



Reardon Smith Line Limited



NEWSLETTER

SEPTEMBER 1970

NO. 8

INTRODUCTION

Any doubts as to the popularity of the Newsletter have certainly been dispelled this month by the number of tributes which have been paid. There have also been further requests for copies by wives and parents, with which we have been pleased to comply.

Additionally, we are beginning to receive some very interesting contributions, but it will be a long time before we will be in a position to be selective!

SHIPS' POSITIONS

"ATLANTIC CITY"

On T/C to Pacific Bulk Carriers Ltd., London, until Sept.1971/January 1972. Sid.Wakayama 7th Sept. for Port Dampier. Loads Ore for discharge Wakayama where she is due 28th Sept. Discharge expected to take 2/4 days, then proceeds Tamano to drydock and repair for about 6 days. Next Business:- intended to load Ore at Mormugao for discharge Japan.

"CARDIFF CITY"

On T/C to Transportocean Maritime Mexicana S.A., of Mexico City, until end Oct/Nov.1970. Engaged liner trading between Japan/W.C.U.S.A. and Mexico. Arrd.Manzanillo 14th Sept. Sls.17th for Mazatlan, Cedros Island & Guaymas from where she is expected to sail 27th Sept.for various ports in Japan. Due Yokkaichi, the first port, abt.17th October. Completes discharge 30th October, then drydocks and repairs Yokohama for 7 days. Next business not yet arranged.

"CHIYODA" (ex "Eastern City")

Fitted with car decks & now on T/C to NYK, Tokyo for 3½/5 years. Sid.Yokohama 28th August for Rotterdam & Antwerp with 1896 vehicles. Due Panama Canal 19th Sept., Rotterdam 2nd Oct. Finally sails Antwerp 5th October for Mobile, where she loads Coal for discharge Japan.

- "CORNISH CITY" On T/C to Tokai Shipping Co.Ltd., Tokyo, until July/Sept.1971. Sld.Tokyo 2nd Sept. with 12140 tons steel, plywood & generals for Boston, Philadelphia, Wilmington and Galveston. Due Boston 30th Sept. and expected to complete Galveston 10th Oct.
- "DEVON CITY" Delivered under T/C to Transportocean Maritime Mexicana S.A. of Mexico City, 12th Sept.at Manzanillo. Presently at Mazatlan loading Cotton and expected to sail 18th Sept.for Barcelona to discharge. Due Barcelona 9th Oct. - 4 to 10 days required for discharge, then proceeds Cadiz for drydocking and repairs expected to take 5 days.
- "HOUSTON CITY" Sld.Keelung 13th Sept.for Mourilyan (Queensland) where she loads Bulk Sugar for discharge St. John, N.B. Arrs.Mourilyan 23rd and sails 24th Sept. Sls.Panama Canal 22nd Oct., arrives St. John, N.B. 29th Oct. compls.discharge abt.5th November. Next Business not yet arranged.
- "INDIAN CITY" On T/C to Yamashita Shinnihon S.S. Co.Ltd., Tokyo, until Feb/April 1971. Sld.Port Hedland 17th Sept. for Mizushima where she is due 27th and expected to complete disch. 29th Sept. Next Business: Rompin (Malaya) to Japan - Iron Ore.
- "NEW WESTMINSTER CITY" Sld.New Orleans 5th Sept. for Rotterdam with a cargo of Soya Bean Meal and Rice. Due Rotterdam 22nd Sept. On a/c of the recent strike at Rotterdam, discharge is not expected to commence before 6th Oct. and will then take 2/3 days. Vessel sold basis delivery to purchasers after drydocking at Rotterdam.
- "ORIENT CITY" Sld.New Orleans 4th Sept. with a cargo of Corn & Wheat for discharge Leith. Due Leith 19th Sept.and expected to complete discharge 26/27th Sept. Next Business not yet arranged.
- "PRINCE RUPERT CITY" Sld.Chiba 12th Sept.for British Columbia where she will deliver under T/C to Canadian Transport for the trip to E.C.U.S.A. Expected to arrive Crofton, Brit.Col. 22nd Sept. Indicated loads Crofton, Harmac and Port Alberni for Newark, Brooklyn, Newark & Newhaven - rotation not decided. As a rough guide, finally sails Brit.Col. 3rd Oct., Panama Canal 15th Oct. and arrives Newark 20th Oct. Completes disch. of this timber cargo 29th Oct.

"VANCOUVER CITY"

Ardd. New Orleans 13th Sept. Sls. 18th Sept. with a cargo of grain for discharge Japan. Sls. Panama Canal 26th Sept., arrs. Japan 19th Oct and completes discharge abt. 25th Oct. Drydocks and repairs Japan for 8 days, then proceeds British Columbia to deliver under T/C to Canadian Transport. Sls. Japan abt. 3rd Nov., arrives Brit. Col. 14th Nov. and finally sails 22nd Nov. Sails Panama Canal 4th Dec., arrives U.S. Atlantic Coast abt. 10th Dec. and completes discharge of this timber cargo about 20th Dec.

"WELSH CITY"

On T/C to Retla S.S. Co. Long Beach. Sld. San Marcos Island, Mexico, 6th Sept. with 15315 tons Gypsum for discharge, probably at Kaohsiung, Taiwan. Expect 2 weeks disch.

"WILKAWA"

(ex "Australian City")

On T/C to Anders Wilhelmsen & Co. Oslo. Chartered for car carrying initial period 5 years, expiring 1974. Sld. Newport News 14th Sept. with 26840 tons coal for disch. Amagasaki and/or Kakogawa. Sls. Panama Canal 20th Sept., arrs. Japan 14th Oct. and completes disch. about 18th Oct.

DISPOSITION OF OFFICERS

At the time of going to Press, the position was as follows:-

"ATLANTIC CITY" - Captain O.J.T. Lindsay, Chief Officer W.D. Jones, Second Officer J.W. Lloyd, Third Officer P.P. Lewis, Radio Officer D.P. Bidmead, Chief Engineer J.E. Towing, Second Engineer J. Scott, Third Engineer A.C. Coombs, Fourth Engineer C.D. Hughes, Junior Engineer G. Jennings, Electrician K.W.G. Hampton, Chief Steward/Purser C.J. Harthy, Engineer Cadet R.E. Ash, Navigating Cadets W.J. Hutchings, A.G. Skeoch, D.C. Cumming.

"CARDIFF CITY" - Captain G.F.R. Ellerby, Chief Officer C.J. Brazier, Second Officer G. Parker, Third Officer J. Rees, Radio Officer A.J. Davis, Chief Engineer L. Sykes, Second Engineer B.J. Allsopp, Third Engineer K. Green, Fourth Engineer K.D. Aust, Junior Engineers M.J. Burt and E. Hoy, Electrician L. Lomax, Chief Steward/Purser O.G. Keenan, Engineer Cadet G.M. Dickson, Navigating Cadets J.F. Hammond, D. Hotchkiss.

"CHIYODA" - Captain A.B. Parkhouse, Chief Officer P.J. Boroughs, Second Officer E.W. Walsley, Third Officer M. Gaffney, Radio Officer B. Williams, Radio Officer E.A. Vost, Chief Engineer W.H. McCallum, Second Engineer R.K. Binns, Third Engineer J.L. Magill, Fourth Engineer O.G. Williams, Junior Engineers M.J. Snook, B.C. Knapp, Electrician F.T. Peck, Chief Steward/Purser C.A. Parry, Navigating Cadets C.R. Goddard, K.T. O'Higgins, Engineer Cadets T.W. Davies, S.G. Fraser.

"CORNISH CITY" - Captain D.L. Beynon, Chief Officer J.E. Gordon, Second Officer N.R. Waldron, Third Officer D.G. Jones, Radio Officer E.A. Willocks, Chief Engineer R.J. Trigg, Second Engineer M.J. Ridley, Third Engineer A. Hadjidakis, Fourth Engineer D.R. Bowden, Junior Engineers J.J. Baghurst, R.L. Down, K.J. Walsley, Electrician J.D.W. McLaren, Chief Steward/Purser A.C. McNeill, Navigating Cadets E. Mullin, D.E. Stannard, Navigating Cadet B.J. Hayle.

"DEVON CITY" - Captain J. Cann, Chief Officer A.J.H. Crowther, Second Officer P.M. Baverstock, Third Officer J.R. Francis, Radio Officer J. Henry, Chief Engineer C.A.J. White, Second Engineer J. Claydon, Third Engineer R.E. Russell, Fourth Engineer D.J. Ashwin, Junior Engineers D. Brown, J. Rockey, Electrician B.O. Johansson, Navigating Cadets B.T. Hernaman, P.A. Bullard, Chief Steward/Purser G.B. Thomas.

"HOUSTON CITY" - Captain D.L.G. Jones, Chief Officer J.J. Kalnins, Second Officer G.A. Collins, Third Officer C.G. Starr, Radio Officer S.H.W. Stevens, Chief Engineer W.M.S. Parks, Second Engineer W.J. Parry, Third Engineer W.A. Bruce, Junior 3rd Engineer J.P. Silcock, Fourth Engineer A.H. Dallimore, Junior Engineer M. Woodman, Electrician J. McDowell, Chief Steward/Purser E. Wagner, Navigating Cadets P.C. Roberts, H.G. Hurst.

"INDIAN CITY" - Captain T.W.D. John, Chief Officer A.L.G. Gossett, Second Officer W.G. Wood, Third Officer G. Mathewson, Radio Officer G. Thomas, Chief Engineer R. Chambers, Jun. Chief Engineer D. Brown, Third Engineer J.B. Ainsworth, Fourth Engineer P.A. Magorrian, Junior Engineer A.J. Smart, Electrician P.H. Reynolds, Second Electrician C.R. Anthony, Chief Steward/Purser D. Gowsell, Navigating Cadets J. Tay, J.D. Williams, Engineer Cadets J.S. Davie, S.J. Tugwell.

"NEW WESTMINSTER CITY" - Captain D.C. Griffith-Jones, Chief Officer J. Porteous, Second Officer E.G. Brady, Third Officer B.M. Richardson, Radio Officer S.G.W. Whitmore, Chief Engineer D.W. Yool, Second Engineer D.W. Morse, Third Engineer L.M. Williamson, Fourth Engineer M.B. Perrott, Junior Engineers F.E. Robinson, P.R. Bryant, Electrician J.C. Gardiner, Chief Steward/Purser L.B. Surrey, F.W. Lever, Navigating Cadets A.G. Stockman, A.C. Skilton, M. Wilcox.

"ORIENT CITY" - Captain G. Harvey, Chief Officer A.E.R. Burton, Second Officer D.J.A. Nicholl, Third Officer S. Ogerby, Radio Officer J. Carwardine, Chief Engineer A.R. Cameron, Second Engineer W.R. Loades, Third Engineer W.P. Brackenridge, Fourth Engineer J. Levenie, Junior Engineers R.I. Whittington, B. Scarlett, Electrician D. Moss, Chief Steward/Purser L. Slawinski, Navigating Cadets S.M. Burley, A.R. Jutsun, Engineer Cadets R.E. Diamond, D.W. Quayle.

"PRINCE RUPERT CITY" - Captain M.J. Higgins, Chief Officer N.R. Brown, Second Officer J.E.S. York, Third Officer G. Mapplebeck, Radio Officer B.R. Dunn, Chief Engineer J.S. Dutton, Second Engineer E.R. Morgan, Third Engineer A.G. Hodgson, Fourth Engineer R. Glendinning, Junior Engineers A.W. Warburton, C.A. Weir, Electrician T. Willoughby, Chief Steward/Purser R.G. Moylon, Navigating Cadets J.A. Challacombe, P.C. Coles, K.J. Cribbin, Engineer Cadet C.E. Hayles.

"VANCOUVER CITY" - Captain J.W.J. Thornhill, Chief Officer R.A.H. Vanner, Second Officer K. Jones, Third Officer B.R. Reynard, Radio Officers D.C. Short, D.S.H. Thomson, Chief Engineer T. Sukiennik, Second Engineer M.C. Barrall, Third Engineer C. Gateshill, Fourth Engineer E. Hume, Junior Engineers P.J. Morris, D. Martin, Electrician A.G. Lee, Chief Steward/Purser R.A. Peach, Engineer Cadet M.R. Green, Navigating Cadets D.G. Morgan, J. Paton.

"WELSH CITY" - Captain J.D. Lloyd, Chief Officer L.I. M. Hayler, Second Officer M.C. Hurst, Third Officer P.M.G. Asquith, Radio Officer S.G. Elliston, Radio Officer W.C. Ciastula, Chief Engineer L.G.I. Taylor, Second Engineer M.E. Rayner, Third Engineer D.J. Ferrier-Williams, Fourth Engineer R. Day, Junior Engineers J.R. Jones, R.C. Butcher, Electrician V. Daw, Chief Steward/Purser E.H. Sefton, Engineer Cadet M.K. Rudd, Navigating Cadets E. Fielding, S.J. Stewart, S.D. Lloyd-Jones, S.J. Davies.

"WILKAWA" - Captain A.D. Lightfoot, Chief Officer R.K. Stuart, Second Officer H.P. Bird, Third Officer A.A. McCalmont, Radio Officer R. Maddrell, Chief Engineer E.W. Poingdestre, Second Engineer B.M. Draper, Third Engineer P.J. Prendergast, Fourth Engineer A. Gough, Junior Engineers R.H.D. Mills, D.B. Williams, J. Lavin, Electrician H. George, Chief Steward/Purser R.G. Pierce, Navigating Cadets J.P. Andrews, N. Jerrum, P.N. Llewellyn.

SHARES

Shipping shares generally have been quite active and, in particular, Cunard's not-so-optimistic figures caused quite a lot of selling, with the result that these are now being quoted at 29/3d against the figure of 54/6 quoted earlier in the year. Consequently there was a tendency for other shipping shares to depress, but Reardon Smith have continued to remain strong, with the Voting 17/1½d and the Non-Voting at 16/10½d, both prices being quoted Ex-Div.

It is interesting to record that our first Newsletter showed prices at 8/6d and 7/6d respectively for the ordinary and "A" Non-Voting.

CHRONOLOGICAL HISTORY

1913. In this year, it is noted that three further ships were added to the fleet, namely:-

s.s. "DEVON CITY" (8,000 tons) at a Cost to the Company of £52,400.

s.s. "EASTERN CITY" (8,000 tons) at a cost to the Company of £53,500.

s.s. "FALLS CITY" (8,000 tons) at a cost to the Company of £55,700.

All these vessels were built by Ropners at Stockton-on-Tees, with steam engines by Blair.

The particular point of interest for contemplation here, is that a replacement cost for our 26,000 ton "VANCOUVER CITY" class, is approximately £3½M!

REARDON SMITH PENSIONS & SUPERANNUATION FUND

A preliminary Report on the last quinquennial valuation has been received from the Actuary and discussions have been held with him in connection with further improvements. We thought that the question of Pensions and Death Benefits could quite conveniently and, of course, democratically, be referred to in the Newsletter:-

As many of you are probably aware, the subject of our pension and kindred arrangements is almost continuously under review. A change we have been looking at in recent months, in conjunction with our Actuary, is the possibility of introducing widows' pensions. These pensions cost rather a lot, but the scheme we have devised is as follows:-

- (1) To provide a widow's pension equal to -
 - (a) in the case of a member who dies after retirement, one half the pension he was receiving;
 - (b) (in the case of a member who dies in service before age 60, one half the pension he would have received at age 60 if he had lived until then and remained with the Company on the salary which was being paid to him at the time of his death.
 - (c) in the case of a member who dies in service after age 60, one half the pension he would have received if he had retired the day before he died.

(2) This widow's pension will be payable until her death or until she remarries. Also, the amount of the widow's pension as described above will be reduced slightly where the widow is more than 10 years younger than her late husband - the reduction is actually 3% for each year in excess of 10 years.

(3) The present lump sum benefit payable on death in service, namely, 3 years' salary (or £3000 if greater) plus the return of the member's own contributions and interest will be reduced to one year's salary. However, in the case of bachelors, widowers and female members who are members at the time these widows' benefits are introduced, such members will continue to be covered for the lump sum death benefit they were enjoying immediately before the introduction of widows' pensions, but if and when such a bachelor marries (or a widower remarries) his lump sum death benefit will reduce to one year's salary. In such event, of course, his wife will then be covered for the widow's pension.

(4) The present lump sum benefit payable on death after retirement (which normally starts off at 3 years' salary (or £3000 if greater) and then reduces) will be similarly reduced for married men at retirement to an initial one year's salary, reducing as at present (except that no reduction will be made in respect of the widow's pension). The same will apply to any widower whose wife has died after the introduction of a widow's pension. In the case of an existing member who, at retirement, is a bachelor, a widower (having been a widower since the introduction of widows' pensions) or a female, he or she will continue to enjoy their present death cover arrangements after retirement. However, if a bachelor marries or a widower remarries after retirement, he will not qualify for the widow's pension benefit (but his death cover, if any, will not be reduced).

The above is a summary of the proposals we have in mind. We have discussed the idea of widows' pensions with some members and it has been very favourably received, but we would welcome the views of other members which is why we are including details of the proposals in this Newsletter.

As you will see, the proposals represent for married men, a partial switch in the form (as well as an extension) of the death benefit. We would naturally have liked to be able to consider including widows' pensions without reducing the present lump sum death benefit, but there are two major stumbling blocks to this.

First of all, the Inland Revenue would not approve both benefits including the present level of 3 years' salary and, of course, their approval is essential if we (including you) are to continue to enjoy the present substantial tax advantages which come with Revenue approval. In fact, any member who joins our Fund after the 26th February 1970 cannot be granted a lump sum death benefit in excess of 2 years' salary, this being a new limit imposed by the Inland Revenue from that date. What we shall have to do for such members if widows' pensions are not introduced is to convert any death benefit in excess of 2 years' salary (including the member's own contributions plus interest) into a widow's or dependant's pension.

The second obstacle is cost. As already mentioned, widow's pensions are relatively expensive and there is a limit on what we (including you) can afford. The summary set out above does not mention who will meet the extra cost. Even after allowing for the saving through the reduction in the lump sum death benefit for married men, this cost is not inconsiderable, but it is intended that the Company will shoulder it. When you consider that these proposals will remove the necessity for a married man giving up part of his pension on retirement in order to provide his widow with an annuity, you will appreciate just how much an improvement these proposals represent for the married man.

Anyway, we would like to have your views on this matter and perhaps you would drop a line to the Secretary, letting him know how you feel about the suggestions.

POST EARLY FOR CHRISTMAS!

In recent years, parcels addressed to certain personnel on our vessels have been received in this office a few days before Christmas. Unfortunately, it has not been possible for these to be delivered to the vessel until some time after Christmas. We, therefore, suggest that any crew members who anticipate receiving parcels, should advise the senders that they must be despatched some considerable time before Christmas and that the last posting rates are obtainable at all Post Offices.

In view of the varying postage rates and Customs Declarations being required, we suggest that senders of Christmas parcels should contact this Office for a forwarding address, so that they may be posted direct to the vessel, instead of care of this office.

COMPANY TIES

It is intended to make a free issue of Company Ties to all seafaring and male members of the Office Staff, just as soon as these are received from the manufacturers.

PRESENT-DAY CHARTERING

We now submit the second part of this series:-

The simple procedure which might be followed in chartering a vessel will be commenced by the owner instructing his broker on the Baltic Exchange to canvass the various charterers or their representatives and report to him on the availability of cargoes suitable in size and suitable for the whereabouts of the ship concerned. From this report, the shipowner will usually, at first, ascertain the business which seems the most remunerative and he does this by preparing estimates of the profitability of the various charters.

If the prospective business is a voyage charter, the owner will compute the time likely to be taken steaming between ports, the amount and cost of bunkers consumed, time occupied in loading and discharging and all costs he will have to meet in these operations.

If the prospective business is on a time charter basis, the shipowner will be able to estimate the result with far greater accuracy, because in this case he is unconcerned with such variables as steaming time on the voyage, time and costs in port, which are borne by the charterers. Therefore, all other things being equal, a shipowner will normally be prepared to accept a somewhat lower profit rate on time charter than he would on voyage charter, due to the risks involved being less.

However, a comparison of the estimates prepared may not give him the complete answer. The owner has to look ahead and assess future prospects after the next voyage. If possible he will place vessel in a favourable position for onward employment. Again, one voyage may incur more risk of delays in port or bad weather passages than another; or past experience may make the owner cautious; or the owner may have a particular reason for wanting his ship in a certain place at a certain time, not only because of an attractive following charter but for reasons such as drydocking, repairing or changing crews.

So that there are a number of factors in addition to the straight voyage estimate which will require to be taken into account before the owner decides what business he will seek to negotiate.

The shipowner, having decided which business he will pursue, will then authorise his broker to negotiate by means of offer and counter-offer, on both rate and terms of charter, until agreement is reached; the vessel is then "fixed" and a contract comes into being between shipowner and charterer.

I would mention here that the question of terms of charter is of equal importance to the rate of freight; onerous terms can easily whittle away any advantage the shipowner has gained from fixing at an attractive rate of freight.

Having described the simple procedure, I can assure you that in practice, it is rarely as simple as that. If he is wise, the shipowner will be keeping in daily touch, at least, with the freight market, so that he may be in the best position to judge its strengths and weaknesses and will endeavour to charter his ship at the time when he will secure the optimum rate of freight. He may find that there is not a cargo on the market which is exactly suitable for his requirements as regards quantity, or position, by which I mean the date the vessel will present at the loading port. What is even more to the point is the fact that he will almost invariably find there will be more than one vessel interested in the particular business, so that in any negotiations he must always be mindful that competing owners may be on the sidelines waiting to fix the cargo for themselves, if his negotiations break down.

Compared with the number of shipowners operating vessels on the tramp market, the number of charterers is extremely limited.

Therefore, generally speaking, the charterer is in the stronger position in any negotiations, unless there are alternative cargoes quoting which the owner would find equally attractive. The charterer is also in the advantageous position of knowing exactly what quantity of cargo he has to move and the number of vessels he requires. He is directly approached by owners seeking business for their vessels, so he is also able to assess more accurately the supply of tonnage in the area; and we do know from experience that, on occasions, charterers co-operate with each other by seeing that they do not seek large amounts of tonnage at the same time in the same area.

You will see then, that to get the best business and the best freight rate for his vessel, the owner must really know the freight market; he must try and get information as to competition he will have to meet from other vessels; and this must be allied to information such as costs at various world-wide ports, average speeds of loading and discharging and all items affecting the profitability of the voyage envisaged. Practical experience and foresight are two qualities on which successful tramping depends to a large degreeto be continued.

ITEMS OF INTEREST

We are very grateful for the following contribution given to us anonymously by ... SCHGJT.....You Know Who!

A new recruit has joined the Accounts Department this month; name "MULTI SUSIE". Not glamorous blondes, but a small computer!! When it is fully programmed, it will deal with the Company's accounts, stock ordering and control, payrolls and share ledgers.

THEY JUST DON'T THINK

Although it is now some time since Leo, really the world's first electronic computer, roared on to the scene, there is still a tendency today to look at recently announced forms of mechanisation as something fundamentally different from anything previously known. Our computer cannot compare with Leo, which although probably 100 times larger, had a small capacity. In the 25 years since its introduction, the technologists have yet to produce a machine that can think for itself.

Like any of its predecessors, the modern computer can do no more than carry out a set of predetermined instructions; i.e. the programme. It does, however, do this at very high speed and it has two additional features, the one of "deciding" whether a particular result is positive, negative or zero and following accordingly one of the alternative paths, the second facility is that it can store data in its "memory". These facilities explain the ready application of the computer to clerical operations. Most clerical procedures can be broken down into basic arithmetic functions (add, subtract, multiply, divide for positive, negative or zero). For example, the adjustments of a stock figure for an issue of goods and the check whether the remaining stock is above minimum level can be broken down as follows:-

Take the stock in hand figure
Deduct the issue figure
Take the result (new stock)
Deduct minimum stock level
Test result for positive
If Yes, omit next step
If No, print out purchase order
Store new stock figure.

In order to perform any task, the computer has to be made up of five separate parts:-

Input, Arithmetic, Storage, Control, Output.

The input unit carries out the transfer of information from handwritten or typed records to the installation. Input units are motivated by punched cards, punched tapes, magnetic tape or photo-electric reading. Any combination of these methods may be used.

The arithmetical unit performs the functions of the "brain" or calculator. The arithmetic functions are carried out electronically, the data in the computer being converted to binary notation for this purpose. The binary notation uses the figures 0 & 1 only, to convey all numbers. Consequently, the "brain" usually a large number of ferrite cores, can be activated or de-activated to produce 0 & 1, or Yes and No, or Add & Subtract.

The control unit ensures that the correct sequence of operations is followed. The storage unit holds information for extraction by the machine when it is required. For instance, during calculation, it will retain intermediate results to be needed at a later stage in the processing. It does this by storing electronic impulses in the ferrite core.

The output unit gives the final results and is similar to those found in accounting machines. In the case of our computer, it is basically a high speed typewriter, using a "golf ball" print setting.

Because of this inability to think, things often "go wrong" in computer installations; for example, it may see nothing incorrect in paying a man £9999.19.11. in a month. However, it is often the case that the human element made in the first mistake, either in the programme stage or in the input.

They may not be able to think, but they are invariably correct. There must be a moral there somewhere!

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In more serious vein whilst on the subject of computers -

Our seagoing staff will no doubt be aware that their salaries have been processed by a computer for the past two years, the work having been undertaken by a Computer Bureau. As from 1st April 1971, the payroll will be processed by our own computer and will involve the use of a modified form of salary slip. At a later date, specimen copies will be forwarded to all vessels, so that Officers and Cadets may readily understand this modified salary slip.

EXAMINATION SUCCESS

Congratulations to Mr. Clive Stockdale, a member of the Crew Personnel Department, on recently obtaining an Ordinary National Certificate in Business Studies. The fact that he received credit passes in all subjects deserves special mention.

MARRIAGES

Our congratulations to Miss Sandra Davies, one of our Computer Operators, on her marriage to Mr. Colin Radford, at St. Woolos Cathedral, Newport, Mon., on Saturday, 12th September.

BIRTHS

Our congratulations to Mr. & Mrs. J. Hewson on the recent birth of their first child and they would like to thank the sender of a bouquet of flowers (the name was unfortunately omitted) to Mrs. Hewson through Interflora International.

PROMOTIONS

We would like to extend our congratulations to Captain G.S. Garlick on his recent promotion to Master and it is anticipated Captain Garlick's first command will be the m.v. "DEVON CITY".

Captain Garlick first joined the Company in February 1953 as an Apprentice.

When we were discussing some matters with our Actuary in connection with the Pension Fund this month, he requested a copy of the Newsletter which we were pleased to let him have. A few days later we received his report on the Fund and feel we must quote his final paragraph, which was prompted by the joke in Newsletter No. 7:-

"Incidentally, I was very interested in reading Newsletter No. 7, but I was somewhat saddened by the final revelation! I have always considered Marcus Aurelius, being the Father of stoic philosophy, something of a hero".

The local Vicar - a keen angler who had very sophisticated equipment - had fished a certain pool for hours without any success. When about to give up, a small boy came along armed with a hazel stick for a rod, a line and a bent pin for a hook. He baited the hook and cast into the pool. Within minutes he had landed a fine specimen trout. On arriving home, his father asked him what species of fish he had caught. In reply the little boy said: "It's a b----- limit", to which his father exclaimed, "What on earth makes you say that?" "Well", said the little boy, "I heard a man who was fishing the same pool say "That's the b----- limit!"

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