and US Great Lakes ships).

	World fleet		UK registered fleet	
	No.	mn dwt	No.	mn dwt
General cargo	22,165	114.6	774	3.9
Cellular Container	691	11.8	68	1.5
Dry/Bulk Carrier	4,327	144.6	153	6.5
Combination Carrier	447	48.3	33	4.8
Passenger Liner	190	0.8	13	0.1
Ferry (1,000 grt. or over)	1,031	1.6	77	0.1
Other Dry Cargo	575	3.6	10	0.1
Total Dry Cargo	29,426	325.2	1,128	16.9
Oil Tanker	6,977	334.8	431	25.0
Chemical Carrier	696	4.1	48	0.3
Liquefied Gas Carrier	656	8.0	43	1.0
Other Tanker	126	0.4	9	0.1
Total Tanker	8,455	347.3	531	26.5
<b>Total All Ships</b>	<b>37,881</b>	<b>672.5</b>	<b>1,659</b>	<b>43.3</b>

UK Registered Fleet (100 grt. and above) (mn dwt) at 1 July:	1970	1975	1977	1979	1980
	Dry	16.5	21.9	21.5	17.9
Tanker	21.5	30.8	29.1	26.4	26.1
<b>Total</b>	<b>38.1</b>	<b>52.7</b>	<b>50.7</b>	<b>44.3</b>	<b>43.0</b>

Compiled from data made available by Lloyd's Register of Shipping.

World Seaborne Trade (mn metric tonnes)		1974	1975	1976	1978	1979
		Dry	1,241	1,551	1,675	1,938
Tanker	1,241	1,496	1,748	1,817	1,869	
<b>Total</b>	<b>2,482</b>	<b>3,047</b>	<b>3,423</b>	<b>3,755</b>	<b>3,836</b>	

World fleet (mn dwt) end year:		1974	1975	1976	1978	1979
		Dry	170.1	252.8	292.7	311.1
Tanker	151.0	290.9	337.9	326.8	323.7	
<b>Total</b>	<b>321.1</b>	<b>543.7</b>	<b>624.6</b>	<b>637.9</b>	<b>642.7</b>	

Source: Figures for World Seaborne Trade and World fleet are taken from Lloyd's Register of Shipping, 1980. These figures include some smaller ships which are not listed in table.

\* This table was published in May 1981. GCBS will publish supplementary data as it becomes available.

## ALIANCA

From time to time readers will have read or heard of the name ALIANCA in connection with Head Office.

"ALIANCA" are a Brazilian liner company who are using Cardiff as one of their U.K. ports of call from Brazil, discharging and loading general cargo. Head Office has represented ALIANCA since January 1979, and in 1981 have secured Brazilian tobacco exports for Imperial Tobacco Company through Cardiff, hopefully mainly to be carried on Alianca vessels.

In June this year the largest northbound cargo, certainly during Reardon Smith's agency, arrived in Cardiff on board the mv "MONTE CRISTO", and a small reception for importers, exporters, and local dock officials was held on board.

The "MONTE CRISTO" is one of the latest of Alianca's S.D. 14 vessels built under licence in Brazil, and including certain modifications required by the Line.

The cargo for Cardiff of some 4000 tons, included 48 containers, 8 of which were reefer, whilst the various commodities were tobacco, corned beef, orange juice, leather, mahogany, parana pine, hardboard, horsemeat, coffee, chemicals, confectionery, cocoa, cake, piassava, raw wool, yams and carnauba wax.