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Reardon Smith Line Limited

S**NEWSLETTER**OCTOBER 1970NO. 9.INTRODUCTION

We continue to receive requests from Officers' families for copies of the Newsletter and, on one occasion, there was an offer to pay the subscription, but of course, we are only too pleased to pass on this publication free of charge to any relatives who would like to receive copies.

Last month's edition of the Newsletter brought a great number of encouraging comments, particularly from Pensioners and this was very rewarding to us, because we are aware of the interest Officers and Personnel take in the Company once they retire.

As a result of the article last month on the proposed alterations to the Pension Fund, without exception Members agree with the suggestions, but we would certainly appreciate further views on this matter, although we understand, in the case of a number of Officers, there would be a considerable delay in the receiving of last month's Newsletter because of their ship's position.

There was despatched to all vessels yesterday copies of the Company's Accounts, together with the Chairman's Statement and, if there is any further information which readers would like to have in connection with these Accounts, please write to the Secretary and we will endeavour to answer any questions, either through the Newsletter or individually.

SHIPS' POSITIONS

"ATLANTIC CITY"

On T/C to Pacific Bulk Carriers Ltd., London, until Sept.1971/January 1972. Sld.Tamano 12th Oct.for Mormugao where she is due 27th Oct. Assuming loading taking 14 days, vessel will arrive back in Japan about 23rd November.

"CARDIFF CITY"

On T/C to Transportocean Maritime Mexicana S.A. of Mexico City until April/Aug.1971. Engaged liner trading Japan/W.C.U.S.A. & Mexico. Arrd.Yokkaichi 18th Oct. Discharges various ports Japan then drydocks Yokohama 30th Oct.until about 5th Nov. After drydocking, expect load various Japanese ports for W.C.U.S.A. and Mexico.

"CHIYODA"
(ex "Eastern City")

On T/C to NYK, Tokyo, until 1973/5. Sld. Antwerp 9th Oct. for Mobile, where she is due 25th Oct. to load Coal for discharge Japan. Arrives Japan about 25th Nov. On completion discharge, expected to load cars Japan/Europe.

"CORNISH CITY"

On T/C to Tokai Shipping Co.Ltd.Tokyo, until July/Sept.1971. Sld. Tampa 18th Oct. with a cargo of Phosphate for discharge 3 ports Japan. Due Japan 12th Nov. and completes discharge about 20th Nov.

"DEVON CITY"

Redelivered from T/C a/c Transportocean Maritime Mexicana S.A. of Mexico City on passing Gibraltar 19th Oct., bound for Cardiff. Due Cardiff 23rd Oct. where she will drydock and repair for about five days prior to proceeding to Bremen to deliver under T/C a/c South African Marine Corp.Ltd. of Cape Town. She is expected to load at Bremen, Hamburg, Antwerp and finally sail Rotterdam about 12th November for South African ports.

"HOUSTON CITY"

Sld.Mourilyan, Queensland, 24th Sept. for St. John, N.B. with a cargo of sugar. Sld. Cristobal 20th Oct. - arrs. St. John, N.B. 27th Oct. and completes disch.about 6th Nov. Future business not yet arranged.

"INDIAN CITY"

On T/C to Yamashita Shinnihon S.S.Co.Ltd. Tokyo, until Feb/April 1971. Arrd.Rompin, Malaya, 11th Oct. Sls. 26th Oct.with ore cargo for discharge Chiba and Osaka. Arrs. Chiba about 2nd Nov. On completion discharge Osaka vessel is expected to do three voyages Mormugao/Japan - Ore.

"ORIENT CITY"

Sld.Leith 30th Sept. Sustained engine damage whilst on passage to Sorel where she arrived 13th and sld. 18th Oct. for Chittagong with a cargo of wheat. Due Durban about 24th Nov. for bunkers. Arrs.Chittagong towards middle December.

"PRINCE RUPERT CITY"

Delivered under T/C to Canadian Transport Co.Ltd. of Vancouver, B.C. 24th Sept. at Crofton, B.C. Sld.Port Alberni 1st Oct. with a cargo of packaged lumber for discharge 5 places in vicinity New York. Arrd.Newark 19th Oct. Expect complete discharge Providence, R.I. 25th Oct. Next business: U.S.Gulf/Holland, grain. Arrs.U.S. Gulf about 31st Oct. Basis 5 days loading arrives Holland abt.19th Nov.

"VANCOUVER CITY"

Arrd.Kobe 20th Oct.with cargo of grain from U.S.Gulf. Sls.for Nagoya abt.26th to compl. discharge, then proceeds Nagasaki for 8 days drydocking and motorising hatches. Sls. Nagasaki 9th Nov.for British Columbia where she will deliver under T/C to Canadian Transport Co.Ltd., of Vancouver B.C. Loads British Columbia for discharge U.S. Atlantic Coast or Puerto Rico. Expect arrive British Columbia 21st Nov.and sails about 28th Nov. Arrs. U.S. Atlantic Coast abt. middle December.

"WELSH CITY"

Redelivered from T/C a/c Retla S.S. Co. of Long Beach and sailed Keelung 14th Oct. Delivered under T/C to NYK Tokyo at Keelung for a trip via Singapore and Port Swettenham to U.K./Cont. with a cargo of sawn timber. Arrd. Singapore 20th Oct. - sls. 24th for Port Swettenham. Sls. latter port towards end October probably for Liverpool without any call en route. Due Liverpool end Nov./ early Dec.

"WILKAWA"
(ex "Australian City")

On T/C to Anders Wilhelmsen & Co. Oslo, initial period expiring 1974. Arrd. Amagasaki 20th Oct. to discharge coal cargo loaded at Newport News. Sls. 24th Oct. for Yokohama from where she is expected to sail 26th Oct. with cars for discharge Newark and Baltimore. Arrs. Panama Canal 19th Nov. and Newark about 26th Nov.

DISPOSITION OF OFFICERS

"ATLANTIC CITY" - Captain J.S. Murray, Chief Officer D.L. Bell, Second Officer M.J. McGee, Third Officer A.K. Smith, Radio Officer A.S. Ferguson, 2nd Radio Officer D.R. Appleton, Chief Engineer D. Brown, Second Engineer J. Scott, Third Engineer I.F. Mouat, Fourth Engineer N.B. Shilstone, Junior Engineers J.H. Davies, A. Hourihane, Electrician D.W. Fuller, Chief Steward/Purser D.W. Standaloft, Navigating Cadets A.G. Skeoch, J.M. Scott and C.C. Gibbs.

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

"HIYODA" - Captain A.B. Parkhouse, Chief Officer P.J. Boroughs, Second Officer E.W. Walmsley, Third Officer M. Gaffney, Radio Officer T.D.J. Davies, 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. Peek, Chief Steward/Purser C.A. Parry, Navigating Cadets M.R. Hewett, K.T. O'Higgins, Engineer Cadets T.W. Davies and S.G. Fraser.

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

"DEVON CITY" - Captain G.S. Garlick, Chief Officer R.W. Sumner, Second Officer T.E. Thistleton, Third Officer C.R. Goddard, Radio Officer E.G. Bromham, Chief Engineer G.A. Murray, Second Engineer J.D. Chatten, Third Engineer B.J. Mountfield, Fourth Engineer B.A. Velda, Junior Engineers R. Dunbar, D. Brown, Electrician D.G. Smith, Chief Steward/Purser J. Peebles, Navigating Cadets P.A. Ward, R.A. Woodward, Engineer Cadet K.I. Davies.

"HOUSTON CITY" - Captain A.C. Thomas, Chief Officer T.R. McNulty, Second Officer G.A. Collins, Third Officer C.G. Starr, Radio Officer E.A. Vost, Chief Engineer I.G.H. Taylor, Second Engineer L.M. Williamson, Third Engineer A. Fisher, Fourth Engineer K.J. Blunt, Junior Engineers J. Elliott, C.P. Greenwood, D.J. Ricketts, Electrician T. Thompson, Chief Steward/Purser E. Wagner, Navigating Cadets D.C. Cumming, A.G. Stockman, A.C. Skilton, Engineer Cadet D.M. Jellyman.

"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, Second Engineer T. Graham-Russell, Third Engineer J.B.L. 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 A. Tay, J.D. Williams, Engineer Cadets J.S. Davie, S.J. Tugwell.

"ORIENT CITY" - Captain G. Harvey, Chief Officer A.E.R. Burton, Second Officer D.J.A. Nicholl, Third Officer S. Osgerby, Radio Officer J. Carwardine, Chief Engineer D.L. Dyer, Second Engineer W.R. Loades, Third Engineer I.R. Skidmore, 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. Jutsum, Engineer Cadet R.E. Diamond.

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

"WELSH CITY" - Captain J.D. Lloyd, Chief Officer L.M. Hayler, Second Officer M.C. Hurst, Third Officer P.M.G. Asquith, Radio Officer G. Bliston, Chief Engineer L.G.I. Taylor, Second Engineer M.E. Rayner, Third Engineer R. Day, Fourth Engineer R.C. Butcher, Junior Engineers G.D. Smith, R.W. Homfray, Electrician A. Adamson, Chief Steward/Purser E.H. Sefton, Engineer Cadet M.K. Rudd, Navigating Cadets E. Fielding, S.D.L. Loyd Jones, S.J. Stewart, 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, J. Lavin, D.B. Williams, Electrician H. George, Chief Steward/Purser R.G. Pierce, Navigating Cadet P.N. Llewellyn.

SHARES

Shipping shares have varied considerably during the month and, following Cunard's not-so-optimistic figures, Ocean Steam's disappointing interim statement tended to weaken shipping shares. However, although our Non-Voting shares have slipped back a little, the Voting remain firm and we suspect this is due once again to companies who view with interest our rather good asset position, which has really been achieved through foresight in our holding operations.

CHRONOLOGICAL HISTORY

1914. During this year, the following ship was added to the fleet:-

s.s. "GREAT CITY", 10,000 tons built by Ropners, Stockton-on-Tees, with steam engines by Blair and Company, at a cost to the Company of £70,000. This vessel was one of the first of the tramp class to be fitted with Wireless Telegraphy.

After coming into commission, the "GREAT CITY" was engaged in carrying horses from the United States to France for the Army during the War.

The s.s. "CORNISH CITY" was sunk by enemy action on 21st September whilst on passage from Barry to Rio de Janeiro, by the German cruiser "KARLSRUHE". (She was the first of ten ships lost during the 1914/1918 War). The Master, Officers and crew eventually reached home after being landed at a South American port.

TONNAGE

The "NEW WESTMINSTER CITY" was sold and delivered to her new owners, Protoapostolos Shipping Co.Ltd., Famagusta, on 14th October. This vessel was built by William Doxford & Sons Ltd., Sunderland, and joined the fleet in 1956.

A strike at Upper Clyde Shipbuilders' shipyards has caused some delay to the delivery of the vessels "VICTORIA CITY" and "FRESNO CITY" and these vessels are now due to be delivered in November and December respectively.

PRESENT-DAY CHARTERING

We now submit the third part of this serial:-

I mentioned earlier that the Baltic Exchange, while still being a most important market for the chartering of ships, it no longer retains its former monopolistic position.

The new trend in bulk dry cargo transportation whereby a close connection exists between the consumers of the raw material and the user of the service has introduced new methods of chartering, such as long-term contracts of Affreightment, together with new shipbuilding financial arrangements, including the widespread availability of credit for building.

The fierce international competition for cargoes has led to shipowners seeking greater knowledge by direct contacts with charterers to ascertain their exact shipping requirements and then endeavouring to meet them. This has led to greater secrecy being exercised in the publicising of charters which have been arranged, even though they may have been done through the Baltic Exchange and also by the arranging of business directly between the shipowner and the charterer.

The last decade has, therefore, seen enormous changes in the chartering of ships, the biggest features of which have been the development of the bulk carrier and the ever-increasing size of these vessels engaged in the carriage of dry bulk cargoes.

Since 1960 bulk carriers have captured the greater part of the increase in total dry cargo seaborne trade. Most of the growth was in general purpose bulk carriers and traditional tramp chartering has failed to keep pace with the expansion in world trade. Bulk carriers have not only absorbed the heavy growth in bulk cargo trades, but have also taken over a considerable part of the shipments previously performed by other vessels.

These long-term Contracts of Affreightment I have mentioned take various forms.

1. The owner may fix a number of consecutive voyages for his vessel from a nominated port to another, e.g. iron ore from Port Dampier in Western Australia to Southern Japan, vessel in each case ballasting from the discharge port to loading port.
2. The owner may fix one voyage per quarter for one or more years from say Hampton Roads/Japan, he having the option to nominate whichever of his vessels he desires to carry each cargo.
3. The owner may contract to say carry 200,000 tons of iron ore per annum for one or more years from say Tubarao (Brazil) to Japan and will nominate vessels at intervals over the year to lift the required total.
4. The owner may fix his vessel on long-term time charter for 1/2/3 or more years to a charterer, who has the contract for the carriage of large quantities of cargo between certain areas.
5. A more recent development still has been the formation of consortiums by groups of shipowning companies for the co-operative operation of their ships, to give them the greater tonnage capacity and flexibility required for the undertaking of certain business as I have mentioned.

With these methods of chartering both charterer and shipowner reap certain advantages. Once these contracts are completed they are uninfluenced by any vagaries in the level of freight rates on the open market. The charterer is certain of his supply of tonnage over the required period and, in the right type of ship, and at an economic rate. The shipowner has assured employment for his ships at a rate which generally shows him a reasonable but not excessive profit. Again, many shipowners of limited capital resources require the certainty of the return on these contracts to enable them to get the credit necessary to build the high cost vessels of today.....
(To be continued)

ITEMS OF INTEREST

It was very appropriate that the m.v. "PRINCE RUPERT CITY" on her maiden voyage was visited at Crofton by the Deputy Mayor of Prince Rupert, Mr. W.J. Smith, who presented the vessel with a plaque on which the Arms of the City were inscribed. He welcomed the vessel on behalf of the Mayor and the Citizens and hoped to see the ship and others of the fleet trading to Prince Rupert, which he had the honour to represent. A special luncheon was given in honour of the visit by Mr. Smith, at which representatives of various Shipping, Chartering and Stevedoring interests were entertained and Mr. Cunningham, a Director of our Chartering Department in London was also present, as was Mr. Derry O'Neill of Irish Shipping.

We are pleased to publish the following articles received from Navigating Cadets D. Morgan and J. Paton of the m.v. "VANCOUVER CITY":-

THE "VANCOUVER CITY's" TRIP TO BORNEO

Our anchorage in Borneo was just down the river from Telok Ajer, the largest village for many miles. This village lies at the foot of a densely wooded hill on a flat strip of land about two miles long and half a mile wide. This region of Borneo is divided by numerous streams and rivers and the land is mainly tree-covered hills with dense undergrowth, although a small proportion is mangrove swamp.

Fruit, such as pineapples, bananas and coconuts are plentiful most of the year round, but they are not cultivated commercially. The main industries of the village appeared to be charcoal burning, fishing, the Government-owned sawmill and the construction of fishing boats.

Since the only form of transport in this area is by water, every family is equipped with some type of water-craft, ranging from dug-out canoes to diesel powered fishing boats. These boats were quite unusual for this part of the world since their design tends towards the European style of small craft, as opposed to the sampans of Singapore and Malaysia.

We were guided round the village by an Indonesian who was working on the ship while we were there - a student from the University of Djakarta who spoke excellent English. Most of the villagers stayed indoors whilst we were there, but the few we did chance to meet were very friendly. As for the children, they followed us everywhere trying to exchange bananas and coconuts for our cameras and Japanese brollies.

There were a few shops in the village selling almost everything from monkeys to transistor radios. The native houses, built on stilts, were constructed completely of sawn timber and all were equipped with front porches complete with tables, chairs and the occasional bottle of imported beer.

Wild life in the region is abundant and ranges from insects, which defy all the laws of gravity, to hordes of marauding monkeys!

One of the most interesting discoveries we made during our stay was a pair of telegraph poles situated near the old British Army base. The poles were connected by the usual telegraph wires and looked quite normal - until we noticed that the wires did not lead anywhere. They only stretched from pole to pole, as the village has never had an electricity supply.

Due to the lack of small craft at our disposal, it was impossible to venture ashore as often as we would have liked and most of our time was spent on board the ship sunbathing or studying our cabin deckheads - which is one of the oldest traditions of the Service!!

J. Paton.

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LOADING IN BORNEO ON THE "VANCOUVER CITY"

The Stevedores were brought aboard at about 7 o'clock in the morning whilst we anchored off the Eastern coast of Borneo off Pontianak. They came on board, dressed in various clothes, some wearing shorts or jeans, whilst others wore surprisingly fine looking coloured shirts and trousers. They soon made themselves at home on the deck and many were soon continuously asleep in the shade.

At about 9.30 we weighed anchor and sailed South down the coast. After sailing for about 25 miles, we finally turned inland and sailed up one of the many rivers to Telok Ajer where we were to load logs for Italy. Both sides of the rivers were flanked with thick forests and lush vegetation. The whole island seemed to be covered with forests, broken only by a few high hills, rivers and streams. The whole island seemed to be criss-crossed with rivers making it possible to use them as roads or major river highways.

We finally dropped anchor at 3 o'clock that afternoon, but we did not start loading until the next day. By this time the workers had formed themselves into two twelve hour watches. They had brought their own food along with them. This consisted of some rice with leaves in it and a piece of bone with some meat around it. The relieved watch slept anywhere. This included under the spare bower anchor and under shelters made up of planks and rush mats.

Before loading, the logs were floated down river to us from the sawmill. The logs were arranged in rafts and were lashed together with wire ropes fastened to the logs. The men on the rafts would prepare the logs by lifting the fastenings off and slinging strops around them. The strops were then loaded with up to twelve logs, each about 10 feet long, a foot and a half in diameter and weighing half a ton each. After being hauled aboard, the crane drivers would endeavour to swing the whole load through the bulkheads. Fortunately, they never quite succeeded!

Thus we spent two weeks continuous loading in Borneo, before we finally sailed to Singapore on the 9th June.

David Morgan.

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TRIESTE

The city of Trieste is extremely old. It was originally settled in the eleventh or twelfth centuries, B.C., later becoming a Roman legion outpost. Since then it was occupied by many early races, now it is firmly and finally Italian.

The city itself is quite large with a population of about 300,000 and has, like most well-planned cities, long wide streets. The buildings are of large and attractive architecture, but they are not huge as in the large cities of the world. The suburbs, however, make the town seem more of a tourist centre than the town centre itself. The houses are brightly coloured, each having its own balcony and small garden, with its tiled roof, typical of Italian architecture.

A ten minute walk from the ship would bring us to the sea-front along which runs the Riva Grumula. Along this road are a number of interesting buildings and sailing clubs.

Walking along this road we passed the large indoor swimming pool, the fish market, the Aquarium, the Palace of Government and the Verdi Theatre.

On walking through the town, we noticed many small and large, picturesque squares and gardens. The largest of these was the Giardino Publico, a large Public Garden a few blocks to the North-east of the town centre. To the South of the Piazza Goldini, at the town centre, is the San Giusto Hill. On this hill stands an interesting mediaeval castle containing a museum. Dances are held on its ramparts in the summer. At the bottom of this hill in the Via Del Teatro Romano is the Roman Amphitheatre, in which plays are performed in the summer.

To the South-east of the Piazza Goldini is the Montebello race track. This is a large oval track on which trotting races are held. The week after we left Trieste the Canadian Hell Drivers performed there.

To see this town properly, however, one would have to spend a fortnight on holiday there. There are so many interesting places that one does not have time to see them all and there is also the beautiful surrounding countryside to see.

David Morgan & J. Paton.

There was also an interesting note from Captain Thornhill referring to his stay at Telok Ajer, Borneo. There he met an Englishman - a Mr. Bass - who was supervising the erection of a sawmill there. He had at one time been stationed among the Dyaks (of head-hunting fame) and expressed great admiration for them, being on most friendly terms with them. He maintained that when a good friend is called away from their community, a meeting is held in the "long house" of the tribe attended by everybody to debate whether to take his head so that they will not lose this friend. So it seems that he himself was not friendly enough and survived. He also stated that the Dyaks are unable to remember tunes (words or music) and the Westerners ability to sing the same words to the same tunes after many days fills them with amazement and delight.

We are grateful to Captain Cann for the following contribution which will be of particular interest to quite a number of readers, including some of our pensioners:-

I reported on board the m.v. "EASTERN CITY" at Sunderland in June 1949, resplendent in uniform and fresh from school. I had received no pre-sea training and therefore did not know one end of the ship from the other. I was greeted at the gangway by a massive individual who asked me what the hell I wanted! My reply obviously did not impress him, but luckily for me, my accent did.

This, then, was Bob Frazer - Bosun - a Shetland Islander who sailed with the Reardon Smith Line for many years and was a well known figure.

Bob had the misfortune of losing the lower part of his left leg in an accident, but this in no way curtailed his activities. He had been equipped with an artificial limb on which he had become extremely agile. The speed at which he could travel in an emergency was his secret, but it was always sadly underestimated by we Apprentices!

He sported a bushy moustache, but the thing which immediately impressed one was the size of his hands. These were like dinner plates and a slight cuff behind the ear was tantamount to being hit by a bus!

To revert to my remark about my accent. It transpired that Bob, grudgingly considered any-one from Devon to be a very poor "second" to Seamen from his own part of the country. However, seamen from anywhere else just did not exist, so this indeed was a lucky break for me! I was immediately christened "Devon" and unanimously elected spokesman for the other three Apprentices. (The senior lad considered this arrangement would possibly be an advantage to us all). So it was that I was to spend the next six months in close contact with this old sea-dog!

Bob's one quirk was punctuality. Each morning after receiving orders from the Chief Officer, he would go aft and just stand at the top of the foc'sle stairs and bellow. This had a dual effect. First, it shook the whole Poop house, and secondly, it caused the crew to come tumbling out of the accommodation as if it were on fire! It was uncanny the way the sailors would eagerly take up their allotted tasks and do their utmost to please the Bosun. Although Bob was so feared by the crew, he also had that enviable knack of being popular at the same time. I don't think there was a man who didn't inwardly have great respect for him.

His one concession to humour was when he used to sign the Customs Declaration under "Other Articles" - "one spare leg". This was true - apart from his "working leg", he had a superior, streamlined, aluminium one, on which he always kept his best "go-ashore" sock and shoe. The natural reaction of the Customs Officials on seeing this entry on the Manifest would be to interview this "Smart Alec" - and Bob, hobbling along the deck with his other leg over his shoulder, was a familiar sight on arrival in port! I have no proof, but I believe that many a carton of cigarettes found their way ashore by virtue of Bob's hollow leg! The "working leg" used to frequently gravitate to the engine room where the Fourth Engineer would repair the hinged mechanism. This was always a source of trouble.

The Bosun had language difficulties! On board, his vocabulary was extremely varied and whilst everyone's ancestry was suspect, his use of unusual adjectives, verbs and nouns would, at times, render even a lady of questionable virtue speechless! About 20% of his vocabulary was for the ears of the fair sex. This was proved when we returned to the United Kingdom and I was sent up to the station to meet the wife of the Chief Officer and escort her back to the ship. At the gangway we encountered Robert and The Chief Officer's wife began a conversation with him. His responses were a series of smiles, nods and shaking of his head! He always knew when he was on dangerous ground!

On our second voyage, we had the misfortune to have to enlist the assistance of a Swedish salvage tug. The ~~Master~~ Master of this tug was Bob's Swedish counterpart and they soon became firm friends. Whilst at Casablanca, these two decided to have an evening out. It transpired that after the third bottle of "Old Nick Rum" it was mutually agreed that there were only two kinds of people in the world - Shetland Island Bosuns and Swedish Tug Masters and that the rest should be despatched with haste - starting with French Morroccans! It was unfortunate that the locals did not share their views and, in consequence, they spent an uncomfortable night in the city jail. It was a sad Bob that was bailed out next day, but it was noticed that even the most cocky Ordinary Seaman did not ask where he had been when he came up the gangway at 10 a.m! All on board realised it was necessary - not just to forget the incident, but to act like it never happened - as one word out of place would have been suicide!

It was a sad day when I learned that Bob had passed away whilst serving in the old "DEVON CITY" somewhere in South America. He had died in harness and I'm sure this was the way he would have wanted it.

I like to think of old Bob up there, contentedly chewing his hard tobacco and making rope doormats whilst keeping a watchful eye on me down here. I smile when I think of his reactions when I make a 'boob'. I conjure up a torrent of language capable of scorching the wings of St. Peter and melting those "Pearly Gates" which will only subside when I slowly raise my eyes piously Heavenward and say "Sorry Bos, it won't happen again!"

The following is an extract from a letter received from Captain Beynon of the "CORNISH CITY" and even with the Editor's "licence", it is extremely difficult to pass any comment!!

"The voyage weatherwise very pleasant more or less since leaving the States. It is expected this time of the year. The Pacific Ocean more or less complying or behaving as it's name. The weather being suitable Deck Tennis has become increasingly popular for most of their leisure-time, either for those desirous of maintaining their sylph-like forms and, for those that present a too-rotund front, an earnest endeavour to remove some of their ill-gotten flesh, or perhaps a simpler solution, just a desire to sharpen their thirst!"

PENSIONERS' LIST

Attached to the Newsletter is a list of the names and addresses of our Pensioners and this is given at the request of so many serving members who would like to get in touch with some of their retired colleagues.

BOARD OF TRADE EXAMINATION SUCCESSES

We would like to congratulate the following on obtaining their Certificates:-

Mr. G. Hughes	-	Second Class Motor.
Mr. P.G. Thompson	-	Second Mate's.

OBITUARY

It is with regret that we report the death on 8th October of Mr. F.L. Gale, who served in our London Office from January 1922 until his retirement in July 1962. Leslie Gale was engaged in our London Chartering Section and was greatly respected by all those with whom he came in contact. Mr. Gale leaves a widow and we extend to her our deepest sympathy.

MARRIAGES

Our congratulations and best wishes to Mr. Kenneth Hampton on his marriage with Miss Thereasa Costello at the Church of the Holy Family, Dublin, on 22nd October. Mr. Hampton was Electrician on the "ATLANTIC CITY", his Best Man was Chief Engineer, Mr. J.E. Towing and the Groomsman Chief Steward/Purser, Mr. C.J.Harry.

BIRTHS

We would like to congratulate Second Officer D.J. Mockett and Mrs. Mockett on the birth of their daughter, Sarah Jane (7 lbs. 8 ozs.) on Wednesday, 7th October. The "Press Association" reports all (including Father) doing well!!

"SHE"

The ship belongs to the feminine gender and should be treated as such. Perhaps it can best be explained in the following words:-

"A boat (or a ship) is called a SHE because there's always a great deal of bustle about her -

- " - because there's usually a gang of men around her
- " - because she has a waist and stays
- " - because it takes a lot of paint to keep her looking good
- " - because it's not the initial expense that breaks you, it's the upkeep
- " - because she's all decked out
- " - because it takes a good man to handle her right
- " - because she shows her topsides, hides her bottom and, when coming into port, always heads for the buoys".

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