



NEWSLETTER

SEPTEMBER, 1971.

NO.20.

INTRODUCTION

Since the publication of the first Newsletter, many hundreds of contributions have been submitted and nearly all have been published.

Many contributors, it seems, have a natural flare for writing articles and they have helped us considerably. There must be many more, however, ashore and afloat, who possess this gift, but have not been able to spare the time. Perhaps they could be persuaded to utilise that odd half-hour so that our readers will benefit from their efforts.

How many of our readers are interested in "Brain Teasers"? Whilst reading the Certified Accountants Journal, the following "Brain-teaser" was submitted:-

THE PEACE MEMORIAL

"This, ladies and gen'men" said the guide "is the famous memorial to Peace and it is of particular interest to calculating types, as I shall proceed to explain. Apart from the statue of Peace on the top, it is built entirely of one-foot cubes of Purbeck Stone. At the bottom we have a square single layer; on top of that you can see another single layer making a smaller square, and on the middle of the two-layer base comes the plinth, which is a perfect cube. What makes it interesting, ladies and gen'men, is that there's the same number of blocks of stone in the two layers of the base as there is in the plinth. Without counting the cracks, can anyone say how many that is, if I tell you that the bottom layer of the base is twenty-six feet square?"

"Yes, sir, as you say, it looks about ten feet square, which makes it a thousand blocks. But I s'pose you wouldn't like to say how many there would have been if the upper layer of the base had been twenty-six feet square"?

The solution will be published in the October issue of the Newsletter.

	<u>ATLANTIC CITY</u>	<u>CARDIFF CITY</u>	<u>CHIYODA</u>
Captain	J. Cann	J.D. Lloyd	P.J. Boroughs
Chief Officer	J.J. Kalnins	R.W. Sumner	W.D. Jones
Second Officer	M.C. Ingram	N.P. Epps	J.E.S. York
Third Officer	W. Phillips	R.J. Davis	P.G. McAnally
Radio Officer	J. Carwardine	H.M.S. Williams	J. Henry
Chief Engineer	A.J. Trezise	I.G.H. Taylor	J.E. Towning
Jun. Chief Engineer	-	-	E.R. Morgan
Second Engineer	J. Claydon	L.M. Williamson	-
Jun. Second Engineer	-	-	J.D. Chatten
Third Engineer	D.J. Ashwin	R.E. Russell	P.J. Prendergast
Fourth Engineer	J.H. Davies	K.J. Blunt	R.C. Butcher
Junior Engineers	S. Phillips	W.T. Aston	P. Allan
	D.R. Ross	R.B. Parsons	P.E. Bradshaw
Electrician	P.H. Reynolds	T. Willoughby	S. Cullinane
Chief Steward/Purser	N.A. Parselle	R.G. Moylon	D. McPhail
Navigating Cadets	P.C. Coles	D.E. Stannard	S.D.L. Lloyd-Jones
	A.B. Ward	A. Abel	S.J. Davies
	N. Davies	-	A.C.B. Tay
Engineer Cadets	S.W. Miller	C. Graddage	D.M. Jellyman
	P.E. Simons	-	-
Jun. Ch. Steward/Purser	-	-	J. Cross

	<u>CORNISH CITY</u>	<u>DEVON CITY</u>	<u>FRESNO CITY</u>
Captain	A.C. Thomas	D.B. Jack	T.W.D. John
Chief Officer	D.B. Wootton	K.B. Whitting	R.I. Crawford
Second Officer	G. Mathewson	R. Mattik	J.W. Lloyd
Add. Second Officer	C.S. Collings	-	-
Third Officer	-	P.G. Thompson	A.K. Smith*
Radio Officer	S.H.W. Stephens	J.A. Heslop	J.R. Mathews
Chief Engineer	J.G. Howell	M.S. Peters	M.C. Barrall
Jun. Chief Engineer	B.J.O. Lewis	-	-
Second Engineer	-	M.E. Rayner	T. Graham-Russell
Third Engineer	I.F. Mouat	I.R. Skidmore	J.B.L. Ainsworth
Jun. Third Engineer	-	E. Hume	-
Fourth Engineer	G.D. Smith	-	D.J. Jennings
Jun. Fourth Engineer	C.J. Buckley	-	D. Brown
Junior Engineers	D.J. Ricketts	K.J. Mathews	A. Hourihane
	F.W. Wood	R.E. Pearson	R.J. Ridley-Prentice
Electrician	J.C. Gardiner	D.G. Grant	L. Lomax
Chief Steward/Purser	R.G. Pierce	L.B. Surrey	D. Gowsell
Navigating Cadets	H.G. Hurst	P.C. Roberts	T.R. Harrison
	D.C. Cummings	M. Wilcox	-
Engineer Cadet	-	D.W. Quayle	-

* Uncertificated

	<u>HOUSTON CITY</u>	<u>INDIAN CITY</u>	<u>ORIENT CITY</u>
Captain	T.R. McNulty	D.C. Griffith-Jones	D.L. Beynon
Chief Officer	R.A.H. Vanner	J.J. Birrell	R.K. Stuart
Second Officer	K. Milburn	D.J. Mockett	N.P. Waldron
Add. Second Officer	A.E. Hicks	-	-
Third Officer	-	C.G. Starr*	M. George
Radio Officer	B.B. Everett	E.A. Vost	A. Hart
Jun. Radio Officer	-	C.J. Macey	-
Chief Engineer	D.W. Yool	R. Chambers	W.M.S. Parks
Jun. Chief Engineer	B.A. Kirkley	-	-
Second Engineer	-	C.D. Griffiths	J. Scott
Third Engineer	J.L. Magill	K. Rowney	J. Armstrong
Fourth Engineer	A.W. Warburton	C.P. Greenwood	D. Martin
Junior Engineers	R.W. Jones	J. Rockey	P. Greenall
	H.C. Carter	D. Staples	B.C. Knapp
	G. Nicholas	-	S.J. Tugwell
	-	-	S.G. Fraser
Electrician	J.D.W. McLaren	S.S. Hopkin	H. George
Chief Steward/Purser	R.J. Jenkins	E. Wagner	E.H. Sefton
Navigating Cadets	J.M. Scott	B.J. Hayle	K.T.O'Higgins
	S.W. Prescott	C. Kelly	J.D. Williams

	<u>PRINCE RUPERT CITY</u>	<u>VANCOUVER CITY</u>	<u>VICTORIA CITY</u>
Captain	B.A.G. Boyer	J. Vaughan	W.J. Cross
Chief Officer	M.E. Jones	M.J. McGee	D.L. Bell
Second Officer	P.P. Hames	G. Mapplebeck	W.G. Wood
Third Officer	B.M. Richardson	J.P. Andrews	M.A. Hammond
Radio Officer	D.P. Bidmead	W.C. Ciastula	G. Thomas
Jun. Radio Officer	-	-	W.P. Hereward
Chief Engineer	M.J. Ridley	D.L. Dyer	R.C. Fraser
Jun. Chief Engineer	-	G.M. Cuthbertson	-
Second Engineer	R.K. Binns	-	W.R. Loades
Jun. Second Engineer	-	W.A. Bruce	-
Third Engineer	J.P. Silcock	-	P.A. Magorrian
Fourth Engineer	C.D. Hughes	T.A. Smith	R. Dunbar
Junior Fourth Engineer	-	-	R.B. Adey
Junior Engineers	C.C. Anderson	P. Laretta	R.G. Bracher
	R.J. Pring	D.G. Dunn	G.F. Marshall
	A. Marsh	M.J.D. Hannaford	-
Electrician	K.W.G. Hampton	C.J. Nicholas	D.W. Fuller
Chief Steward/Purser	K. Llewellyn	J.L. Sanday	L. Slawinski
Navigating Cadets	D.G. Morgan	S.M. Burley	D.J. Cooke
	J.F. Hammond	A.G. Stockman	A.C. Skilton
	-		P.A. Bullard
Engineer Cadet	-		R.C. Quaye

	<u>WELSH CITY</u>	<u>WILKAWA</u>
Captain	G.F.R. Ellerby	O.J.T. Lindsay
Chief Officer	A.L.G. Gossett	A.J.H. Crowther
Jun. Chief Officer	-	T. Lawson
Second Officer	R.A. Webster	P.J. Warren
Third Officer	G.J. Waldron	A.A. McCalmont
Radio Officer	R.H. Smith	S.G.W. Whitmore
Chief Engineers	D. Brown	J.V. Barnes
	R.J. Trigg	-
Jun. Chief Engineer	D. Senior	D.W. Litson
Third Engineer	A.G. Hodgson	O.G. Williams
Fourth Engineer	R. Glendinning	D. Millican
Jun. Fourth Engineer	M.J. Snook	-
Junior Engineers	R.M. Worgan	R. Cheeseman
	R.E. Ash	M.A. Holbrook
	-	I.C. Brocket
Electrician	A. Adamson	C. Villa Landa
Chief Steward/Purser	J.D. Peebles	F.W. Lever
Navigating Cadets	P.F. Matthews	C.C. Gibbs
		K.J. Cribbin
		D. Hotchkiss

SHIPS' POSITIONS

"ATLANTIC CITY"

Redelivered from Pacific Bulk Carriers Ltd., London at Delaware Roads, 12th September and sailed for New Orleans. Arrived New Orleans 17th and expect sail 24th with a cargo of grain for discharge Rotterdam, where arrives 8th Oct.

"CARDIFF CITY"

On T/C to Transportocean Maritime Mexicana S.A. of Mexico City until April/June 1972. Arrived Ensenada 4th Sept. and after calling at Acapulco and Manzanillo, arrived San Carlos 17th. Then returns to Ensenada where expected to complete loading and sail 30th Sept. for Japan, where arrives 14th October.

"CHIYODA"

On T/C to N.Y.K. Tokyo until 1973/75. Sld.Hiroshima 25th August with cars for discharge Continent. Sld.Panama Canal 19th Sept. and expected arrive Bremerhaven 3rd Oct, thence Rotterdam and Antwerp where completes discharge 8th. Expected to sail 13th October after drydocking, for Bremerhaven, where loads cars for Los Angeles/San Francisco.

"CORNISH CITY"

On T/C to Tokai Shipping Co.Ltd., Tokyo, until July/Sept.1972. Completed discharge and sailed Tampa 12th Sept. Arrived Corpus Christi 14th and sails 22nd with a grain cargo for discharge Japan. Expect arrive Panama Canal 26th Sept. and Japan 20th October.

"DEVON CITY"

T/C a/c Eastern Africa National Shipping Line Ltd. Arrived and sailed Tanga 1/4th Sept. Arrived Dar-es-Salaam 4th Sept and expect sail 21st for Mombasa, where completes discharge and redelivers from T/C 29th Sept. Then proceeds South Africa to load maize for discharge Glasgow or Leith, where expected to arrive early November.

"FRESNO CITY"

Completed discharge and redelivered from Seaboard Shipping Ltd.T/C and sailed 31st August. Arrived and sailed Brownsville 7/14th Sept., after loading grain. Sailed Panama Canal 20th Sept. and arrives Japan 14th October for discharge.

"HOUSTON CITY"

Sailed Townsville 5th August with a cargo of sugar. Sld.Panama Canal 3rd September and arrived London 19th to discharge. Expect complete discharge 23rd and then proceeds South Shields for survey repairs, where expect complete 11th October.

"INDIAN CITY"

Sld.Tubarao 7th Sept. with a cargo of iron ore. Arrives Antwerp 22nd Sept and after completion discharge, sails 24th Sept. for Tubarao to load a further cargo of iron ore for discharge probably River Weser. Basis sailing Tubarao 10th October, expect arrive Weser 26th October.

"NEW WESTMINSTER CITY"

Launched 1800 14th July.

"ORIENT CITY"

Sailed Mackay 31st August with a cargo of sugar for discharge U.K. Arrives Panama Canal 28th Sept. and expected arrive U.K. 14th October.

"PRINCE RUPERT CITY"

Arrived Basrah (Anchorage) 2nd August, with a grain cargo and due to severe congestion, not expected to complete discharge and sail before 20th October.

"VANCOUVER CITY"

Arrived Basrah (Anchorage) 20th August, with a grain cargo and not expected to sail before 5th November.

"VICTORIA CITY"

Sld. Bahia Blanca 1st September with a cargo of sorghums for discharge Japan. Sld. Durban 16th Sept. and arrives Singapore 1st October. Arrives Japan to discharge 9th October.

"WELSH CITY"

Arrived Hosojima 6th Sept. to discharge sugar. Sld. 8th and, after calling Tokyo, arrived Yokohama 17th Sept. Completes discharge and sails 21st Sept. for Shimonoseki where drydocks. Then proceeds Yokohama to deliver on T/C to Safmarine for the voyage, via Japanese ports, to South Africa, where expected arrive about 12th November.

"WILKAWA"

On T/C to Anders Wilhelmsen & Co. Oslo, initial period expiring 1974. Completed discharge of cars at Port Newark and sailed 11th Sept. Arrived Newport (Mon) 20th Sept. to load cars for discharge Eastern Canada. Sails Newport 23rd and arrives E. Canada 3rd Oct. After discharge indicated loads ore Dalhousie for U.K./Cont, then loads a further cargo of cars for discharge E. Canada.

SHARES

The recession in freight rates continues and, in itself, has a steadying influence on the share prices. Since the publication of our own estimated results, other shipping companies' figures confirm the depressing state of the Dry Cargo Section of the Industry. Inevitably, during such trading conditions, there emerges rumours of take-over bids and doubtless, the usual "marriage brokers" are assessing asset values and various shipping shares, including our own, are seen to attract attention.

However, the accelerated expansion of the fleet in the last few years places the Company in an enviable position when an improvement in trading conditions occurs and any take-over bids would be strenuously opposed.

The ordinary and "A" Non-Voting shares of the Company are now quoted as 53p and 45p respectively, against 51p and 47p respectively given in the last Newsletter.

NEW TONNAGE

Nothing was reported under this heading in the last Newsletter and it is merely sufficient to say that the work on the three ships at Upper Clyde Shipbuilders, Govan Division, continues to progress. The Government's announcement of details of a new Company to combine the interests of Govan and Linthouse is awaited any moment.

CHRONOLOGICAL HISTORY

1926 The Reardon Smith Chair of Geography was established at Bristol University.

1927. During this year, the following vessels were sold.

"GENERAL BOTHA" (ex Berengar) to Germany as "Berengar".

Price obtained £28,500.

"WATSNESS" to Martyn, Martyn & Co. Newport, as "Marklyn".

Price obtained £25,500.

"QUEBEC CITY" (ex Haimon) to Germany as "Haimon". Price £28,500

"SIAM CITY" to Yugoslavia as "Gundulic". Price, £27,500.

"TRURO CITY" to Germany as "Pilot". Price £24,000.

"KING CITY" (1) to Greece as "Anastassia". Price £15,850

"DUNGENESS" to Latvia as "Konsula P. Dannebergs". Price £14,000

"RIOL" to Yugoslavia as "Preradovic", Price £25,500.

In addition, delivery was taken of the following ships:-

"LEEDS CITY" (3) built by Wm. Gray with Central Marine engines.
4758 g.t. Cost to Company £80,533.

"QUEBEC CITY" (2) built by Wm. Gray with Central Marine engines.
4745 g.t. Cost to Company £79,527.

"BRADDOVEY", built by Napier & Miller with Rowan engines.
3358 g.t. Cost to Company £53,239.

"BRADESK", built by Napier & Miller with Rowan engines.
3352 g.t. Cost to Company £53,239.

PROMOTIONS

Our congratulations are extended to Mr. T.R. McNulty on his promotion to Master. Mr. McNulty, who joined the Company in April 1953 as an Apprentice, has been appointed to the command of the m.v. "HOUSTON CITY".

ITEMS OF INTEREST

GENERAL AVERAGE

In marine adventures, the safety of the ship, cargo and freight is at risk. When they are in danger and a voluntary sacrifice is made, or a voluntary expenditure incurred for the benefit of all, it is made good by each interest - i.e. ship, cargo and freight in proportion to its value.

The essential features are:

- (1) Extraordinary sacrifice.
- (2) Voluntary.
- (3) General - the interest must be for all and not one party only.

A General Average Loss is a direct loss due to a General Average Act. Examples:-

Jettison of cargo in order to lighten vessel.

Damage to ship's engines forcing ship off ground.

Damage to cargo by water when extinguishing fire on board vessel.

General Average Expenditure is an expense incurred due to a General Average Act. Examples:-

Expenses entering a port of refuge or for repairs.

Expenses discharging cargo necessary for repair purposes.

Cost of storing the cargo.

Cost of reloading the cargo.

The settlement of a General Average Act is known as an adjustment, the work being carried out by Average Adjusters.

Most Bills of Lading and Charter Parties provide for General Average to be adjusted according to York-Antwerp Rules 1924 or 1950 which define general average acts and govern what shall or shall not be considered as General Average.

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THE PANAMA CANAL

The number of people who have never heard of the Panama Canal must indeed be very small. The story of the construction of the Canal is an epic in itself. It not only cost vast sums of money, its cost in human life and endeavour was also very great. The Canal has contributed to history and the development of nations. The following article submitted by Radio Officer J.R. Mathews of the m.v. "FRESNO CITY" is worthy of publication, as it is so interesting and informative and his effort is much appreciated:-

Drake, Cortez, Balboa, Morgan and all the rest of them knew that it is only 27 miles from Atlantic to Pacific and the man who could ferry his gunships this way rather than by way of the Horn, would indeed become Master of the Main. Four centuries later, the modern "moguls of commerce" made the dreams of the buccaneers a reality and the Panama Canal was opened to commercial traffic on 15th August 1914. Since then, over half a million ships and nearly two billion tons of cargo have passed through the waterway.

Of all the places visited by the Reardon Smith Line on their world-wide trading routes, perhaps none is better known to the crews than the Panama Canal. The "Big Black S" is a frequent sight on this waterway. In July and August of this year no fewer than six Smithcraft vessels will have transited the Canal.

President Theodore Roosevelt said, "The enterprise of the Panama Canal is woven of American initiative, ingenuity, ideals and dollars". The problems involved in construction were digging a ditch through a mountain range; constructing the largest earth dam ever built at that time; designing and building the most massive canal locks ever conceived; constructing the biggest gates ever swung and conquering huge landslides.

The first efforts to build a canal were begun in 1880 by Count Ferdinand de Lesseps, the architect of Suez. Panama is no Suez and the French venture failed in 1889.

In 1903 the Republic of Panama declared its independence from Columbia and the following year rights to build and operate a canal were purchased from the infant Republic by the United States Government for forth millions of dollars. Ten years later, the dream became a reality. Savings to shippers have become staggering and entire new trade areas and industries have been developed as a result of its opening. Its unique geographical position has had a great deal to do with the development of Latin America. One shudders to think how World War Two might have been protracted had Admiral Yamamoto's battle fleet been able to reach the Gulf of Panama as well as Hawaii.

The Panama Canal is 50 miles long and passage through takes about eight hours. One of the great thrills is the lifting of the ship 85 feet by the giant stairway known as Gatun Locks, where ships are raised in three steps to the level of Gatun Lake. Each lock chamber is 110 feet wide and 1,000 long and gives one the impression of being in an unroofed cathedral. The steel lock gates are seven feet thick, comparted so that they practically float and so delicately balanced that they are moved by a 40 h.p. motor. No pumps are used in operating the locks. The water moves by gravity and flows from one level to the level below. With each ship transit 52 million gallons of water, enough to supply a city of 350,000 souls for one day, is spilled out into the sea. Ships are towed through the canal by electric locomotives or "mules". Regardless of the first trippers efforts to save scraps of food to feed the mules on arrival, they are certainly not the four-legged "he-haw" type, but rather the 55 ton Mitsubishi models. Four mules are used for ships of average size and each can exert 70,000 pounds of pulling or breaking power. After Gatun the ship sails under her own power through Gatun Lake and on into the Gaillard Cut. The Gaillard Cut is eight miles long and is known as the "big ditch". Its construction involved digging through the Continental Divide. The lowest saddle in the mountain range through which the cut passes was originally 312 feet above sea level. After the cut the ship approaches Pedro Miguel Locks, where she is lowered 31 feet and then after a brief passage through Miroflores Lake, she is lowered the final 54 feet to the level of the Pacific Ocean. A common belief is that the Pacific and Atlantic ends are not level. This is not so, ships are raised or lowered exactly 85 feet at both ends of the canal.

The ports at both entrances are well known to the seagoing fraternity. Cristobal Harbour is the Atlantic entrance and this is the principal port of entry for the Canal Zone and the Republic of Panama. It is named for Columbus who visited the bay on his fourth and last voyage to the New World in 1502. There are four large piers and one wharf at Cristobal each about 1,000 feet long, providing berths for 14 average size ships at one time. Balboa at the Pacific entrance is smaller, but is contiguous to Panama City. Both ports are famed for their night life and entertainment. Old hands will recall the "Doghouse" in Cristobal (now no more) and the "Mogambo" and "Blue Goose" in Panama.

The Panama Canal is operated by a board of Directors appointed by the Secretary of the Army, who is the designated representative of the President of the United States. Operations are without cost to the American Taxpayer. Tolls are based on each 100 cubic feet of space generally usable for revenue. The general average charge for an Ocean-going ship is about 7,000 dollars.

The ships are conned through the Canal by American Pilots. Big suntanned men, sporting psychedelic sports shirts, baseball caps and chewing on eight inch cigars. The mules are generally driven by American operators, and the ship's mooring lines are handled by a melting pot of crews from Central America and the West Indies.

There is talk of constructing a sea-level canal from Campeche to Tehuantepec. If that ever happens, then future generations of seafarers will have missed a lot in life by not having seen and transited the Panama Canal. (J.R. Mathews).

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We are pleased to record:-

(1) When the m.v. "WELSH CITY" was at Montreal and Quebec in June last, Agents reported as follows:-

"You no doubt will be pleased to learn that the ship operated here in a very excellent manner and we altogether enjoyed meeting with the Master and his Officers who gave, as usual, maximum co-operation".

(2) When the m.v. "ATLANTIC CITY" was at Savannah in August, our Agents reported:-

"We might add that both crews, incoming and outgoing were extremely helpful, courteous and most kind under the circumstances of the crew change".

It was interesting to read that the "ATLANTIC CITY" was the largest deadweight vessel ever to call at the port of Savannah and, during her stay, attracted a great deal of attention.

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On Tuesday, 17th August last, the Training Ship "MARGHERITA" set sail from Cardiff on a trip to Milford Haven, calling at various ports on the way. The Lord Mayor of Cardiff, himself a Master Mariner, joined the vessel at Cardiff.

The voyage itself was comparatively uneventful, but from a training point of view, achieved a great deal. Making up the crew complement were three of our Company's Navigating Cadets - C.C. Gibbs, D. Hotchkiss and J.F. Hammond. The reports received indicate that the trip was very enjoyable. Calls were made at Port Talbot, Swansea, Tenby and finally Milford. The Lord Mayor was able to make courtesy calls at these respective places; in addition a call was made a Caldy Island, just off Tenby.

Apart from the fact that Company personnel formed part of the crew, it is interesting to record that a yacht owned by the first Sir William Reardon Smith was named "MARGHERITA". Many years later, the Reardon Smith Nautical College acquired a Training Vessel which was named "MARGHERITA". The present vessel replaced the first training ship and again, the name "MARGHERITA" was adopted. The vessel is an ex-Royal Navy Minesweeper and fulfills a most important function in helping to equip young men for a seagoing career.

The Newsletter has published items concerning the Chief Officer and Second and Third Officers. It would be interesting to receive similar items with special reference to the Captain, Chief Engineer, etc. However, Captain Murray, ex m.v. "HOUSTON CITY", has sent us the following poem - whether he is a poet as well as a shipmaster, we do not really know, but we think the contribution is worth publishing!

CALL THE MATE

If the running lights go out, call the Mate.
If your latitudes in doubt, call the Mate.
If the wind begins to howl, if the whistle lanyards foul,
If the sailors start to growl, call the Mate.

If you're coming into port, call the Mate.
If the midnight lunch runs short, call the Mate.
If the cargo starts to shift, if the work boat goes adrift,
If the fog begins to lift, call the Mate.

If you want to drop the hook, call the Mate.
If you're looking for the cook, call the Mate.
If you run a light abeam, if the Chief can't give you steam,
If the mess boy has no cream, call the Mate.

If you need the crew on deck, call the Mate.
If the gangway is a wreck, call the Mate.
If the Captain's on the blink, if a load falls in the drink,
If you don't have time to think, call the Mate.

If the ship begins to roll, call the Mate.
If the cook runs out of coal, call the Mate.
If the Old Man goes to bed, if you need a sounding lead,
If you see a squall ahead, call the Mate.

Yes, that's who the fool guy is, it's the Mate.
All the petty grifs are his, ask the Mate.
And sh! the poor old bird never gets a pleasant word;
Thank God I'm just the Third, NOT THE MATE.

Two boys who went through school together, hated the sight of each other. The day arrived when they left school - one answered the call of the sea and the other the call of the Church.

The years passed and one day a Bishop, in his "maxi" and a wide-brimmed hat, with the signs of a good living jutting out in front of him, came into Queen Street Station, Glasgow.

Seeing a man in uniform on the platform, he went up to him and said, "My good fellow, can you tell me the time of the next train to Dumbarton?". The Admiral, eyeing him up and down replied - "Madam, don't you think that it is rather unwise to be travelling in your condition?".

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