

2/2-53 (48)

**SUOMEN
LAIVANVARUSTAJAIN YHDISTYS
R.Y.**

HELSINKI
ETELÄRANTA 10. A.
PUH. 12950

SÄHKÖOSOITE
SUOMIRENDAR

HELSINKI, kesäkuun 30 pnä 1953

VIITTEENNE:
VIITTEEMME:

Suomen Radiosähköttäjäliitto,
Helsinki.

Oheisena lähetämme tiedoksenne kirjeen, joka
koskee liikennettä Romanian satamiin ja joka 26.6. on
lähetetty Ulkoasiainministeriölle

Kunnioittaen

SUOMEN LAIVANVARUSTAJAIN
YHDISTYS R.Y.

H. Hallberg
H. Hallberg

Liite.

The Ministry for Foreign Affairs
Helsinki

25th June 1953.

Dear Sirs,

Herewith we take the liberty of bringing the following facts to the notice of the Roumanian Legation at Helsinki.

The s.t. "NESTE" - owned by Neste Oy and managed by us - has been timechartered for transporting oil from Constanza to Poland as per a timecharteragreement of 8/12/52 for the time 22/1/53-22/1/54.

In running this vessel, we have encountered considerable difficulties because of the fact that neither the crew nor the officers - except for the Captain - on the last 3 voyages have been permitted to go ashore in Constanza (last time 5/5/53). When coming on board the ship, the authorities promise to issue certificates permitting the crew to go ashore, but the certificates do not arrive before the vessel sails.

The fact that the recent smallpox epidemic in Poland has prevented the crew from leaving the ship even at the discharging port has naturally added to the dissatisfaction with the regulations in Constanza, and it is understandable, that the men begin to look upon the ship as a prison/they wish to leave as soon as they get a chance. which

This leads to frequent changes of the crew; quite a few of the men hand in their notice when the ship arrives at the Kiel Canal, as the Finnish Maritime Law permits officers and crew to give notice and sign off when the ship is within the range of the Baltic Sea. Thus we have been compelled to send up to 14 new men to Kiel, on one voyage. This involves considerable expenses for us; the passenger vessels on this trade being fullbooked, we have to send the men by air, which means mk 16.400:- = £ 25.8.-, for each. Moreover, we fear that it very soon will become impossible to get men willing to enlist on a ship sailing on this among seamen already illreputed trade.

Taking into consideration the fact that the present regulations in Constanza are apt to create a strong prejudice among Finnish seamen against going to Roumanian ports - which again might endanger the possibilities for Finnish ships to carry oil from Roumania to Poland - we feel sure that the Roumanian Legation will influence the authorities in Constanza immediately to alter this state of things, so that Finnish seamen at their port henceforth receive the same treatment as is customary in other countries.

Yours faithfully

OY BALTIC CHARTERING AB