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Chronicle

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CHRONICLE

THIS MONTH I am handing over the editorship of *Seatrade* to my deputy Paul Bartlett, after four years in the chair. I shall be working on the development of new projects for Vokos Publishing, but I hope to be able to continue to contribute something to the writing of the magazine.

If the last few years have been unhappy ones for many in the industry they have not been dull. What has impressed me most has been the apparently unquenchable optimism of some of shipping's entrepreneurs, at least as far as their own operations are concerned, and their ability in arguably the worst recession the industry has known, to translate their belief in themselves into the awesome financial backing required for large-scale shipping operations.

I hope my successor will have the pleasure of reporting the next shipping boom, as it is my misfortune only to have witnessed the false dawn of 1980.

Ian Middleton

MR YOSHIYA Ariyoshi, whose death in Tokyo at the age of 80 we reported last month, was, arguably, the outstanding personality in Japanese shipping over the last 20 years. His name is inextricably linked with Nippon Yusen Kaisha, the company he joined in 1925 following graduation from Tokyo University, and which he subsequently served as president from 1965 to 1971, as chairman from 1971 to 1978 and as board counsellor until his death.

He will, however, be also remembered as having performed a broader role in Japanese shipping, being credited by many as a major contributor to the rebuilding of the Japanese merchant fleet following World War II, and having served as chairman of the Japanese Shipowners Association.

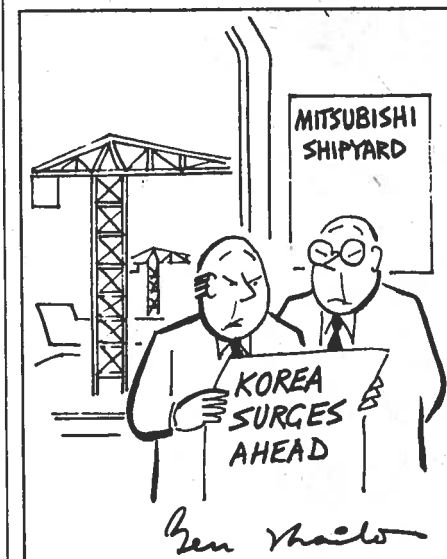
An internationalist, he held a variety of posts on the world stage, including the chairmanship of the Business and Industry Advisory Committee of the OECD (the first Japanese to be so appointed), and the vice-chairmanship of the Atlantic Institute for International Affairs. In 1978, he was awarded the First Class Order of the Sacred Treasure, Japan's highest honour, and was knighted by Queen Elizabeth II.

THE UNREPENTANT prophet of monetarism, Milton Friedman, gave his audience in Oslo indigestible food for thought when he addressed the Norwegian Executive Club recently writes David Parton. He had them all sitting bolt upright with his contention that, contrary to

popular belief, there is no international recession—only a series of companies and states looking around for a suitable scapegoat to cover their general ineptness. The suggestion that state companies such as Statoil should be made over to the people on a share per head of population basis was not designed to galvanise his audience into a standing ovation either, nor his prophecy that—given a normalisation of the situation in the Middle East—oil prices would plunge to \$10-12 a barrel at current values.

WITH THE Greek ratification signed and that of Italy simply awaiting formal approval, the International Convention for the Prevention of Pollution from Ships (Marpol 73/78) should be fully in force in just over 12 months writes Paul Woodward. The Greek ratification, which broke through the 50% minimum of world tonnage needed for enforcement of the convention, was delivered to C. P. Srivastava, secretary general of the International Maritime Organisation (IMO) at its London headquarters on September 23. It was specially timed to coincide with the IMO World Maritime Day, when the organisation attempted to focus attention of its central aims of 'safer ships and cleaner oceans'. The Greek president had brought forward his normal schedule for the signing of important documents so that it could be in London on the correct day.

Srivastava described the IMO as 'very unique' amongst UN organisations over



'Cynical price cutting to eliminate foreign competition—where did they pick up these deplorable tactics . . . ?'

the degree of unity it achieves from delegate governments in the pursuance of its aims. 'We do not believe in dividing, we believe in uniting,' he said, pointing out that with 18 instruments already on the statute books, the Marpol Convention about to be ratified, and both the STCW Conventions and that concerning Search and Rescue close to the required number of ratifications, the IMO had managed to carry through into International Law ~~all its current projects.~~

The IMO was also celebrating the fact that final agreement had now been reached over plans for the World Maritime University in Malmö, enabling the efficient training of senior maritime personnel from the developing countries to begin soon. Finally, the IMO chose the World Maritime Day for the presentation of the International Maritime Prize to Rear-Admiral Roderick Edwards (US Coast Guard ret'd). It is a trophy which will be awarded annually by the IMO to whoever it feels has made the best contribution to the furthering of its aims.

JUAN DE MENA, head of Panama's Office of Consular and Maritime Affairs in New York, has resigned. Despite rumours circulating in New York and at last month's Maritime Symposium in Panama City that the change was politically motivated de Mena insists that he is leaving for personal reasons. 'I am not upset with the Government and the Government is not upset with me', he told *Seatrade*. De Mena also insisted that rumours of a down-grading of the New York operation in favour of a new office in Hong Kong were unfounded. He did say, however, that plans for offices in Hong Kong, London and Piraeus would most likely go ahead in the next two years but that New York would remain the principal office outside Panama. His own assistant in New York is moving to Hong Kong soon to assist the newly appointed Panamanian consul there.

De Mena, who says he has had a number of approaches from both the Government and the private sector, will stay on to see his successor into the new job. His contract, which began in 1980, expires at the end of the year. He feels well satisfied with the progress made in the image of the Panama registry during the three years he had been associated with it and points out that during that time net revenues to the Panamanian exchequer from the registry have increased \$13-14m.

Christopher Hayman