

DECEMBER 1971.

No.23.

INTRODUCTION

By the time this edition reaches everyone, we will be able to say "there goes another year". The New Year, with all its hopes and desires will be with us and to all readers we hope it will prove to be a year when these hopes and desires will be fulfilled.

SHIPS' POSITIONS

"ATLANTIC CITY"

Sailed Narvik 24th November with Ore for Antwerp, where completed discharge 2nd Dec. Sailed and delivered on T/C to Miserocchi & Co. SAS of Ravenna, for 11/13 months. Presently on passage to Genoa and Ravenna after loading grain at Baton Rouge and New Orleans. Expected arrive Genoa 7th Jan. and complete at Ravenna 15th Jan.

"CARDIFF CITY"

On T/C to Transportocean Maritime Mexicans S.A. of Mexico City until April/June 1972. After loading at various Japanese ports finally sailed Yokohama 10th Dec. Arrived Ensenada 28th Dec. to commence discharge. Then proceeds Acapulco and Manzanilla, where completes about 7th Jan. Then loads at Mexican ports and expected complete Ensenada 20th Jan. Arrives Japan 7th February.

"CHIYODA"

On T/C to N.Y.K. Tokyo until 1973/1975. Sailed San Francisco 20th Nov. Arrived Hiroshima 8th Dec. and sailed 10th with cars for discharge Bremerhaven and Antwerp. Sails Panama Canal 3rd January, arrives Bremerhaven 17th Jan; Antwerp 19th January.

"CORNISH CITY"

On T/C to Tokai Shipping Co.Ltd., Tokyo until July/Sept.1972. Sailed Seattle 3rd December after completion discharge. Arrived Tacoma 3rd December and sailed Stockton 23rd December after loading grain for discharge Japan. Expected arrive Mizushima 9th Jan. and after Kobe and Nagoya, completes discharge at Yokohama.

"DEVON CITY"

On T/C to South African Marine Corp“ of Cape Town. Sailed Middlesbrough 25th November, London 9th December, after loading cargo for discharge So Africa,. Arrived Cape Town 29th December and after calling Port Elizabeth, Durban, redelivers Lourenco Marques about 15th January. Then loads Maize in South Africa for discharge Glasgow or Leith where expected to arrive 15th February.

"FRESNO CITY"

On T/C to Steelwood Carriers Inc. Arrived and sailed Vancouver B.C. 30th November/1st December, Longview 2nd/6th December. Arrived Long Beach 9th December, completed discharge and redelivered from T/C 30th Dec. Proceeds to Coos Bay where delivers on T/C to Canadian Transport for the trip via Coos Bay and B.C. ports with lumber to U.K./Continent. Expect complete loading at Harmac and sail 19th January. On this basis arrives Newport (Mon) 14th February, thence Le Havre, Antwerp, Rotterdam, completing Bremen 1st March.

"HOUSTON CITY"

On TIC to Shipping Corporation of India. Arrived Bombay 24th December and sailed 31st. Arrived Cochin 1st January and sails 3rd for Colombo, Madras, completing and redelivering from T/C at Calcutta about 15th Jan. Then proceeds to Kobe where delivers on T/C to Transportocean Maritime Mexicana S.A. of Mexico City for 10/12 months trading.

"INDIAN CITY"

Arrived Hamburg 8th November for survey work and car deck conversion, 1 which expect to be completed about 22nd January, then delivers on T/C to Yamashita-Shinnihon S.S. Coa of Tokyo, for 5 years trading.

NO.115 (NEW WESTMINSTER CITY)

Launched Glasgow 14th July.

"ORIENT CITY"

Sailed Three Rivers 1st December with a cargo of wheat. Sailed Durban 28th December and expect arrive India for discharge about 11th Jan. Then proceeds to West Australia to load Barley for discharge U.K./Cont., i where expected to arrive end of February.

"PRINCE RUPERT CITY"

Sailed Basrah 5th December and arrived Singapore 19th Dec. for drydocking and repaftrs. Sailed Singapore 31st December for S. Africa where arrives 13th January to load maize, for discharge Japan. Basis sailing South Africa 20th Jan, arrives Japan, after bunkering Singapore, about 11th February.

NO. 116 (TACOMA CITY)

Launched Glasgow 5th November.

"VANCOUVER CITY"

Sailed Basrah 24th November. Sailed Bombay 1st Dec., after changing Indian crew and arrived East London 15th Dec. Sailed 28th December with a cargo of maize for discharge Japan. Arrives Singapore 15th January, Japan 24th January. On completion of discharge drydocks at Kobe.

"VICTORIA CITY"

On T/C to Steelwood Carriers Inc., Arrived Long Beach 21 t November. Completed discharge 15th Dec. Redelivered from T/C and sailed for Coos Bay. Arrived Coos Bay 18th December and delivered on T/C to Weyerhaeuser Line, for the trip U.K./Continent with lumber. Sld. Coos Bay 27th December. Arrived Victoria B.C. 28th December. Sails 3rd January for Le Havre, Antwerp and Bremen. Sails Panama Canal 16th January and arrives Le Havre 29th January.

"WELSH CITY"

Arrived Cape Town 27th November and redelivered from South African Marine T/C 29th November. Arrived Durban 1st December to load maize for discharge Japan. Sailed 19th December (congestion at elevator) and arrives Singapore about 5th Jan. and Yokohama 14th January to discharge. Calls Yokosuka, Yokkaichi and completes at Hakata about 23rd January.

"WILKAWA"

On T/C to Anders Wilhelmsen & Con Oslo, initial period expiring 1974o Arrived Kawasaki 21st December and completed discharge of corn cargo at Kobe 29th December. Then drydocked at Kobe and repairs expected to be completed by 9th January. Proceeds to Yokohama to load cars for U.S.E.C. Basis sailing Yokohama 11th January, arrives Panama 4th and U.S.E.C. 10th February.

DISPOSITION OF OFFICERS

	<u>ATLANTIC CITY</u>	<u>CARDIFF CITY</u>	<u>CHIYODA</u>
Captain	J. Cann	J.D. Lloyd	G.S. Garlick
Chief Officer	J.J. Kalnins	D.J. Mockett	P.J. Bloomfield
Second Officer	M.C. Ingram	B.P. Reynard	R.S. McKay
Third Officer	W. Phillips	K.T. O'Higgins*	M. Gaffney
Radio Officer	J. Carwardine	R. Jacques	R. Maddrell
2 nd Radio Officer	—	—	S.C. Horne
Chief Engineer	A.J. Trezise	I.G H. Taylor	T Sukiennik
Second Engineer	J. Claydon	L M. Williamson	J.C. Lillicrap
Jun. Second Engineer	J.D. Chatten	—	—
Third Engineer	D.J. Ashwin	R.E. Russell	A. Taylor
Fourth Engineer	J.H. Davies	K.J. Blunt	P.R. Bryant

Jun. Fourth Engineer	—	—	G.M. Dickson
Junior Engineers	D.R. Ross	R.P. Sagastume	D.E. Horne
	—	P.J. Wood	R. W. Miller
Electrician	P.H. Reynolds	T. Willoughby	A.G. Lee
2 nd Electrician	R. Carter	—	—
Chief Steward/Purser	N.A. Parselle	R.G. Moylan	J. Cross
Jun.Chief Steward/Purser	K.J. Jackson	—	—
Navigating Cadets	P.C. Coles	A. Abel	D. Gunthorpe
	A.B. Ward	A. Tay	G. Sizer
	N. Davies	W.P. Barnes	—
Engineer Cadets	S.W. Miller	C. Graddage	—
	D.E. Simons	—	—
	<u>CORNISH CITY</u>	<u>DEVON CITY</u>	<u>FRESNO CITY</u>
Captain	A.C. Thomas	F.J. Johns	A.B. Parkhouse
Chief Officer	D. B. Wooton	K.B. Whittingt	L.R. Staines
Second Officer	G. Mathewson	T.E. Thistleton	P.G. Deschamps
Add. Second Officer	C.S. Collings	—	—
Third Officer	—	P.G. Thompson	J. Paton*
Radio Officer	S.H.W. Stephens	L.M. Campbell	E.A. Willocks
Chief Engineer	J.G.Howell	L. Sykes	L.G.I. Taylor
Jun. Chief Engineer	B.J.O. Lewis	—	J.F. Hewson
Second Engineer	—	W.A. Bruce	—
Jun. Second Engineer	—	—	R. Day
Third Engineer	I.F. Mouat	K. Greenl	—
Fourth Engineer	G.D. Smith	S. Phillips	B. Scarlett
Jun. Fourth Engineer	C.J. Buckley	T.W. Davies	J. S. Davie
Junior Engineers	D.J. Ricketts	G. G. Poulloin	D. Lowes
	F.W. Wood	—	A. C. Herbert
Electrician	J.C. Gardiner	R.Wooldridge	L. Lomax
Chief Steward/Purser	R.G. Pierce	P. Cawley	C.J. Harrhy
Navigating Cadets	H.J. Hurst	A.R. Jutsum	P.L. Morgan
	—	C.G. Perrott	R.A.D. Woodward
	<u>HOUSTON CITY</u>	<u>ORIENT CITY</u>	<u>PRINCE RUPERT CITY</u>
Captain	T.R. McNulty	D.L.G. Jones	B.A.G. Boyer
Chief Officer	R.A.H. Vanner	C.J. Brazier	M.E. Jones
Second Officer	K. Milburn	P.N. Baverstock	P.P. Hames
Add. Second Officer	A.E. Hicks	—	—
Third Officer	—	R.M. Bailey	B.M. Richardson
Radio Officer	B.B. Everett	D.S.H. Thomson	D.P.Bidmead
Chief Engineer	D.W. Yool	W.H. McCallum	M.J. Ridley
Jun. Chief Engineer	B.A. Kirkley	—	—
Second Engineer	—	C. Gateshill	R.K. Binns
Third Engineer	J.L. Magill	B.J. Mountfield	J.P. Silcock
Fourth Engineer	A.W. Warburton	P.J. Morris	C.D. Hughes
Junior Engineers	R.W. Jones	S.T. Davies	C.C. Anderson
	H.C. Carter	G. Cook	R.J. Pring
	G. Nicholas	—	A. Marsh
Electrician	J.D.W. McLaren	M.B. Tawn	K.W.G. Hampton
Chief Steward/Purser	R.J. Jenkins	J.T. Jones	K. Llewellyn
Navigating Cadets	J.M. Scott	I.H. Wooley	D.G. Morgan

	S.W. Prescott	P. Ward	J.F. Hammond
	M.F. Poulloin	A.D. Slade	—
Engineer Cadet	—	M.R. Green	—
2nd Radio Officer	—	C.J. Macey	—

VANCOUVER CITY

VICTORIA CITY

WELSH CITY

Captain	A.D. Lightfoot	J.S. Murray	J.H.J. Thornhill
Chief Officer	B. Jones	J. Porteus	R.S. Butler
Second Officer	F. Scott	W.G. Wood	G.A. Collins
Third Officer	D. Burns	M.A. Hammond	J.A. Challacombe*
Radio Officer	E.G. Bromham	W.P. Hereward	D.R. Appleton
Chief Engineer	W. Morgan	R.C. Fraser	R.J. Trigg
Second Engineer	J.S. Dutton	W.R. Loades	G.D. Tattersall
Third Engineer	J. Foots	A.C. Coombs	M.B. Perrot
Fourth Engineer	R.M. Paddock	R.I. Whittington	K.J. Walmsley
Jun. Fourth Engineer	—	R.E. Diamond	—
Junior Engineers	K.G. Webber	R.G. Bracher	J.D. Warne
	F.S.D. Barrett	G. Watt	J. Gleeson
	E.J. Burrup	—	C.E. Hayles
Electrician	J.W. Warren	D.G. Smith	K.F. Bean
Chief Steward/Purser	F. Ash	C.A. Parry	R.A. Peach
Navigating Cadets	S.D.L. Lloyd-Jones	P.A. Bullard	E. Mullin
	R.M. Hewett	S.J. Davies	D.C. Evans
	—	J.D. Williams	—
Engineer Cadet	—	R.C. Quaye	—

* Uncertificated

WILKAWA

INDIAN CITY

Captain	O.J.T. Lindsay	D.C. Griffith-Jones
Chief Officer	T. Lawson	R.K. Stuart
Second Officer	P.J. Warren	B.R. Hopper
Third Officer	A.A. McCalmont	A.Mc. Beevor-Reid
Radio Officer	s>g>w> Whitmore	E.A. Vost
Chief Engineer	J.V. Barnes	R. Chambers
Jun. Chief Engineer	D.W. Litson	—
Second Engineer	—	R.U. Bell
Third Engineer	O.G. Williams	K. Rowney
Fourth Engineer	D. Millican	J. Rockey
Jun. Fourth Engineer	—	D.W. Quaye
Junior Engineers	R. Cheeseman	R.E. Pearson
	M.A. Holbrook	R.M. Worgan
	I.C. Brocket	—
Electrician	C. Villa Landa	M. Bodycombe
Chief Steward/Purser	F.W. Lever	E. Wagner
Navigating Cadets	K.J. Cribbin	S.M. Burley
	C.C. Gibbs	D.J. Cooke
	D. Hotchkiss	P.F. Matthews
2 nd Electrician	—	B.E. Davies

SHARES

Although the freight market continues to be depressed, shipping shares, for no other reason than a general stability, have risen and the ordinary and "A" Non-Voting shares are now quoted as 63½p 54p respectively against 54p and 51p quoted in our last newsletter.

CHRONOLOGICAL HISTORY

1929. One of the subsidiary companies, the Unity Shipping & Trading Co.Ltd. was wound up after its only vessel, the "MEROPI" was sold to Greece as "Taxiarchis".

The following ships were sold during the year:-

"FALLS CITY" in February, to Chr.Sa1vesen as "Seringa". Price £33,000

"BRADBURN", in May to Griffiths, Payne & Co. as "Brynmel". Price £31,700

"HOMER CITY" in April to W.A. Young as "Wyndyke". Price obtained £36,250

"BRADFORD CITY"(2) in August, to France as "Fort Medina". Price £43,000

"CORNISH CITY(2) in April to France as "Fort Binger",. Price £43,000. Delivery was taken, during this year, of the following, all built by William Gray, West Hartlepool, with Central Marine engines.

"NEW WESTMINSTER CITY"(1) 4746 gt. in July. 8600 dwt. Cost £78,814.

"PRINCE RUPERT CITY"(1) in August. 4748 gt. Cost £78,814.

"TACOMA CITY" on 18th October. 4737 gt. Cost £78,814.

"VERNON CITY" on 30th October. 4748 gt. £78,814.

"VICTORIA;CITY"(1) 16th December. 4738 gt. £82,903.

"FRESNO CITY"(1) (motor ship) built by William Doxford, Sunderland, with Doxford engines. 4 cylinder. Completed 3rd December. (4954 gt) 9000 dwt. Cost £125,783.

THE OTHER GOOSE

In our previous edition, we included a tale about a goose and its part in a wild country escapade many decades ago. We thought the following story about another goose would be interesting. There are many readers ashore and afloat who remember the days when engineers ate in their own messroom and great rivalry existed between departments. One enterprising vessel purchased two geese for Christmas dinner. They were housed on the poop and fed by the Cabin Boy. One day he inadvertently let one out. The Captain, being quick to seize the initiative, on seeing the goose going over the side, shouted - "There goes the engineers' goose"!!

OBITUARIES

It is with regret that we record the death, on Tuesday, 21st December, of Mr. Stephen Thomas Riordean Randall who, until retirement in 1967, had served the Company for 46 years. Mr. Randall was appointed to the Board of Directors in 1951 and was principally engaged in the Accounts Department.

Although Mr. Randall had not been well for some while, it was tragic that he died in the office during one of his regular visits to see the Staff. Perhaps the best tribute that can be paid to Mr. Randall is to quote the words of the Minister officiating at the Memorial Service. "Stephen was, without doubt, a man's man and had consideration for other people and was interested in their welfare. He thought the world of his two grandsons, Philip and Stephen, who have inherited the qualities of their grandfather - both excelling on the football field, one at Soccer and one at Rugby."

Mrs. Randall died a few years ago and Mr. Randall is survived by one son, John, who many will recall, served the Company at sea for some years, and to whom we extend our deepest sympathy.

We also very much regret having to report the death, very suddenly, of Captain D.L. Beynon at his home in Mumbles, Swansea, on Christmas Day. Captain Beynon, who was 58, joined the Company as an Apprentice in May 1930 and was appointed Master in September 1952. His wife predeceased him in May 1969 and we extend our sincere sympathy to the sole surviving son, John.

MARRIAGES

We would like to congratulate Third Engineer A.G. Hodgson on his marriage to Dorothy at St. Johns Church, Seaham, on 15th December. He would like to thank his friends who served with him on the "WELSH CITY" last voyage for attending the wedding.

BIRTHS

Congratulations and all best wishes to Chief Officer and Mrs. A.J.H. Crowther on the birth of a son, Mark Andrew Holland, on Friday, 10th December. We are informed that Mother and Baby are doing fine and Father's recovering slowly!!

We would also like to send congratulations and good wishes to Chief Engineer D.W. Y001 and Mrs. Yool on the birth of their son, Andrew, on 18th December. Apparently on hearing the news, Mr. Yool remarked - "Clyde built"!!

EXAMINATION SUCCESSES

Our congratulations to the following on obtaining their Certificates:—

Mr. N.B. Shilstone - Second Class Motor Certificate

Mr. D.M. Jellyman - Part "A" Second Class Motor Certificate.

In addition, it is very pleasing and encouraging to hear of the continued successes of our Cadets. This time we are delighted to congratulate Navigating Cadet A.C. Skilton on being awarded a Certificate of Merit in recognition of the high standard of work submitted in the Merchant Navy Training Board examination for Navigating Cadets Part I.

ALSO Navigating Cadet P.C. Coles on being awarded a Certificate of Merit in recognition of the high standard of work submitted by him in Part II of this examination.

WELL DONE!

An Office Dinner Dance was held at the Angel Hotel, Cardiff, on Monday, 20th December and, perhaps surprisingly, this was the first event of this kind, apart from the Golden Jubilee celebrations in 1955, to be held in the history of the Company.

In a short speech, the Chairman welcomed local representatives of the seafaring staff who were on leave and said that it was hoped in future years to increase the attendance by inviting Pensioners and more seafaring staff, but because of travelling and accommodation problems, it would appear that such invitations would have to be limited to local residents.

The unanimous decision appeared to be that the event was a great success and a provisional date for next year has been indicated as Wednesday, 20th December, 1972.

PUZZLEGRAMS

Here are the answers to those submitted in last month's edition:-

- 1) Shanghai
- 2) Tripoli
- 3) Fawley
- 4) Oslo
- 5) Bahrain

This month's clues are as follows:-

- 1) If the seventeenth letter of the alphabet has to hold back, is this what he's be told?
- 2) Noah's guardian. Gabriel?
- 3) When a cowboy takes the cattle back to the ranch, is he bringing the ?
- 4) A part of Mr. James' anatomy.
- 5) Idiotic insect?

...TRY TRY AGAIN!

Our congratulations to Mr. Ronald Hunt, at Cardiff Office, who after 84 lessons and 7 attempts, has now been granted his Proficiency Certificate to drive a motor car. If at first you don't succeed..., but seriously there is a moral - and those of us knowing Ron are aware that he is a great trier.

Captain Boyer's journey to join his vessel - m.v. "PRINCE RUPERT CITY", reminded one of our Pensioner readers, Mr. M. Dawson, of his experiences some 55 years ago. He writes.-

The report by Captain Bryan Boyer was very interesting and took me back 55 years. I was stationed in or near Basrah in 1916 and a party, including myself, were ordered to take Beit Naama (The House of Naama) which was about five miles down the Shatt-el-Arab on the same side as Basrah. After taking the house which had 72 rooms, 2 courtyards planted with orange trees and the frontage on the river was 170 yards. With the strong currents and floods in the monsoon season, we lost two motor launches and all the crews, so we started to make a track in the desert to Basrah. It was a hard job having to cut through the date plantation between the river and the desert. We got a T2 model "tin Lizzie" and Major Munro (later Air Vice Marshal) and myself used to drive to Basrah two or three times a week - me driving. So I suppose Captain Boyer went down the same road that we made. It was so bad it took us 3 to 4 hours each way. What memories!

URGENT MESSAGES FOR SEAGOING STAFF

We would draw the attention of the next-of-kin of our seagoing staff to the fact that before despatching urgent cables or radio messages to personnel on board our vessels, they should first contact this office so that we may advise the best method, bearing in mind that a radio message sent to a vessel in port may not be received until the vessel has put to sea.

We suggest that members of our seagoing staff should make this information available to their next-of-kin, so that delays in messages being received may be minimised.

CADET AWARDS

We are pleased to advise that the Directors have decided, as an incentive, to award annual prizes to Cadets whose academic and practical work merits recognition. We would emphasize that the prizes awarded to Cadets will be based on the results of Correspondence Courses, Merchant Navy Training Board examinations and on reports from Masters and Colleges regarding Cadets' practical work and enthusiasm.

The prizes will be to the value of £25 each and will be awarded at the sole discretion of the Directors.

In order that all Cadets undergoing training may participate in the scheme, four prizes will be awarded on the following basis.

1. NAVIGATING CADETS - M.N.T.B. Scheme (3rd Year)

Training Board Results Parts I and II; Correspondence Course results; Masters' (College reports where applicable) reports.

2. ENGINEER CADETS, - O.N.D. & M.E.T.C. Scheme.

First and Second Year results from Swansea or Llandaff Technical College; Springburn College reports on practical ability.

3. NAVIGATING CADETS — ON.C. & O.N.D. Training at Plymouth (School of Maritime Studies).

Results of Phase I and Phase III academic work; guided study course returns; College and Masters' reports.

4. NAVIGATING CADETS - O.N.C. & O.N.D. Training at Llandaff College, (Maritime Studies Dept).

Results of Phase I and Phase III academic work; guided study course returns; College and Masters' reports.

The scheme will operate from 1972, but by 1974 only three prizes will be awarded, as Cadets following the M.N.T.B. course of training will all have completed their Cadetships.

We feel sure this scheme will meet with approval and we hope it will encourage all our Cadets to make a more determined effort during their Cadetships.

M.V. "CHIYODA"

We have been informed by Captain Garlick that the m.v. "CHIYODA" was the largest vessel to be berthed at San Diego when she did so in November last. To mark this interesting occasion, the vessel was presented with a plaque by the Port Officials - this is to be displayed in the Smoke Room.

Through the October edition of the Newsletter, Captain Garlick knew that Mr. R.W. Sumner was in hospital at San Diego and in company with his Officers, was able to pay several visits and no doubt "cheer up" the patient and his wife with a good "yarn".

Mr. Sumner made sufficient progress to be able to return home for Christmas and has now been transferred from the National Hospital for Nervous Diseases to Garston Manor, Medical Rehabilitation Centre to continue treatment. His new address, therefore, is as follows:

"Garston Manor",
Medical Rehabilitation Centre,
High Elms Lane, Garston,
NR. WATFORD Herts.

The m.v. "CHIYODA's" call at San Diego provided Second Radio Officer Horne and Navigating Cadets A Tay, G. Sizer and D. Gunthorpe, with an opportunity of visiting the world-famous Zoo at San Diego. We thought it would be interesting to read their impressions of the visit and they submitted the following:-

The "CHIYODA" was the largest vessel so far to berth at San Diego; in consequence of this, the fact was recognised in various ways, including the presentation of tickets to enable Officers and Cadets to visit San Diego Zoo and Marine World. A brief description of San Diego would be - it is a large Naval base, comprising a number of smaller towns affiliated to it. The main features are the skyscrapers_of the city centre, its network of super highways and flyways and lasi' but not least, iusworld-famous Zoo

The hundred acre site has moving walks, cable cars, bus tours and armed guards. It is set alongside Balboa Park. It houses a vast collection of creatures. The aviary contained every , bird probably known, from the robin to the bird of Paradise. The reptile house contained an Anaconda said to be the world's largest snake, some 25 feet long and weighing up to 700 lbs., also a double-headed snake . the third kept in captivity.

The Zoo also exercises another useful function - some special projects are solely concerned with the prevention of some species from extinction. They have successfully bred the Cheetah, the double-horned Sumatran Rhino and the Siberian tiger. The Siberian tiger is apparently the largest tiger in the world.

The sky tower of the marine section is some 332 feet high with facilities for visitors to enjoy a fine view of the sea world. The marine section of the zoo was most interesting, containing a performing killer whale, a large experimental shark tank containing 3 species of sharks. These were being studied so that more knowledge could be gathered about the habits and ways of sharks. The Dolphins were very friendly and kept in an open pool, where they were the constant favourites of the visitors. The electric eel was housed in a fresh-water aquarium and the voltage indicator above the tank indicated that a discharge of some 300 volts was possible by the electric eel. Practically every fish known was displayed. After a skyride in a cable car, the party left for the return to the ship via the town and restaurants.

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