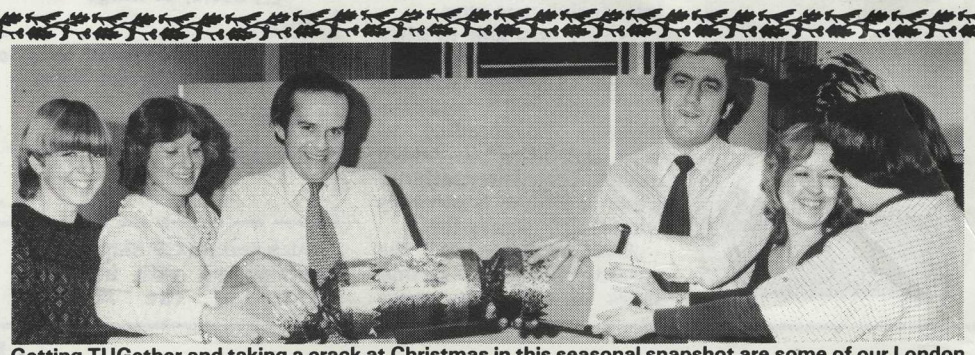
SEANEWS

The newspaper for the men and women of CP Ships

No 91 December 1979

A merry Christmas and a happy New Year to all our readers



Getting TUGether and taking a crack at Christmas in this seasonal snapshot are some of our London staff with the latest line in bulk containers. Left to right: Julie Morris, June Theobold, Terry Burrows, Norman Sayers, Gill Wilmott and Debbie Cooke.

Wren sails with Merchant Navy

CP Trader had a rather unusual officer aboard when she left Tilbury on her regular North Atlantic container run recently.

Unusual, not because the officer in question was a woman — CP Ships currently has a female electronics officer and three lady cadets — but because Second Officer Rosalind Brayfield (pictured) belongs to the . . . Women's Royal Navy.

And what was even more unusual was that Rosalind's trip with CP Trader marked the first time that a Wren officer has travelled on a Merchant ship as part of the liaison scheme which currently operates between the two navies.

Up until now, only male Royal Naval officers had travelled on liaison trips — which began back in 1950 and which aim among other things to foster a mutual understanding between the two services.

UPSURGE IN CP SHIPPING INCOME NOW TOPS $30m

CANADIAN PACIFIC'S shipping operation has continued on its course of improved performance with a consolidated net income of C.$18.4 million for the first nine months of 1979.

The results reflect an impressive upturn of C.$30.1 million from the loss reported for the same period last year.

CP (Bermuda) reported a nine month income of C.$14.9 million in contrast to a loss of C.$11.5 in the comparable period a year ago. Continuation of strong market rates for tankers and large bulkers throughout the nine-month period accounted for this improvement.

And while major uncertainties still surround the world oil situation, shipping markets — particularly for product tankers — are expected to have benefited from the usual seasonal stockpiling of oil by the end of this year. Prospects for dry bulk vessels are also encouraging.

A further improved result was reported by Canadian Pacific Steamships, who showed a net income of C.$3.6 million for the nine months — reflecting both better freight rates and increased container carryings — despite having incurred a loss of C.$1 million in the first quarter this year.

Reported nine-month net income for Canadian Pacific overall was a record C.$368 million, an increase on the corresponding period of 1978.

Of that total, CP Investments contributed C.$235.9 million, CP Rail C.$70 million, CP Air C.$18.5 million and miscellaneous investments C.$12.6 million.

Of the transportation arm, only CP Trucks showed a loss in the latest period (C.$1.5 m) and this result reflected primarily a strike which shut down CP Express operations for a total of 40 days in the third quarter.

LAST CHANCE TO DANCE

TICKETS are still available for the second Canadian Pacific Sports and Social Club Christmas Dinner and Dance being held on December 18 at the Elizabethan Suite, Gresham Street, London, EC2.

Costing £5.50 per person, the ticket price includes three course dinner, wine with meal, and dancing from 8.30 pm to midnight — disco and band alternating.

Tickets are on sale from Karen Simester (Fleet Personnel Dept.), at 50 Finsbury Square from 3 pm to 4 pm daily.

NEW WHEELS TURN FOR CP TRANSPORT

CP TRANSPORT (London) will commence its 1980 trucking operation with a new look fleet as a result of its continuing vehicle replacement programme.

The programme, which aimed at bringing a more diverse haulage capability to the company's operation in the South East, has seen the introduction of three different truck types into the fleet.

First of the new units to arrive were six M.A.N. 16/280s last year.

March of this year saw the arrival of the first of five Scania llls. The second arrived just recently and three more are due by the end of this year.

In July the company took delivery of its first Volvo F7 with a second arriving two months later. These tractors are being used specifically for heavyweight container loads of up to 22 tons.

The most recent of the new additions — five more M.A.N. units — had arrived shortly before this issue of *Seanews* was distributed.

Commented Colin Edwards, general manager, CP Transport: "The addition of three new types of tractor supplementing our existing Atkinson units — should enable us to offer a more versatile range of service to the customer.

"All of the new vehicles meet EEC standards and offer up-rated weight/power ratio and excellent all round operational efficiency."

Container Services new MD

MR R. Y. PRITCHARD, chairman and managing director of Canadian Pacific Steamships Ltd., has announced the appointment of Mr D.R. Newbery as managing director, Container Services Division.

Mr Newbery will have overall executive responsibility for that division and reporting to him will be: Mr D.P. Peadon, as general manager, operations and systems services; Mr R.A.R. Vartan, general manager marketing and sales; Mr W.J. Ryan, now designated general manager, North America; Mr J.F. Davies, regional manager UK; Mr J. Van der Hoop, regional manager Continent.

4 new names

NAMES for the four Imco Class product tankers recently ordered by CP (Bermuda) have been chosen.

And in line with 14 vessels already in the fleet, they have all been named after Canadian forts.

They are Forts Assiniboine, Gary, Rouge and Toronto. All four 31,500 cwt vessels are being constructed by the Sanoyasu Dockyard Company of Japan.

The first of the new vessels, the Fort Assiniboine was scheduled for launching just as this edition of *Seanews* went to press. CP (Bermuda) is expecting to take delivery at the end of May next year.

Also stated for delivery next year are the Fort Gary (August) and Fort Rouge (end of October), while the Fort Toronto is due to be handed over to the company at the end of January 1981.

Mike Lamb

Taking care of finance

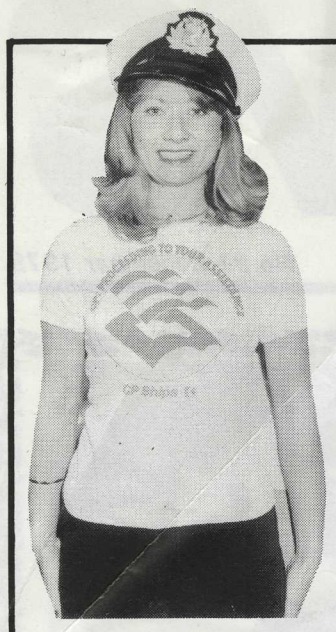
LONDON — Canadian Pacific Steamships has announced the appointment of Mike W. Lamb (46) as financial controller. He joins Canadian Pacific from Reuters, for whom he spent seven years as financial manager with a responsibility for long-range planning and the improvement of management information systems.

Prior to joining Reuters, Mr Lamb was management consultant with chartered accountants Tansley Witt and Co.

Born in Cornwall, Mr Lamb was formerly with Fraser and Neave Ltd in Singapore where he spent 10 years holding various accounting positions before being appointed development manager.

Married with two daughters, Mr Lamb is a Fellow of the Institute of Cost and Management Accountants and the Institute of Management Services. He is also a Member of the Society for Long Range Planning.

SEANEWS BUMPER BARGAIN PACKAGE OFFER



JUDGING by the response we've received in the past, *Seanews* offers have been going down very well with all its readers. So, we've put together a real bumper package — repeating popular lines previously featured and introducing new ones.

We are now able to offer "T" and sweatshirts featuring the two flags denoting "C" and "P" and the message "proceeding to your assistance" — which under the International Code of Signals is precisely what "CP" stands for.

Also available are the recently produced second series of CP Ships mugs which feature CP Ships past and present with impressions of the Minto (1898-1954) and the CP Trader. Made of the highest quality Staffordshire pottery, the mugs are in complete sets of six.

PLEASE SEND ME (enter in squares the quantity required):

- ☐ CP Proceeding/CP story sweatshirt(s)
- ☐ CP Proceeding/CP story T-shirt(s)
- ☐ CP Ships Sportstar tracksuits(s)
  (delete where not applicable)
- ☐ Set(s) of mugs

Size(s) .....

I enclose cheque/postal order for
(make payable to: CP Ships)

NAME .....

ADDRESS .....

.....

Two old favourites which have again become available are CP Ships Sportstar tracksuits and the "T" sweatshirts bearing the "Canadian Pacific Story."

The offer is open until March 31, 1980, and prices (including VAT, postage and packaging in the UK) are:

CP Proceeding Sweatshirts £4.45 (small) £4.50 (med) £4.55 (large) T-shirts £2.20 (small) £2.25 (medium/large)

CP Story Sweatshirts £4.99 (all sizes) T-shirts £2.60 (small) £2.65 (medium/large).

Mugs £4.25 (set of six)
Tracksuits £10.20 (all sizes)

To order any of these bargains, fill in the coupon and send with your cheque or postal order to: Ros Schwarz; Seanews offers, Dept of PR & Advertising, Canadian Pacific Ltd., 50 Finsbury Square, London EC2A 1DD.

ENERGY — WHY WE NEED TO SAVE IT

For some time now, CP Ships has been running a campaign aimed at bringing more employee attention to the need for energy conservation. In this specially prepared article for *Seanews,* Cyril Hughes, manager, technical services, outlines the company's policies regarding fuel conservation and the support needed from seagoing staff to implement them.

IN THE foreseeable future, the availability and quality of fuel oil as supplied to merchant ships will deteriorate, and we look to our seastaff to help implement our policies to combat this serious threat to both efficiency and economic operation.

Until quite recently, the price of bunkers as a percentage of total operating costs played a comparatively minor role, and many shipowners specified fuel-thirsty steam and gas turbines to ease the maintenance burden without regard to the annual fuel bill

Most readers will be aware of our continued support for the slow speed direct drive diesel, for even the higher powers required in our sphere of operation and the decision to adhere to this policy will enhance the success of our energy conservation campaign.

For current newbuildings we have specified highly efficient slower turning constant pressure turbocharged main engines capable of burning the poorest quality fuel envisaged in the near future. Additionally, we hope to use a shipboard blended mixture of diesel and heavy oil in the generators.

On existing vessels, we are investigating various measures to conserve energy and these fall into two main basic groups.

The first concerns improving engine efficiency. Conversion to constant pressure turbocharging is possible for some recent engines and is one of several possibilities, albeit the cost is high. Another possibility is the reduction of frictional resistance of the underwater hull — and a self-polishing paint is presently under evaluation.

Tests are presently being carried out on a novel underwater air lubrication system and preliminary results show promise.

On a lesser scale but equally important is the use of exhaust gas economisers, especially those supplying steam for turboalternators. Combined boiler/incinerators make a contribution especially if slow steaming when the economiser output is reduced.

To combat the worsening fuel quality, our philosophy of retaining double stage purification will pay dividends as specific gravities of the fuel increases and the clarifier function, without reliance on a water seal, comes into its own.

The inport steam consumption on our tankers has been cause for concern. So much so that we have specified electric hydraulic deck machinery on our newbuildings in a serious move to reduce fuel consumption, especially during the lengthy anchor periods when in certain instances, steam has been maintained on deck.

In order to minimise the steaming distance between ports, we are evaluating satellite navigational systems so that the Navigating Officer can make a significant contribution to energy conservation.

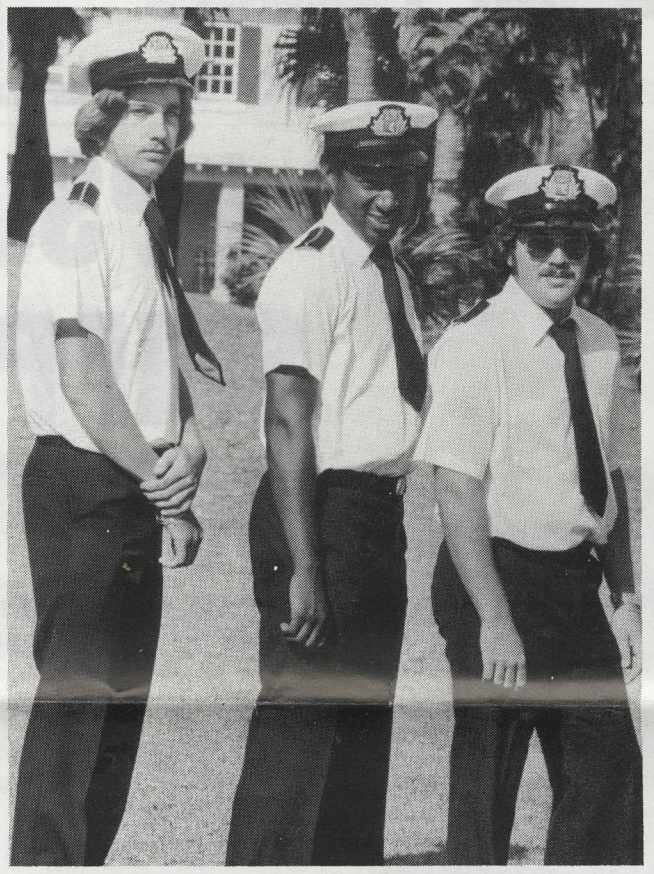
Still under review — but perhaps more for the future — is the progress made on such controversial issues as nuclear propulsion. At the other end of the scale, the return to sail is not to be dismissed lightly.

I have, in a few words, outlined what we at head office are contributing to the energy conservation programme. What can shipstaff do as their contribution with the limited means at their disposal?

Safety considerations are paramount, but systems in use unnecessarily, represent an energy drain. Even a humble cabin light left switched on at today's inflated diesel oil costs will set us back some $50 per year. A boiler steaming simply to maintain steam on deck without actually using the deck machinery could easily cost $1,800 per day.

In between these two extremes, a lot of scope exists for judiciously curtailing unnecessary use of systems, and our joint efforts will I feel sure, leave us better placed to face the future.

Finally what is not realised by many people is that every leak represents a fuel, hence energy, loss. As most leaks are discernable by even the most cursory of inspections there is really no excuse for allowing them to continue. In the final analysis money is being poured down the drain each time there exists an unrepaired leak.



THREE MAKE NEWS

In the news recently were these three cadets, who were the first Bermudians to join Canadian Pacific's shipping fleet just over a year ago.

The three, Edward Lawrence, Lorne Bean and Leonard de Silva (pictured in that order from left) are currently studying at South Shields in the northern UK.

But shortly before returning to their shore-based studies, the three cadets were interviewed by a Bermudian newspaper on their arrival back in Bermuda following their initial sea period.

All three expressed a great deal of enthusiasm for their sea-going life especially Lorne who had never left Bermuda prior to serving on the *Port Vancouver* and *Prt Hawkesbury.*

"When you come back to the island, you look at Bermuda differently — and it appears somewhat confined," he told the *Royal Gazette.*

Leonard and Edward served their initial seatime together on the *Fort Nelson* and the *I.D. Sinclair.*

CP FAMILY MATTERS

Boeings for CP Air

VANCOUVER — Selection of the wide bodied twin-engined Boeing 767-200 as the new generation aircraft for North American routes has been announced by CP Air. A firm order for four 767s and options for another four represent an expenditure of C.$400 million — and form part of the C.$1 billion fleet and facilities expansion programme announced by CP Air July. Certification flights of the B767 are expected in 1981 with deliveries to CP Air commencing in 1983 when four aircraft will be introduced to domestic scheduled service.

CANADA — CP Hotels has committed C.$7 million dollars toward upgrading facilities at its four most western hotels in Canada during the next two years. Top of the list is the Palliser Hotel in Calgary followed by Banff Springs, Chateau Lake Lousie and the Empress in Victoria.

MONTREAL — CP Rail is expanding its domestic containerisation service by ordering 325 extra-long rail flatcars worth approximately C.$18 million and 400 specially designed containers and 150 highway chassis costing around C.$5 million. The company embarked on the first phase of its domestic containerisation programme at the beginning of this year when it placed a series of orders for C.$11 million worth of specially designed containers and handling equipment. Most of this equipment has been delivered and is being put into service. The latest offer will allow the expansion of domestic containerisation within CP Rail's intermodal system.

VANCOUVER — CP Air celebrated the 30th anniversary of its service between Canada and the Orient recently. In recognition of the event, passengers flying the North Pacific route on the day in question were presented with a souvenir portfolio of reproductions of artwork depicting some of CP Air's aircraft from its early days to the present. The portfolio also carried a commemorative message in English, French, Japanese and Chinese.

SHIPS PEOPLE

APPOINTMENTS

SEASTAFF: A. Graveson, third officer. K. Lee, third officer. M. Lloyd, purser. G. MacCourt, electronics officer. R. Robson, electronics officer. D. Dixon, purser. C. Graham, electrician. F. Malyn, purser. D. Hatcher, purser. S. Mortlock, third officer. K. Wharton, electronics officer. S. Harrison, electronics officer.

PROMOTIONS

SEASTAFF: D. Flint, to second officer. J. Lennon, to third engineer. J. Lettice, to fourth engineer. B. Clague, to fourth engineer. K. McStea, to fourth engineer. S. Doyle, to fourth engineer. J. Danagher, to third engineer. M. Heffer, to second officer. B. Nicholls, to third officer. J. Cartwright, to third officer. S. Nelson, to third officer. M. Kneen, to third officer. P. Jolley, to third officer. K. Ward, to chief officer. S. Doyle, to third officer.

BIRTHS

HARRINGTON — to third officer Mark Harrington and his wife Lynn, daughter, VICTORIA ANN, weighing 7lbs 3½oz.

PAYING TRIBUTE

Captain Dick Jeans (right) is pictured paying tribute at the Merchant Navy Memorial, Tower Hill, London, during the Remembrance Day Service on November 11. During two world wars, 19 Canadian Pacific vessels were sunk by enemy action. A total of 1,001 lives were lost and this included 403 Canadian Pacific employees.

Sir Robin PLA vice-chairman

SIR Robin Gillett has been elected vice-chairman of the port of London Authority. Sir Robin joined the PLA board in January of this year and is chairman of the PLA's Comprehensive Shipping Group.

He is perhaps better known to those associated with CP Ships for his 17 years' service as a deck officer with this company — joining us in 1943 and gaining his Master's certificate in 1951

As an Alderman of the City of London, he was Lord Mayor during the Queen's Jubilee Year.

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