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Reardon Smith Line Limited

S**NEWSLETTER**OCTOBER 1971.NO. 21INTRODUCTION

It may be rather early to mention Christmas - yet by the time some of our readers receive this issue, the Festive Season will not be too far distant. The period of several weeks before Christmas is always a busy time for the majority of us. This particular period is especially busy "on the air" due to the large number of Greetings Telegrams being passed between ships and shore stations, in addition to the normal radiotelegrams. Probably the most harassed soul on board a ship would be the Radio Officer. He fulfils a most important function - perhaps we do not sing his praises enough - but especially at Christmas he becomes one of the golden links in the chain linking those at home with those on board.

Our Radio Department has asked us to make an appeal for co-operation in the matter of sending greetings telegrams this year. Could you be good enough to send your Greetings telegrams as early as possible. All telegrams will be held on board the ship for delivery to the person concerned on Christmas or New Year's Day. Your kind co-operation will ensure that "Absent Friends" are not disappointed due to the late arrival of telegrams. It will also ensure that the Radio Officer is able to enjoy his Christmas Dinner and festivities with his fellow Officers.

SHIPS' POSITIONS"ATLANTIC CITY"

Sailed New Orleans 27th Sept. after loading a grain cargo and arrived Rotterdam 12th Oct. Completed discharge and sailed 14th October. Arrived Wallsend-on-Tyne 15th for survey repairs which are expected to be completed end October.

"CARDIFF CITY"

On T/C to Transportocean Maritime Mexicana S.A. of Mexico City until April/June 1972. Sld.Ensenada 9th October for Japan. Arrives Kobe 26th and after calling Nagoya, completes discharge Yokohama about 3rd November and then drydocks.

"CHIYODA"

On T/C to N.Y.K. Tokyo until 1973/1975. Arrived Bremerhaven, with cars, 3rd October and completed discharge at Rotterdam 5th. Arrived Antwerp 6th October for drydocking. Sailed 14th and arrived Bremerhaven 15th Oct. to load cars for discharge West Coast U.S.A. (probably Los Angeles and San Francisco). Sld.19th for Panama Canal, where due 2nd November and arrives discharge port 11th November.

"CORNISH CITY"

On T/C to Tokai Shipping Co.Ltd., Tokyo, until July/Sept.1972. Sailed Corpus Christi 22nd September with a cargo of Wheat. Sld.Panama Canal 28th September and arrives Yokohama 22nd October, completing at Kobe and October.

"DEVON CITY"

Completed discharge and redelivered from Eastern Africa National Shipping Line Ltd. T/C 3rd October at Mombasa and sailed 4th. Arrived Cape Town 12th where loaded a cargo of bulk maize for discharge Glasgow or Leith. Sailed 16th October and expected arrive U.K. 6th November for discharge.

"FRESNO CITY"

Arrived Nagoya 17th October with a cargo of grain from Brownsville and, after calling Chiba, completes discharge at Kawasaki 24th October and then drydocks Yokohama.

"HOUSTON CITY"

Arrived South Shields 26th September for survey repairs. Completed repairs, etc., and sailed 13th October for Quebec, where due 25th October and delivers on T/C to Shipping Corporation of India. After loading Quebec, Montreal and Three Rivers expected sail end October for discharge India. On this basis, would arrive India early December.

"INDIAN CITY"

Sld.Antwerp 24th Sept.for Tubarao where arrived 8th October to load Iron Ore. Sld. 11th October for Bremerhaven and Nordenham. Due River Weser 27th Oct. Expected to complete discharge 29th Oct. and sail for Narvik to load a further Ore cargo for discharge Antwerp/Ghent, where expected to arrive 8th November. Then proceeds to Hamburg for survey work and Car Deck Conversion prior to delivery on T/C to Yamashita Shinnihon for 5 years trading.

"NEW WESTMINSTER CITY"

Launched 1800 14th July.

"ORIENT CITY"

Arrived Liverpool 15th Oct. to discharge a bulk sugar cargo, but completion prospects uncertain due to labour dispute. Then proceeds to the St. Lawrence to load a cargo of bulk wheat for discharge India.

"PRINCE RUPERT CITY"

Arrived Basrah (Anchorage) 2nd August with a grain cargo. Sld.Umm Qasr 7th Oct. after lightening and arrd. Basrah 8th, where expected to complete discharge middle November.

"VANCOUVER CITY"

Ar rd.Basrah (Anchorage) 20th August with a grain cargo. Berthed Umm Qasr 12th Oct. for lightening. Sls. 22nd for Basrah to complete discharge, which expected towards the end of November.

"VICTORIA CITY"

Ar rd.Mizushima 11th Oct. and completed discharge of Sorghum cargo 15th. Then delivered on T/C a/c Steelwood Carriers Inc., for the trip via S.Korea and Taiwan to West Coast U.S.A. with steel and plywood. Ar rd. and sld.Kunsan 17/18th Oct., arrived Inchon 19th and sails 20th for Pusan and Kaohsiung. Basis sailing Kaohsiung 31st October, expected to arrive W.C.U.S. 15th November.

"WELSH CITY"

Sailed Shimonoseki, after drydocking, 2nd Oct. and arrived Yokohama h, where delivered on T/C to South African Marine Corporation, Cape Town. Sld.13th Oct. and called at Nagoya and Kobe, where sails 19th Oct. for Keelung, Hong Kong and Singapore. Basis sailing Singapore 29th Oct., arrives Durban 13th Nov. to discharge, calling at Lourenco Marques, East London, Port Elizabeth, arriving at Cape Town 28th Nov. to complete.

"WILKAWA"

On T/C to Anders Wilhelmsen & Co.Oslo initial period expiring 1974 ✓ Sld.Newport (Mon) 24th Sept., with cars and arrived Montreal 5th Oct. Completed discharge and sailed 8th. Ar rd.Dalhousie 10th October and sailed 15th with a cargo of concentrates for discharge Antwerp, where expected 25th October. Then loads cars at Antwerp for discharge Montreal.

DISPOSITION OF OFFICERS

	<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	N.P.Epps	W.D.Jones
Second Officer	M.C.Ingram	R.J.Davis	J.E.S.York
Third Officer	W.Phillips	D.E.Stannard*	P.G.McAnally
Radio Officer	J.Carwardine	H.M.S.Williams	J. Henry
2nd Radio Officer	-	-	S.C.Horne
Chief Engineer	A.J.Trezise	I.G.H.Taylor	J.E.Towning
Jun.Chief Engineer	J.Claydon	-	E.R.Morgan
Second Engineer	J.D.Chatten	L.M.Williamson	-
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	D.E.Horne
	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	J.Cross
Navigating Cadet	P.C.Coles	A.Abel	G.Sizer
	A.B.Ward	-	D. Gunthorpe
	N.Davies	-	A.C.B. Tay
Engineer Cadet	S.W.Miller	C.Graddage	D.M. Jellyman

	<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. Cumming	M. Wilcox	-
Engineer Cadet	-	D.W. Quayle	-

	<u>HOUSTON CITY</u>	<u>INDIAN CITY</u>	<u>ORIENT CITY</u>
Captain	T.R. McNulty	D.C. Griffith-Jones	D.L.G. Jones
Chief Officer	R.A.H. Vanner	J. Porteous	C.J. Brazier
Second Officer	K. Milburn	D.J. Mockett	P.M. Beverstock
Add. Second Officer	A.E. Hicks	-	-
Third Officer	-	C.G. Starr*	R.M. Bayley
Radio Officer	B.B. Everett	E.A. Vost	D.S.H. Thomson
Jun. Radio Officer	-	C.G. Macey	-
Chief Engineer	D.W. Yool	R. Chambers	W.H. McCallum
Jun. Chief Engineer	B.A. Kirkley	-	-
Second Engineer	-	G.D. Griffiths	C. Gateshill
Third Engineer	J.L. Magill	K. Rowney	R.J. Mountfield
Fourth Engineer	A.W. Warburton	C.P. Greenwood	P.J. Morris
Jun. Fourth Engineer	-	J. Rockey	-
Junior Engineers	R.W. Jones	D. Staples	S.T. Davies
	H.C. Carter	-	G. Cook
	G. Nicholas	-	-
Electrician	J.D.W. McLaren	S.S. Hopkin	M.B. Tawn
Chief Steward/Purser	R.J. Jenkins	E. Wagner	J.T. Jones
Navigating Cadets	J.M. Scott	B.J. Hayle	P.A. Ward
	S.W. Prescott	C. Kelly	I.H. Woolley
	M.F. Poullion	I.M. Stewart	A.D. Slade
	-	J.A. Challacombe	-
Engineer Cadets	-	N.P. Watters	M.R. Green
		P.H. Evans	

	<u>PRINCE RUPERT C.</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
Third Engineer	J.P. Silcock	T.A. Smith	P.A. Magorrian
Fourth Engineer	C.D. Hughes	P. Laretta	R. Dunbar
Jun. Fourth Engineer	-	-	R.B. Adey
Junior Engineers	C.C. Anderson	D.G. Dunn	R.G. Bracher
	R.J. Pring	M.J.D. Hannaford	G.F. Marshall
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

	<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 Engineer	R.J. Trigg	J.V. Barnes
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
2nd Ch.Steward/Purser	-	-
Navigating Cadets	P.F. Matthews	K.J. Cribbin
		C.C. Gibbs
		D. Hotchkiss

* Uncertificated

SHARES

The forecast of profits by other shipping companies, with freight rates so depressed, does not encourage the market to show interest in shipping shares, except on a long-term basis and generally, equities in this section have been lowered. The rumours of take-over bids involving our own Company appear to have disappeared and without any immediate prospects for more favourable rates, our shares continue to remain at a low level.

The ordinary and "A" Non-Voting Shares are now quoted as 53p and 41p respectively, against 53p and 45p given in the last Newsletter.

NEW TONNAGE

The Government have announced details of the new Company to combine the interests of Govan and Linthouse under the Chairmanship of Mr. Stenhouse, a Glasgow Insurance Broker who, incidentally, was on the Board of the old Fairfield Company and Mr. Stenhouse is known to us as a very capable businessman. However, the problems involving the intentions of the Ship Stewarts at U.C.S. to persist in their demand that all four Yards should remain open without any redundancies, continue. Meetings have been held between all the interested parties and certainly the feeling is a little more optimistic, but there still remain an enormous number of problems to solve before stability can be obtained.

In the meantime, work on the three vessels being built on the Clyde for our Company is proceeding satisfactorily and the position is that one vessel has already been launched and is due for delivery in December, the second vessel is due to be launched early November and the third vessel should be delivered March/April next year.

CHRONOLOGICAL HISTORY

1928. The St. Just Steamship Co. Limited's name was changed during this year to REARDON SMITH LINE LIMITED. This change was made on 2nd July.

The following ships were sold:-

"DEVON CITY"(1) to Greece as "Kostanti". Price £32,750
"ROYAL CITY" to Greece as "Anna Mazaraki", price £38,775
"GENERAL LUKIN" to Japan as "Shoyei Maru", price £28,500

During this year, it was felt the time had arrived when consideration should be given to a new form of propulsion. Accordingly, contracts were placed for the building of the first two MOTOR SHIPS to be ordered by the Company; vessels of about 8700 tons deadweight. The first of these was ordered from Napier & Miller Ltd., Glasgow, with engines of Burmeister & Wain 6 cylinder type, built by John Kincaid & Co.Ltd. The vessel was named "WEST LYNN". This ship was fitted with all electric auxiliaries. The cost to the Company was £120,178.

The order for the second vessel was placed with William Doxford & Co.Ltd., Sunderland, with Doxford 4 cylinder opposed piston type engines. This vessel was named "EAST LYNN" and was also fitted with all electric auxiliaries. The cost was £123,088.

In connection with this vessel, it is interesting to know that the Founder, William Reardon Smith, was convinced by the Chief Superintendent (his son-in-law) that the Diesel engine was the future form of propulsion. Neither of his sons believed this and consequently both the "EAST LYNN" and her sister ship "WEST LYNN" were built and paid for out of the Founder's own resources. However, these ships proved so successful that within a short time of trading the Founder's sons persuaded their father to sell them to the Oakwin Company (a subsidiary) which, in fact, he did.

ITEMS OF INTEREST

BIRTHS

We send our congratulations and best wishes to Second Officer D.J.A. Nicholl and his wife Janet on the birth of a son, Timothy Lloyd, on 21st September 1971.

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OBITUARY

We regret to report the passing of Captain T.R. Wilson, on 15th October aged 75. Captain Wilson served the Company for many years. When he retired from active command, he served as Cargo Superintendent for the South African Marine Corporation and did much good work for the then fledgling Company now, of course, a Concern of noble stature.

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IN HOSPITAL

Mr. Gwilym Davies, retired Accounts Department Member, at Cardiff, has been re-admitted to St. David's Hospital, Cardiff. We hope he will soon be home again.

Chief Officer R.W. Sumner, ex m.v. "CARDIFF CITY", was taken from Ensenada, Mexico, to the Mercy Hospital, San Diego, where we understand he is now making good progress. He is accompanied by Mrs. Sumner and we have hopes that he may be returned to this country, together with Mrs. Sumner, in the very near future. We take this opportunity of wishing him a speedy recovery.

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EXAMINATION SUCCESSES

We congratulate Mr. Clive Stockdale of the Personnel Department, Head Office, Cardiff, on passing the Associateship Examination of the Institute of Chartered Shipbrokers.

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Very shortly we hope to resume publication of articles on Insurance and we hope that the series so far has proved interesting and instructive. If you have any questions to ask, please send them in and we will do our best.

It is hoped the following article will prove interesting to readers:-

TRANSPORT BY SEA

An efficient Shipping Industry is essential for the well-being of this Country. Without it, food and raw materials in the quantity needed cannot be brought to this country and the goods sold abroad necessary for us to pay for these imports cannot be exported.

Whilst aircraft carry large numbers of passengers and, therefore, are serious competitors to the passenger lines, they can only transport the smaller parcels of goods and not the large quantities at an economic rate. It means, therefore, that if merchants and manufacturers who sell their goods overseas, wish to transport them to their customers they must use the sea.

There are three sections of Shipping - Liner, Tramp and Tanker.

For small shipments, the merchants use the regular advertised lines which receive cargo on berth and maintain weekly or fortnightly services. Where large shipments (5000/100,000 tons, even more) are involved, the merchant can charter a vessel for his own use. The chartered vessel is the cheapest means of transport. In this trade, the rates are governed by supply and demand. When tonnage is scarce the rates are high and when more ships are offering for few cargoes, the rates are low.

Liner does not mean only the great ships like the "Queen Elizabeth", "Queen Mary" and the "United States", but includes vessels employed in regular trades; that is, where they have a fixed itinerary U.K./South Africa, U.K./Australia, U.K./New York, etc.

Liner Conference. The Conferences are committees of representatives of all the owners interested in each particular trade. Examples are the River Plate, South African and Australian Conferences. The committee discusses matters of general interest, compile Tariffs of rates for specific goods and generally control and protect the interests of all members of that Conference.

To maintain regular services which is of benefit to merchants, it is only right that the Shipowners should expect, in return, that the merchant co-operates with them. There are two methods employed by the Conferences to ensure continued support of Shippers.

One is "Primage". This is a charge of up to 10% on the total freight which is retained by the shipping company for three or six months and is then returned to the shipper, provided he has transported his goods by Conference Line vessels only and has not used any vessel outside the Conference during that period.

The other method is the "Contract System". Here the regular shipper signs a contract 'to ship his goods only by Conference vessels. The rate charged is lower than that paid by the shipper who does not sign a contract.

We will say a shipping company has decided to run a regular service. The route must be selected and a number of ships made available, dependant upon whether there are to be weekly or fortnightly calls at the ports.

- (1) Advertisements of sailings have to be made regularly.
- (2) Sailing cards must be sent to merchants and agents.
- (3) Agents have to be appointed to secure the necessary business.

The shipper makes his offer on sending his goods to the vessel for shipment and this is accepted by the shipowner when the goods are shipped. This means that the shutting out of cargo is no breach of contract. The sailing card shows the date when a vessel ceases to load cargo. This is known as the closing date. The ship will receive and load cargo up to that time.

Goods for shipment are received by the ship, either "alongside" or "into a shed". When goods are received alongside the vessel a "Mate's Receipt" is given. For goods received into a shed, a dock receipt or Wharfinger's receipt is issued for such goods and the goods are retained in the shed until such time as they are required for shipment.

Bills of Lading are eventually issued, but in the case of goods covered by a Mate's receipt the shipping company will not issue Bills of Lading until the Mate's receipt is given in exchange.

Should a merchant have a large quantity of cargo to ship and wishes it to be transported by a particular vessel, then he approaches the Company to book space. In the case of any cargo which is dangerous or of an inflammable nature, or requires special care and which needs particular attention as far as stowage is concerned, the shipowner must be notified and the shipper must obtain a stowage order for these goods. Tally Clerks check the goods into the vessel, listing all cargo stowed in the vessel.

As the goods are tallied into the ship, the tally cards are sent to the office. These are divided into ports, each port being controlled by a port clerk who checks the particulars on the Bill of Lading with those on the tally card. When all the cargo shown on a Bill of Lading is received on board, the Bill of Lading is signed and the particulars placed on the ship's manifest. The manifest must contain full particulars of:-

Marks, numbers, quantity, contents, shipper's name
and consignee's name

together with any particulars required by the consular authorities of the country to which the goods are being forwarded. The freight account is then made out.

When the vessel arrives at her destination, the consignee produces his Bill of Lading to the shipping company or their agents who issue a delivery order in exchange. This is handed to the Officer in charge of the ship and obtains his cargo.

Where shipments are made under Charter Party; i.e. where a ship is chartered for a full cargo, under the Charter Party the shipowner provides the ship and the Charterers supply the cargo in accordance with the terms of the Contract. In this case the number of Bills of Lading are few, whereas in the case of shipments by Liner, there may be many hundreds of Bills of Lading under a Berth Contract.

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We have pleasure in including in this issue a report on "Neptune's Arrival" sent to us by Second Officer D.J. Mockett of the m.v. "INDIAN CITY". In his letter acknowledging the article submitted by Mr. Mockett, our Chairman concluded with the following paragraph:-

"To the land-lubbing Office Staff such items are of immense interest and it is just a great pity that our humdrum existence does not enable us to find more interesting items to contribute for the benefit of the seafaring staff".

It is hoped that the "seed" carried by this breeze-like hint will fall on good soil and bear fruit abundantly.

"NEPTUNE'S ARRIVAL"

This is an account of a ceremony of major importance in the annals of Nautical History held aboard the "INDIAN CITY" on Thursday, 2nd September 1971, whilst en route to Tubarao, Brazil:-

When we joined the vessel in Antwerp, it was noted that there were no less than eight persons who had not received the Blessing (?) of Neptune at Zero Latitude. Once we had cleared the Channel and found our way around the ship, a meeting of the initiated was held to decide on a plan of attack and commence preparations. Time was tight and the meeting proved to be quite an eye-opener. The Chief Engineer, under his pleasant and peaceful exterior, was found to be harbouring some positively sadistic ideas and had to be overruled on several occasions. The cast in this grisly play was as follows:-

Neptune	Chief Engineer
Her Majesty	Third Mate
Princess Sin, the Mermaid	Second Mate
Chief of Police	Capt.Griffith-Jones
Doctor	Chief Steward
Barber	Electrician
Clerk of the Court	Second Sparks
Prosecutor	Sparks
Defence Lawyer	W. Carr
Axeman	Fourth Engineer
Policemen	Third Engineer
	J. Challacombe
	B.J. Hayle
Photographers	Junior Fourth
	T.A. Price.

The remainder were to be the special guests of Neptune.

Tools, costumes and hats were rushed into production, the Captain drafting the Certificates and the Chief Steward preparing the anointing mixture and the Pills. It must be noted that the hideous result of his efforts looked terrible and smelled terrible - later, those who received IT confirmed that, indeed, it was terrible! The Captain's efforts, on the other end of the scale, were visions of beauty.

A few days prior to the Crossing, a notice was posted warning the offenders of their impending doom. To satisfy the Chief, the withdrawal of one fingernail was advertised. Also, it was stated that events would take place on Friday, 3rd September which developed into a surprise on Thursday. Just after 1600 hours on Thursday, we all gathered in the Chief Steward's cabin to don costumes and attend to last-minute details. After posing for the photographers, Neptune and the supporting company were officially greeted aboard by the Chief Officer with a blast on the whistle, but NO beer!! Having to supply his own beer enraged Neptune to such an extent that even his good lady wife cringed in terror, hiding her beautiful(?) features behind her long rope yarn locks.

The Court was called to order and the offenders rounded up. Crimes most terrible were read by the Clerk of the Court, to the astonished ears of all concerned. Too numerous and horrible to mention, they did include:-

Unable to make rice pudding
Lying in in the mornings
Being a member of the secret society "GREASE"
Idolising George Best (Unknown to Neptune)
Keeping a clean cabin
Poking her tongue out at her father
Poisoning fish with washing water
Eating fish

Each offender was called in turn, accused, defended without hope, and finally sentenced. A PILL was administered and a shave effected; then each was liberally daubed with "THE MIXTURE" before being deposited in the pool for a scrub down by the Mermaid. On several occasions the axeman had to protect Neptune from the unruly advances made by the culprits.

At the end of "Official" proceedings, the inevitable happened with the Court being overwhelmed and thrown in the pool. Neptune, seeing this situation, committed a mild form of suicide and leapt into the pool causing a magnificent splash. The only one to get away was the Doctor who beat a hasty retreat.

Festivities over, we all cleaned up and made our way to the Smoke Room, where a buffet was served and FREE drinks all supplied out of Bar profits!!! All in all, a very pleasant occasion - for most. D.J. Mockett - Princess Sin (Secretary).

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m.v. "INDIAN CITY"
LONG-TERM CHARTER - CAR DECKS

This vessel has been fixed to Yamashita-Shinnihon Steamship Co.Ltd., on Time Charter for a period of five years and will be proceeding to Blohm & Voss Yard at Hamburg, about the middle of November, for the fitting of car decks. The work is expected to be completed in the middle of January and the "INDIAN CITY" will then be one of the largest Car/Bulk Carriers in service, with a capacity of 2850 cars.

The vessel is being fitted with Blohm & Voss standard hoistable car decks. The hoisting and lowering of the car decks will be operated by special winches. There is an additional feature with the "INDIAN CITY's" fitting in that the end sections; i.e. the sections within the overhangs of the hatch ends, are also hoistable, not portable pontoons as on the "CHIYODA"/"WILKAWA".

The vessel is being fitted with the Siemens Schuckert automated derrick handling system. This involves topping winches and closing winches. A central reel located between the lead hoist winch

position he desires. This hoisting and slewing facility can only be used without the load on the derrick runners.

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ROYAL ALFRED MERCHANT SEAMEN'S SOCIETY

We were informed by Captain A.D. Lightfoot of m.v. "WILKAWA", that prior to changing Officers at New York in September last, a shipboard collection was made amongst the Officers which realised £20.

We have pleasure in informing all who participated that the above Society has gratefully acknowledged the donation and enclosed its Official Receipt.

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SOLUTION TO BRAIN TEASER PUBLISHED IN
THE SEPTEMBER ISSUE

Answer: 2197

Method: This problem yields fairly quickly to trial and error, and the plinth must be larger than 10 and smaller than 26.

By formula: if a number can be expressed as the sum of two squares, its cube can be expressed as the sum of two squares in two different ways:

(1) $(a^2 + b^2)^3 = a^2(a^2 - 3b^2)^2 + b^2(3a^2 - b^2)^2$
from which, if a=3 and b=1, we get $10^3 = 18^2 + 26^2$

(2) $(a^2 + b^2)^3 = a^2(a^2 + b^2)^2 + b^2(a^2 + b^2)^2$
and if a = 2 and b = 3 we get $13^3 = 26^2 + 39^2$

A further solution with a=1 and b=5 may be ignored as it would make the plinth the same dimension as the upper layer of the base.

A Master and Chief Engineer who had sailed together for many years, had kept up a perpetual argument as to whose job was the most important, each saying that he could just as easily do the other's job. In the end they decided to put the matter to the test and exchange jobs for a day.

After about three hours in the engine room, the Captain returned to the Bridge: "Well Chief, I suppose you win; everything went alright for a while, but the engine stopped and I can't get it restarted". "I'm not surprised" replied the Chief, "we have been ashore for an hour"!

... ..

Captain on the Bridge to new Cadet:

"Ha! Ha! Ha! same old story, I suppose, my boy, fool of the family sent to sea".

Cadet: