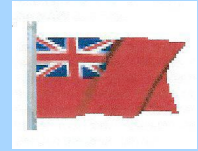




Merchant Navy Association (Wales) Newsletter



DATES FOR YOUR DIARY

Wednesday, August 8th

Regular meeting at RAFA Club, Ely, Cardiff at 2.30 p.m.

Sunday, September 2nd

Swansea service at 1130

Sunday, September 9th

Tower Hill Service, London.

Wed. September 12th

Regular meeting at RAFA Club, Ely, Cardiff at 2.30 p.m.

Saturday, September 29th

Barry Service at 1020

Wednesday, October 10th

Regular meeting at RAFA Club, Ely, Cardiff at 2.30 p.m.

Saturday, October 20th

Seafarers Service, Llandaff Cathedral

Saturday, November 10th

MNA (Wales) Service, Cardiff Bay.

Sunday, November 11th

Armistice Day, Parade and Service, Cardiff .

Wednesday, Nov. 14th

Regular meeting at RAFA Club, Ely, Cardiff.

Wednesday, Dec. 12th

Regular meeting at RAFA Club, Ely, Cardiff.

Welcome to the July issue of your Newsletter which I hope you will enjoy.

At the AGM in May the Committee was returned unopposed. Contact details are unchanged.

The annual subscription is unchanged and is now due for 2012.

I hope those of you that attended the Armed Forces Day event in Cardiff enjoyed the day. Coupled with this was the re-dedication of the Falklands Memorial which was attended by our Standard Bearer John Mumford and myself. John also marched with the Falkland veterans to join the main parade back at the Castle where he was joined by Tony Meade. Brian Hammett and David Sheen joined me in what was a very long march through the streets of Cardiff. Harry Parry joined other dignitaries in taking the salute. We had our own stand this year, thanks to Harry, which was well looked after by the Farnham brothers, Ray Newbury and Oliver Lindsay. There are more photographs on our website.



The European Soccer tournament having just finished, Wimbledon tennis tournament in full swing and the Olympics imminent, I have included a couple of sporting features submitted by our shipmates Joe Norton and Norman Jenkins in this edition of your Newsletter.

If you have any comments, articles, stories or photographs you would like printed in the Newsletter and website please send them to: Byron Jones, 20, Beech Drive, Hengoed, CF82 7JP

or e-mail them to me at byron@blackranger.plus.com.

Please keep your entries short if you can. Photographs and articles will be returned if accompanied by a S.A.E. (or at monthly meeting).

SEAFARER STATISTICS 2011



The Department of Transport has issued its annual Seafarer Statistics for 2011 which presents estimates of the number and characteristics of UK seafarers. Some key facts are:

The total number of UK seafarers active at sea in 2011, was estimated as 27,000 consisting of:

- 11,000 certificated officers
- 2,300 non-certificated officers
- 11,900 ratings (comprising 4,000 deck/engine, and 7,900 catering hotel), and
- 1,800 officer trainees

Overall seafarer numbers were 5 per cent higher in 2011 than in 2002. Of these 15,000 (56%) held qualifications related to handling ships or their engines (deck or engineer officers and ratings), while the remainder were employed for other duties e.g. technical or hotel/hospitality staff, or were trainees.

Deck officer numbers are estimated to have been about 5,800 in 2011 and engineer officer numbers about 5,200.

Technical officer employment has shown a steady increase from about 700 in 2003 to 1,100 in 2010, but appears to have dropped back to a little over 700 in 2011.

The number of hotel and other non-certificated officers (including catering officers) are heavily influenced by the cruise and ferry sectors. Following a significant reduction in this group between 2003 and 2007, numbers increased from 1,000 to 2,000 between 2007 and 2009, before dropping back to around 1,600 in 2011.

About 4,000 UK deck, engine room and general purpose ratings were active in 2011, about 22% fewer than in 2002.

Around 7,900 catering/hotel ratings were employed in 2011, about 80% more than in 2002. Numbers in this group can be relatively volatile due to the influence of the cruise and ferry industry.

The number of officer cadets in training during the year rose to 1,820 in 2010/2011, compared with about 1,000 in 1999/2000.

It is estimated that about 60% of UK certificated officers at sea are aged 40 or over. The proportion is even higher for UK deck and engine ratings, at about 75%.

It is also estimated that about 2.7% of UK deck officers active at sea are female along with 0.5% of engineer officers. The proportions of deck and engineer ratings are 1.1% and 0.3% respectively.

As at the end of June 2011, 16% of holders of Certificates of Equivalent Competency (GECs) were from the Philippines, 15% were from Poland and 11% from the Ukraine. In total just under 12,500 valid GECs were held by foreign nationals under the age of 65.

Thanks to Ray Newbury and The Honourable Company of Master Mariners for the info.

CROSSED THE BAR

Sadly the following members (and ex-members) have crossed the bar since the last Newsletter

Mr Brian Sheryn of Pontypridd - June 2011

Mrs Pat Tobin of Barry - October 2011

Mr Bernard Chancellor of Cardiff - December 2011

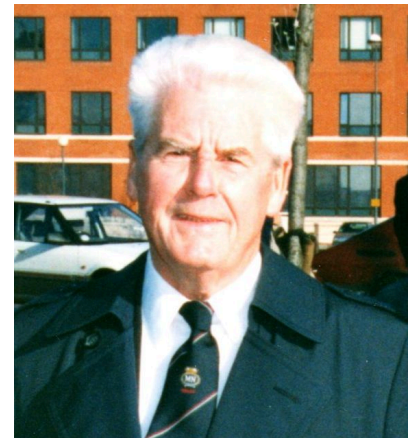
Mr. Hubert Sheppard of Cardiff - February 2012

Mr. W. Owen Pooley of Cardiff - March 2012

Mr. Ronald William Prosser of Cardiff - May 2012

IT'S A SMALL WORLD

In the 2007 January Newsletter I wrote an article about the 25th Anniversary of the Liberation of the Falklands Islands which included a paragraph on the sinking of the Atlantic Conveyor. What I didn't know at the time was our shipmate Bill Tuck was her Chief Cook. Twelve men were killed when the Atlantic Conveyor was hit by an Exocet missile fired from an Argentine Super Etendart jet fighter. Bill recently told me he was in the Atlantic Conveyor, and obviously survived the sinking, but none of the details.



In May this year I was fortunate to join a Maritime Memories Baltic Icons cruise in S.S. Discovery. The master of Discovery is Captain John Brocklehurst who was, would you believe it, the Chief Officer of the Atlantic Conveyor at the time of the sinking. I was able to talk to John about Bill and he gave me some of the details. It appears that Bill was one of the last to be pulled from the sea and into the lifeboat, by John. Everyone was wearing their survival suits, except Bill, who was wearing only a life jacket and his cooks whites. Given the weather conditions and sea temperatures in the South Atlantic I think we are very lucky to have Bill with us. Bill was highly thought of by John. All I need now is Bill's side of the story.



S.S. Nolisement - 1948

In 1948, the crew of the Nolisement whilst in Port Durban, South Africa, won an inter-ship sports meeting and were presented with a cup from the Missions to Seamen. After their victory they threw out a challenge to any other merchant ship in Durban to try and beat them. The challenge was accepted by teams from Southmoor, Sculptor, Richmond Castle, Fort Highfield, Lawhill, Miendore and Waimana.

The meeting was organised by the Missions to Seamen and took place at Albert Park. The events included distance races, relay races, a tug-of-war, A wheel barrow race, a potato race and a chariot race. The crew of the Nolisement ran out easy winners fully justifying their challenge. The crew of the wind-jammer Lawhill obtained second place, while the Southmoor was third. The best all-round performer proved to be Chris Halls, a member of the Lawhill's crew. He won the mile, and quarter-mile race and also got a place in other events. In all, about 100 competitors took part in the meeting and there were 21 in the winning team from Nolisement.

As well as winning two successive inter-ship sports meetings, the crew of the Nolisement also distinguished themselves at soccer. During the three weeks the ship was in Durban, they played nine games and were only defeated once by a team from City of Exeter.

One of the Nolisement's officers said that the crew of the ship were all keen on sport and always participated in those ports where sport was organised. They had always been able to hold their own.

A member of the winning team was none other than our own Joe Norton who is third from the left in the back row of photograph.



S.S. Cape Breton -1949

(from Montreal Newspaper)

The crew of the British freighter Cape Breton is today the proud holder of the Marine Football Leagues new championship trophy which was presented during the regular seaman's concert at the Montreal Sailor's Institute.

The trophy, a sterling silver cup was donated to the Montreal Mercantile Marine League by A.E. March, a director of the Institute. A memorial for his nephew, Sgt. Fred P. James, who was killed in action in Normandy while serving with the Black watch (RHR) Canada, the cup bears the inscription "He loved Old Ships"

The Cape Breton's eleven, one of 63 ships' teams which battled for first place in 182 games played at Viau Park during the navigation season, was unbeaten in nine matches. The vessel has been operating regularly all season between Sydney, NS and Montreal carrying coal.

Captained by Dennis Harrington of West Hartlepool, England, who is the ship's carpenter, the Cape Breton's team won out over crews of British, Norwegian, Dutch and Swedish vessels for the championship. Runners up in the league were all British teams from the Arabia, Manchester Regiment, Laurentia and Asia, all regular callers at the port.

The brother of our shipmate Norman Jenkins is seated on the right (looking at picture) in the front row.