

Harrison Line

NEWSLETTER

No 32

August 1981



EDITORIAL

My favourite 'Royal Wedding' tale concerns the inventive story-teller in Trafalgar Square in mid-July who held a group of fifty American tourists spellbound when telling them that the Queen owns all the pigeons in the Square and that to mark the occasion they had been trained to fly down the Mall in the formation of the Prince of Wales feathers! It was just one of a thousand episodes which supported the build-up to July 29th – a day which even the most lukewarm of loyalists must acknowledge was a triumph for Royalty and for Britain.

The fairy-tale day which, in reality affected the lives of but two people, commanded the rapt attention of the biggest audience ever assembled for any event, at any time, anywhere. 750 million people watched the handsome Prince claim his beautiful Princess amidst clockwork pageantry and pitiless publicity. Surely none of us who watched the fantasy unfold can imagine that there will ever be another day like it.

Perhaps the greatest triumph was the calm with which such dense crowds (who had previously been lining the Mall) gathered into that processional route and proceeded in such orderly fashion towards the Palace behind a single strolling line of uniformed policemen. The world was given a visible demonstration of the power of a Royal event in uniting a nation; and we needed the tonic. One young man in teenage uniform (black T-shirt and blue jeans) with green hair and sporting a safety pin in his ear lobe was heard to say "Did you see our police out there? They're the best in the world".

Nevertheless, I expect most of us heaved an enormous sigh of relief when it was all over and the Prince and Princess of Wales had reached the Royal Yacht safely. Events of the last few weeks had taught us that no security system is impenetrable and (although we dared not mention it at the time lest it should spoil the splendour of the day) we had all feared that some madman with a grudge or a highly trained terrorist might take a 'pot shot' to gain publicity for his cause. We learned later of the extraordinary measures that the security forces had taken to ensure that all was well. Of course, we saw the record numbers of policemen and armed forces on display but we were not aware that London's vast underground drainage system was constantly being patrolled by a 'sewer-side squad', that a helicopter and surgeon were standing by with supplies of blood matched to the Royal family if the unmentionable should have happened, or that specially trained dogs had sniffed out St. Paul's for bombs just before the ceremony.

But the precautions failed to spoil the festivities and the 'wedding of the century' produced the unqualified spectacle that was intended.

I hate to harp on the subject but Britain and the world have witnessed some terrible acts of violence in the last few weeks. We were stunned by assassination attempts on President Reagan and then Pope John Paul II. On the Queen's 55th Birthday a 17 year old boy fired blanks at our monarch as she rode on horseback to the Trooping the Colour ceremony. A madman was seized in a packed St. Peter's Square as he tried to light a fuse attached to a home-made bomb. Such a device was exploded at the headquarters of the Islamic Republic party in Iran killing 72 people, including 4 Cabinet Ministers, 6 deputy Ministers and 23 members of Parliament. A successful coup d'état has taken place in Bangladesh and one has been crushed in the Gambia. Israel bombed the Lebanon (as well as a nuclear reactor in Iraq) in what was generally considered to be electioneering by Mr. Begin to ensure his return to power. The dying goes on in Northern Ireland while England's rotting inner cities erupt in violence.

It started in Toxteth and Brixton, then Moss Side and then suddenly in cities and suburbs all over the country in what is now called "copy-cat hooliganism". It seems to have stopped as quickly as it started – except in Toxteth which is currently being visited by any politician seeking a little publicity. The soul searching continues to find the underlying causes – boredom and frustration amongst the purposeless society – but as the Home Secretary has pointed out, reasons should not be made into excuses because there is no excuse for hooliganism and violence. Certainly the riots appear to have been highly organised and at least one national newspaper has linked the expulsion of a Russian Diplomat from Britain with the troubles which have caused the death of one man so far and required the use of C.S. Gas in England for the first time.

Whilst on this depressing subject of riots and mindless assassination, I should mention finally (and that's what it may turn out to be) that I am writing this on August 9th – the 36th Anniversary of the nuclear attack on Hiroshima. President Reagan has chosen today to announce to the world that he has authorised the manufacture of the neutron bomb; a device that can kill people by the thousands but leave buildings intact. So much for a halt to the arms race!

Editorial (Contd.)

Most British Politicians are on holiday at the moment but the Government has recently announced some fairly far-reaching defense cuts and allotted more money to aid and train the unemployed youth in order to give us some food for thought whilst Parliament is adjourned. Unemployment is expected to continue to rise for some months though and the depression goes on – although the depth and length of it varies depending on the colour of one's political persuasions. Mrs. Thatcher's Government has reached its mid-term now and a Cabinet reshuffle is generally expected to mark the occasion.

Certainly the Tories were shaken when their candidate lost his deposit at the recent Warrington by-election, but so was the Labour party, when their majority was reduced dramatically by Mr. Roy Jenkins running for the S.D.P. – their first official candidate. He (or the party) managed to attract 42.4% of the voters to the Social Democrat/Liberal pact.

Mr. Jenkins has just completed his term of office with the EEC of course, which reminds me that we are all to lose our Blue British Passports some time after 1985, when we will become Euro-citizens and hold burgundy coloured Euro-passports. I am surprised there has been so little said publicly about this, because I would have thought that the demise of the sturdy British passport and all it stands for would be ideal subject matter for heated debate.

The Civil Servants are slowly returning to work after 21 weeks of strike action, having gained half a percent more over the seven originally offered. When converted into cash this comes to less than they have already lost through strike action, so the Government would appear to have won that round. This should help the battle against inflation, but the oil companies are not; the price of petrol is going up for the third time in two months, (the falling pound is blamed this time), which means it has risen 40 pence this year to about £1.70 a gallon.

In the world of shipping the Officers' Union have accepted a twelve percent increase in pay and a further five days leave within each year. In early May Mr. Stanley Clinton Davies, a former Labour trade minister, stated that a future Labour Government would nationalise part of the Merchant Shipping Industry. Later that month Mr. Edmund Vestey, in his inaugural address as President of the GCBS, forecast that Britain's Merchant Fleet would reduce in size by one sixth (to 30 million deadweight tons) during the next eighteen months. He called for greater co-operation between trade unions and management to halt the decline.

There are continuing disputes and strikes in the ports of Southampton and Liverpool. As a result both have lost a great deal of business to Felixstowe and elsewhere. Liverpool, in particular, is facing a cash crisis and is being kept operative only by Government handouts. Although Southampton's problems now seem to have been resolved, at least for the time being, the effect that the disturbances in both ports have had and are having on our own E.H.C.L. and Carol Services in particular, is of considerable concern and great expense to those trades.

As reported in the last Newsletter, the "HISTORIAN" has been sold. She now flies the Panamanian flag and has been renamed "CHERRY ORIENT". Although the "CHERRY CRYSTAL" ("MAGICIAN") is registered in Singapore, these sisters are both owned by the same group.

The "AUTHOR" has completed her charter for CGM and is fixed to Ben Line for six months from mid-July. Whilst on this charter she has been renamed "BENARMIN".

Several people have commented on the imposing photograph of the "AUTHOR" that appeared in the last Newsletter, and I must apologise sincerely to the photographer, Mr. Bill McKinlay from Prentice, Service & Henderson in Greenock for failing to acknowledge his work on that occasion. If any of you have any good photographs like Bill's which you think may be of interest to our readers, please send them to me and I will endeavour to include them in a future edition.

Congratulations to the freight department in Mersey Chambers for collecting £18.50 worth of half pences in the first half of the year. A cheque for this amount was sent to the Alder Hey (Children's) Kidney Fund and Mrs. Wilson there has gratefully acknowledged the donation.

In case any readers have not been in England in the last few weeks and are wondering what the weather has been like, I can assure them that they are probably better off where they are. We had a few pleasant days in June and again for the Royal Wedding and the following week, but other than that it has not been very summerlike.

Editorial (Contd.)

Some astonishing cricket has been played, however, despite the weather. The Australians captured the Prudential series 2-1 and followed this by winning the 1st Test. The second was a draw and Botham was relieved of his captaincy. As if a devil unchained, he then bounced right back into form and set about working miracles for England in grasping the next two matches from the jaws of defeat. He was man of the match again in the fifth test when his brilliant second innings helped to secure the Ashes for England.

Britain also did well to regain the Admirals Cup, and fortunately there were no mishaps in the Fastnet race on this occasion.

The Aga Khan's brilliant horse Shergar was odds on favourite for the Derby and proved its worth by romping home ten lengths ahead of the nearest rival.

"Superbrat" McEnroe finally unseated Borg from his champion's perch at Wimbledon, but failed yet again to behave in the sportsmanlike manner required of such stars. As a result he is the only Wimbledon Champion not to have been invited to join the All England Lawn Tennis and Croquet Club.

A less acceptable side of sport is taking place in New Zealand at present while the South African Springboks continue their tour. Barbed wire and riot police accompany them everywhere and some matches have been cancelled.

And now we are back into the soccer season again. It only seems like last week that Ipswich and Liverpool won the UEFA and European Cups and I was writing about the summer season of sport ahead of us. How time flies!

9th August 1981

PERSONNEL

OBITUARY

Name	Position	Date of Death	Age	Joined Company
Captain E.V. Dunn	Retired Master	3.7.81	81	1921
J. Selwyn Jones	Retired Engineer	28.7.81	63	1944
W. Vass	Retired Dock Clerk	20.6.81	76	1940

RETIREMENTS

Name	Position	Retired	Age	Joined Company
Miss M. Freeman	Shorthand Typist London Office	20.6.81	65	1946

EXAMINATION RESULTS

We congratulate the following on passing their examinations:—

J.R. Barker	1st Class Motor
G.R. Davies	“ ”
I.M. Thorburn	2nd Class Motor
D. Edwards	Part 'A' 2nd Class Motor
C.D. Eyre	Class 2 Deck

LETTERS TO THE EDITOR

Browsing through a book of quotations recently I came across Marcus' Law (This is not attributable to the previous editor of this Newsletter but to Robert L. Marcus in a letter to the New York Times Magazine in April 1968). The Law states that:—

“The number of letters written to the editor is inversely proportional to the importance of the article.”

I should, therefore, be content not to receive any correspondence from readers of this Newsletter. Nevertheless, I do hope that you will write on any subject that you think should be aired through this medium.

Captain W.E. “Wassie” Williams and I have exchanged several letters recently. He is nearing his eightieth birthday and has just had his second book published in Welsh. “Ar y Bont” (On the Bridge) is about the various Harrison vessels in which he served and I hope he will produce an English version for us to read one day. I have a free translation of his first book “Llyncu'r Angor” (Swallowing the Anchor) which was published in 1977 and is now sold out. This is about his life from childhood in Criccieth, his first voyage as an assistant cook and so on as he climbed the ladder. I have found it most interesting and hope to reproduce excerpts in due course, together with some of his photographs. Copies of both books are in the museum in Mersey Chambers if any Welsh readers would like to view them.

Captain Williams has also now recorded both books on tape at the request of the Society for the Blind. Our congratulations go out to him in accomplishing all these achievements.

Many readers will remember Frank Ashley from our catering department. I have received the following letter from him:—

“Although it is now close on eighteen months since I left the company's employ to come and live in Australia, I still keep in touch with events and happenings through correspondence with George Beech, Ernie Barlow and my brother, who is presently Catering Officer of the 'AUTHOR'. In addition,

Letters to the Editor (Contd.)

I am an avid reader of the Newsletter.

Upon reading Mr. Graham's final editorial and his plea to support you with contributions, I have put together my observations of the Australian Shipping Scene which may be of interest to some of your readers in view of the fairly regular Harrison Line activity in Australian waters.

May I also take this opportunity to wish the recently retired gentlemen good health in the years ahead.

With kind regards,

Frank Ashley."

Frank's interesting article will be included in the next edition of the Newsletter. For those who may wish to contact him, he is now personal assistant to the Executive Director of Shipstores Australia Pty Ltd., 7 Leake Street, Fremantle, Western Australia 6160.

CAROL by S.H. Gifford-Mead

To start my first notes from this chair, I would like to wish Nigel Hollebhone success as he takes up responsibilities in London and on behalf of everyone involved directly or indirectly in Harrisons CAROL Service, thank him for his contribution over the last 12 months while based in this office.

Since the last Newsletter, the CAROL Service has continued with the use of five capital vessels and is maintaining the schedule for which the service has now a very good reputation with customers in Europe and in the Caribbean, where the opportunities for improving exports to Europe are slowly improving our Eastbound carryings.

As the CARAIBE will be entering drydock in September, it has been necessary to curtail the schedules of the ASTRONOMER 1021 and the CARIBIA EXPRESS 1022 in order to cover this drydocking period without additional charter vessels. The RHEINGOLD is continuing on her charter giving satisfactory service between Puerto Rico and Trinidad, with occasional additional calls at Barbados and more recently a call at La Guaira to assist the repatriation of empty containers from Venezuela for CAROL Phase II. This vessel has also been in drydock in Trinidad for hull cleaning and to repair a derrick damaged some time ago in Port of Spain.

Notwithstanding the increase in freight rates in March, the levels of revenue are still far from adequate for the service costs and the type of vessels employed, and although the vessels fortunately continue to be well booked Westbound with volume, the tendency this year has been a decline in the better paying cargo, either through outside competition or through local economic circumstances in the countries of the Caribbean, which has forced them to curtail their purchasing with the result that CAROL is increasingly presented with larger quantities of basic cargo such as flour, steelwork, and fertilizers, which taken on their own only contribute marginally to the profitability of the service.

Harrisons, together with our CAROL Partners, are looking very closely at ways of stemming this decline by the revision of freight rates through the Conference, and if necessary, the introduction of minimum CAROL rates above those in the Conference applicable to shipments in the container vessels.

Although there is not much good news to report at the moment, we hope that the various measures being undertaken will result in some improvement in due course, and an indication may be available by the time the next Newsletter is due, at the turn of the year.

LINER SERVICES TO VENEZUELA, COLOMBIA AND MEXICO

by
J.B. Dawson

In recent months our trade to Venezuela and Colombia has been disappointing. Whilst the revenue from carryings has maintained a reasonable level, operating costs have soared. Revenues are being gnawed away by the time taken to load at Liverpool and Glasgow, and port delays at Puerto Cabello, Maracaibo and Barranquilla, added to which, cargo handling costs have risen more sharply than usual. However, there are signs of improvement at the Venezuelan ports. Hopefully, this trend will continue, and will be more permanent than anything seen before.

Preparations to introduce CAROL Phase II by 1st April 1982 or before are progressing according to plan. Briefly, the service will operate on a fortnightly frequency from Europe to Venezuela, Colombia and Costa Rica, using three chartered self-sustaining 500 TEU container vessels with a round voyage time of 42 days. The container service will be complimented by a fortnightly breakbulk service with vessels chartered for Westbound voyages only. Both the container and breakbulk services will load at monthly intervals in the United Kingdom.

I apologise for describing the service so briefly, but until plans become more firm it is not possible, at this stage, to say much more. By the time the next Newsletter goes to print, plans for CAROL Phase II should be nearer completion and I shall be in a better position to report in more detail on the final composition of the service.

The SAGUMEX service continues to operate on a weekly frequency from Greenock with direct transhipment at Houston. With two vessels now employed in the feeder service (URANUS I and BELLE ISLE) the containers are being delivered at Mexican ports of destination without any delay at all. The service can now offer to shippers in the United Kingdom a transit time of about 23 days which compares most favourably with anything running in competition.

Without wishing to harp too much on the same theme heard almost consistently in most trades today, the revenues from freight earnings are becoming increasingly insufficient to maintain the type of service we presently operate to Mexico. Feederling is an expensive operation and therefore the urgency to service Mexico direct is becoming more and more essential.

Facilities for handling containers in the Mexican ports are still very limited, Vera Cruz being the exception. The new container terminal there is now fully-operational and our feeder vessels are using it with encouraging success. Whilst there is still a shortage of container handling equipment on the terminal, newly ordered equipment is arriving on time and being put to immediate use. Plans for extending the container storage area are progressing surprisingly fast.

Providing the Vera Cruz container terminal can prove itself to be reliable and efficient and, providing an acceptable terminal contract can be agreed upon, it should be possible to introduce direct calls into Vera Cruz before the end of the year.

After four very successful voyages in the SAGUMEX Service, the AUTHOR completed her term of charter. The high performance of the vessel is worthy of particular mention and reflects great credit on the personnel that served in her. The inter-ocean service is once again being operated with four vessels, and there is a possibility of a fifth vessel being added in September.

Captain Platt, after serving 12 months in Houston, has returned to Liverpool. His contribution while out in Houston and Mexico was of considerable value to SAGUMEX. Captain Hudson and Mr. Matheson have replaced Captain Platt. An additional person was thought necessary in order to cope with the extra work incurred by the introduction of the second feeder vessel. We wish them both every success in their new appointments.

BEACON
by
J.M. Hickling

The continuing low level of cargo flow has resulted in the container vessels being somewhat less well supported than we would have liked, and the conventional ships have in many cases made significant losses.

The prospects for the next two/three months, particularly with the holiday season and factory closures, etc., were such that the Beacon Lines decided they must discontinue the conventional service following the sailing of the "STRATHDIRK" in early August. Concurrently, it was decided to arrange inland LCL charges to encourage the vast majority of shippers who were previously supporting the conventional service to convert to containerised movement in future. Endeavours are also being made to provide space in the container ships for uncontainerable cargo, particularly heavy lifts, large commercial vehicles, etc.

It has also become apparent that an extension of the existing slot charter arrangement with the Belgian Line can only be extended to the Svedel Line in the short term, at least. Thus Beacon is now actively seeking to charter four vessels of about 650/700 TEU's for 9 to 12 months to meet the anticipated requirements and add some permanence to the service.

The aim is to provide a regular fortnightly service with four ships on a 56 day voyage cycle, but in order to achieve this it may be necessary in practice to alternate some port calls. Indeed, it does not seem that the Seychelles call can be maintained within the time-scale and investigations are being carried out into the possibility of feeding. This also applies in respect of Tanga and Zanzibar, but Port Sudan is being scheduled in future as a direct monthly call. However, Aden is unlikely to feature in the foreseeable future as Port conditions there are unsuitable for the handling of containerships / Containerised cargo.

BULK CARRIERS
by
J.D. Arkell

The rates have slumped and as we are now in the Summer holiday period they continue at a depressed level and there is little prospect of them improving much before the Autumn.

There are various reasons for the present depressed state of the market, and the world economic climate continues to affect world trading. Combination carriers have moved from trading in the tanker sector to the bulker trades, causing a surfeit of tonnage and consequent reduction of rates. There is also the delivery of new "economy" type tonnage. The American miners strike also caused a drop in demand for tonnage, and the Australian coal ports have been bedevilled with strikes, causing would-be charterers to defer shipments or look for alternative sources of supply.

World steel production is greatly reduced, which in turn reduces the movement of iron ore and coal to the steel mills.

On the other side of the coin the rate of exchange (U.S. Dollars to £) is favourable to us and offsets to a degree the low freight and daily hire rates. The Russians have had a poor harvest, reportedly 200 million tons against a planned 238 million, and coal is being mined and exported in ever-increasing quantities, but at present this has yet to push up the rates from the Spring low and the next few months will prove to be difficult. We will, therefore, have to accept rates around U.S. \$7,000 for the handysize vessels and presently not more than U.S. \$8,000 could be obtained for the "S" Class due empty in September.

Bulk Carriers (Contd.)

The "WANDERER" eventually sailed from Bombay on 8th May, for Christmas Island Via Singapore for bunkers.

The crew were also changed whilst bunkering and the vessel arrived at Christmas Island on the morning of 19th May, sailing later that day with 26,700 tonnes of Phosphate for discharge at Lyttelton and Bluff. Unfortunately whilst at Christmas Island the 2nd Engineer had to be hospitalised and eventually repatriated to the U.K. via Perth.

The "WANDERER" arrived Lyttelton on 6th June, and sailed on 10th June, arriving Bluff on 11th June. On completion of discharge the vessel sailed for Newcastle, where she arrived at the anchorage on 24th June ready to load a cargo of coal for Muhammed Bin Qasim, the new port of Karachi. The Australian ports have been bedevilled by strike action and, as a consequence, and in conjunction with the demand for coal the "WANDERER" did not berth until 15th July. Whilst at anchor scaling and painting was carried out by the crew in No. 1 hold, and this type of work is to be encouraged when vessels are in a similar situation, regardless of the next cargo.

The vessel sailed from Newcastle on 19th July, with 18,500 tonnes of coal (the reduced quantity being due to the draft restriction at Qasim) and arrived at Qasim on 10th August with her cargo for the steel works. Discharge was complete on 13th August, and in fact the vessel sailed a day late due to a heavy downpour which caused a blackout and total stoppage.

The "WANDERER" then proceeded to Colombo to bunker and effect an officer relief, where she arrived on 17th August. Whilst on passage to Colombo we fixed the vessel on a voyage charter for 19,600 long tons of Ilmenite from Bunbury (Western Australia) where she is due on 29th August, to Huelva (Spain). This voyage should be completed about 5th October.

The "WARRIOR" sailed from Haldia on 7th May, for Singapore to bunker. Whilst loading at Constantza we received a report that the holds and wingtanks were in a bad way and would not pass a grain inspection, consequently it was decided to take the vessel out of service to shotblast, sand sweep and paint the holds. The decision was also taken to retain wingtanks 1, 2 and 6 for grain and/or water ballast, whilst 3, 4 and 5 would only be used for water ballast. The former holds were shotblasted and coated with epoxy paint. After a great deal of heart-searching and the inability to find a cargo compatible with the existing hold condition, the "WARRIOR" ballasted to Hongkong where she arrived on 19th May, to carry out the above-mentioned work, and sailed on 10th June for Nauru.

The vessel arrived at Nauru on 22nd June, and sailed on 24th June, after a small delay due to adverse weather. This proved to be the first of four successive voyages between Nauru and Australia and, after discharge in Newcastle, she returned to Nauru to load for Newcastle and Brisbane and then from Nauru to Risdon and Geelong, thereafter Nauru to Eastern Australia (we hope!).

The object of the exercise is to keep the vessel on the Australian coast whilst we endeavour to tie-up a contract for the movement of coal from Port Kembla to Paradip, Visakhapatnam or Haldia over the next twelve months – the "WARRIOR" to be the first or second loader.

The "WAYFARER" arrived Safaga on 23rd May, with wheat from Port Pirie and Port Lincoln and, having discharged sufficient cargo to be able to reach Adabiya where she arrived on 31st May, eventually sailed on 16th June for a place called Carboneras in Spain.

Carboneras is a new port, only opened some six months ago for the export of cement clinker, and the "WAYFARER" was fixed to carry such a cargo to Guayaquil.

From the practical point of view the voyage went very well, and indeed, was a handy way to get the vessel across the Atlantic for a modest profit. However, we did not expect the Charterer's bank to go bankrupt! To cut a long and frustrating story short we did eventually get our money.

The "WAYFARER" sailed from Guayaquil on 19th July for Los Angeles to bunker and then on to Portland (Oregon) to load bentonite for Kuwait and Dammam. The vessel sailed from Dammam on

Bulk Carriers (Contd.)

9th August, and is expected to complete in Dammam about 23rd September. Thereafter we will probably ballast the vessel to Singapore/Hongkong area for drydocking and then load phosphate from Christmas Island to New Zealand with a view to positioning the vessel for one of the Indian coal cargoes.

The "SPECIALIST" continues on her period charter to Salen (which will finish about 10th September) and arrived Chiba on 15th May, from Tacoma. After discharge at Chiba and Kinnura the vessel sailed on 29th May, to Tacoma again, where she arrived on 12th June and sailed on 23rd June for Chiba, where she arrived on 7th July and sailed on 16th July for Tacoma to pick-up her final cargo of corn for Japan, where she will re-deliver from Salen.

There have been delays at Tacoma on every call, due to congestion and slow delivery of the grain from the hinterland. On this last occasion the vessel arrived on 29th July, berthed on 17th August, and is expected to sail on 20th/22nd August.

The "STRATEGIST" arrived Port Kembla on 7th May, to load her coal cargo for Rotterdam, but as with the "WANDERER" there are berthing delays at the best of times due to the movement of coal, and when the various labour organisations strike, the situation soon gets out of hand. The vessel eventually berthed on 31st May, and sailed on 2nd June, having loaded 57,640 tonnes of coal. The passage to Jeddah was bedevilled with bad weather and the vessel arrived some three days later than originally advised. She then bunkered from the tanker "AL BAKRI" and sailed for Suez where the crew should have been changed, but the Egyptians had introduced a law stating only crews having the same nationality as the vessel could change, and didn't bother to tell anybody! Consequently Dick Knock and the new crew spent a frustrating time travelling between Cairo, Suez, Port Said and Cairo whilst efforts were made by all concerned, including the Foreign Office, to get the new crew onboard. At the end of the day the crew had to fly to Malta and join the vessel there.

The "STRATEGIST" sailed from off Malta on 6th July, and arrived Rotterdam on 14th July, sailing on 22nd July, having been delayed a day whilst shore labour finished cleaning the holds, as the vessel had been fixed on a time charter trip to the Far East via New Orleans with grain. Despite the efforts of the shore labour in Rotterdam and the crew on passage the holds still did not pass on arrival New Orleans, and only after a further two days work, involving shore labour, did the holds eventually pass.

The vessel eventually berthed at Reserve on 16th August and is expected to sail on 18th August, for Japan or South Korea via Los Angeles for bunkers and will re-deliver about 25th September.

The "BENEFACTOR" arrived Panjang on 6th May from Singapore and sailed on 16th May, with 14,060 tonnes of Tapioca for L'Orient and Brest. The vessel arrived at L'Orient on 11th June, and on opening the hatches the cargo was found to be heavily infested. The legal arguments came thick and fast as to who was responsible, who would fumigate and bear the cost, and who would pay additional demurrage, plus the possible threat of the vessel being arrested.

Eventually we got the situation under control, but not before we had despatched a bug expert to assist us and the Master.

The cargo was eventually discharged and the vessel fumigated, whereupon she sailed from Brest on 9th July, for Antwerp to commence a time charter trip to the Jordan National Line.

The "BENEFACTOR" sailed from Sheerness on 26th July, having already loaded in Antwerp, Bremen and Hamburg for Aqaba, where she arrived on 7th August. Aqaba is the sole port and she is expected to complete about 28th August, having discharged a record cargo of generals, namely 14,592 tonnes. Thereafter the vessel will probably proceed to the Mediterranean for drydocking.

The "CRAFTSMAN" has joined our ranks again, and after completing a voyage for the Venezuelan service proceeded to Galveston to commence a time-charter trip to the Persian Gulf.

Bulk Carriers (Contd.)

The vessel loaded a general cargo at Galveston, Tampa, Wilmington and Sunny Point for Dammam, Jubail and Dammam, or so we thought!

The "CRAFTSMAN" sailed from Sunny Point on 17th June, and passed through Suez on 2nd July, and entered the Persian Gulf on 8th July, and then the confusion set in. Charterers told the vessel to stop off Khorfakken then proceed to Dubai, where she arrived on 9th July, then to proceed to Sharjah Or Jebel Ali then back to Khorfakken. All this was in an endeavour to land a few tons of explosives. Eventually the vessel proceeded to Dammam, Jubail and Dammam and the charter was completed on 24th July.

We were then fortunate in being able to fix her for a cargo of construction equipment from Jubail to Derna and Ras Lamy, but again the voyage was not to be straightforward – the "CRAFTSMAN" arrived at Derna on 11th August, and the Harbour Master advised the Master the vessel was too big for the port, contrary to any of the information contained in publications such as "Guide to Port Entry".

The charterers then instructed the vessel to proceed to Mersa el Brega, where she arrived on 15th August. However, this may not be the end of the story, as the Receivers want their cargo in Derna and will not pay the cost of trucking from Mersa el Brega, added to which the vessel is running out of freshwater!

The following article has been kindly prepared for this newsletter by the public relations department of the Missions to Seamen's Head Office in London on the occasion of the 125th Anniversary of the founding of "The Flying Angel".

THE MISSIONS TO SEAMEN

There can't be many seafarers of any nationality who aren't familiar with the sign or badge bearing a blue angel. Today it can be seen in many of the world's ports. It represents The Missions to Seamen, an Anglican church society, which because of its sign is more usually known as the Flying Angel.

This year the Flying Angel, which cares for the spiritual and material welfare of seafarers celebrates the 125th anniversary of its founding. It has a network of staff in nearly 300 ports, and clubs in 80 of these – a far cry from its beginnings in the roadsteads of the Bristol Channel.



The Missions to Seamen was founded in 1856, inspired by the work of the Reverend John Ashley. As a young Anglican clergyman in the 1830s Ashley had been moved by the isolation of fishermen and their families on the islands of Steep Holm and Flat Holm in the Bristol Channel. Discovering they had no minister of their own he offered to make good the lack for as long as he was on holiday in the area. His offer was accepted with alacrity. On his last visit to the islands he noticed several ships anchored in the Penarth Roads awaiting favourable winds and he enquired if anyone ever visited them. "No more sire, I believe, than came to us before you first came to us," he was told.

Ashley visited the ships that day and found the needs of the seafarers so great that he immediately abandoned plans to take up a parish appointment and instead devoted himself to seafarers.

In 1845 the Bristol Channel Seamen's Mission was formed, Ashley was appointed Chaplain and he built the Eirene, a cutter with a chapel below decks. He worked hard and long visiting seafarers, holding services and handing out Bibles and tracts but the strain eventually began to tell.

Ill-health forced him to retire in 1850. Others, inspired by his example, carried on his work and "The Flying Angel", as The Mission is known to most Seafarers, was formed six years later.

One of the resolutions passed at the first annual meeting of the society was that the society "while regarding the sailor's eternal interests as the first object of its solicitude, would yet influence him as much as possible to use such means as might better his temporal position". And that position was not good. Nor, at the time, were there any seamen's unions to represent their interests.

One seaman told a chaplain, "I have been the wide world over and never saw any class of men treated like sailors. We are mere chattels, to be knocked about and cuffed by some cruel captain and his officers, and dragged along the decks."

At sea they lived in appalling conditions, worked long hours at often dangerous tasks, and ate very poor food. Ashore – and sometimes even before they got ashore – they were the prey of "crimps", men and women who swindled them out of their hard-earned wages. In fact, one of the first things The Mission was able to do to help seafarers was to take part in a campaign which eventually brought crimping to an end. The first superintendent of The Mission, Robert Boyer, was very active in the campaign, having realised along with other early chaplains that The Mission had to do more than conduct services and hand out Bibles and tracts. There were twin needs to be met: the material as well as the spiritual.

In line with the resolution passed at that first meeting Mission chaplains determined to do all they could to help seafarers materially, as well as spiritually. These twin concerns have remained the foundation of The Mission's work: methods may change, the object does not.

The Missions to Seamen (Contd.)

The Rural Dean of Maryport, speaking at the Seamen's Institute there in the 1890s said that the care of the soul of the sailor used to be left to the "little cherub that sits up aloft", but now it was seen that if they wished to take care of his soul they must first care for his body. "Thanks to the Missions to Seamen Jack might now find, in the Seamen's Institutes, a home in every port."

In the early part of this century came the changeover from sail to steam. With the onset of World War I The Mission expanded into naval ports and after the war ended it helped seafarers weather the longest slump the British shipping industry had ever known.

In England during the thirties queues of unemployed seamen formed outside Flying Angel clubs. Somehow The Mission coped and at least overseas things weren't so bad: several new stations were established and some old ones re-furbished.

The Mission was involved in World War II within hours of war being declared. Nine hours after hostilities began a liner, the Athenia, with more than 1400 people on board was torpedoed off the Irish coast with the loss of 112 lives. Survivors were visited in hospital by the Glasgow chaplain and from then on The Mission was in the thick of it.

By 1940 work on the Continent was impossible. The Dunkirk chaplain wrote in his diary during May that year: "Had a meeting with the British authorities about the British seamen in the port. No place was safe, so we collected all we could and got them into our cellar to await orders. In the midst of crashing bombs, I got a phone message that a destroyer was ready and it was imperative that I should get out of Dunkirk with my family. Craters big enough to hold a tramcar made our journey difficult. For an hour we had to take shelter from an air raid . . . I am glad I stayed till there were no more seamen needing my assistance."

Since the war there have been many changes. In the 1960s shipping patterns changed dramatically and quickly, presenting the society with a real challenge. The Mission started a programme of rationalisation which is still going on today.

In some ports it has ceased work altogether because the volume of shipping has fallen drastically. In new or expanding ports like Richards Bay in South Africa, the iron ore port of Dampier in Western Australia, Dubai and Busan, it has started new work.

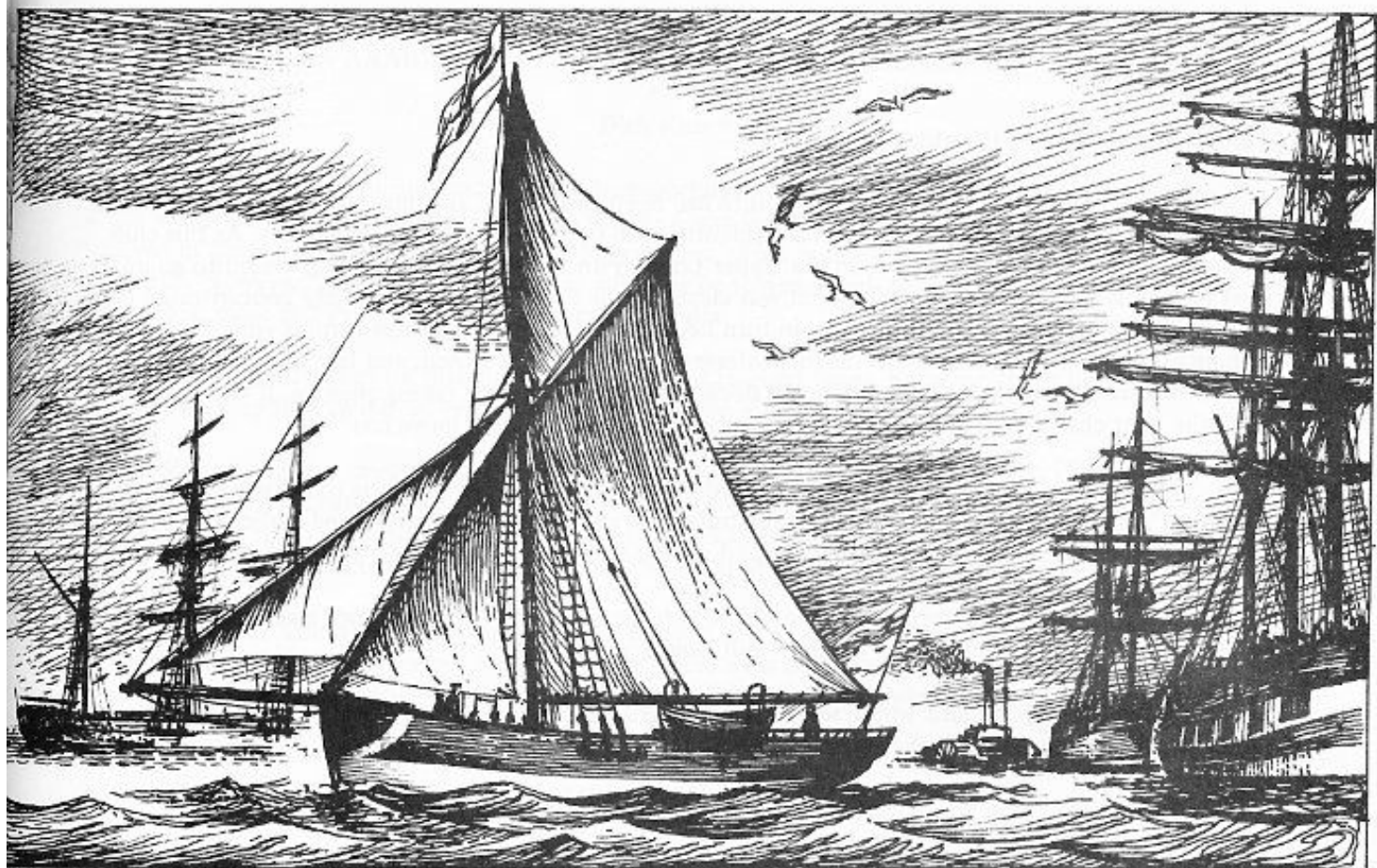
All new projects are carried out in conjunction with societies of other denominations. In fact in nearly half the ports where it has full time staff, the Mission is working with other societies. This reflects the growing trend towards ecumenical co-operation and also represents a sensible use of limited resources at a time when organisations which depend entirely on voluntary donations can have a difficult time raising funds.

The new methods of cargo handling developed in the 60s led to faster turn rounds and in many places to changes in ports. As a result many of the Mission's clubs were too far away from the ships. The Mission has responded by opening new clubs, accessible even to seafarers in port for only a few hours.

A look at the society's work in the Port of London as a whole over the years provides a microcosm of how its work has changed internationally.

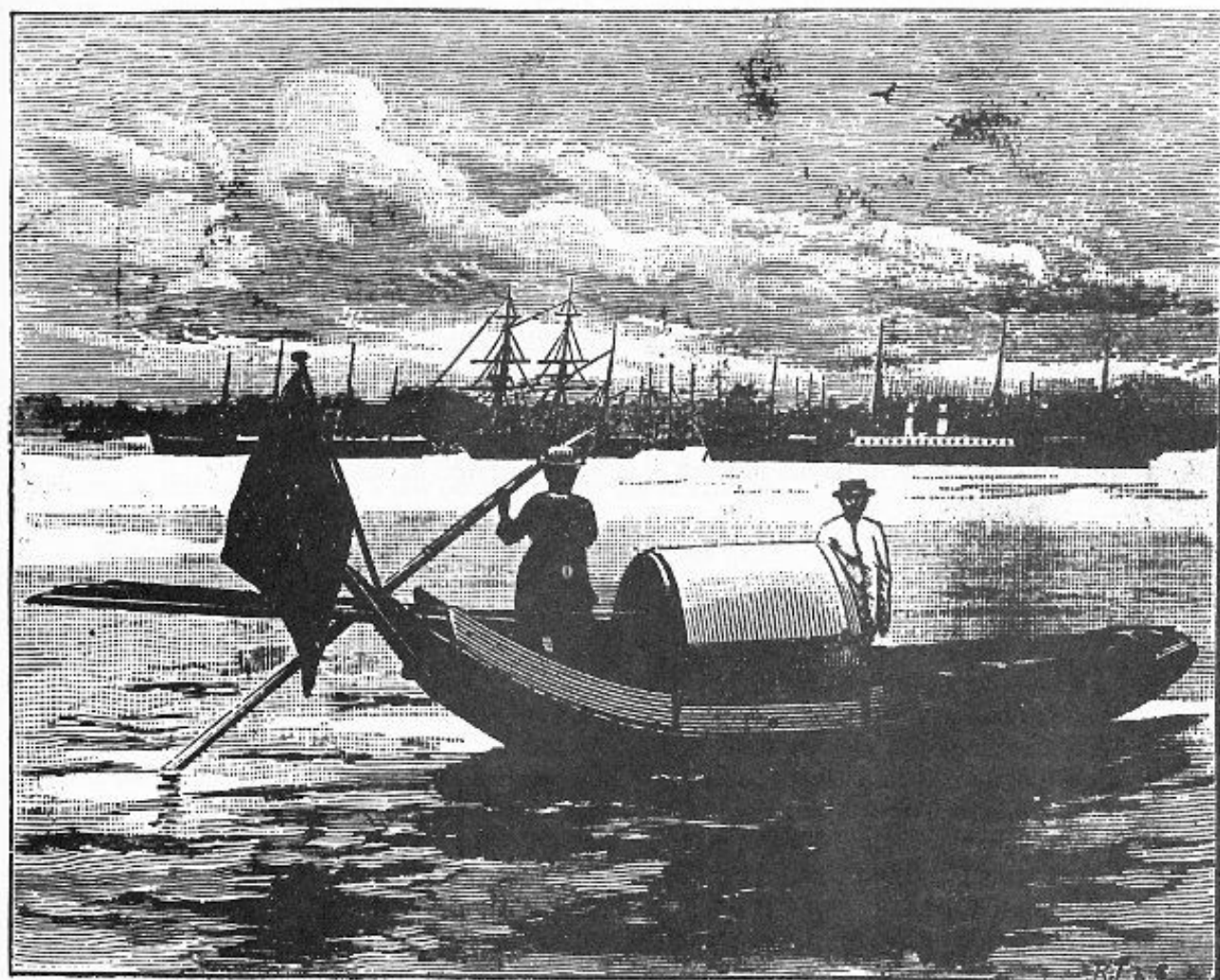
The first chaplain worked from a Mission room, using a launch to visit ships, and it was not until 1894 that two clubs were established. Called Mission Institutes, one was at Poplar which was a church and gymnasium, and the other closer to the London docks had a coffee bar and reading room. A few years later a third club at the Victoria docks opened.

Chaplains continued to work from small institutes until 1936 when the society's work was transferred to one large building offering club rooms with leisure facilities, a reading room and beds.



THE MISSION SHIP EIRENE BRISTOL CHANNEL 1843

James Rolland



THE MISSIONS TO SEAMEN SAMPAN, SHANGHAI.

The Mission to Seamen (Contd.)

In the meantime a chaplain and institute had been established at Tilbury. As this port expanded a need for a larger club grew, so in 1954 a residential club opened outside the dock gates. As this club became busier, use of the large club in the Upper London docks declined as shipping ceased to go up river in such large quantities, and finally it was closed in the early 1970s. The society concentrated its work at the Tilbury club, but this centre in turn became redundant. With ships turning round in a matter of hours it was too far from the berths for seafarers to reach. It was closed, and last year The Mission moved to a transportable building inside the dock gates. It is no longer taking chances. It can't predict what the next change will be, but if shipping moves again the club will move too.

The value of establishing relocatable buildings, a policy that The Missions to Seamen started to adopt ten years ago, has recently been demonstrated at Preston, a port which closed earlier this year. The Flying Angel trailer was put on a low loader and moved to Fowey where a new club was needed.

But while clubs are important, The Missions to Seamen is about people not buildings, according to the society's general secretary, The Rev. Bill Down.

"Clubs provide a place where seafarers can relax away from their ships, have a meal, telephone home or post a letter, but it's the staff and voluntary helpers who do our real work," he says.

"It is people who give a welcome, visit seafarers in hospital, provide a sympathetic ear for those who need help, and who sort out problems."

And the help given by Missions to Seamen staff is extremely varied. Arranging weddings, or football matches, visiting a family which needs help, getting last minute shopping for seafarers on ships about to sail, advising people of the best places to shop, taking in shipwreck survivors, and counselling someone with a serious problem, are all in a day's work for a chaplain, says Mr. Down.

But as many seafarers now spend more and more time at sea and less time in port, The Mission has had to look for new ways to provide the services it has traditionally given.

Last year it appointed a chaplain to organise a correspondence service for an experimental period.

Also through an arrangement with the International Christian Maritime Association and the Citizen's Advice Bureau, seafarers and their families can write for information on anything from their rights under British Law when they buy a secondhand car to how to get legal aid.

Whether these are a success remains to be seen, but The Missions to Seamen is convinced that it must continue to try to keep its service in reach of as many seafarers as possible.

AN ARABIAN NIGHT'S DREAM or THIRD TIME UNLUCKY

by
Dick Knock

Since the advent of bulk carriers, the transportation of West African ship's crews to all parts of the world has become a regular operation for the Crew Dept., and those of us who have been involved in these operations have had many experiences, often problematical, sometimes comic, but never dull. However, one recent crew change will long be remembered, that of the 'Strategist', which nearly took place in Egypt, but finally occurred in Malta.

The original report on this disastrous affair runs to eight pages, however, it has been suggested that readers may find an edited version both amusing and informative . . . so here it is;

We had changed crews twice before at Suez, in May 1980, and again in March 1981, and having attended both these changes I felt confident that we would once more overcome the customary harassment and frustration quite normal in the Middle East. However, unknown to any of us, one rather small piece of paper, written in arabic, lay unnoticed somewhere on a desk in Port Said . . .

Perhaps it would be best at the outset to explain that in Egypt, it is a requirement to use a national agency; but due to former unhappy experiences with them, we had also engaged a private protecting agency, whose brief is to advise and check the state agency's work. Many shipping companies do this, and it is accepted as quite normal.

Probably the best way to describe events is to take them day by day.

Day 1 – Monday 29th June

The new crew arrived at Gatwick direct from Freetown at 5 p.m. where I met them and escorted them to the luxury of the Copthorne Hotel, provided courtesy of British Caledonian Airways, who owed us a favour from a previous occasion. I think the management of the Copthorne were a little taken aback by the sight of 19 Africans – as were the Africans by the sight of the Copthorne; however, the night passed peacefully and everyone appeared on time at 0530 next morning for the onward flight.

Day 2 Tuesday 30th June

I travelled with the crew Gatwick – Amsterdam – Cairo, flights for both embarking and disembarking crews having been arranged through K.L.M. at a special fare. We arrived at Cairo at 1700, and after meeting representatives from both agencies, we cleared Immigration and Customs in the usual laborious fashion, setting off on the wild two hour drive to Suez in two mini-buses. We arrived at 2100 via the agency offices, at the Summer Palace Hotel, Port Tewfik, no doubt already known to some officers as an up-dated version of the unsavoury 'Be-Aire' hotel. Unfortunately, there were only five bedrooms available, so after some haggling, and a search for some pieces of wood, we eventually had to instal the crew in bedrooms with 'wall to wall' mattresses. On presentation of the evening meal, the ship's cook, Henry Bretow, left the table and disappeared into the 'galley' to inspect it! Henry was to look after our well-being in this way on quite a few occasions over the next week.

Not quite the Copthorne – still – it was only for one night . . .

Day 3 – Wednesday 1st July

Strategist E.T.A. Suez roads 2200 Hrs.

I rang Ibrahim Badawi representing the protecting agents at 0900 and arranged to be taken to the national agency to check on progress. Buses and a launch for the crew were arranged for 2100. On arrival at the office the first hint of trouble appeared. I was asked for the crew's contracts. I offered the Crew Agreement, already signed by the crew in Freetown, but was told no, that under a new law all foreign crews must have an individual contract signed by them and the Company stating rates of pay, etc. Having with me a supply of Company letter-heading paper, I suggested that I could draw up individual contracts and get them signed. This brought the response that it had to be individual books, a sheet of paper would not do. These were the demands of the 'labour syndicate', whose approval had to be obtained before the police would issue exit visas for the crew to join. Badawi was as bemused as I was over

An Arabian Night's Dream or Third Time Unlucky (Contd.)

this new regulation and started making enquiries. He then told me that the situation was even worse than suspected; apparently a new law had come into force requiring all vessels not using crews of the vessel's country of registration, to take on Egyptian seamen if they changed a crew in Egypt, due to unemployment in the Egyptian shipping industry. The new law became effective from 1st July, in other words, that very day.

Badawi and I went to the offices of the Governor of Suez to protest at the lack of notice, and we were shown the regulation, written in arabic. I could not obtain a written translation in English, but the essence was as Badawi had already related to me. It transpired that the law was passed on 16th June, but the Government were only required to advise the national agency, who had not passed on the information. After an hour in the Government office, attempting to obtain a day or two's grace, it became obvious that we could not progress. Baksheesh, that universal lubricant of all sticking machinery in the Arab world, could not release the gears of Egyptian Government.

At this point I instructed Badawi to send a message to Harrisons, to alert them to the difficulties we had. I also sent one to the 'Strategist', to ensure that the old crew did not sign off. Finally a third message went to Dr. Atalla in Cairo, the chairman of our protecting agents. Having known Atalla from previous occasions I was aware that he was an influential man, and I still had hopes that his personal contact with Government officials could help us. Badawi suggested we could attend a Government meeting that evening, also that he would visit the Minister of Labour, to try and gain a sympathetic hearing. I offered to provide a letter of undertaking that should we change a crew in Egypt in the future (tongue in cheek!) we would take Egyptians. There was speculation that the Free Port of Port Said, having different regulations, it may be possible to change the crew there, so I set about arranging to transfer them to Port Said the next day.

The course of action having been decided, I returned to the hotel and told a disappointed crew the news. I left by launch at midnight to visit the ship at the anchorage, and spread a bit more unhappiness on board.

Day 4 – Thursday 2nd July (And this was a long one . . .)

While on board the ship I received a message from the agency, on the V.H.F., to say that all was set fair to do our operation in Port Said, and although still full of mistrust, I told the crew on board to be ready – in case. Back in Liverpool frantic plans were afoot to transfer the job to Malta or even to Malaga, if the attempts in Egypt failed. I returned to our 'hotel' at 0430.

At 0700 I got the crew together at the hotel and phoned the agency to find out when the buses would arrive, as I was eager to win the race with the ship up the canal to Port Said. It was in usual Egyptian fashion, four hours and six phone calls later that we finally set off northwards. We eventually arrived in Port Said at 1500, three hours ahead of the 'Strategist'.

Although hard to believe with so few roads in the area, the buses actually got lost en route, ending up on a track which disappeared into the sand of the desert, and having to retrace their steps by some 20 km, before joining the road to Ismailya. Our driver lost his documents, blown out of the window, and I chased them over the sand dunes on foot to get them back. (It's at moments like that, that I sometimes ask myself 'what on earth am I doing here?'). On the approach to Port Said we collided violently with a meandering truck. Spits were exchanged between the two drivers in lieu of the more long-winded insurance documents required in the U.K.!

The bus-drivers took us to a dingy establishment known as the 'My Fair' hotel, and told the crew to get off. I told them to take us to the agency, but they would only take me on my own. At the agency, I met the manager, one Abdul Rahman (Joe Smith in English). He told me almost immediately that there was no guarantee of success in Port Said, this was only to be an attempt. Furthermore, the ship would have to go to anchorage and return to berth the next day before the attempt could be made. The story was so full of contradictions and guarded comments, that it quickly became obvious to me that the end result could only be 24 hours delay to the ship, and still no change of crew. I decided to abandon hope and return with the crew to Cairo, so as to be available for any flight out of Egypt.

An Arabian Night's Dream or Third Time Unlucky (Contd.)

Mr. Rahman became obstructive at this point, refusing to let me use the telephone to contact either Atalla or his Port Said representative, and eventually I had to contact him by asking Liverpool to provide the link on telex. I also asked for messages to go to the ship, and to the national agency in Cairo, in order to arrange accommodation. Neither of these two messages arrived, I discovered later.

I then set about rescuing the crew from the 'My Fair', and arranging a meal (the first that day) for them at a restaurant, but only one mini-bus had remained; and it was 30 minutes later that I was relieved to see the remaining five men, led by the bosun, arriving back at the agency on a horse! It had been a long two days, and with a temperature of 40°C in the shade, I must confess I wondered for a moment if I was having hallucinations – but it was true! After a meal of rice and totally blind curry sauce (declared O.K. by Henry), we departed on our second long ride of the day, three hours back to Cairo, having retrieved bus No. 2.

The agency staff at Cairo were so badly informed of developments that they thought I had the disembarking crew with me, but we eventually arrived at the 'International Hotel', a disgusting place in very downtown Cairo, at 2200. I phoned Atalla at home, and arranged to see him in his office at 0900 the next day.

Henry visited the galley of the 'International'. He declared the food unfit for human consumption, and with several of the crew and myself already experiencing stomach problems, none of us ate again until we left Egypt nearly 2 days later. I did examine the menu. The first two items were:

and Shat O'Brian (I think it meant 'Chateaubriand')
 Egyptian Foul Mademess (Oh Gawd!)

so I was happy to take Henry's advice.

Day 5 – Friday 3rd July

A message from George Beech was waiting for me in Atalla's office, outlining several routes by which we could reach Malta or Malaga before the ship. There followed a most frustrating day, with telex machines running hot in Cairo, Liverpool, Malta and Malaga; fully booked holiday flights, closed airline offices in Cairo (it was Friday, the arab weekend,) and the fasting of Ramadan finally defeating most of our hopes.

At one time we had reservations via Rome to Malta booked by the Malta agents, but Air Malta in Cairo were not in business that day and could not be contacted. Chartering an aircraft was considered, but had to be rejected due to lack of time and Egyptian lethargy. Arab International Airlines had a direct flight to Malta, but local advice put us off – they rarely maintain their schedules, and their bookings are chaotic. In the end I had to use our K.L.M. reservations for the old crew back to Amsterdam, reissued with tickets in the different names. Tickets cannot be bought in Egypt with Egyptian currency, and – it was Friday – the banks were closed.

Day 6 – Saturday 4th July

I arranged five taxis to take us to the airport at 0700 for the 1035 flight to Amsterdam via Athens, as I had lost faith in the mini-buses. Our transit time at Schiphol for the connection to Heathrow was 55 minutes, and with tickets to collect at Amsterdam for the onward flights to Malta, there was certainly no time to clear Immigration, Customs and baggage collection, and check in again with 19 crew, I had to persuade the K.L.M. station manager at Cairo to check our bags through to Heathrow – absolutely against the rules when our tickets were only valid to Amsterdam, but at last a sympathetic and flexible ear was found, and the appropriate labels attached. Henry pronounced K.L.M.'s in-flight catering safe, and we returned to the outside world inside a D.C.8. After making all our connections, we caught the overnight flight to Malta, arriving at the hotel at 0600, exactly 18 hours before the 'Strategist's' E.T.A.

Days 7 & 8 – Sunday/Monday 5/6 July

How refreshing it was to deal with our Maltese agents. The only difficulty was the swell offshore, and at 0100 the transfer by pilot ladder between the small patrol boat and the huge Strategist was quite

An Arabian Night's Dream or Third Time Unlucky (Contd.)

a hairy experience; but in under 2 hours the ship and new crew parted company with the little launch, now down to the gunwales with the radios, T.Vs etc. etc., that pass as baggage for a home-going West African crew.

I felt a little sadness leaving my companions of the last week – they had had a difficult time, and without the advantage of knowing what was happening, had suffered in patience, and given me a lot of support.

The excess baggage presented by the home-going crew was ridiculous, so I applied the rules to the letter, and caused appalling chaos at the Air Malta check-in by weighing all the gear man by man. At one time the conveyor belt broke – and with all the holiday flights also checking in, the queues stretched down the road outside the terminal building. We got away on time, invading the plane already loaded with holidaymakers from Tripoli, with the contents of a hi-fi shop as hand baggage.

With an overnight stay in Paris, courtesy of U.T.A. the French Airline, I was lucky to get all the gear checked right through to Freetown – to have faced another mammoth weigh-in at Charles de Gaulle would have been the last straw. As it was it took three hours to obtain a 'Sauf Conduit' visa for the crew, and this cut down our stay in the 'Sofitel' to a mere four hours or so. As a parting gesture the security guards threatened to send us all back to the check-in due to the large amount of hand baggage, but I think they took pity on us because of the expression on my face.

The cost of this operation is still being counted at the time of writing – it certainly runs into many thousands of pounds – an excellent though tragic example of how a breakdown in communication between the various agencies and offices involved in shipping can lead to a chain of circumstances which gets out of hand and causes enormous expense. The little matter of that rather small piece of paper, written in Arabic, on a desk in Port Said . . .

After leaving the company of 20 Africans for the first time in eight days, I felt distinctly disorientated returning from Paris to Manchester and the office, and eventually home. As it was a Tuesday, I went to brass band rehearsals that evening, for a bit of relaxation in my favourite hobby. I fell fast asleep half way through our band's rendition of 'Entry of the Gladiators'.

Anyone who can sleep through our band's version of that, must be tired!

MIAMI – THE BETTER SIDE

by
Phil Aldag

When my previous article was printed in February, my friends were horrified at the contents. They all agreed that the points mentioned were correct, but suggested that a follow-up article be written giving some of the goods points about living in Miami.

The most obvious is the weather. The period when I was in Miami, from September till March, is the best time. This is the time that Americans from the Northern States come to Miami for their holidays since the weather is excellent. The temperature does not rise above 90° F but it can get quite low; on average it was about 75° F and the humidity is not so great. In fact, once you get used to it, it is very pleasant.

At the weekends it was a case of tennis shorts, pumps and T-shirts. This outfit was worn to all places during the day and it was very comfortable to go to the supermarket dressed this way. When you think about it, it is a most sensible way to dress. On a hot summers day here you would not see people going round Tesco's in tennis shorts, but why not? My local Tesco had better watch out!

Miami – the better side (Contd.)

The facilities for sports were quite fantastic. Though playing squash, even in an air-conditioned court, proved to be too exhausting, it was great for losing weight. As I also play (attempt) golf the facilities were quite excellent, though a bit expensive. The local municipal course on Key Biscayne was a dream to play on. If you needed to hire clubs, they did not just give you a few clubs in a tatty bag, but a full set of excellent clubs. Also you drive round in a golf buggy which is really the way to play golf, (with the way that I hit a ball – all over the place – buggies can save a lot of walking) and when it is hot they are very practical. You have to beware of the sprinkler system which, (during one round with Ken Pearce), they started up on the next fairway, so if our ball landed near one we moved along even quicker!

There are facilities for all kinds of water sports including a lot of hang gliding and wind surfing. Some of the sport fishing boats and yachts are unbelievable and the luxury 'Gin Palaces' that one sees on T.V. are quite common place. At times it appears that nobody ever uses them or they are just used occasionally. I suppose it is like everything else – you just get used to it, but I am sure that I would take a long time to succumb.

The restaurants are superb, and the service is sometimes beyond belief, with the waitresses dealing with numerous tables; (my parents were quite amazed as to how they could remember anything). Most of the restaurants are very inexpensive and the food is excellent. The quantity you get even in a sandwich is sometimes too much. For example one meal I had in an Italian restaurant/Club, for two came to \$100 (approximately £40) and this included champagne, brandy and all the extras. The price also included 20% tip which is about standard in a place like that. I am sure that the equivalent in England would have cost a good deal more. (I must point out that I did not do this often, in fact this was a special occasion, so please don't think that I was living it up all the time; it just points out that you can eat out a lot cheaper!)

The waitresses are very friendly and courteous. The main reason for this is because the management want people to return again and again and also as they are not paid a large salary they make up their extra money from the tips that are given. All the bars have restaurants attached and to all the places I went to you could always get a good meal, and, of course, they are open very late and also on Sundays. Also there did not appear to be any licensing hours, which can be a good thing or a disastrous one. They were most interested about our licensing hours and could not understand how we could live this way.

I said in my last article that there was a very serious crime problem. Miami has now been voted the most violent city in the U.S.A., but I never saw any trouble. The news was regularly full of shootings, but there was not the sort of petty violence that we get here. However, over there you can get shot for nothing and it was suggested to me that I carry a gun in my car. One evening, whilst at a friend's house, a bullet was fired through the window, which was not very pleasant and also there was a shoot out in my apartment block between police and drug dealers. People say how can you call this non violent? My point is that in most bars, for instance, there is no atmosphere of violence, but even in good English bars you can sometimes feel that there is an atmosphere, especially if there is a disco. Not once did I see a fight. Even at an outdoor rock concert there was no fight, but in England the skinheads would always be there looking for one.

One aspect that did amaze me was the amount of drug-taking that went on – sometimes the smell was overpowering. They take drugs regularly and at parties they don't put out crisps and peanuts but marijuana and cocaine. For them it is quite natural and it is not just the youngsters who take them but lawyers, accountants, etc. However, drugs were never forced on you; they were offered but when you refused, they understood.

So, in case my earlier article gave the impression that America should be avoided at all costs, I should now like to set the record straight and would, therefore, recommend anyone who has the chance to visit America; not especially Miami as it is not truly American, but the country is beautiful and very interesting.

FIRE AT SEA – s.s. “LEGISLATOR”, 1898

by
Captain G. Cubbin

When one turns up the Company's records, one finds that references to casualties are tantalisingly confined to a terse, single-line entry in the “Remarks” column, viz: “Wrecked June 1884”. There is no hint of the dramatic circumstances in which this incident, undeniably cataclysmic to those directly involved, took place. The doom-laden chain of events, the tales of heroism and tragedy, are all but forgotten, suppressed by time and the onset of even greater disasters. Nevertheless, looking back along the corridor of time one quickly becomes aware that the nature of tragedy at sea has changed but little over the intervening years – perhaps the only significant difference being the speed with which today the whole world is appraised of the news, with actual scenes of the drama being flashed “live” into the living-rooms of a remote and wondering populace. Despite modern technology ships, all too frequently, still manage to get wrecked, founder, collide, or blow up, as a brief reference to Lloyd's Casualty Lists will confirm. Crews are lost, and survivors relate tales of horror, death, and privation to match those of their earliest predecessors.

I have no doubt that the circumstances in the case of the “LEGISLATOR” have recurred many times, with variations, and will continue to recur so long as goods of a dubious and volatile nature are carried by sea.

The “LEGISLATOR”, the second ship to possess that name, was an iron steamship of some 3,000 tons gross, which could lift a deadweight of 4,170 tons on her summer load-line of 23 feet 6 inches. She was built in Sunderland to Bureau Veritas Rules in 1888, and although equipped with a trip-expansion steam-engine driving a single screw, she was also rigged, in the best “belt-and-braces” tradition as a brigantine, with square sails on the foremast and a fore-and-aft sail on the main. The crew lived forward, under the forecastle head, the Captain and Officers in the house amidships, whilst a large cabin aft provided accommodation for 35 “First Class” passengers.

On her last voyage, however, she carried only two passengers, and a crew of 26. She loaded a general cargo at Liverpool, probably in the Harrington Dock, and sailed on 8th February 1898 bound for Christobal Colon in Central America.

On deck, stowed securely in sheltered alleyways amidships was a large consignment of chemicals and combustible substances which included such volatile commodities as ether and benzene (Class 3.1 in the modern IMCO Dangerous Goods Code); Collodion, spirits of wine and varnish (Class 3.2); Phosphorous (Class 4.2); Spirits of nitre and chlorate of potash (Class 5.1); Carbolic acid (Class 6.1); Sulphuric acid and Ammonia (Class 8) – as nasty a conglomerate of noxious substances as has ever been carried by sea at any period!

One wonders what rules were in existence governing the stowage of such critical commodities, and whether shipmasters in those days had the benefit of some sort of “Blue Book” issued by the Board of Trade for their guidance? The chemical industry was in its infancy, and few, if any, seafarers would be aware of the peculiar properties of some of the lethal substances they lived with. Nevertheless, there was sufficient respect for their pernicious nature to advocate their stowage on deck, although in this case they were obviously stowed too near the accommodation and the ship's control areas, with too little regard for segregation, to meet the requirements of today's rules for the Carriage of Dangerous Goods.

During the early morning of Sunday, 13th February, Chief Officer Peter Arnold, who was on watch, experienced a heart-stopping moment when a flicker of flame illuminated the fore-deck, reflecting ominously from masts, ventilators and deck houses. In the surrounding darkness of that early winter's morning the effect was frightening, for Mr. Arnold did not have to be told the reasons for this phenomenon. It was obvious that the dangerous deck cargo, with all its vicious unknown properties, was ablaze in the alleyways below his position on the bridge.

At 4.10 a.m. the Chief Officer hurriedly roused the Master, Captain John Tennant, an Australian from Sydney, New South Wales, 44 years old, and in command of the “LEGISLATOR” for the past four years. Captain Tennant tried vainly to reach the alleyway where the cargo was stowed, perhaps with the intention of somehow jettisoning the burning packages. But the fire had spread with incredible

Fire at Sea – s.s. ‘Legislator’, 1898 (Contd.)

swiftness, and Captain Tennant was driven back by the flames and poisonous fumes, badly burned and gasping for his life, to the comparatively clear air of the main deck. By now the fumes of ammonia and sulphuric acid had enveloped the midships accommodation and were drawn rapidly into the ventilation system, driving the sleeping occupants on deck, coughing and choking. Down below, in the Engine-room and stokeholds, all was confusion as volumes of dense acrid smoke poured in through the great ventilators and open fiddleys. It was as though a few hundred tear-gas grenades had been detonated in the confined space. Blinded and choking for air, men drove themselves up the iron ladders to the deck, only to be confronted by a wall of sputtering, explosive flame. Somehow they managed to skirt the conflagration and reach the blessed fresh air on the open deck, but five men were badly burned in the process. Another man, who had attempted to escape via the forward stokehold ladder, was suffocated, his body found later collapsed on a grating.

In those wild, desperate moments of escape from below, no attempt had been made to stop the main engine, or draw the fires to reduce the head of steam, and the ship was still forging ahead at about eleven knots. With the Engine-room untenable, starting pumps to fight the blaze was out of the question, and in those days there was no emergency fire-pump, situated in a remote part of the ship, which could have been brought into action. Buckets of sea-water? Perhaps this expedient was tried, but the futility of the exercise in that rapidly worsening situation involving chemicals, such as potassium, which reacted violently to the application of water, would soon become apparent. It was therefore becoming increasingly clear that the ship would have to be abandoned. Reluctantly, Captain Tennant reached this conclusion and gave the necessary orders – not without misgivings, for there were serious practical difficulties to be overcome.

The ship was still steaming ahead, and launching a boat from a moving ship, even at the modest speed of eleven knots, would be a most hazardous if not impossible undertaking. Moreover, the boats were situated amidships, directly above the seat of the fire, and the boat-deck was enveloped in noxious fumes. Trimming the ship's course cleared the weather side of smoke, but launching boats to windward would be an extremely risky operation, even in moderately calm conditions. They could not risk waiting for the boiler pressure to fall, and slow down the ship. The furnaces had been replenished just prior to the change of watch at 4 o'clock, and might steam the ship for another hour or more, by which time the boats would be consumed by the fire.

So the decision was taken to launch the port lifeboat to windward whilst the ship was under-way. The boat was swung out on the clumsy radial davits, and two men, Third Officer George Martin and a Steward, clambered into it. Two seamen manned the rope falls whilst others passed the painter forward, clear of the flames. The order was given to “Lower away!”. One can readily imagine the controlled terror of the two men in the boat as they swung dizzily above the dark water rushing past, and apparently rising to meet them as the boat was lowered. To the eyes of the anxious men peering down at the boat the scene, illuminated by the lurid glare of the fire, was a nightmare. They saw the boat touch the water and immediately it became a wild, live thing, lurching violently, water spraying from its bows. Somehow, the pair in the boat managed to release the falls, one at each end, narrowly escaping serious injury from the crazily swinging blocks. The young steward crouched in the bow viewing the surging water between boat and ship with wide eyes, while the Third Officer fought the tiller to gain some measure of control. His object was to prevent the boat from smashing itself to matchwood against the ship's side, yet hold it close enough to enable the remainder of the crew to clamber aboard from the ladders hanging overside.

For a few hectic moments the boat continued its crazy course, the officers on the boat-deck watching helplessly as Third Officer Martin fought to win control. The stresses were considerable, however, and something had to give way. Suddenly, the painter parted and the boat drifted rapidly astern. The anxious watchers on the boat-deck then realised with mounting horror that the boat was drifting towards the rapidly revolving propeller. It disappeared under the elliptical stern – and amazingly reappeared a few moments later, clear of the ship, melting rapidly into the surrounding darkness.

Indeed, it later transpired that the occupants had had a miraculous escape, for their boat had actually been struck by a blade, and thrown clear but badly damaged. The castaways were unhurt, and were rescued from their waterlogged boat four days later by a passing ship, the “GLENFIELD”, to be landed eventually at Vera Cruz. This was in the days before wireless telegraphy, and it was some weeks before the news filtered through to Head Office.

Fire at Sea – s.s. “Legislator”, 1898 (Contd.)

Meanwhile, on board the blazing ship, some efforts were being made to steer the ship towards land, probably the northwest coast of Spain, which would be some 250 miles distant. Several crew members had been isolated by the fire in their living quarters forward and attempts were made to bring them aft, to the lifeboat stations. One man actually secured a rope round his waist, jumped overboard from the fore-deck, and was safely picked up aft, but this procedure was felt to be extremely risky by the majority. By this time we can assume the engines were slowing down, and another attempt was made at launching a boat. It was lowered safely into the water, again on the weather side, and Second Officer Thomas Bateman was able to work it forward by means of the painter. The men scrambled into it, but then it capsized, throwing all hands into the sea. Most of them managed to grab trailing ladders and lines and clamber back on board the ship, but Second Officer Bateman and another man were drowned.

The records are reticent as to how the crew survived the next two days aboard the blazing ship, which was now in a sinking condition. All her boats had now been lost, or destroyed, and the only hope of the men on board was to attract the attention of a passing ship, a hope that had some reasonable chance of fulfilment thanks to the ugly column of black smoke rising above the wreck. On 16th February she was sighted by a ship called the “TOWERLANDS”, which approached the smouldering “LEGISLATOR” and quickly rescued the survivors. No effort was made to take her in tow (perhaps “TOWERLANDS” was a sailing ship) and the “LEGISLATOR” was left to her fate. One wonders how long she drifted in the North Atlantic, derelict, abandoned, and a menace to navigation, before she found her final resting place on the sea-bed.

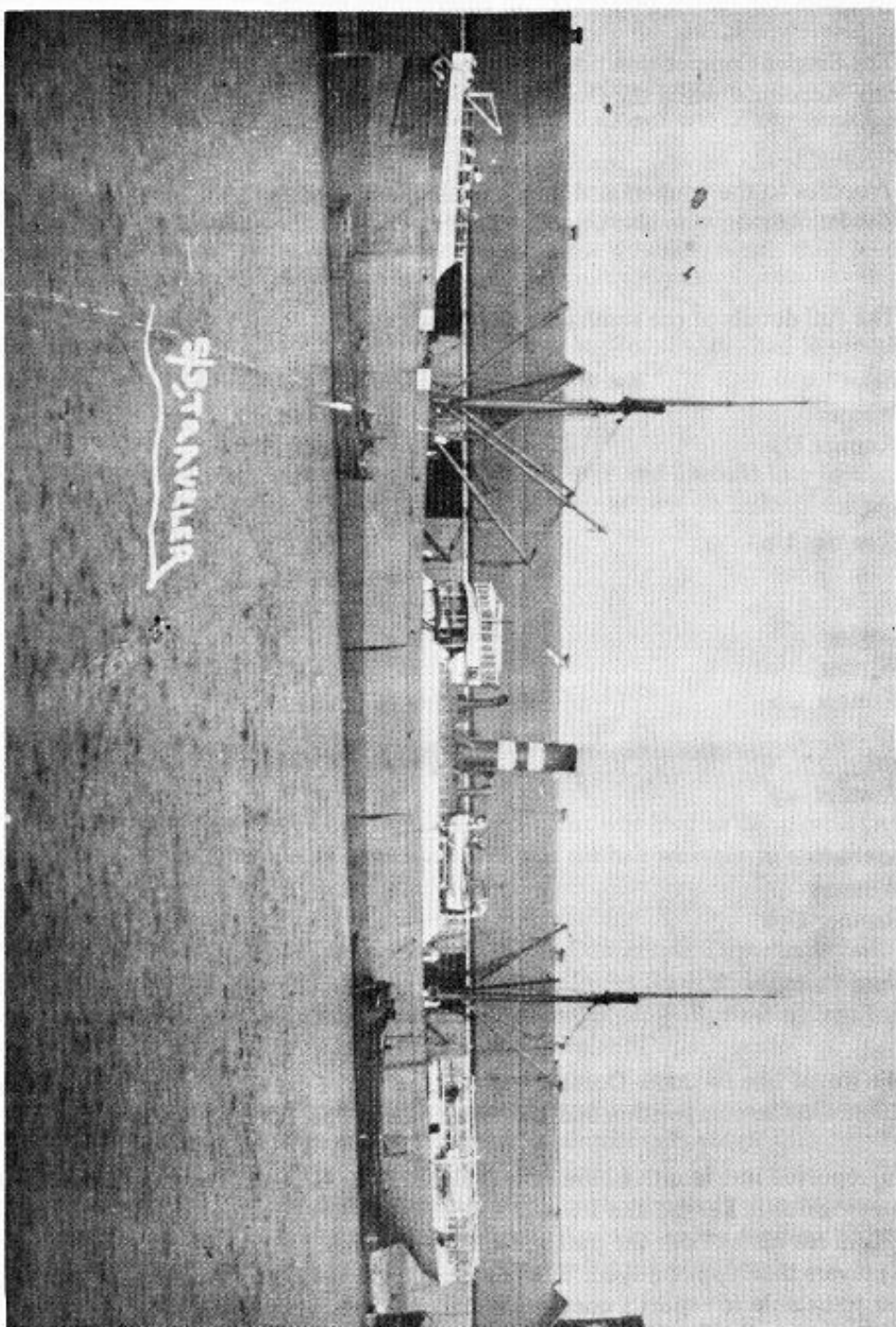
On 4th May, 1898, an Inquiry into the loss of the “LEGISLATOR” was held before the deputy Stipendiary Magistrate at Liverpool, a Mr. Kinghorn. It was found that the most likely cause of the fire was due to spontaneous combustion in the consignment of Phosphorous, which ignites on exposure to air. No blame was attributed to the shippers, but the Court recommended that, in future, shippers should ensure that all carriers were made aware of the peculiar dangers of their products. The Court also observed that the chemicals had been stowed too close to the coal, which probably filled the coal-bunkers and had overflowed on deck. A vague reference to the desirability for separate stowage was made, but the Court was emphatic that the loss was not due to any wrongful act of the Master or Chief Officer. Who knows? Perhaps the events leading to the loss of the “LEGISLATOR”, and the findings of the subsequent Inquiry, were factors contributing to the formulation of Rules, now embodied in the “Blue Book” and the IMCO “Dangerous Goods Code”, which have led to greatly improved safety in the sea-transport of chemical products.

Epilogue

Captain John Tennant continued to command Harrison Line ships until he retired from the service in 1903.

Chief Officer Peter Arnold served at sea for another eighteen months, when ill-health forced him to come ashore. He apparently spent the rest of his career on the dock, serving as a night duty Officer.

Third Officer George P. Martin, born at Ramsage in 1867, was trained as a Cadet in H.M.T.S. “WORCESTER”. He spent most of his early career with Shaw Savill & Co., and later with the China Steam Navigation Co., reaching the rank of First Officer. His appointment as Third Officer of the “LEGISLATOR” in 1897 was his first job with Harrison Line. He resigned in 1900, and moved to Elder Dempster Lines.



Unfortunately we do not have a photograph of the "LEGISLATOR" in our museum but the "TRAVELLER" was a vessel of similar design. Also built in 1888 (3042 tons gross) she was the first Harrison vessel to operate in the joint service with the Clan and Hall Lines to East Africa (now the BEACON Service). In 1919 she was sold and renamed "INSHBOFFIN" and finally went for scrap in 1923. The photograph reproduced above shows the "TRAVELLER" in Toxteth Dock, Liverpool at around the turn of the century.

HARRISON LINE DARTS COMPETITION

by
Chris Makinson

The final of this year's darts competition was held at Ocean Fleets 1866 Club in Water Street on the evening of Wednesday June 17th and the occasion was a great success with many non-participants joining the players for an entertaining evening.

The Singles Competition honours went to Jan Wharton of the Conference Department and Dave Hoare from Accounts, while the Doubles title was retained by Linda Douglas (Accounts) and Tom Hayes (Statistics).

Trophies to the winners and losing finalists and medals to the losing semi-finalists were presented by Mr. R.J. Pemberton who also awarded Tom Hayes with a medal for the highest personal score on the night.

The full details of the results are as follows:—

Mens Singles

Winner

D. HOARE

Runner Up

C. MAKINSON

Semi-Final

Runners Up

J. FOXLEY

F. MOORE

Ladies Singles

Winner

J. WHARTON

Runner Up

B. HARRISON

Semi-Final

Runner up

M. IRWIN

Mixed Doubles

Winners

L. DOUGLAS & T. HAYES

Runner Ups

G. WILLIAMS & T. WORTHINGTON

Losing Semi-Finalists

C. MAKINSON & B. BATHGATE

M. JOHANSEN & P. KING

We would like to thank Ocean Fleets for the use of the Club for this occasion and to all those who took part in the competition and the many others who came to support.

As reported last month I have now replaced Tom Hayes as Captain of the Harrison team competing in the Shipping Staffs League and I would like to take this opportunity, on behalf of all the players to thank Tom for his work in the past and I hope and trust I can rely on the same support and commitment from the players that Tom enjoyed. The new season starts in early August and I hope by the next Newsletter to be able to report a convincing start to the new campaign.

CROWN GREEN BOWLING

by
Les Venables

It seems such a very short time ago that we were contemplating the start of the bowling season, and suddenly we find the summer slipping away and only one remaining match to play before the end of the season.

Although the weather has been very disappointing, the season has been very satisfying and we have done considerably better than last season, having won three and drawn one of our games played so far.

We have been well represented in the various knockout cup competitions; Ken Chapple and Gary Poole being the most successful by reaching the semi-final of the doubles, which they lost to two far more experienced players.

We are holding the office individual knockout competition on Wednesday, 2nd September, at the Knotty Ash Hotel, and anyone wishing to enter must be there not later than 6. p.m. for a prompt start.

By the time the Newsletter goes to press the season will be over and I would like to express my thanks to all members of the team for their loyal support and all their efforts on and off the green.

HARRISON LINE TENNIS TOURNAMENT 1981

by
Chris Makinson

The finals of the 5th Annual Harrison Line Tennis Tournament was held at Bebington Oval on Saturday, June 20th and for the first time in this year's competition we had weather to match the occasion.

The day was a personal triumph for Miss Jan Wharton of the Conference Department who beat Lyn Smith (Claims) 5-7, 6-2, 6-1 in a repeat of last year's Ladies Singles final, and then, with her partner Ray Holland (D.P.), proceeded to win the Mixed Doubles final 6-2, 4-6, 6-3 against Karen Eccles of Trade Development and Mark Johannsen of the Outward Freight Department.

In an all-freight department Mens Singles Final Mark Johannsen overcame his close friend and colleague Les Calverley 6-4, 11-9 in a tight, gripping encounter of almost two hours.

I would like to take this opportunity to thank all those who took part, especially during some of the earlier rounds where the biting wind and showers of rain made it difficult to realise we were there to play a Summer Sport, and we look forward to this competition continuing for many years.

Trophies were presented to the winning and losing finalists by Mr. R.J. Pemberton.

WATCH YOUR LANGUAGE PART 1

Potential whiz-kids may be interested in making use of the:—

Instant Buzzword Generator

Technology has created a new type of jargon that is nearly as incomprehensible as it is sophisticated. An unusual technique, called the Instant "Buzzword" Generator, will help you master this jargon. With it, you can generate an almost endless variety of intelligent-sounding technical terms.

The technique is easy to use. Merely select a digit from each of the three columns, and combine the words opposite each number into your own technical jargon. For example, select "3", "9", and "0" and you generate "Parallel Policy options", an expression bound to command instant respect – and confusion!

Column 1

0. integrated
1. total
2. Systematized
3. Parallel
4. functional
5. responsive
6. optical
7. synchronized
8. compatible
9. balanced

Column 2

0. management
1. organizational
2. Monitored
3. Reciprocal
4. digital
5. logic
6. transitional
7. incremental
8. third-generation
9. policy

Column 3

0. options
1. flexibility
2. capability
3. mobility
4. programming
5. concept
6. time-phase
7. projection
8. hardware
9. contingency

NEWS FROM GCBS

ISSUED BY THE GENERAL COUNCIL OF BRITISH SHIPPING

JOB LOSSES AND PAY INCREASES – A GENUINE LINK

In July this year there were 600 officers and 2500 ratings reporting to the Merchant Navy Establishment each week as available for employment for whom no jobs could be found. This is double the number of officers and treble the number of ratings reporting at the same time two years' ago. Normally the numbers fall to their lowest levels in the summer months, so with more ship disposals forecast, the numbers could well double again from their current level by the end of the year.

To meet their obligations under NMB Agreements, shipping companies are currently paying benefits to unemployed officers and ratings at the level of £8½ million per year: the figure could be significantly higher in 1982.

There are many reasons for the reduction in the UK fleet and the loss of jobs which has gone with it. Over-tonnaging, declining world trade and the oil glut are beyond the control of the shipping companies and those who work for them. But reduced competitiveness caused by escalating manning costs is not.

Particularly serious is the loss of competitive advantage in this respect which UK shipping used to enjoy over its North-European competitors. The cumulative value of NMB wage settlements for officers over the three-year period 1977–79 was 53 per cent, compared with 33 per cent in Norway, 22 per cent in Germany, 15 per cent in Japan, and 13 per cent in the Netherlands. The figures for ratings were of the same order. This reflects a similar imbalance in manufacturing industry and in turn mirrors comparative levels of inflation.

The lesson is clear : the levels of pay increases generally in the UK in recent years have been far more than the economy of the country can support – and shipping is no exception.

The 1980/81 NMB negotiations made matters worse. These culminated, after a costly and damaging strike of NUS members, in a settlement and arbitration award which – subject to the assumptions in the arbitration award – will increase the ratings' wage bill by 12 per cent from January 1981 and a further 4½ per cent by January 1982. The officers' unions have sought to match this. Yet the level of settlements in British industry generally has been running well within single figures. So as well as outstripping their counterparts in many other countries, our officers and ratings have had higher pay increases than UK shore workers generally : this has had a marked impact on the competitive position of UK shipping in the international market-place.

No one will pretend that the ship and job losses leading to the current levels of unemployment are attributable solely to the levels of pay settlements, but these are bound to have been a material factor and the severe losses which companies suffered in the strike can only have made a bad situation very much worse.

GCBS Information Department
13 August, 1981

"ASTRONOMER"

B.W. Jones	Master	D. Coogan	Chief Petty Officer
G.A. Walter	Chief Officer	P. Littlewood	Seaman Grade I
A. Atkin	2nd Officer	J. Brown	" "
B.L. Jones	3rd "	T. Connell	" "
M.D. McLaren	Chief Engineer	D. Farrell	" "
M.J. Christian	2nd "	J. Rowlands	" "
J. Carpenter	3rd "	A. Bowen	" "
T. Rothwell	3rd "	T. O'Leary	" "
J. Barwise	4th "	J. Fitzgerald	P.O. Motorman
L.H. Hughes	1st Electrician	B. Jones	Motorman Grade I
S.R. Brown	Deck Cadet	W. O'Brien	" "
M.W. Harrison	" "	E. McCormick	Chief Cook
A.M. Nash	" "	M. Burrows	Cook Assistant
G.L. Sealy	Engr. Cadet	A. Bowyer	2nd Steward
A.T. Walsh	Catering Officer	S. Ellis	Steward
M.J. Sheldon	Radio Officer	G.P. Cummins	"
D. Jeffery	Carpenter	C. Davies	"

"ADVISER"

D. Skillander	Master	J. McGuinness	Chief Petty Officer
J.A. Northam	Chief Officer	J. Harding	Seaman Grade I
R.J. Dobson	" "	R. Hunter	" "
R. Babooram	2nd Officer	D. Meaney	" "
R.D. Hunt	3rd "	O. Owen	" "
D.B. Brassey	Chief Engineer	W. Newman	" "
K.E. Duffly	2nd "	J. Roberts	" "
P.G. Hyland	3rd "	N. Andrews	" "
P.S. Waterfall	4th "	D. Boyd	Petty Officer Motorman
R.G. Jones	4th "	L. Smith	Motorman Grade I
T.L. Allen	1st Electrician	H. Thomas	" "
S.W. Targett	Deck Cadet	J. McGeough	Chief Cook
C.S. Shelton	" "	J. Jones	Cook Assistant
D.P. Pisani	Engr. Cadet	R. Farrington	2nd Steward
G.M. Parry	" "	A. Kourelis	Steward
J. Duffy	Catering Officer	S. Neild	"
H.J. Brady	Radio Officer	J. Carney	"
R. Staping	Carpenter		

"BENARMIN"

R.J. Smith	Master	M. Smyth	Seaman Grade I
K. Dornan	Chief Officer	C. MacCallum	" "
W.J. Butcher	2nd Officer	J. Wheeler	" "
B. Walker	3rd "	C. Thornton	" "
B.D. Hart	Chief Engineer	P. Hall	" "
J.R. Barker	2nd "	P. Eaton	Petty Officer Motorman
P.V. Kelly	3rd "	F. Byrne	" "
A.J. Soens	3rd "	A. Howard	Motorman Grade I
J.A. Chadwick	4th "	J. Preston	Chief Cook
P. Burrows	1st Electrician	P. Gilmour	"
S. King	Deck Cadet	R.A. Smith	2nd Steward
E.W.C. Lloyd	" "	P. Keegan	" "
R.S. Postlethwaite	Engr. Cadet	B. Whelan	Steward
G.E. Whitehead	Catering Officer	S. Johnson	"
D.C. Smith	Radio Officer	C. Adderley	"
C. McGuinness	Chief Petty Officer		
F. Goulding	"		

"CITY OF DURBAN"

R.H. Jones	Master	P.G. Masters	2nd Officer
		R.P. Rees	3rd Engineer

"BENEFACTOR"

N. Johnson	Master	J. Achee	Seaman Grade I
B.S. Raper	Chief Officer	L. Bartholomew	" "
J.P.A. Billing	2nd Officer	M. Patrick	" "
R.T. Lamming	3rd Officer	T. Knox	" "
E. Rook	Chief Engineer	R. Matthews	" "
S. Brunton	2nd Engineer	G. Lewis	Seaman Grade II
J.M. Harrison	3rd "	J. Barrow	" "
D. Rigby	4th "	V. Henry	Petty Officer Motorman
H. Ibbott	6th "	F. Bryce	Motorman Grade I
D.M. Wade	1st Electrician	D. James	" "
S. Lloyd	Deck Cadet	W. Tobis	" "
D. Dewar	Catering Officer	A. Marchan	" "
G.R. Croft	Radio Officer	I. Warner	2nd Steward
L. Schulere	Carpenter	V. Gladstone	Chief Cook
S. Baptiste	Chief Petty Officer	H. Joseph	Cook Assistant
K. Thomas	Seaman Grade I	B. Jacob	Steward
		H. Charles	Junior Cat. Rating
		S. Watson	" "
		B. Fournillier	Steward

"CRAFTSMAN"

H. Traynor	Master	J. Lewis	Seaman Grade I
J. Mealor	Chief Officer	A. Santos	" "
A.K. Musoke	2nd Officer	J. Burns	" "
I.M. Drummond	3rd "	A. Knox	" "
Wm. Duff	Chief Engineer	A. Duffy	Seaman Grade II
D. Wood	2nd Engineer	S. Thwaite	" "
V. Barnes	3rd "	A. McCulloch	Petty Officer Motorman
R. Barker	4th "	C. Davies	Motorman Grade I
L. Hall	4th "	G. Griffiths	Chief Cook
B.S. Coppack	6th "	D. Sorrell	Cook Assistant
C. Williams	1st Electrician	P. Jamieson	Steward
D.L. Darwent	Deck Cadet	G. Briton	" "
S. Purslow	" "	M.W. Jones	Junior Cat. Rating
W.R. Piper	Catering Officer	G. Rimmer	" "
H.G. Sparkes	Radio Officer	S. Ledsham	2nd Steward
R. Taylor	Carpenter		
P. Carden	Chief Petty Officer		
M. Staunton	Seaman Grade I		
J.A. Courtney	" "		

"WAYFARER"

A.F. Perry	Master	B. Whittaker	4th Engineer
R.I. Cape	Chief Officer	C. Ruffell	5th "
J.A. Cook	2nd Officer	I.A. Ainscough	6th "
T.K. Foster	3rd "	K.B. Kenyon	1st Electrician
A. Humphry	Chief Engineer	A.P. Conroy	Deck Cadet
A.R. McLaggan	2nd Engineer	D.F. Jenkins	Catering Officer
W.R. Griffiths	3rd "	R.J. McMurtry	Radio Officer

"WANDERER"

S. Marlowe	Master	D.P. Penny	4th Engineer
J.S. Blakeley	Chief Officer	D.R. Moody	5th "
A.M. Powell	2nd Officer	J.M. Martin	6th "
C.D.R. Eyre	3rd "	R.R. Beck	1st Electrician
A. Macdonald	Chief Engineer	D. Boardman	Deck Cadet
A.J. Thompson	2nd "	D.G. Ashley	Catering Officer
J.M. Holt	3rd Engineer	F.J. McLaughlin	Radio Officer

"WARRIOR"

R.H. Williams	Master	C. Hughes	5th Engineer
E.P. Oddy	Chief Officer	N.W. Thompson	6th "
D. MacLeod	2nd Officer	B.D. Bethell	1st Electrician
P.M. Basham	3rd "	J.E. Sinnot	Deck Cadet
N.L. Thompson	Chief Engineer	H.J. Williams	Catering Officer
C.G. Barber	2nd "	F. Wilson	Radio Officer
L. Beattie	3rd "		
A.H. Wilson	4th "		

"STRATEGIST"

F.L. Steele	Master	P.E. Paterson	4th Engineer
W.J. Simms	Chief Officer	M.R. Lewis	5th "
M.B. Manyama	2nd "	S.N. Bailey	1st Electrician
J. A. Strathearn	3rd "	P.M. Bennett	Deck Cadet
J.E. Jenkinson	Chief Engineer	J.A. Brittles	Engr. Cadet
M.S.E. Fix	2nd "	N. Thomas	Catering Officer
G.J. Martin	3rd "	G.D. Auld	Radio Officer

"SPECIALIST"

K. Long	Master	L. Marrachaw	Seaman Grade I
P.D. Holloway	Chief Officer	J. Ali	" "
G. O'Malley	2nd "	C. Parejo	" "
W.A.C. Gill	3rd "	L. Achee	" "
W. Brown	Chief Engineer	G. Barrington	" "
D.M. Dawber	2nd "	J. Grainger	Seaman Grade II
J.F. Owens	3rd "	I. Martin	" "
J. Riley	4th "	J. Thomas	Petty Officer Motorman
G. Ratcliffe	5th "	A. Mark	Motorman Grade I
C.M. Cayford	1st Electrician	L. Howe	" "
C.W.A. Wild	Deck Cadet	S. Laidlow	" "
I.E.J. Robinson	Engr. Cadet		
J. Blundell	Catering Officer	R. Johnson	2nd Steward
D.J. O'Brien	Radio Officer	E. Lewis	Chief Cook
W. Milne	Carpenter	C. Mark	Cook Assistant
S. Connor	Chief Petty Officer	B. Chandler	Steward
F. Howell	Seaman Grade I	A. Mathura	"
		H. Duncan	Junior Cat. Rating

Chartered Vessels**"SLOMAN MIRA"**

D.W. Brennan Chief Officer

"AKARNANIA"

D. Newton Chief Officer

"ALKAIOS"

M.E. Stoddart Chief Officer

"ROLAND PACIFIC"

P.B. Mimmack 2nd Officer

At SAGUMEX OFFICE, HOUSTON

I. Mathison Chief Officer

OFFICERS ON LEAVE

R. Bell	Master	R. Cameron	Chief Engineer
H.S. Bladon	"	G. Craig	Chief Engineer
G. Lovell	"	J.E. Gascoigne	" "
J. Maddison	"	M.C. Harris	" "
F. Martin	"	L. Hedley	" "
E.J. Maxwell	"	G.J. Jones	" "
O.M. Owen	"	W.J.M. Joseph	" "
J.M. Procter	"	J. Lee	" "
C.D. Riley	"	S.I.P. Matthews	" "
R. Shipley	"	J.C. Sinclair	" "
R.B. Simmons	"	G.I. Smith	" "
R. Taylor	"	D.A. Williams	" "
T. Wilson	"	R.R. Baxter	2nd Engineer
G. Batchelor	Chief Officer	E.H. Bent	" "
F.G. Bisset	" "	T.E. Bulley	" "
R.A.C. Bourne	" "	G.W. Ellis	" "
J.H. Brierley	" "	P.A. Keelan	" "
W.W. Gibson	" "	J.H. Maskell	" "
A.T. Joyce	" "	D.J. Devin	" "
G.S. Laird	" "	S. Priestley	" "
K. Lancaster	" "	B. Punch	" "
G.N. Moss	" "	G.L. Thomas	" "
K.A. McGeorge	" "	J.W. Watson	" "
W. Nute	" "	P. Burns	3rd Engineer
B.C. D'Almada	2nd Officer	G.T. Cadman	" "
B.M. Birch	" "	J. Carr	" "
D. Ellison	" "	M. Entwistle	" "
P.N. Humphreys	" "	A.P. Hannah	" "
N.A. Hardine	" "	M. Kavanaghq	" "
B.A. McCleery	" "	A. Litwiwenko	" "
A.J. Patterson	" "	R. Milne	" "
N.G. Rebeiro	" "	J.D. Murray	" "
W.G.S. Williams	" "	H.C. McIntosh	" "
S. Watson	" "	A.J. Seafield	" "
P.G. Wood	" "	R.W. Wilson	" "
C. G. Atkinson	3rd Officer	A. Ashman	4th Engineer
P. Bodey	" "	R. Betteridge	" "
M. Bowkley	" "	G.R.Davies	" "
D.I. Caig	" "	K. Fields	" "
P.A. Ellis	" "	K.M. Fisher	" "
M.H. Farmer	" "	A.R. Gargan	" "
J.B. Gething	" "	A. Granger	" "
C.B. Gibbs	" "	M.A. Humphreys	" "
T.R. Greig	" "	A.K. Konasik	" "
R. Jackson	" "	D.P. Lyons	" "
S.J. Lowe	" "	E.J. Metcalfe	" "
J. Murray	" "	B. Miller	" "
G.K. Park	" "	J. Moore	" "
K.C. Pearce	" "	A.P. Oultram	" "
A.J. Pugh	" "	J. Robertson	" "
A.J. Sharpe	" "	R.E. Whitaker	" "
G.A. Stewart	" "	M.G. Wjittaker	" "
P.R. Walton	" "	H.W. Blackhurst	5th Engineer
P.S. Dickens	Uncert.3rd Off.	T. Carroll	" "
J.K. Amsbury	Chief Engineer	R. Hilton	" "
R.D. Bishop	" "	D.W. Leslie	" "

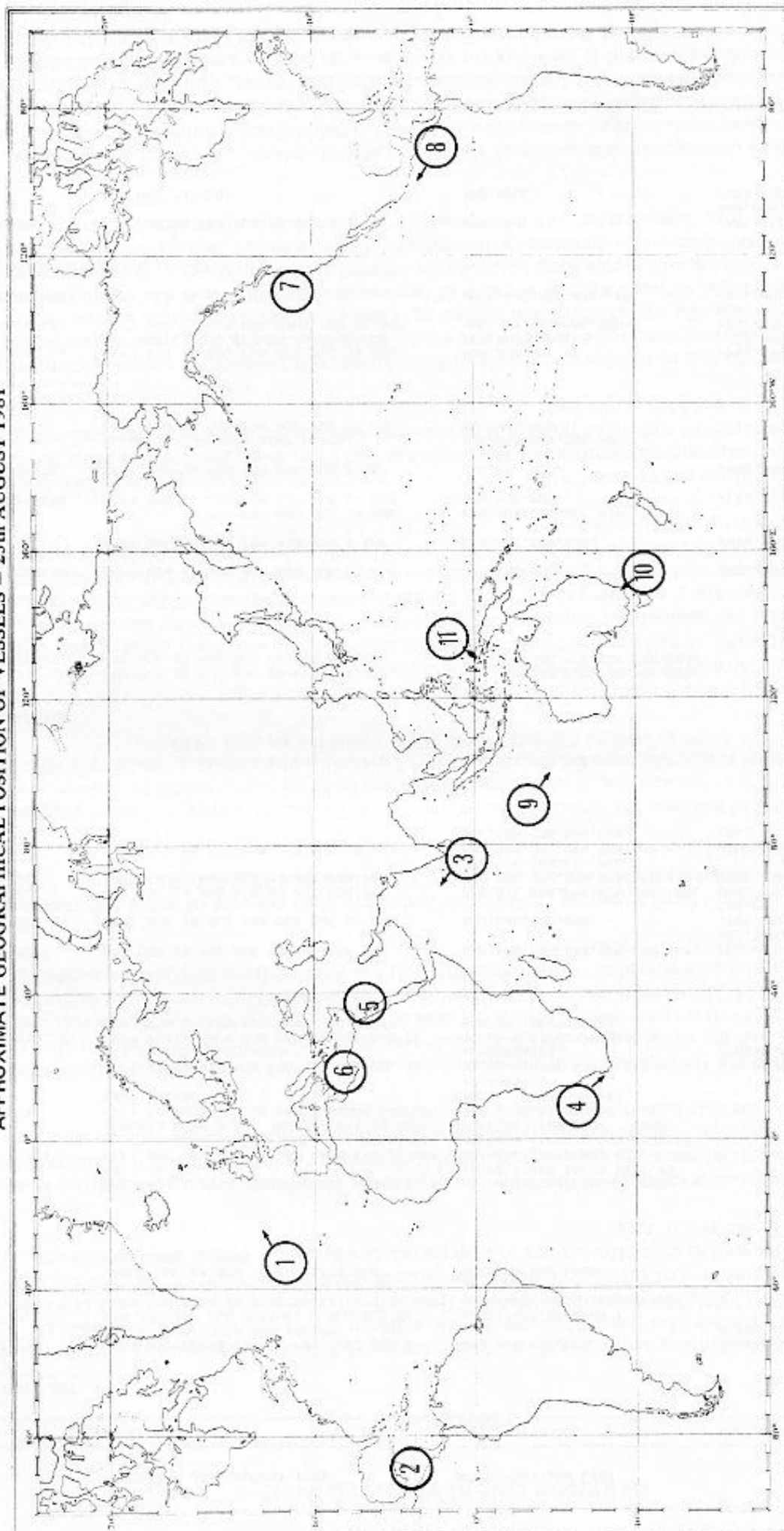
Officers on Leave (Contd.)

R. Maher	5th Engineer
T.A. Pinder	" "
R.J. Wilson	" "
R.F. Allmark	6th Engineer
A.J. Borthwick	" "
D. Edwards	" "
F.J. Gardiner	" "
C.R. Gibson	" "
S.N. Jeffrey	" "
D.H. Knight	" "
B. Marsh	" "
P. Mault	" "
M.G. Pakes	" "
F. Speed	" "
M.R. Thomas	" "
I.M. Thorburn	" "
R. Aspinall	1st Electrician
K.H. Burch	" "
R. Burrows	" "
G. Fisher	" "
S. Green	" "
T.H. Higginson	" "
C.S. Hollas	" "
J.F. McCormick	" "
D.C. McDonald	" "
A. Noon	" "
M.J. O'Reilly	" "
P. Taylor	" "
E.R. Norman	2nd Electrician
P.R. Brundle	Deck Cadet
W.J. Coppack	" "
M. German	" "
R.M. Hudson	" "
A.F. Jones	" "
C.G. Lovell	" "
I.J. Lowry	" "
J.D. Millington	" "
R.B. Moore	" "
M.S. O'Donnell	" "
J.G. Roberts	" "
M.J. Robinson	" "
A.J. Shepherd	" "
R.E. Smith	" "
M.K. Derrick	Engr. Cadet
B.D. Grahon	" "
I.D. Latham	" "
L.J. O'Donnell	" "
J.D. Pye	" "
A. Ruxton	" "
A.M.J. White	" "
J.B. Copland	Catering Officer
N. Coppell	" "
R.N. Drew	" "
A.D. Eady	" "
P. England	" "
J. Hampson	" "
G. Robinson	" "
H. Russell	" "
T. Smith	" "
J.J. Van Pelt	" "

OFFICERS ON SICK OR STUDY LEAVE OR ON TRAINING COURSES

J.C. Harris	2nd Officer
D.G. Jones	" "
D.K. Selvan	" "
G.K. Hughes	2nd Engineer
P. Wilson	" "
S.P. Catterall	5th Engineer
J.A. Neale	" "
T.S. Parke	1st Electrician
A.I. Woodage	" "
N.K. Anders	Deck Cadet
D.R. Clavering	" "
A.W.C. Cooper	" "
A.R. Eastham	" "
G.M. Holdich	" "
J.C. Kaighin	" "
C.B. Monaghan	" "
R.R. Backhouse	Engr. Cadet
J.C. Bregazzi	" "
R. Couch	" "
M. Cox	" "
G.G. Davenport	" "
D.G. Furnston	" "
K.J. Graham	" "
G.C. Hughes	" "
R. Johnson	" "
H.G. Jones	" "
K.A. Jones	" "
M. Lowther	" "
D.W. Manning	" "
S.D. Mellors	" "
M.S. Mulrenan	" "
C. Mutch	" "
J.C. Newsome	" "
N. Pritchard	" "
J.R. Rees	" "
A.D. Ridge	" "
P. Sammonds	" "
D. Sheldon	" "
A.R. Thompson	" "

APPROXIMATE GEOGRAPHICAL POSITION OF VESSELS - 25th AUGUST 1981



KEY - POSITION OF VESSEL ○

DIRECTION OF STEAMING →

1 ADVISER - PONCE to GREENOCK	4 CITY OF DURBAN - SOUTHAMPTON to CAPETOWN	8 STRATEGIST - PANAMA to LOS ANGELES
2 ASTRONOMER - PUERTO CORTES	5 BENEFACTOR - ADABA	9 WANDERER - COLUMBO to BUNBURY
3 BENARMIN - PORT KALANG to SUEZ	6 CRAFTSMAN - RAS LANUF	10 WARRIOR - RISDON to GEELONG
	7 SPECIALIST - TACOMA	11 WAYFARER - PORTLAND to KUWAIT

TUESDAY 25TH AUGUST 1981

DAILY POSITION LIST

SHIP	MOVEMENTS	PRESENT VOYAGE	NEXT VOYAGE
SHIPS CHARTERED OUT			
BENARMIN (T/C)	LEFT PT KELANG 23 AUG FOR SUEZ DUE 2 SEP THENCE SOTON DUE 10 SEP	BRH.HAM.ROT.LEH	/JEDDAH,HONG KONG,KAOHSIUNG,S'PORE,PT KELANG,SOTON
BENEFACTOR (T/C) (D/D)	ARR AHABA 7 AUG BERTHED 8 AUG SLS 26 AUG? DUE SUEZ 27 AUG? REDELIVERS 28 AUG?	BREST/ANT.BRE.HAM & SHEERNESS/ARABA (GENERALS)	
CRAFTSMAN (T/C)	LEFT HAKSA EL BREGA 24 AUG FOR RAS LANUF DUE 24 AUG TO COMPLETE AND REDELIVER 30 AUG?	JUBAIL/DERNA & HAKSA EL BREGA & RAS LANUF	
BULKERS			
SPECIALIST (T/C)	ARR TACOMA 29 JULY BERTHED 17 AUG SLS 1800 24 AUG	JAPAN/TACOMA/JAPAN (CORN) (REDELIVERS 10/12 SEPT ?)	
STRATEGIST (T/C)	LEFT NOL 18 AUG FOR FAR EAST ETA 17 SEP (LEFT PANAMA 24 AUG DUE LOS ANGELES FOR BUNKERS 0900 2 SEP (REDELIVERS 23 SEP)	ROT/BALTIMORE AND NEW ORLEANS (THENCE LOS ANGELES BUNKERS) FAR EAST (CORN)	
WANDERER (V/C)	LEFT COLOMBO 18 AUG FOR SUNBURY DUE 1400 28 AUG	V/C SUNBURY/HUELVA (VIA JEDDAH FOR BUNKERS) (ILMENITE)	
WARRIOR (V/C)	LEFT RISDON 25 AUG FOR GEELONG DUE 26 AUG COMPLETES 30 AUG?	NAURU/RISDON & GEELONG (PHOSPHATE)	V/C NAURU/PORTLAND.ADELAIDE (PHOSPHATE)
WAYFARER (V/C)(D/D)	LEFT PORTLAND 9 AUG FOR KUWAIT DUE 14 SEP (ETA 24 DEGREES NORTH 13 SEP)	(V/C) PORTLAND/KUWAIT & DAMMAM (PENTONITE)	
CARDL			
HOLLANDIA (1023)	ARR LEH 25 AUG SLS 25 AUG FOR GNK	GNK.AMS.HAM.BRH.ZEE.LEH.GNK.	PCE.BGT.WIL.ORA.RHA.PPR.KIN.BEL.TOM.COR.KIN.PCE.
CARIBIA EXPRESS (1022)	LEFT GNK 18 AUG FOR PCE DUE 27 AUG	GNK.HAM.AMS.GNK.	/PCE.WIL.ORA.KIN.BEL.TOM.COR.PCE
ASTRONOMER (1021)	ARR COR 24 AUG SLS 25 AUG FOR TOM	PCE.WIL.RHA.PPR.KIN.COR.TOM.	GNK.AMS.HAM.BRH.ZEE.LEH.LPL.
CARAIBE (1020)	ARR KIN 24 AUG SLS 24 AUG FOR PCE	PCE.BGT.WIL.ORA.RHA.PPR.KIN.BEL.TOM.COR.KIN.PCE	/GNK.HAM.AMS.LEH.D/D.
ADVISER (1019)	LEFT PCE 20 AUG FOR GNK DUE 28 AUG	PCE.BGT.WIL.ORA.RHA.PPR.KIN.BEL.TOM.COR.KIN.PCE.	/GNK.AMS.HAM.BRH.ZEE.LEH.LPL.
CARDL FEEDER SERVICE			
RHEINGOLD (CGH)(1221)	ARR POS 23 AUG SLS 26 AUG FOR PCE	PCE.BGT.POS.PCE.	
VENEZUELA/COLOMBIA			
ALKAIDS (T/C)	ARR PCB 23 AUG SLS 24 AUG FOR MBO	LPL.GLA/LAG.PCB.MBO.BQA.CGA.	
ROLAND PACIFIC (T/C)	DUE GLA 27 AUG SLS 31 AUG FOR LPL	GLA.LPL/LAG.PCB.CDN.MBO.BQA.CGA.	
SAGUMEX			
INCOTRANS PROGRESS (623)	LEFT MIA 20 AUG FOR HOU DUE 22 AUG	MIA.HOU.NOL	/ROT.GNK.
LUDWIGSHAFEN EXPRESS (625)	LEFT GNK 23 AUG FOR MIA DUE 2 SEP	LEH.ROT.BHV.GNK.	/MIA.HOU.NOL.
PLUVIUS (721)	LEFT LEH 23 AUG FOR ROT DUE 24 AUG	LEH.ROT.BHV.OFF HIRE.	
LEVERKUSEN EXPRESS (622)	LEFT MOB 19 AUG FOR LEH DUE 29 AUG	HOU.NOL.MOB.	/LEH.ROT.BHV.GNK.
INCOTRANS PROMISE (624)	LEFT BHV 24 AUG FOR HOU DUE 3 SEP	LEH.ROT.BHV.	/HOU.NOL.MOB.
URANUS (14)	GALVESTON DRYDOCK (OFF HIRE)	HOU/TAM.VER.COA/HOU	
BELLE ISLE (8)	LEFT VER 20 AUG FOR HOU DUE 22 AUG	HOU.VER.HOU	
BEACON CONTAINER SERVICE			
ROCHEFORT (449)	LEFT DJI 13 AUG FOR FEL DUE 26 AUG	NOM.DJI	/FEL.ANT.
MARETANIA (450)	ARR NAC 22 AUG SLS 25 AUG FOR MOM	FEL.ANT.MAR.LEG.	/DJI.MOM.DSM.HAUR.NAC/MOM
SLOMAN MIRA (451)	LEFT DSM 21 AUG FOR MAUR DUE 25 AUG	HULL.ANT.FEL.MAR.GEN.	/DJI.MOM.DSM.HAUR.SEY.NAC/MOM
HOLSTEN RACER (452)	LEFT LEG 21 AUG FOR DJI	HULL.ANT.FEL.MAR.LEG.	/DJI.MOM.DSM.HAUR.NAC/MOM
BEACON CONVENTIONAL SERVICE			
AKARNANIA (384) (HARR)	ARR MOM 23 AUG SLS 29 AUG	BND.LDN	/ARA.JED.PSD.ADN.MOM.TGA.ZAN.DSM.
STRATHDIRK (385)(P+O)	ARR PSD 24 AUG	BND.HULL	/JED.PSD.ADN.MOM.DSM.
ENCL			
CITY OF DURBAN (E409)	LEFT SOT 10 AUG FOR CTN DUE 26 AUG	ZEE.HAM.BHV.ROT.LEH.SOT	/CTN.PEZ.DBN