

NEWSLETTERDECEMBER 1970NO. 11INTRODUCTION

This Newsletter, being the last in 1970, we take the opportunity of wishing all readers a Happy and Prosperous 1971.

It is natural at this period of the year for everyone to look back over the months that have passed. Each reader will have different personal impressions and experiences. However, the fortunes of our Company must be of more than ordinary interest to every individual being one of continued progress and achievement.

It is also a time of the year when we all look towards the New Year and speculate on what it has in store. We hope the Company will continue to progress in 1971. It is appropriate, with so much talk of mergers and take-over bids, that the Chairman confirms the policy of the Company is to proceed quite independently. It is known that we are looked upon from outside as a very valuable Company, probably because of the efforts made by everybody in the last few years to expand, at some risk perhaps, but nevertheless, the increased cost of building alone places the Company in a very strong position. It is appreciated that it will be necessary for the present Government to at least honour promises made insofar as the Shipbuilding Industry is concerned and this is essential for us to complete our present building contracts at the attractive rates negotiated.

Furthermore, the control through family trusts in which the Chairman is involved and also other close supporters, is such that the Company is not vulnerable to take-overs by outsiders purchasing shares on the open market. It is hoped that this note will allay any doubt which might exist in the minds of the Staff regarding the future course of the Company.

SHIPS' POSITIONS"ATLANTIC CITY"

On T/C to Pacific Bulk Carriers Ltd., London, until Sept.1971/Jan.1972. Arrd.Mormugao 5th Dec. for load Ore for Japan. Present indication sails 13th Dec. On this basis, arrives Japan 28th December and sails 30th December for Mormugao to load a further Iron Ore cargo for discharge Japan.

"CARDIFF CITY"

On T/C to Transportocean Maritima S.A. of Mexico City until April/August 1971. Engaged liner trading Japan/W.C.U.S.A. and Mexico. Arrd. & Sld. Los Angeles 1/3rd December; San Diego 4th December, Ensenada 5th/6th Dec. Arrd. Acapulco 9th and sld. 12th Dec. Calls various other Mexican ports before finally sailing Ensenada for Japan about 27th December.

"CHIYODA" (ex "Eastern City")

On T/C to NYK Tokyo until 1973/1975. Arrd. Kimitsu with a coal cargo 2nd Dec. Completed discharge and sailed 6th Dec. for Kobe, where drydocked. After completion of drydocking, which expected - a.m. 12th, loads cars at Hiroshima and Yokosuka for Antwerp, Rotterdam and Drammen. Basis sailing Yokosuka 17th Dec., arrives Antwerp 25th Jan. with completion at Drammen 30th January.

"CORNISH CITY"

On T/C to Tokai Shipping Co. Ltd., Tokyo, until July/Sept. 1971. Sailed Shimizu 5th Dec. with steel and motor cycles loaded at Nagoya and Shimizu for discharge Norfolk Va. and Baton Rouge. Arrives Norfolk Va. 3rd Jan. and completes discharge Baton Rouge 11th Jan. Then proceeds to Tampa where loads phosphate for Japan, arriving at discharge port about 11th Feb.

"DEVON CITY"

On T/C to South African Marine Corp. of Cape Town. Arrd. Cape Town 6th Dec. and sailed 10th for Port Elizabeth, thence proceeds East London, Durban, Lourenco Marques and Beira, where completes about 29th Dec. After redelivery at Beira, proceeds to Durban to load coal for discharge Rotterdam or Amsterdam, where expected to arrive 25th Jan.

"FRESNO CITY"

Present intention to be handed over from Builders at Glasgow on 22nd December. Proceeds to U.S. Gulf to load grain for discharge Holland, where expected to arrive towards the end of January.

"HOUSTON CITY"

Arrived Oran 5th Dec. with grain cargo from Houston. Proceeds to Mostaganem 15th Dec. where completion uncertain, but likely to be about end December.

"INDIAN CITY"

On T/C to Yamashita Shinnihon S. S. Co. Ltd., Tokyo, until Feb/April 1971. Arrd. Mormugao 28th Nov. and sailed 12th Dec. with 45250 tons Ore for discharge Kimitsu, where arrives 27th Dec. Then does two further voyages Mormugao/Japan drydocking between these two voyages at Kobe about middle February.

"ORIENT CITY"

Arrd. Chittagong 10th Dec. to discharge wheat cargo loaded at Sorel. Expected to complete discharge 28th Dec. Then proceeds via Singapore to West Australia, where arrives 9th Jan. to load barley for U.K./Continent. Arrives U.K./Continent for discharge 22nd Feb.

"PRINCE RUPERT CITY"

Sailed Rotterdam 1st Dec. for New Orleans to load grain for Japan. Basis arriving & sailing New Orleans 16/19th Dec., expect arrive Japan for discharge 15th Jan. After completion of discharge, proceeds to British Columbia, where arrives 4th Feb., to deliver on T/C a/c Canadian Transport Co. Ltd. Loads lumber for United States Atlantic Coast, arriving 4th March, or U.K. Continent 13th March.

"VANCOUVER CITY"

Arrd. Harmae, B. C. 24th Nov. and delivered on T/C to Canadian Transport Co. Ltd. Loaded lumber at various B.C. ports and finally sailed Harmae 3rd Dec. Discharges at six ports New York area and Boston, where arrives 22nd Dec. Present indication redelivers 28th Dec. at Boston, then loads a coal cargo Hampton Roads or Baltimore for discharge Japan.

"VICTORIA CITY"

Handed over from Builders at Glasgow 8th Dec. After final arrangements proceeds U.S. Gulf to load a cargo of grain for discharge Holland. Expected to arrive loading port 30th Dec. and basis sailing 4th Jan. expect arrive Holland 18th Jan.

"WELSH CITY"

On T/C to NYK Tokyo. Arrived Liverpool 2nd Dec. with a cargo of sawn timber loaded at Singapore and Port Swettenham. Discharge is proceeding slowly at Liverpool and it is possible that vessel will eventually go to Grangemouth to complete. At the moment completion of discharge is expected early January, either at Liverpool or Grangemouth.

"WILKAWA" (ex "Australian City")

On T/C to Anders Wilhelmsen & Co. Oslo, initial period expiring 1974. Sld New Orleans 5th Dec. with a cargo of corn for discharge probably at Kobe, Nagoya and Yokkaichi. Sld. Panama Canal 10th December. Expected to arrive Kobe about 4th January and complete discharge at final port say 15th January.

DISPOSITION OF OFFICERS

	<u>ATLANTIC CITY</u>	<u>CARDIFF CITY</u>	<u>CHIYODA</u>
Captain	J.S. Murray	G.F.R. Ellerby	A.B. Parkhouse
Chief Officer	D.L. Bell	C.J. Brazier	E.W. Walmsley (A)*
Second Officer	M.J. McGee	G. Parker	M. Gaffney (A)*
Third Officer	A.K. Smith	J.R. Francis	K.T.O'Higgins (A)*
Radio Officer	A.S. Ferguson	D.P. Bidmead	T.D.J. Davies
2nd Radio Officer	D.R. Appleton	-	-
Chief Engineer	D. Brown	L. Sykes	W.H. McCallum
Second Engineer	D.J. Ferrier-Williams	B.J. Allsopp	R.K. Binns
Third Engineer	I.F. Mouat	K. Green	J.L. Magill
Fourth Engineer	N.B. Shilstone	K.D. Aust	C.G. Williams
Junior Engineers	J.H. Davies	M.J. Burt	M.J. Snook
	A. Hourihane	E. Hoy	B.C. Knapp
Electrician	D.W. Fuller	L. Lomax	F.T. Peek
Chief Steward/Purser	D.W. Standaloft	O.C. Keenan	C.A. Parry
Navigating Cadets	J.M. Scott	J.F. Hammond	M.R. Hewett
	C.C. Gibbs	D. Hotchkiss	-
Engineer Cadets	-	G.M. Dickson	T.W. Davies
			S.G. Fraser

*(A) Acting.

	<u>CORNISH CITY</u>	<u>DEVON CITY</u>	<u>FRESNO CITY</u>
Captain	D. L. Beynon	G. S. Garlick	D. C. Griffith-Jones
Chief Officer	J. E. Gordon	B. A. G. Boyer	A. J. H. Crowther
Second Officer	N. P. Waldron	T. E. Thistleton	T. Lawson
Third Officer	D. G. Jones	C. R. Goddard	P. P. Lewis
Radio Officer	E. A. Willocks	E. G. Bromham	S. H. W. Stephens
Chief Engineer	R. J. Trigg	G. A. Murray	A. J. Trezise
Second Engineer	A. Hadjidakis	J. D. Chatten	D. W. Morse
Third Engineer	D. R. Bowden	B. J. Mountfield	I. Jones
Fourth Engineer	J. J. Baghurst	B. A. Velda	M. C. Woodman
Junior Engineers	R. L. Down	R. Dunbar	D. R. Ross
	K. J. Walmsley	D. Brown	K. J. Mathews
Electrician	J. D. W. McLaren	D. G. Smith	C. J. Buckley
Chief Steward/Purser	A. C. McNeill	J. Peebles	D. G. Grant
Navigating Cadets	E. Mullin	P. A. Ward	J. L. Sanday
	D. E. Stannard	R. A. Woodward	J. A. Challacombe
	B. J. Hayle	-	P. C. Roberts
Engineer Cadets		K. I. Davies	-

	<u>HOUSTON CITY</u>	<u>INDIAN CITY</u>	<u>ORIENT CITY</u>
Captain	A. C. Thomas	T. W. D. John	G. Harvey
Chief Officer	T. R. McNulty	A. L. G. Gossett	W. D. Jones
Second Officer	G. A. Collins	W. G. Wood	D. J. A. Nicholl
Third Officer	C. G. Starr	G. Mathewson	S. Osgerby
Radio Officer	E. A. Vost	G. Thomas	J. Carwardine
Chief Engineer	J. C. H. Taylor	R. Chambers	D. L. Dyer
Second Engineer	L. M. Williamson	T. Graham-Russell	W. R. Loades
Third Engineer	A. Fisher	J. B. L. Ainsworth	I. R. Skidmore
Fourth Engineer	K. J. Blunt	P. A. Magorrian	J. Levenie
Junior Engineers	J. Elliott	A. J. Smart	R. I. Whittington
	C. P. Greenwood	D. J. Jennings	B. Scarlett
	D. J. Ricketts	-	-
Electrician	T. Thompson	P. H. Reynolds	D. Moss
Second Electrician	-	C. R. Anthony	-
Chief Steward/Purser	E. Wagner	D. Gowseil	L. Slawinski
Navigating Cadets	D. C. Cumming	A. Tay	S. M. Burley
	A. G. Stockman	J. D. Williams	A. R. Jutsum
	A. C. Skilton	-	-
Engineer Cadets	D. M. Jellyman	J. S. Davie	R. E. Diamond
	-	S. J. Tugwell	-

	<u>PRINCE RUPERT CITY</u>	<u>VANCOUVER CITY</u>	<u>VICTORIA CITY</u>
Captain	W. J. Cross	F. J. Johns	O. J. T. Lindsay
Chief Officer	B. Jones	R. A. H. Vanner	J. Porteous
Second Officer	K. B. Whitting	M. C. Ingram	D. J. Mockett
Third Officer	J. Paton	B. P. Reynard	W. Phillips
Radio Officer	J. R. Mathews	D. S. H. Thomson	S. G. W. Whitmore
2nd Radio Officer	B. B. Everett	-	-
Chief Engineer	W. Morgan	D. W. Yool	J. V. Barnes
Second Engineer	G. Hughes	C. Gateshill	G. D. Griffiths
Third Engineer	A. C. Coombs	R. E. Russell	J. Foots
Fourth Engineer	T. A. Smith	F. E. Robinson	C. D. Hughes
Junior Fourth Engineer	P. R. Bryant	-	-
Junior Engineers	K. J. Brown	J. Rockey	G. G. Walker
	-	D. Millican	J. D. Warne
Electrician	C. J. Nicholas	A. G. Lee	C. Villa Landa
Chief Steward/Purser	C. V. Allen	R. A. Peach	N. A. Parselle
Navigating Cadets	P. L. Morgan	H. G. Hurst	M. Wilcox
	B. T. Hernaman	T. A. Price	N. Davies
Engineer Cadets	R. E. Ash	M. J. D. Hannaford	S. Phillips

	<u>"WELSH CITY"</u>	<u>"WILKAWA"</u>
Captain	J. Cann	D.B. Jack
Chief Officer	R.I. Crawford	D.B. Wootton
Second Officer	P.J. Warren	N.P. Epps
Third Officer	G.J. Waldron	P.G. Thompson
Radio Officer	W.C. Ciaszula	H.M.S. Williams
Chief Engineers	R.C. Fraser	E.W. Poingdestre
	-	C.A.J. White
Second Engineer	M.E. Rayner	J.C. Lilliecrap
Third Engineer	W.P. Brackenridge	K. Rowney
Junior Third Engineer	D.J. Ashwin	-
Junior Fourth Engineer	G.D. Smith	-
Fourth Engineer	-	J. Vernon
Junior Engineers	C.W. Howfray	M.J. Yates & R.G. Bracher
Electrician	A. Adamson	S. Cullinane
Chief Steward/Purser	K. Llewellyn	R.G. Pierce
Navigating Cadets	P.A. Bullard	D.J. Cooke
	-	S.P. Hodges
	-	T.D. Lester
Engineer Cadets	D.W. Quaye	R.B. Adey

SHARES

The ending of the Electricity Power Workers' "go-slow" has resulted in the Financial Times Share Index increasing from 319.4 to 333.7 at the time of going to press. A number of shipping shares have risen in price since the last Newsletter, notable exception being Cunard who have fallen from 25/3d to 23/6d on the resignation of one of their Directors. Our shares have continued to fluctuate and the present price is 19/6d for the Voting and 17/6d for the "A" Non-Voting, compared with 16/- and 15/- at the time of our last Newsletter.

CHRONOLOGICAL HISTORY

1916. The "EASTERN CITY", built in 1913, was sunk by enemy action on 9th April of this year. She was shelled by a German submarine whilst on passage from St. Nazaire to the Bristol Channel.

1917. During this year the second ship to be named "EASTERN CITY" joined the fleet. She was built by J.L. Thompson with engines by Blair & Company, with a cost to the Company of £88,000.

The "BRADFORD CITY" and "CONISTON WATER" were both sunk by enemy action on 16th August and 23rd July respectively and the "JERSEY CITY" was sunk by a torpedo from a German submarine off the north coast of Scotland on 24th May.

The "GREAT CITY" was torpedoed but successfully beached at St. Mary's, Scilly Isles, and eventually towed to Liverpool for repairs. Whilst under repair at Liverpool, she was supplied with torpedo nets, which were then being fitted to a few vessels experimentally in an endeavour to reduce losses by torpedo. After completion of repairs, the ship proceeded from Liverpool to join convoy at Lamash.

The "VICTORIA CITY" was handed over to us from the Builders on 8th December and the "FRESNO CITY" is due to be handed over on 22nd December. Both these vessels are expected to sail before Christmas for loading at the U.S. Gulf for Holland.

PRESENT-DAY CHARTERING

We now submit the fifth and final part and hope the series has been interesting and instructive:-

As I have said, the trend in bulk cargo shipments has been to gain economy by using larger ships. However, there are limits to the economies of scale, partly due to the limitation of the ports themselves and also in the quantity of cargo that receivers can accept in a single shipment. Therefore, it is likely that future developments will involve improving cargo handling equipment on ships and endeavouring to try and reduce the number of ballast legs in the overall transportation system, such as by means of combination carriers; e.g. OBO carriers which are vessels which can load oil, ore or other bulk cargoes. Another way is by trading in combination trades such as by carrying cars from Europe to U.S.A. and returning with grain.

COMBINATION CARRIERS: I would like to devote a little more time to these specialised vessels. They can be a bulk carrier capable of carrying ore/oil: Alternatively, ore/other bulk cargoes/oil. Oil/Ore carriers were built during the 1950's, but the latter type is a more recent development.

These vessels owe their development to the desirability of eliminating or reducing costly ballast voyages. They can switch from oil to dry cargo trades or vice versa according to market trends so "cushioning" the effect of any sudden increase in demand in particular trades and they have a higher payload percentage, by which I mean more ton-miles in the loaded condition, when compared with the straight tanker or bulk carrier.

Some of these vessels can simultaneously carry dry and liquid cargoes on the same voyage, although this is practically, if not completely, non-existent. Another most desirable operation would be where the vessel arrives in port with dry cargo and departs with a liquid cargo or vice versa. This, however, is very difficult to achieve.

The normal operation is where the vessel trades as a dry bulk carrier or tanker depending on consumer demand or charter rates. Under present market conditions, combination carriers are favouring the oil trades. Naturally, the cargo carrying spaces have to be cleaned when making the changeover from one type of cargo to another. This may be done at sea, or in port.

In addition to the extra costs involved in the cleaning of the vessel during operation, the vessel itself costs 10/15% more to build than the straight bulk carrier, but as I have mentioned this is offset by greater efficiency in operation.

The major trades in which combination carriers have been employed have been Iron Ore - Narvik/Continent, Brazil/Japan, Peru/Japan, Brazil/Continent, S.E. Africa/Japan. Coal - U.S.A./Japan, and Continent and Oil from Persian Gulf to U.K./Continent, Japan, U.S.A. and Mediterranean.

Finally, I would refer to another recent development, which is the reduction in the bulk of cargoes by certain processes; e.g. the pelletisation of iron ore, which not only reduces the bulk for shipment, but also improves its performance in subsequent processes. Also fertilizers may be liquified and carried by tankers.

EXAMINATION SUCCESSES

We would like to congratulate the following on obtaining:

Part "A", Second-Class Motor Certificate - Mr. J. Vernon
First-Class P.M.C. Certificate - Mr. W.C. Ciastula

ITEMS OF INTEREST

We are always pleased to publish contributions from readers afloat and ashore and believe the following will be of interest:-

We are grateful to Captain T.W. Picton Davies for the following account of a voyage he made on the s.s. "ALNESS", some forty-five years ago.

The s.s. "ALNESS" sailed from Hull on a cold December night in 1925 with a cargo of coal for discharge at Buenos Aires. The vessel sailed without a Radio Operator due to an industrial dispute.

The "ALNESS" was a sturdy vessel, but not speedy and reached the Bay of Biscay six days later on Christmas Day. The voyage continued favourably until on the 34th day the port of destination was reached. Twentyseven tons of bunkers were used per day. The crew had consumed a barrel or two of salt pork and beef (in those days there were no refrigerators) the ice box supplies depended on the direction and climatic conditions whilst at sea. This was my first voyage to a Southern Hemisphere Atlantic port and my first experience of Buenos Aires, which impressed me very much, especially the importance of flying the National Courtesy flag. It was not generally practised but was strictly enforced by the ex Royal Mail Chief Officer of the "ALNESS", because of two Royal Mail vessels in opposite berths. Promptly at 0800 hours whilst stationed on the bridge, I blew my whistle and the three appropriate flags were broken at foremast, mainmast and flagstaff aft. The drill was somewhat incongruous in the din and dust of coal cargo discharging and that the international flag "J" was being used, advantage being taken of its similar design to the Argentine National flag. However, the darker shade of blue did not pass unnoticed by the Port Officials who levied a substantial fine for insulting the Republic. Thus an economy measure on the vessel proved of no avail, but lesser emphasis thereafter was placed on flag drill in that particular port.

Leaving the River Plate in ballast, a fine weather parallel sailing passage was experienced across the South Atlantic. Towards the end of February, steaming close off the South African coast to avoid the main strength of the Agulhas Current hoping to reach Durban before nightfall, an unusual incident occurred.

The Master of the "ALNESS" was the late Captain T.S. Dixon. He was a World War I veteran with active service in France and proud holder of the Military Medal (he was also awarded the O.B.E. in World War II). He often practised his skill with firearms, which he carried on board. I recollect a very fine clear morning, the steamer gliding through the calm sea, when the Captain came to the bridge with his service revolver. Empty tins and bottles thrown into the

sea were quickly sighted for shooting practice. A large sea-bird landed on the foremast truck, or was it yardarm? The bird soon fell to the deck, instantly killed (intentionally or otherwise) by the heavy calibre bullet the marksman Shipmaster had fired. However, it appeared that the guardian angel of seabirds was soon expressing displeasure. Within an hour or two, the sky became heavily overcast, gale-force wind and heavy sea soon following. By mid afternoon the torrential rain quickly obliterated the land. The darkness was weirdly impressive. It was necessary to burn oil lamps in the accommodation - the steam-driven dynamo for electric lighting was used from dusk to dawn only. The Chief Engineer made daily journeys between engine room and deck in the dim light, to enforce this rule with utmost efficiency.

In the suddenly hazardous weather conditions, the steamer was put on a course more to seaward and it was the next morning before Durban was reached. On arrival we received the news that the coal cargo to be loaded was destined for South Georgia instead of for Aden or Perim. After sailing from Durban some record day's runs of upwards of eleven knots were recorded in the fast-moving Agulhas Current, but the Rhumb Line course quickly brought vessel to colder latitudes and the meaning of "Roaring Forties" became a most unpleasant reality. There was certainly no comfort, only the doubtful shelter of "canvas dodgers" on the open navigating bridge. The gale force head winds and bad weather caused much comment on board. Many remembered the incident of the dead sea-bird and asked "who killed the Albatross?"

During the long nights of the voyage, the Master put his experience in the Royal Corps of Signals to good use by radioing the vessel's name and position. The hope of receiving an acknowledgment, however, was remote in such lonely waters. The transmitter too, had a limited range. Apart from the long dark nights, other hazards confronted the vessel. One morning when called on watch, I was informed there was a battleship ahead. It was soon to be identified as an iceberg passing close abeam and dark in colour, indicating it had been adrift over a long period of time and apparently lately capsized. Alterations of course were frequent to avoid the many icebergs sighted. A few days prior to arrival at South Georgia vessel was stopped during the nights.

On the twentyfifth day out from Durban, then more than three-thousand miles astern, there was much expectancy on board. Early afternoon closing the west coast of South Georgia towards our destination, Leith harbour with the snow-clad terrain still difficult to identify, suddenly two small whale-catching vessels seemed to be steaming out from the face of the high cliffs to escort us into the land-locked harbour. The "ALNESS" was berthed to chain-mooring on shore ahead and similarly to buoys astern, the operation taking until dusk to complete. The necessity of ensuring that the steamer was well secured was appreciated when on stormy days the wind sweeping down from the icy slopes raised the harbour water in spray many feet high. The whaling station's personnel and supplies carrier was back in port on our arrival and we were berthed alongside. She was the Ch. Selvesen's s.s. "CORUNDA" of Leith, ex Leyland "PATRICIAN". The crews of both ships soon established friendly relations and an amusing sequel to Captain Dixon's efforts on the ship's radio became known. The Radio Officer on s.s. "CORUNDA" heard our weak signals and although each night the strength improved, the morse sounded very mysterious to the Radio Officer. He eventually reported to the Master "that he was receiving signals from Mars". The planet at the time was on its closest approach to Earth for some years and the subject of much interest - especially regarding the possibility of life on Mars - but "Sparks" was sarcastically told to put more water with it!

Numerous whales were landed on the nearby slipway and quickly skinned of their inches of thick blubber, hitched in long strips to wire hawsers attached to steam winches. The flesh and bones also

went for processing, except perhaps the choicest cuts of meat, in looks very like beef. Steak and kidney pie was more than average on ship's menu during our stay in South Georgia. Just beyond the whaling station, large numbers of penguins could be seen, but on being closely approached they would dive into the waters of the enclosed bay. Some evenings each week we were the guests of the Norwegian Manager of the Whaling station, being entertained with film shows and a quartet of Norwegian singers.

Our stay in South Georgia lasted some four weeks, during which time more than half the coal cargo was discharged by ship's crew. The Second Mate and myself exchanged hatchman/winchman duties.

We sailed from South Georgia heading towards Argentina again and a less rigorous climate. Two months later, towards the end of June, the wheat cargo loaded at Bahia Blanca was being discharged at Antwerp. The ship's personnel again assisted with discharge of cargo and coal bunkering of vessel, this time because of an industrial dispute.

However, the shooting of the sea-bird off the South African Coast can hardly be blamed for the General Strike in the Spring of 1926. Until mid-December of that year the s.s. "ALNESS" continued to be fully employed in three Atlantic voyages, carrying U.S. Virginian coal to Sheerness for discharge into coasters.

DRYDOCKING IN NAGASAKI

Apprentice D. Morgan of the m.v. "VANCOUVER CITY" has compiled the following account of his vessel's drydocking at Nagasaki. We are grateful to him for this contribution to the Newsletter. It seems appropriate it should follow a contribution from one of our senior Masters (now enjoying well-earned retirement and himself an ex-Apprentice joining the Firm in August 1920).

We reached Nagasaki on 1st November 1970 and anchored in the bay for the night. On the following morning, the vessel was moored just off the town of Nagasaki. At about 10 a.m. on the 4th, a gang of some 15 men besieged the fore-castle deck. Within minutes a tug was alongside and ropes were being hauled in at great speed. We let go the buoys at about 10.10 a.m. and commenced the short journey to the drydock. Just after 11 a.m. the "warping in" ropes from ashore started to pull us slowly into dock. The operation was carried out with great care because the ship had to be pulled in so that the ship's centreline would be directly over the keel blocks. Everywhere there was noise. Loudspeakers were blaring out instructions or work-inducing threats. Stevedores were shouting and blowing whistles, tugs were hooting and the "VANCOUVER CITY" was slowly and steadily hauled into dock. It must have been 11.40 a.m. when the stern was finally into the dock and the lock gate was floated into position. The capstans ceased pulling and the ship gradually stopped moving forward. Mooring ropes were made fast to the ship ensuring that the ship's centreline remained directly above the keel blocks. The dock was pumped dry and was finally emptied by 5.30 p.m. The Senior Officers then went below to examine the hull. I was not with them owing to my being engaged in a game of table-tennis, for which act I was later to be paid with some awkward questions and unpleasant looks!

Work on the hull commenced the next morning. An interesting sight I saw was a gang of women scraping off the barnacles under the ship. Not one of the women appeared to be over four feet three inches tall. As the blocks were only four feet six inches high, these women seemed to be the right height for this particular job. I know the Japanese are very scientifically minded, but any suggestion that they specially produced women of the right height for this particular job would seem ridiculous!

The deck was covered with welding cables, hoses, pieces of steel, welding banks and men. Every man had his own safety belt, helmet and tools and believe it or not, they were all working.

It was in the midst of all this chaos that we were to spend a week whilst the hatches were motorised and the vessel's hull painted. No-one, however, complained. It gave us all ample time to spend all our money, see the town and consume a fair amount of the beer!

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It is a good thing for us to be reminded every so often of the wonderful work done by the Missions to Seamen. Captain Ellerby of m.v. "CARDIFF CITY", whilst in drydock at Yokohama recently, arranged with the Missions to Seamen to take the three Cadets on his vessel, together with Mrs. Ellerby, on a tour around the local beauty spots. The three Cadets submitted a combined effort describing their day out and we have pleasure in including it in this month's issue of the Newsletter.

"OUR FIRST INSIGHT OF JAPAN"

This was the first time we had been to Japan and, as our ship, m.v. "CARDIFF CITY" was in Yokohama drydock, Captain Ellerby arranged for us to visit the large mountainous area Hakone, near Mount Fuji. We were accompanied by Mrs. Ellerby and Eric, one of the Ministers from the Seamen's Mission.

We left the ship at 9 a.m. driving out through the City of Yokohama, dodging cars and man-made holes in the road. Eric informed us that the Japanese have a great liking for digging holes. However, these particular roadworks were for a private underground railway. After negotiating these hazards, we travelled along a Japanese toll-road, running down to the coast at Odowara. The town itself was gaily decorated for one of their national holidays. Passing through Odowara, many Japanese were seen in national dress going to the shrines. Approaching the vast array of hills, we turned off the main expressway and commenced a long climb towards the National Park. Here again we came to yet another toll-gate, Eric explaining that Japan has no roadtax, but motorists pay these tolls instead. It costs about ¥3000 or just over £3 to travel from Yokohama to Kobe (approximately some sevenhundred miles). After passing the tollgates we continued our climb up the mountainous range, stopping to admire the scenery. Lunch was taken at the Hakone Park restaurant overlooking Mount Fuji. Unfortunately, the mountain was shrouded in low cloud. We looked down on Lake Ashi and could observe people waterski-ing and the local ferry with sightseers on board ploughing its way across the lake. A few pictures were taken of the view prior to making our way down to the lake. Here we experienced the second traffic jam. Having decided it would be wiser to go in the opposite direction to that of the long queue of cars, we found ourselves climbing another steep road. Eric commented that the Japanese could use this terrain for their own Monte Carlo rally. We stopped again to take a few more pictures of the lake. On this occasion we saw a ferry constructed in the shape of an old galleon, but with its own engine power. The ferry was crowded with school-children. We drove on to the gates of Hakone Park and after paying another toll, proceeded to the sulphur springs. These sulphur springs or "big hell" as the locals call them, are controlled by man-made devices. This ensures no disastrous build-up of gases.

Parking the car near the springs was not easy, so we retraced our steps for some distance down the road on which we had travelled and found a suitable parking space. It was a reasonable walk back and then we followed a path along the hillside to the springs. Like many other tourist attractions, it had its fair share of litter, consisting mainly of empty cans and eggshells. The presence of eggshells was due to the fact that the souvenir shop sold boiled eggs heated by the sulphur springs. We watched the springs emitting their

pungent gases and read a notice nearby stating that all plant life had ceased to exist because of poisonous fumes - after buying a few souvenirs, we made our way back to the car.

The intention was to return to the ship in time for dinner, but unfortunately, we were again caught up in a huge traffic jam. Progress was very slow. We were only moving a few feet at a time and Eric decided that at the next junction we would turn the opposite way to the main flow of traffic. This change in direction brought us on to a very winding road, but the scenery was very picturesque. However, much to our dismay and amusement too, we were soon to realise that we were now on our way back to the sulphur springs. We finally found our correct route back, but only to join once again the queue we had originally left!

After leaving Hakone, we again passed through Odowara, observing this time a house which was decorated outside with large paper flowers and coloured black and white. This denoted that a member of the household had passed away. If the flowers had been red and white, it would have denoted either that the establishment was recently opened or that a house was celebrating a wedding.

Getting back to Yokohama was certainly no easy matter, especially as the majority of the population was returning from holiday. We eventually arrived safely at the Mission and partook of a fish and chips dinner.

After expressing our many thanks to Eric for our guided tour, we returned to the ship by taxi.

D. Hotchkiss - Navigating Cadet
J. Hammond - Navigating Cadet
J. Murray-Dickson - Engineer Cadet

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