



Reardon Smith Line Limited



## NEWSLETTER

MAY 1971

NO. 16.

### INTRODUCTION

From time to time, it is the intention to include articles in the Newsletter dealing with various points in respect of Marine Insurance, etc., raised by both seagoing and shore members of the staff. It is hoped, therefore, that the majority of our readers will find them both interesting and educational. In this issue we begin with an article on "Note of Protest".

We are always pleased to hear from our readers who are in retirement. In turn, we make an effort to refer to them so that those of our readers who knew them will thereby be kept in touch. Recently we heard from Captain W.J. Harris of Appledore, who has so far enjoyed twelve years' retirement and is still keeping busy and maintaining an open mind on most things - that is the secret he says - so we pass it on.

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### SHIPS' POSITIONS

#### "ATLANTIC CITY"

On T/C to Pacific Bulk Carriers Ltd., London until Sept. 1971/Jan. 1972. Sld. Mormugao 25th April with cargo of Iron Ore for discharge Kawasaki where arrived 11th May. Sld. Kawasaki 16th en route Mormugao (due 31st May) to load Iron Ore for discharge Japan, where due about 20th June.

#### "CARDIFF CITY"

On T/C to Transportocean Maritime Mexicana S.A. of Mexico City until April/June 1972. Engaged liner trading Japan/W.C.U.S.A. & Mexico. Arrd. Yokohama 21st April and completed discharge at Niigata 11th May. Sld. for Kobe to commence loading finally completing at Yokohama 19th May for discharge San Diego, arriving abt. 3rd June, Los Angeles and W.C. Mexican ports.

"CHIYODA"

On T/C to N.Y.K. Tokyo until 1973/75. Completed discharge of grain cargo and sld.Chiba 28th April for Nagoya and Hiroshima. Sld. Hiroshima 3rd May with cars and, after calling Kobe for repairs, sld.5th May for Rotterdam and Antwerp. Transits Panama Canal 30/31st May and arrives Rotterdam 14th June.

"CORNISH CITY"

On T/C to Tokai Shipping Co.Ltd., Tokyo until July/Sept.1972. Arrd. Baton Rouge 27th April and after calling New Orleans, Norfolk, Va., completed discharge and sailed Savannah 12th May. Arrived New Orleans 15th May to load Soya Beans for Taiwan. Expect sail 18th May, transit Panama Canal 22nd and arrive Taiwan 14th June.

"DEVON CITY"

Completed discharge at Beira and redelivered from South African Marine T/C 6th May. Now proceeding to Albany W.A. to load barley for discharge Antwerp/Hamburg range. Due Albany 20th May and basis sailing 27th May, expected to arrive Continent 30th June.

"FRESNO CITY"

On T/C to Canadian Transport Co.Ltd. Arrd.Wilmington N.C. 5th and after calling Baltimore, Newark, Poughkeepsie, redelivered from T/C at Albany and sailed 16th May for U.S. Gulf to load grain and machinery under T/C to Transamerican S.S. Corp.for discharge Japan, where anticipate arrival about 26th June.

"HOUSTON CITY"

Completed discharge of coal cargo and sailed Rotterdam 7th May for Bremen, where arrived 8th May and delivered on T/C to Blue Star/Port Line. Sld.Bremen 15th May and after calling at Antwerp, Le Havre, completes loading and sails Genoa abt.3rd June. Proceeds via Cape Town to discharge at Fremantle where due abt.6th July, Adelaide, Melbourne, Sydney, completing at Brisbane abt.14th August.

"INDIAN CITY"

Sld.Port Hedland 24th April with Iron Ore, under T/C to San Juan Carriers Ltd. Arrd.Sakai 4th May, completed discharge and redelivered from T/C 7th May. Called Kobe for repairs and sailed 15th May for Geelong to load wheat for discharge Holland, where expected arrive abt.10th July.

"ORIENT CITY"

Completed discharge Belfast, drydocked and sailed 11th May. Arrd. Hamburg 14th May and delivered on T/C to Eastern Africa National Shipping Line Ltd., Sls.19th May for Bremen, Amsterdam and completes loading at Antwerp 28th May. Proceeds for discharge to Mombasa, where arrives abt.23rd June, Dar-es-Salaam and Tanga.

"PRINCE RUPERT CITY"

Sld.Kobe 30th April after drydocking and arrived Port Alberni where delivered on T/C to Canadian Transport 13th May. Sld.14th for Harmac where completed loading lumber 18th May and sails for E.C.U.S.A., transiting Panama Canal 30th May. Arrives Port Everglades 3rd June and finally completes discharge and redelivers at Newark 13th June.

"VANCOUVER CITY"

Arrd.Kamaishi 15th May and expect complete discharge of coal cargo and sail 19th May. Then proceeds British Columbia where delivers on T/C to Anglo Canadian Shipping (Westship) Ltd., to load lumber for discharge E.C.U.S.A. Basis arrive and sail Tahsis and Nanaimo (indicated loading ports) 31st May/7th June, would expect arrival U.S.E.C. about 26th June.

"VICTORIA CITY"

Sld.Durban 27th April and Singapore 11th May, after bunkering en route to discharge sorghums at Mizushima and Kawasaki, where arrives 18th May. Expect complete discharge and sail 24th May for British Columbia where delivers on T/C to Seaboard Shipping Ltd., to load lumber for discharge U.S.E.C. or U.K.Continent. Expect arrive B.C. 5th June and sail abt.14th June and, on this basis, transits Panama Canal 27th June, arriving U.S.E.C. 4th July or U.K./Continent 11th July.

"WELSH CITY"

Arrd.Glasgow 13th May with a cargo of barley from Fremantle, W.A. After completion of discharge, drydocks and repairs at Glasgow and expected to complete and sail abt.24th May. Vessel then proceeds to Montreal to deliver on T/C to South African Marine Corp., Cape Town and calls Baltimore, Philadelphia and New York, completing loading programme abt.18th June. Proceeds to Cape Town, where due 10th July to commence discharge and calls various S.African ports, finally completing Lourenco Marques 6th August.

"WILKAWA"

On T/C to Anders Wilhelmsen & Co.Oslo, initial period expiring 1974. Sld.Yokohama 20th April with cars for discharge Newark. Sld. Panama Canal 12th May and arrives Newark 18th May, completing 19th May. Then proceeds to New Orleans to load a cargo of corn for discharge Inchon or Pusan. Basis arriving and sailing U.S.Gulf 24/30th May, would arrive S.Korea abt. 2nd July.

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DISPOSITION OF OFFICERS

	<u>ATLANTIC CITY</u>	<u>CARDIFF CITY</u>	<u>CHIYODA</u>
Captain	A.B.Parkhouse	J.D.Lloyd	P.J.Boroughs
Chief Officer	P.J.Bloomfield	R.W.Sumner	A.E.R.Burton
Second Officer	P.M.Baverstock	G.T.Parker	J.E.S.York
Third Officer	B.J.Hayle *	J.R.Francis *	P.G.McAnally
Radio Officer	D.C. Short	D.P.Bidmead	J.Henry
Chief Engineer	T. Sukiennik	L.Sykes	J.E.Towning
Jun.Chief Engineer	-	-	J.F.Gilmartin
Second Engineer	J.F.Hewson	B.J.Allsopp	-
Third Engineer	D.R.Bowden	K.Green	J.L.Magill
Fourth Engineer	P.J.Morris	K.D.Aust	D.B.Williams
Junior Engineers	F.S.D.Barrett	E.Hoy	D.H.Morgan
	S.J.Davies	M.J.Burt	C.C.Anderson
Electrician	J.D.W.McLaren	T.Willoughby	W.Carr
Chief Steward/Purser	C.J.Harrhy	R.G.Moylon	D.MacPhail
Navigating Cadets	E.Mullin	D.E.Stannard	S.J.Davies
	G.Sizer	D.Gunthorpe	A. Tay
	-	-	S.D.L.Lloyd
Engineer Cadet	-	G.M.Dickson	Jones
			M.K.Rudd

	<u>CORNISH CITY</u>	<u>DEVON CITY</u>	<u>FRESNO CITY</u>
Captain	D.L.G. Jones	G.S. Garlick	T.W.D. John
Chief Officer	N.R. Brown	B.A.G. Boyer	C.J. Brazier
Second Officer	K. Milburn	P.P. Hames	J.W. Lloyd
Third Officer	R.M. Bayley	C.R. Goddard *	P.P. Lewis
Radio Officer	E.A. Willocks	P.H. Sleightholme	J.R. Mathews
2nd Radio Officer	L.M. Campbell	-	-
Chief Engineer	M.J. Ridley	W.R. Goodinson	M.C. Barrall
Second Engineer	B.M. Draper	J. Claydon	T. Graham-Russell
Third Engineer	J. Silcock	B.J. Mountfield	J.B.L. Ainsworth
Fourth Engineer	A.H. Dallimore	B.A. Velda	D.J. Jennings
Jun. Fourth Engineer	A.W. Warburton	-	D. Brown
Junior Engineers	W. Carruthers	R.J. Pring	A. Hourihane
	-	R. Cheeseman	R. Ridley-Prentice
Electrician	K.W.G. Hampton	R.G. Torrington	L. Lomax
Chief Steward/Purser	F.W. Lever	L.B. Surrey	D. Gowsell
Navigating Cadets	A.G. Skeoch	D. Morgan	A.K. Smith
	W.J. Hutchings	S.W. Prescott	T.R. Harrison
	-	-	S.P. Hodges
Engineer Cadet	C.E. Hayles	K.I. Davies	-
* Uncertificated			
	<u>HOUSTON CITY</u>	<u>INDIAN CITY</u>	<u>ORIENT CITY</u>
Captain	J.S. Murray	M.J. Higgins	D.L. Beynon
Chief Officer	R.S. Butler	M.E. Jones	R.K. Stuart
Second Officer	T.E. Thistleton	F. Scott	N.P. Waldron
Add. Second Officer	-	B.R. Hopper	-
Third Officer	M. Gaffney	-	M. George
Radio Officer	E.G. Bromham	F.G. Taylor	A. Hart
Chief Engineer	W. Morgan	J.S. Dutton	W.M.S. Parks
Second Engineer	R.U. Bell	T.W.L. Blakey	J. Scott
Third Engineer	R. Day	A. Taylor	J. Armstrong
Fourth Engineer	M.B. Perrott	J. Moseby	D. Martin
Junior Engineers	K.J. Walmsley	G.A. Weir	P. Greenall
	K.G. Webber	G. Watt	B.C. Knapp
Electrician	J.W. Warren	J. McDowell	H. George
Chief Steward/Purser	C.A. Parry	F. Ash	E.H. Sefton
Navigating Cadets	R.M. Hewett	N. Jerrum	K.T.O'Higgins
	R.A.D. Woodward	E. Fielding	J.D. Williams
Engineer Cadets	J.S. Davie	M.R. Green	S.J. Tugwell
			S.G. Fraser
	<u>PRINCE RUPERT CITY</u>	<u>VANCOUVER CITY</u>	<u>VICTORIA CITY</u>
Captain	J.H.J. Thornhill	F.J. Johns	W.J. Cross
Chief Officer	B. Jones	R.A.H. Vanner	D.L. Bell
Second Officer	A.J. Simmons	M.C. Ingram	W.G. Wood
Third Officer	J. Paton*	B.P. Reynard	M.A. Hammond
Radio Officer	R. Maddrell	D.S.H. Thomson	G. Thomas
2nd Radio Officer	-	-	R. Jacques
Chief Engineer	L.G.I. Taylor	D.W. Yool	E.W. Poingdestre
Second Engineer	G. Hughes	C. Gatheshill	W.R. Loades
Third Engineer	A.C. Coombes	R.E. Russell	P.A. Magorrian
Fourth Engineer	P.R. Bryant	F.E. Robinsan	R. Dunbar
Jun. Fourth Engineer	-	-	R.B. Adey
Junior Engineers	K.J. Brown	J. Rockey	R.G. Bracher
	A. Cave	D. Millican	G.F. Marshall
Electrician	M. Doyle	A.G. Lee	D.W. Fuller
Chief Steward/Purser	R.J. Jenkins	R.A. Peach	D.W. Standaloft
Navigating Cadets	P.L. Morgan	H.G. Hurst	D.J. Cooke
	B.T. Hernaman	T.A. Price	A.C. Skilton
Engineer Cadet	T.W. Davies	M.J.D. Hannaford	-

	<u>WELSH CITY</u>	<u>WILKAWA</u>
Captain	G.F.R.Ellerby	A.D.Lightfoot
Chief Officer	A.L.G.Gossett	J.E.Gordon
Second Officer	R.A.Webster	P.G.Deschamps
Third Officer	G.J.Waldron	R.S. McKay
Radio Officer	R.H.Smith	A.S.Ferguson
2nd Radio Officer	W.P.Hereward	-
Chief Engineer	D.Brown	C.A.J.White
Second Engineer	D.Senior	A.Hadjidakis
Third Engineer	A.G.Hodgson	O.G.Williams
Fourth Engineer	R.L.Down	J.J.Baghurst
Jun.Fourth Engineer	M.J.Snook	-
Junior Engineers	R.M.Worgan	B.Scarlett
	-	R.I.Whittington
Electrician	A.Adamson	D.G. Smith
Chief Steward/Purser	J.D.Peebles	A.C.McNeill
2nd Ch.Steward/Purser	J.T.Jones	-
Navigating Cadets	P.F.Matthews	A.R.Jutsum
	T.D.Lester	P. Ward
Engineer Cadet	R.E. Ash	R.E.Diamond

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### SHARES

Since the last Newsletter, the Financial Times Index has risen by about 30 points. However, because of the depressed freight market, shipping shares have generally remained fairly stable and our shares are now quoted at 70p and 69p respectively for the ordinary and "A" Non-Voting, compared with 68p and 67p in our last Newsletter.

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### CHRONOLOGICAL HISTORY

1921. A further entry in our History shows the following ships were purchased during this year:-

"Winfried", built 1911 by J.Frerich & Co.Elmswarden, Germany, and renamed "SIAM CITY". Cost to the Company £80,175.

"Wismar", built 1910 by Akt.Gas.Neptune, Germany and renamed "TRURO CITY" Cost to Company £45,175.

"Iserlohn", built in 1909 in Germany. Renamed "UNION CITY". Cost to Company £42,000.

"Answald", built 1909 by Bremer Vulcan, Germany, and renamed "VULCAN CITY". Cost £34,175.

"Riol", built in 1907 by Bremer Vulcan. Cost to Company £25,016. This vessel retained the name "RIOL".

"Schwaben", built by Bremer Vulcan in 1906 and renamed "CRAGNESS". Cost £28,116.

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## EXAMINATION SUCCESSES

Mr. G. Mapplebeck	-	First Mate's Certificate
Mr. E.R.Morgan	-	First Class Motor Certificate
Mr. W.A. Bruce	-	Second Class Motor Certificate
Mr. E. Hume	-	Part "A" Second Class Motor "

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## MARRIAGES

We would like to offer our congratulations and best wishes to Mr. & Mrs. B.M. Richardson who were married on 15th May at Plymouth. Mr. Richardson is one of our Third Officers and his bride was formerly Miss Susan Lethbridge.

We would also like to congratulate Mr. I.F. Mouat, Third Engineer, who was married on 29th April, and offer our best wishes to Mr. & Mrs. Mouat for every happiness in the future.

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## BIRTHS

Congratulations and best wishes to Mr. & Mrs. D.L. Dyer on the birth of a daughter on 29th April.

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## ITEMS OF INTEREST

In the Introduction, we referred to our intention of including various articles on Marine Insurance. We have asked Mr. J.F. Kaltenbach, our Chief Accountant, to submit a few articles and we publish his first on "Note of Protest".

A Protest is the declaration made before a Notary Public, Justice of the Peace, or Consul, on arrival at a port, by the Master giving particulars of the voyage just completed and details of any accident or incident during the voyage and bad weather, which he may have reason to believe has caused damage to the vessel or her cargo. He, accordingly, "Protests" against any such loss or damage.

There are, in every port, officials before whom a Protest can be made.

The Master has the right to extend or amplify his Protest later if necessary. This has to be done within a stipulated time; that is, six months of the original noting.

It is not compulsory to note Protest in the United Kingdom, but it is important, in connection with the adjustment of any claim made by Cargo Owners against their Underwriters. In every case wherever the vessel or her cargo has been damaged, or where a vessel puts into a port, the Protest should be noted as soon as possible after vessel's arrival in that port, whilst the facts are still fresh in the Master's mind.

In most foreign countries, it is essential that Protest is noted or extended within a certain limit of time after arrival. Failure to do this would invalidate any claim. In some countries, Noting of Protest is made compulsory by law.

The Master should consult the Protecting and Indemnity Association's representative at the port of discharge if he has reason to believe that there has been any loss of, or damage to, cargo, to ensure that the necessary legal formalities are carried out to protect the Shipowners' interest. This also applies when General Average has been declared.

To cover himself whilst the voyage has been quite uneventful, the Master, as a rule, notes Protest as a purely precautionary measure against "wind and weather".

When a vessel arrives in ballast, noting of Protest does not apply, but whenever a vessel has cargo on board, it is advisable to note Protest on arrival. As in some countries this has to be done within a short time after arrival, the Master should be guided by his Owner's Agents and, if considered necessary, consult the representative of the Protection and Indemnity Association in which the vessel is entered.

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#### EXPORTS AND STRANGE CARGOES

Industry in general has responded particularly well to the call for increased exports. The Livestock Industry plays a prominent part. Horses of all types, cattle, sheep and dogs, but to name a few, are exported world-wide. The following article, sent to us by Mr. B.A.G. Boyer, Chief Officer, m.v. "DEVON CITY", refers to a strange part of the general cargo loaded at Liverpool not so long ago by the "DEVON CITY" - the lady and gentleman in question were, no doubt, valuable exports!

During the loading of our present general cargo at Liverpool, we received two rather unusual items, namely, two pedigree shorthorn cattle. One of each - a bull and a heifer, placed on board in cattle pens. The bull's name, we discovered from the accompanying papers, was "Uppermill Watchman" and the heifer rejoiced in the singularly pleasant and rather apt name of "Lovely Lottie". We also learned that Lottie was in calf, although we were assured that the pregnancy was not very far advanced and so it was not necessary to scour The Shipmaster's Medical Guide for advice on midwifery for cows!

The animals arrived at the ship's side in Liverpool by road transport and the stevedores had to transfer them into the cattle pens prior to placing on board. This proved very difficult in Watchman's case, as he was an enormous beast and quite unwilling to co-operate with the milling crowd of stevedores, pushing, pulling and offering varied suggestions around him. One comment we heard which amused us no end (watching from the relative safety of the ship's upper deck) came from the docker at the bull's head controls, who in retort to the various suggestions and sarcasm from his mates, declared "I'm a stevedore - not a flaming matador"!

The animals finally arrived on board together with their provisions for the voyage. Sixteen hundredweight of hay and six hundredweight of mixed feed, plus curry comb, dandy brush, bucket, fork, Jeyes Fluid and Epsom Salts.

The deck cassab and utility hand volunteered to tend the cattle during the voyage and the animals quickly settled down. Watchman became very friendly and liked nothing better than a vigorous rub down with the dandy brush. Lottie remained a little aloof and although she enjoyed being groomed, was always very much the lady. I suppose her "condition" may have been the cause. Both Watchman and Lottie were quite unhappy in the heat and high humidity of the Tropics and this was our most worrying time, but once more in temperate latitudes, they quickly regained their former composure and by the time we arrived in Cape Town, were looking quite well.

After an examination by the Port Veterinary Officer, who pronounced them in excellent condition, they were discharged and placed in the Port Quarantine Area where they will stay for thirty days before moving up-country to their new life on a South African farm.

Captain Chisholm, Safmarine's superintendent in Liverpool, told us that we would miss them when they went - and he was right - we do.

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Undoubtedly, one of the rewarding features of a career at sea is the opportunity afforded to visit many of the world's finest cities, places of interest and beauty. It is always interesting to receive articles about such visits and we are grateful in this instance to Cadets David Morgan and S. Prescott for giving us a glimpse of that fine city of Cape Town.

One o'clock in the morning is a typical time to go alongside after a day at anchor. This was the case with the m.v "DEVON CITY", when it arrived at Cape Town on the morning of Saturday 3rd April. Fortunately cargo was not discharged until 8 o'clock that morning. By 11.30 all cargo discharging had ceased for the day, so the afternoon was spent looking around town.

Cape Town is certainly a magnificent town, with its tall blocks of offices and departmental stores separated by wide roads. All the buildings appear to be quite modern and the effect of beauty is further enhanced by all the lawns and gardens throughout the town. The final touch of magnificence is certainly given by Table Mountain, which stands just behind the town.

The Mate kindly gave us the next day off, so that we Apprentices might go up the Table Mountain. Unfortunately by the time we had arrived at the cable car station at the foot of the mountain, the wind had risen and stopped the cable car service for that day. We then decided to go back to the town for lunch and spend the afternoon visiting the museum.

The South African Museum proved to be a fascinating place, with many interesting specimens of fish, shells, machinery and animals. To our delight we also discovered that there was a small planetarium inside the museum, which gave us a very interesting half hour. Thus we spent an interesting afternoon. There were other interesting places which we did not have enough time to visit, among them were the art galleries and Jewish Museum.



Monday, 5th, I spent on the ship at "Cargo Watch". I then discovered that to stop pilfering is like trying to stop Niagara Falls. Fortunately there was not much pilfering; true, there was not much work done either, but we cannot butter our bread on both sides!

The morning of Tuesday, 6th was warm with no wind, so as I had been given the day off, I tried to get up the Table Mountain again. This time I succeeded and by 3 o'clock that afternoon I was on my way up the summit of the Table Mountain in a cable car. It took about ten minutes for the car to travel the four thousand feet up the lower slopes, past the crags and through the great gully to the upper station. As the top of the Table Mountain is about three and a half thousand feet high, I had a magnificent view of the surrounding country. To the north and west the mountain face fell straight down into Cape Town and the South Western coast, whilst to the south and east lay great ridges, crags and valleys down to the Cape of Good Hope and False Bay. Contrary to what I had expected, I discovered that the Table Mountain itself is really a long flat topped ridge and not a great raised plateau. Unfortunately, my wonder was disturbed by the sound of a siren signalling that the cable car service would soon be stopping on account of the rising wind. The downward ride was made quite interesting by the cold wind which tended to rock the cab and the realisation of just how far beneath the cab the ground really was.

Our stay in Cape Town finally came to an end when we put to sea at 9.30 in the evening of Wednesday, 7th April, leaving Cape Town in its magnificence behind us.

D. Morgan.

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Cape Town is one of South Africa's main sea ports and is situated on the south-west tip. It is a fairly large town lying in the shelter of the famous Table Top Mountain. In the past few years it has grown, with the closing of Suez, from a quiet sea port to one of the busiest in the world, being a main bunkering port. The "DEVON CITY" on which I sail as Navigating Cadet, on Charter to Saf.M. loaded general cargo in Glasgow and Liverpool for six South African ports, - Cape Town, Port Elizabeth, East London, Durban, Lourenco Marques and Beira.

Arriving in Cape Town at 1600 hours on Thursday, 1st April, we dropped anchor in the bay as no berth was available. From our anchorage we could see the Table Top Mountain with Cape Town running around its base. We were at anchor until Friday night when, at 2300 hours, we proceeded to our berth, tying up at approximately 0130 hours Saturday.

7 o'clock Saturday morning seemed to arrive early as I rolled out of bed to commence cargo watches. The stevedores, Cape coloureds, were all ready on board swaggering around with a loaf of bread and can of water in hand. No heavy lift gear was available so two containers on No. 4 hatch had to be unloaded on the ship before they could be lifted ashore and work on this hatch commenced. All the other hatches started work promptly and things went smoothly until 11.30 hours, when work stopped for the day.

That afternoon, Cadets David Morgan, Chris Goddard and myself went ashore to look around Cape Town. It was a very modern clean-looking place, made all the more beautiful by lawns and flower gardens. As it was Saturday afternoon, however, all the shops were closed, but luckily we found the Seamen's Club and were able to purchase articles required by some of the Officers. We returned to the ship for dinner, after which we saw some of Cape Town's night life.

Morgan and Goddard and myself were given the day off and we decided to make for the summit of Table Mountain. It was a warm, sunny day with a fresh breeze. We caught a number three bus from St. George's Street to Kloof Nek and from there a private mini-bus from the road to the lower station of the cableway. After waiting in a lengthy queue for about an hour - and slowly reaching the cableway entrance - we heard, much to our disappointment, that the cableway had been closed for the day because of weather conditions. We decided to head back to Cape Town and search for other forms of entertainment. We came upon a park which, after exploration, provided us with a very pleasing way of spending an afternoon. We discovered a museum which incorporated a planetarium and we spent a very pleasant and educational afternoon studying stars and pre-historic anatomy. The evening was concluded with a game of snooker in the Seamen's Club.

On the Monday morning, I was fortunate to find that once again I had the day off. Five of the ship's crew, including myself, were due to play a team of retired professionals at football that evening. At 12 o'clock we set off precariously in a Volkswagen for the Seamen's Mission, running into a Vauxhall Viva on the way. After being kitted out, a group of us went for a walk around the town for some gentle exercise before the big game. At 4.30 we went to the road where two cars transported us, safely this time, to the football pitch. The pitch was alongside Cape Town City's Stadium and used by them as a training ground. We lost the game by four goals to three, but everyone soon drowned their sorrows with the beer provided in the dressing room afterwards.

With Tuesday morning came cargo watches once again and an uneventful day passed watching bags and boxes being swung from hold to quay.

On Wednesday, I once again decided to try and get up the mountain; this time I arrived at the lower station a little before 10 and was not kept waiting long. The four thousand feet ascent did not take long in the cabin which has a ground speed of 9.4 m.p.h. Once upon the top, however, my troubles were rewarded by the beautiful view which met my eyes. I was able to see Cape Town and the ship spread out below me from the top of this marvellous mountain. As the ship was due to sail that afternoon, at about 1300 hours. I started back to the city centre, but we did not get away from Cape Town until 2130 hours; thus ending five fantastic days in Cape Town.

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The following article by Captain Cann is much appreciated. The news about Captain Sydney Leebetter is most interesting and we wish him well. It is interesting too, to hear of ex Reardon Smith Line personnel "down under" and we also wish them well.

No doubt many readers of the Newsletter will be interested to learn of the m.v. "WELSH CITY"'s recent visit to Fremantle and the opportunity afforded me of renewing acquaintance with three ex Reardon Smith Line personnel. It was most rewarding that my wife and children were with me and were also able to entertain our guests.

Our first visitor was Captain S. Leebetter, not looking a day older than when I sailed as Second Officer with him in the "HOMER CITY" in 1959. It was indeed a great pleasure seeing him again and it will be appreciated that a marathon "fat chewing" session ensued. Captain Leebetter is in good health and is kept fully occupied as a Stevedore Supervisor with Messrs. Robert Laurie of Fremantle. (Actually we were being loaded by Messrs. Smith, Patrick but there were no hard feelings!) An amusing incident recalled was when I was sent to relieve on the old "WELSH CITY", as Second Officer, at Dublin in 1961. My wife accompanied me and, during the voyage round the Irish coast to Limerick and Belfast, the

weather was perfect, but alas, my wife was laid low with suspected "mal de mer". Captain Ellerby was Chief Officer and his wife, taking pity on mine, offered her tablets which quote "were really for expectant mothers, but I find them excellent for sea-sickness" unquote. Captain Leebetter (being of a suspicious nature!) doubted that anyone could be sea-sick aboard his ship. When we left the vessel at Belfast and returned home, our doctor established the fact that a "happy event" was indeed in the offing. The sequel to all this was the fact that we were able to produce the 9 year old reason for "Mum's" sea-sickness to him. Captain Leebetter sends his best regards to all - he is an avid reader of the Newsletter and no doubt he will be a welcome visitor to Smith's ships calling at Fremantle for many years to come.

Our second visitor was Eddie Roberts, who was an Apprentice in the s.s. "INDIAN CITY" in 1956/57. Captain Thornhill, myself Second Officer. Eddie left Reardon Smith Line and sailed with Shaw Savill until passing his Master's Certificate. He is also a Stevedore Supervisor with Robert Laurie. It was amazing how he was able to name most of the crew of that ship and, after a little prodding, incidents long forgotten were recalled.

Just as we were about to sail, Ali Prasser came aboard. It was good to see him, as we had both passed our Master's examination at Cardiff on the same day and, during that harsh winter of 1962/63, we were Stand-by Officers aboard the old "VANCOUVER CITY" laid up in the Roath Dock, Cardiff. He has been in Fremantle eight years now and is Stevedore Supervisor with The Fremantle Stevedoring Company.

Finally and, knowing that Captain H. Lloyd-Evans is a recipient of the Newsletter, I am sure he will be pleased to know that I received a telephone call from Mr. Norman Browne, of The Grain Pool of W.A. He came down to the ship and took my wife and myself up to his home to meet Vera and young Ken (who, incidentally, is over six feet tall now). We spent a very pleasant evening with them - they all wished to be remembered to Mr. Alec Osborne and Richard Vanner, who were in the "GREAT CITY" at the time of our original encounter - Christmas 1963. I managed to "procure" a couple of photographs of us all, taken at this time.

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Mrs. Cann and daughters Susan and Debbie accompanied Captain Cann on his recently completed voyage on the m.v. "WELSH CITY". We appreciate the interest shown in the Newsletter by the ladies and once again, we are pleased to include a contribution from the feminine world. Maybe the desire to maintain domestic harmony influenced us to include both contributions - that of Captain Cann and Mrs. Cann.

My husband and I have been encouraging our two young daughters to keep diaries of this voyage on the "WELSH CITY", as they did on a previous one, both for their own and their school friends' enjoyment when they return to school. In doing so, I have been tempted into jotting down one or two thoughts of my own regarding this voyage!

We are into the final month of this voyage and, naturally, for all the Officers on board this means the approach of their leave and being reunited with their families. My husband and I and Susan and Debbie also look forward to going home, but for the children and myself, it means the end of a very exciting and interesting trip. We have been fortunate enough to have the opportunity of visiting places we had previously only read about, or seen on television, so our experiences are unforgettable.

Possibly the most impressive place we have seen was New York. Here we were able to see all the major tourist attractions; e.g. the fantastic view from the top of the Empire State Building, a tour of the United Nations and going across to Liberty Island to go inside the Statue of Liberty. This is truly an exciting city - seething with traffic and people - though we were at times somewhat overawed by the size of the buildings! This was all in marked contrast to the "sleepiness" of Savannah, in Georgia, where we had been just a short time before.

After the extremely cold wintry conditions in New York, it was better than any tonic to steam southwards to South Africa, despite the "ominous" preparations for and subsequent hilarious visit from "King Neptune" and his entourage (his "daughter" drawing certain comments that I leave to the imagination!) Seven of us had to answer for our "sins" but we lived to be presented with certificates and to congratulate all concerned on their hard work and ingenuity in organising the ceremony. We were to spend a month around the South and East coast of Africa. For the children and myself it was frustrating to have our first glimpse of Table Mountain delayed by low cloud! Though the ride up in the cable car tends to be rather hair-raising, the view from the top of the mountain is really worth seeing - especially as we saw it with the sea looking so blue and glistening in the hot sunshine and the city lying snugly round Table Bay at the foot of the mountain. The children, however, seemed most excited by the fact that they could see "our ship" from up there. After Port Elizabeth and East London, we had six days at Durban - all but the last one were hot, sunny days. I enjoyed Durban very much - from a woman's point of view there are plenty of shops and stores in which to hang one's nose over some expensive clothing or jewellery (only to be dragged hastily on because time - or was it money? - was short!) The children were able to spend a lot of time on the beach or in the children's pools close by. We were fascinated by the sight of the Zulu boys in full regalia, with their rickshaws, all lined up along the sea front - all vying for your custom. However, we were not to be tempted! Other interesting incidents were seeing the m.v. "HOUSTON CITY" passing Durban en route to Madagascar as we lay at anchor and the unexpected arrival of the m.v. "ORIENT CITY" as we were sailing from Durban.

From here we called at Lourenco Marques and Beira, before sailing to Esperance, W.A. The known history of Esperance is said to date back to 1792 when two French frigates sheltered in the Bay - the name of the leading ship being the "Esperance". This is only a small town although the population has doubled in the last five years or so and now stands at approximately 8,000. The first thing that took our eye on approaching the harbour was the long line of beautiful pine trees which, we were to learn later, are Norfolk Pines - originally imported from the Pacific Islands. Esperance experiences very high winds during the winter and these trees have proved an extremely effective wind-break.

Our next port of call was Fremantle. We thoroughly enjoyed our short stay here - it was pleasant to meet old friends again and to make some new acquaintances. The Flying Angel Mission here is superb, providing all the usual facilities, but in a particularly attractive and modern setting. The local beaches, such as Scarborough and Cottesloe, are excellent and our visit to King's Park, Perth, also to see the famous Black Swans (the emblem of West Australia) will never be forgotten.

We are now on our way to Glasgow, via Cape Town. Although we will have travelled over 29,000 miles and have had a wonderful time, there is still something particularly exciting in heading for "home" at last.

Marion Cann.

COMPUTER

After several months of hard work, the Staff operating our computer, having had the usual teething troubles, are now in a position to go "full ahead". The programming has been completed in respect of both Office and Marine payrolls, Stock Order and Control and Accounts.

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It appears there was an African Chief with a solid gold throne, of which he was very proud, but lived in fear of it being stolen. Every night it was hoisted up and hidden in the roof of his grass hut, whilst he slept beneath. One night there was a very heavy rain storm and, due to the extra weight of the solid gold throne, the roof collapsed, bringing roof, throne and all down on to the Chief, thus removing him from any further interest in the proceedings.....and thus proving that old saying -  
""People who live in GRASSHOUSES shouldn't STOW THRONES!"

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