

NEWSLETTER

JANUARY 1972.

NO. 24.

INTRODUCTION

With the publication of this edition, the Newsletter celebrates its second Anniversary.

The first edition contained the hopes and aspirations for such a venture. It was hoped that with the co-operation of all concerned, it would be the means of developing a better understanding between the various sections of the Company. Included in the aspirations was the intention to develop it into something made up primarily of our ideas. A number of Companies publish Newsletters and magazines from which we could have obtained ideas and style, but it was considered preferable to develop something of our own - although at times it might appear amateurish - at least it is ours and we have not risked infringing anybody's copyright.

Initial hopes have been realised - the numerous expressions of appreciation from our Staff - ashore and afloat - testify to this. Retired members are enthusiastic in their praise, but perhaps it would be better to say that all sections of our Company fully appreciate the value of the Newsletter. Possibly not all our aspirations have been attained, but with suggestions and contributions from all readers coming in regularly, these aspirations would very soon be fulfilled.

SHIPS' POSITIONS

"ATLANTIC CITY"

On T/C to Miserochi and C. S.A.S. of Ravenna until November 1972/January 1973. Sailed New Orleans 21st December with a grain cargo for discharge Ravenna. After calling Augusta 7th January, arrived Ravenna 10th Jan. Completed discharge and sailed 17th January for New Orleans, where loads a further grain cargo for discharge Ravenna.

"CARDIFF CITY"

On T/C to Transportacion Maritima Mexicana S.A. of Mexico City until April/June 1972. Sailed Ensenada 3rd January and after calling at Acapulco completed discharge at Manzanillo and sailed 14th January. Arrived & sailed Mazatlan 15th Arrd. Guaymas 16th & sailed 24th for San Carlos, where completes loading 29th and sails for Japan where arrives middle February.

"CHIYODA"

On T/C to N.Y.K. Tokyo until 1973/1975. Sailed Panama Canal 3rd January and arrived Bremerhaven 19th to discharge cars. Sailed 20th Jan. and arrived Antwerp 21st to complete discharge cars and load cars for U.S. East Coast. Expected to sail Antwerp 26th January for Hampton Roads to load coal for Japan. Arrives Hampton Roads 5th Feb. and Japan 10th March to discharge.

"CORNISH CITY"

On T/C to Tokai Shipping Co.Ltd., Tokyo, until July/Sept.1972. Arrived Mizushima 10th January to discharge grain cargo. Sld. Mizushima 22nd and arrived Kobe 23rd. Sails Kobe 29th for Yokohama where completes 2nd Feb.

"DEVON CITY"

On T/C to South African Marine Corporation of Cape Town. Sailed Cape Town 3rd Jan., Port Elizabeth 9th and Durban 20th, for Lourenco Marques, where expected to redeliver from T/C 24th Jan. Then loads Maize at Lourenco Marques; sails about 3rd February for discharge Glasgow or Leith, where arrives 26th Feb.

"FRESNO CITY"

On T/C to Canadian Transport Co.Ltd., of Vancouver, B.C. Arrived Coos Bay 5th Jan. and sailed 12th. Arrived Port Alberni 13th and sailed 14th. Arrived Nanaimo 15th, thence Harmac where sailed 22nd for Crofton, Port Alberni, returning to Crofton to complete loading Plywood, Pulp and Lumber. Expected to sail from Crofton 27th Jan., arriving and sailing Panama Canal 8th Feb. Discharges Newport (Mon) where arrives 22nd February, Le Havre, Antwerp, Brake, Rotterdam and Bremen.

"HOUSTON CITY"

Arrived Calcutta 13th Jan., completed discharge and redelivered from Shipping Corporation of India T/C 15th Jan. Sailed Calcutta 17th Jan., for Kobe, where arrives 30th Jan. and delivers on T/C to Transportacion Maritime Mexicana S.A. of Mexico City for 10/12 months trading.

"INDIAN CITY"

Completed survey and car deck conversion at Hamburg and delivered on T/C to Yamashita Shinnihon of Tokyo 22nd Jan until November 1976/ March 1977. Sailed Hamburg 23rd Jan. for Norfolk, Va., where arrives 4th February to load coal for discharge Japan. Expect sail Norfolk 6th Feb., Panama Canal 12th and arrive Japan 8th March.

"NEW WESTMINSTER CITY"

Launched Glasgow 14th July 1971.

"ORIENT CITY"

Arrived Visakhapatnam 11th Jan. to discharge wheat cargo. Prospects uncertain but expected to complete about 12th Feb., then proceeds to Calcutta where due 14th Feb. for final completion of discharge.

"PRINCE RUPERT CITY"

Arrived East London 14th Jan. and sailed 20th with a maize cargo for discharge Japan. Arrives and sails Singapore 4th Feb. and arrives Japan for discharge 13th Feb.

"TACOMA CITY"

Launched Glasgow 5th November 1971.

"VANCOUVER CITY"

Sailed East London 28th Dec. with a maize cargo for discharge Japan. Sailed Singapore 16th Jan. and arrives Yokkaichi 26th Jan. Expect sail 28th for Chiba, then Kawasaki to complete, about 1st Feb. Then proceeds Kobe for drydocking.

"VICTORIA CITY"

On T/C to Weyerhaeuser Line. Sailed Victoria B.C. 5th Jan; Coos Bay 13th Jan with lumber and plywood for discharge Continent. Arrives and sails Panama Canal 24th Jan. Expected arrive Le Havre 8th Feb, thence Antwerp, completing discharge at Bremen 16th Feb.

"WELSH CITY"

Sld. Durban 19th Dec. with a cargo of maize for Japan. Arrived and sailed Singapore 5th Jan. Arrived Yokohama 16th Jan. and after calling Yokosuka, Kinnura, Yokkaichi, arrived Hakata 24th to complete discharge.

"WILKAWA"

On T/C to Anders Wilhelmsen & Co. Oslo, initial period expiring 1974. Arrived Yokohama 11th Jan. and sailed 14th Jan. after loading cars for discharge Newark,. Arrives and sails Panama Canal 4th Feb. and arrives Newark 9th Feb. for discharge.

DISPOSITION OF OFFICERS

	<u>ATLANTIC CITY</u>	<u>CARDIFF CITY</u>	<u>CHIYODA</u>
Captain	P.J. Boroughs	J.D. Lloyd	G.S. Garlick
Chief Officer	J.J. Kalnins	D.J. Mockett	D.J.A. Nicholl
Second Officer	J. Griffiths	B.P. Reynard	R.S. McKay
Third Officer	J.P. Andrews	K.T. O'Higgins *	M. Gaffney
Radio Officer	A. Hart	R. Jacques	J.A. Heslop
Chief Engineer	M.S. Peters	I.G.H. Taylor	T. Sukiennik
Second Engineer	J. Claydon	L.M. Williamson	J.C. Lillicrap
Jun. Second Engineer	N.B. Shilstone	-	-
Third Engineer	-	R.E. Russell	A. Taylor
Fourth Engineer	M.C. Woodman	K.J. Blunt	P.R. Bryant
Jun. Fourth Engineer	-	-	G.M. Dickson
Junior Engineers	D.G. Dunn	R.P. Sagastume	D.E. Horne
	W.G. Treherne	P.J. Wood	R.W. Miller
	J.R. Jones	-	-
Electrician	D.G. Grant	T. Willoughby	T. McMahon
Chief Steward/Purser	L. Slawinski	R.G. Moylon	J.D. Peebles
Navigating Cadets	N. Davies	A. Abel	D.E. Stannard
	A.B. Ward	A. Tay	T.R. Harrison
	-	W.P. Barnes	-
Engineer Cadet	-	C. Graddage	-
Second Radio Officer	-	-	S.C. Horne

* Uncertificated

	<u>CORNISH CITY</u>	<u>DEVON CITY</u>	<u>FRESNO CITY</u>
Captain	D.B. Jack	F.J. Johns	A.B. Parkhouse
Chief Officer	W.D. Jones	K.B. Whitting	L.R. Staines
Second Officer	S.A.T. Schooledge	T.E. Thistleton	P.G. Deschamps
Third Officer	A.G. Stockman *	P.G. Thompson	J. Paton *
Radio Officer	D.C. Short	L.M. Campbell	E.A. Willocks
Chief Engineer	E.R. Morgan	L. Sykes	L.G.I. Taylor
Jun. Chief Engineer	D.W. Morse	-	J.F. Hewson
Second Engineer	-	W.A. Bruce	-
Jun. Second Engineer	-	-	R. Day
Third Engineer	R.C. Butcher	K. Green	-
Fourth Engineer	D. Martin	S. Phillips	B. Scarlett
Jun. Fourth Engineer	D.M. Jellyman	T.W. Davies	J.S. Davie
Junior Engineers	P.E. Bradshaw	G.G. Poulloin	D. Lowes
	-	-	A.C. Herbert
Electrician	H. George	R. Wooldridge	L. Lomax
Chief Steward/Purser	L.B. Surrey	P. Cawley	C.J. Harry
Navigating Cadets	P.C. Roberts	A.R. Jutsum	P.L. Morgan
	I.M. Stewart	C.G. Perrott	R.A.D. Woodward
Engineer Cadet	P.H. Evans	-	-

	<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	R.K. Stuart	C.J. Brazier
Sen. Second Officer	-	E.W. Walmsley	-
Second Officer	K. Milburn	B.R. Hopper	P.M. Baverstock
Add. Second Officer	A.E. Hicks	-	-
Third Officer	-	T. Haxell	R.M. Bayley
Radio Officer	B.B. Everett	E.A. Vost	D.S.H. Thomson
Chief Engineer	D.W. Yool	R. Chambers	W.H. McCallum
Jun. Chief Engineer	B.A. Kirkley	-	-
Second Engineer	-	R.U. Bell	C. Gateshill
Third Engineer	J.L. Magill	K. Rowney	B.J. Mountfield
Fourth Engineer	A.W. Warburton	J. Rockey	P.J. Morris
Jun. Fourth Engineer	-	D.W. Quaye	-
Junior Engineers	R.W. Jones	R.E. Pearson	S.T. Davies
	H.C. Carter	R.M. Worgan	G. Cook
	G. Nicholas	-	M.R. Green
Electrician	J.D.W. McLaren	S. Cullinane	M.B. Tawn
Chief Steward/Purser	R.J. Jenkins	E. Wagner	J.T. Jones
Navigating Cadets	J.M. Scott	S.M. Burley	P. Ward
	S.W. Prescott	D.J. Cooke	I.H. Woolley
	M.F. Poulloin	-	A.D. Slade
Second Electrician	-	B.E. Davies	-
Second Radio Officer	-	-	C.J. Macey

	<u>PRINCE RUPERT C.</u>	<u>VANCOUVER CITY</u>	<u>VICTORIA CITY</u>
Captain	B.A.G. Boyer	A.D. Lightfoot	J.S. Murray
Chief Officer	M.E. Jones	B. Jones	J. Porteous
Second Officer	P.P. Hames	F. Scott	W.G. Wood
Third Officer	B.M. Richardson	D. Burns	M.A. Hammond
Radio Officer	D.P. Bidmead	E.G. Bromham	W.P. Hereward
Chief Engineer	M.J. Ridley	W. Morgan	R.C. Fraser
Second Engineer	R.K. Binns	J.S. Dutton	W.R. Loades
Third Engineer	J.P. Silcock	J. Foots	A.C. Coombs
Fourth Engineer	C.D. Hughes	R.M. Paddock	R.I. Whittington
Jun. Fourth Engineer	-	-	R.E. Diamond
Junior Engineers	C.C. Anderson	K.G. Webber	R.G. Bracher
	R.J. Pring	F.S.D. Barrett	G. Watt
	A. Marsh	E.J. Burrup	-
Electrician	K.W.G. Hampton	J.W. Warren	D.G. Smith
Chief Steward/Purser	K. Llewellyn	F. Ash	C.A. Parry
Navigating Cadets	D.G. Morgan	S.D.L. Lloyd Jones	P.A. Bullard
	J.F. Hammond	R.M. Hewett	S.J. Davies
		-	J.D. Williams

WELSH CITYWILKAWA

Captain	J.H.J. Thornhill	O.J.T. Lindsay
Chief Officer	R.S. Butler	T. Lawson
Second Officer	G.A. Collins	P.J. Warren
Third Officer	J.A.Challacombe *	A.A. McCalmont
Radio Officer	D.R. Appleton	S.G.W. Whitmore
Chief Engineer	R.J. Trigg	J.V. Barnes
Jun.Chief Engineer	-	D.W. Litson
Second Engineer	G.D.Tattersall	-
Third Engineer	M.B. Perrott	O.G. Williams
Fourth Engineer	K.J. Walmsley	D. Millican
Junior Engineers	J.D. Warne	M.A. Holbrook
	J. Gleeson	I.C. Brocket
	C.E. Hayles	R. Cheeseman
Electrician	K.F. Bean	C. Villa Landa
Chief Steward/Purser	R.A. Peach	F.W. Lever
Navigating Cadets	E. Mullin	K.J. Cribbin
	D.C. Evans	D. Hotchkiss

* Uncertificated

THE FIRE HAZARD AT SEA

The following contribution from our Technical Director, Mr. T.W. Major, should remind all who read it how important it is to be conscious of the perpetual need for adequate fire prevention precautions.

In the previous edition of the Newsletter, reference was made to the death of Captain D.L. Beynon. Many of our readers will remember that Captain Beynon was Master of the ill-fated "CORNISH CITY" which caught fire in Aden Harbour whilst bunkering. The accommodation and engine room were burnt out and the vessel subsequently became a total loss. Two Engineer Officers lost their lives and one, Mr. Chatten, was seriously burned.

At the subsequent Court of Inquiry, the Company and its Officers were completely exonerated from any blame or negligence of any kind and the ship's equipment and fire-fighting gear was found to comply with all the existing Rules. The loss of the vessel was serious and the loss and injury of our Staff was devastating. We held our own internal inquiry and, over the months that followed, drew up and subsequently put into effect, our own requirements which, to this day, go far beyond Department of Trade & Industry Rules. Briefly, these are:-

1. Only fire resistant paints are to be used in alleyways, galleys, deckheads of rooms and throughout accommodation.
2. Self-breathing equipment would be supplied, so that a man fighting a fire could breathe safely and move swiftly.
3. We would try to see that fire drills were more than just a formality and that genuine practices were held so that men could become familiar with the equipment.
4. These fire drills have shown that air bottles of the self-breathing apparatus soon empty and we have supplied compressors so that they could be filled on board.
5. We have continued to fit electric emergency fire pumps which are genuinely self-priming and are well away from the accommodation and engine room.
6. We have asked that Management Meetings discuss the question of fire-fighting, fire patrols, alarms and communication under black-out conditions, which would come about under

7. As leave and opportunity permitted, Officers would attend Special Marine Fire Fighting Courses.
8. Total flood C.O.2 extinguishing systems to be fitted in all engine rooms.

Only Items 2 and 3 are a D.T.I. requirement even today, and in some fleets, Item 3 is more often honoured in the letter, rather than the spirit. The "CORNISH CITY" fire took place almost exactly nine years ago. It was strange that, returning from Captain Beynon's funeral, two letters - reproduced below - came in with the second post:

Voyage 5. "CORNISH CITY"
26th November 1971. at Seattle.

Dear Sirs,

At 2100 hours on Monday, 15th November the general alarm was sounded. The vessel was rolling heavily at the time, when a quantity of lubricating oil slopped from a container on the middle platform onto the exhaust manifold of the port engine. The situation was dealt with immediately by the Fourth Engineer, who stopped the engine, sounded the general alarm and extinguished the fire.

The fire was put out immediately and the engine run at reduced speed for a time before resuming normal revolutions. The Writer was very pleased with the way the Engineers behaved through this situation as, within a very short time, all were present in the control room suitably attired with the Electrician reporting that the emergency generator and fire pump were running.

Yours faithfully,

J.G. Howell - Chief Engineer.

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Voyage 12.

"WILKAWA"
12th December 1971 at Sea.

Dear Sirs,

Small Fire in Engine Room

At 1215 hours today, 12th December a small fire occurred in the engine room. This was caused by a piece of wood, about 50cm. long by 2 cm. wide, attached to a piece of oily rag, igniting, having been dropped or fallen onto the main engine exhaust trunking. The fire was quickly extinguished and I am pleased to say no damage to the vessel resulted. The Chief Engineer is reporting fully on the incident in his passage report.

It was gratifying to see that when the Engineer on watch sounded the fire alarm, all the Officers and Ratings immediately proceeded to their fire stations, hoses were run out, fire extinguishers at hand and the first aid party ready.

Yours faithfully,

(Captain) O.J.T. Lindsay.

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Good has come out of evil! In the nine years since the "CORNISH CITY" fire we have had fires on the "CARDIFF CITY", "WILKAWA", and "WELSH CITY". On the "HOUSTON CITY" an early morning fire patrol saved the life of a man who had gone to sleep holding a cigarette and on the "INDIAN CITY" in Hamburg, prompt use of self-breathing apparatus helped to save the lives of men who had been rendered unconscious when their watches accidentally ignited. C.O.2 extinguishers

The moral is that in the highly complex environment of a ship, even the greatest care and attention will not prevent fires happening, but good equipment, training and proper precautions will prevent them injuring our Staff. We hope that you who read these Notes will re-double your efforts, where all aspects of safety are concerned, so that this good record will continue.

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May I contribute a few words on what is surely the greatest of all hazards to the seafarer - Fire!

Nothing remains in our minds more intensely than the tragedy on the old "CORNISH CITY" and, whenever reports are received involving fires on board, however minor, one immediately must consider what other steps need to be taken to obviate this frightening risk. The examples above indicate the diligence and attention that is given to the means of avoiding such occurrences and I can only emphasize the importance of us all keeping this subject very much in our minds at all times.

For my own part - and a personal experience during the War - when, strangely enough, as a Battery Commander on a T.L.C., my involvement in assisting in the rescue of an accompanying Naval vessel that had been torpedoed and was on fire, was an experience which I am sure instills in me the urgency of ensuring that efficient systems exist in our fleet to combat such hazards.

C.R. CHATTERTON.

m.v. "VICTORIA CITY" visits Victoria City, B.C.

We were delighted to receive from Mr. J.F. Kaltenbach, our Chief Accountant, press cuttings sent to him by his relatives living in Brentwood Bay, B.C., giving an account of the "VICTORIA CITY's" call at her name port. At the same time, we received press cuttings and a letter from Captain Murray. The vessel was visited by The Mayor, who presented the vessel with a pewter plate emblazoned with the Arms of the City. In return, Captain Murray presented the Mayor with a specially decorated lifebuoy and, from the colour photograph received, the work on the lifebuoy was of a very high standard.

BITS AND PIECES

It is always interesting to be aware of the odd cargoes we carry these days and the following letter received from the Bureau of Customs in San Diego, will be of interest!

"On November 15, 1971 Customs Officers discovered approximately 115 pounds of hashish in the compartment housing the altered fuel tank of a Volkswagen van. This vehicle was aboard the m.v. "CHIYODA" and was en route from Bremerhaven, Germany, to San Francisco, California. The vehicle was off-laden in San Diego to facilitate removal of ship's cargo and it was at that time the hashish was discovered".

Seriously, a very nice note was received from the Customs thanking the Master and Officers for their co-operation and courtesy during this incident and the Company's appreciation has already been conveyed to the vessel.

A Drug Seminar was held at Southampton in August last year which was attended by Cadets Hotchkiss, Hutchings, Skeoch and Scott. The four Cadets sent in their impressions of the Seminar and, following on the incident on board the "CHIYODA", we thought a precis of the reports would be interesting. Mr. P.P. Hames, Second Officer, also attended a similar Seminar at the Central Police Station in Hull and also submitted a report.

It is common knowledge that the "drug" problem is today one of our major social difficulties. The steps being taken to combat this menace are many and successful. It appears, however, that much remains to be done to convince, happily a minority, of those who resort to the use of drugs and those who profit by the trade that only extreme harm can be the end result. The tragedy is that many drugs have their medical uses, but have been so misused. Opium, apparently is refined into many different drugs, such as Morphine and heroin. Cocaine is derived from the leaves of the plant Erythroxylon Coco. South American Indians were paid by giving them Cocaine as half their wages. In this country, it is smoked as a cigarette - known as a reefer. Cannabis is another well used drug, known also as Indian hemp, Marijuana, Hashish, etc.

Hashish or Cannabis is dangerous drug; its Turkish translation is sufficient description - translated it means "Assassin". S.D. seems to be the problem drug - it has no medical use and its effects can be disastrous. The subject is too large to deal with adequately here, but Mr. Hames and the Cadets felt more informed about the drugs problem as a result of the Seminars.

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It was good to receive a note from Mr. R.W. Sumner the other day. He is keeping up the good work with good progress. He sent a cutting from the Guernsey Evening Press with a reference to Captain William Laity, who has assumed Command of the new Container Ship "GUERNSEY FISHER". Captain Laity was an Apprentice with us in 1928 and left the firm in 1945 as Chief Officer. It is possible many will remember him. He is the Senior British Rail Cargoboat Master.

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ANSWERS TO PUZZLEGRAMS

1. Kuwait.
2. Archangel
3. Stockholm
4. Sydney
5. Antwerp.

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CAN ANYONE BEAT THIS RECORD?

For the first time in 37 years 1 month 12 days with Sir William Reardon Smith & Sons Limited, we have to report that Mr. Ronald Hunt (the great trier) overslept on the morning of 7th January 1972.

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We hasten to correct what might be an error in our last Newsletter in connection with the Dinner Dance held last December, inasmuch as a number of our Pensioners have advised that there was a Dinner Dance held on the 18th December 1926. We were aware of a function being held on this date, but our records did not show this to be a Dinner Dance, but merely a Dinner to celebrate the Company's Coming of Age. Maybe the tempo of dancing was such that memories would not have been implanted to the same extent as today's stampede!

In any case, the Dinner Dance held in December 1971 was the first one which did not require, as an excuse, any particular anniversary.

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SOMETHING DIFFERENT!

We would like to thank Mr. D. Mockett for the following report on a race Meeting held on board the "INDIAN CITY" when Mr. Mockett was Second Officer. It is worth noting that our Chairman, in acknowledging the report in a letter to Captain Griffith-Jones, referred to the distinct possibility that the naming of the horses for the 1800 and 1845 races was the result of the influence of a certain Officer!!

As is the usual practice on this ship, Sunday night is reserved for a buffet and, if the Bar Committee agree, a Free beer occasion too! Normally darts matches are played, but suggestions were invited for something different. The gamblers among us put forward the idea of Horse-racing. Immediate reaction - NONSENSE! However, with a little bit of push, the idea was developed and preparations started.

"Horses" cunningly disguised as boats made from cancelled charts (amazingly versatile is the cancelled Admiralty chart), were constructed and painted. Large dice made and painted, with NO provision for loading, then a course laid out on the Smokeroom tiles, most important though, was the organisation of a betting system and a reliable (!) "Bookie". Our mild Chief Engineer was magically transformed into Honest Bob Chambers, "Turf Accountant". His efforts were magnificent in devoting time and energy into the intricacies of betting, as few on board have any real experience of the "back room" techniques.

"Horse" names and their ancestry were decided by all in the Smokeroom one night as were the race dedications. Sunday evening arrived with preparations completed with six horses ready for Starter's orders. The Bookie was ready with a tote board, betting slips, a lot of patter, a Gladstone bag, a green eyeshade and the store truck to take away his anticipated profits.

Five races were scheduled on the card and as all horses were on their first outing, no form was available. However, most of the pedigrees of those competing were available. The racing card was as follows at - THE IRON ORE CIRCUIT.

1800 MERMAID STAKES

- | | | |
|------------------|----------------|--------------------|
| 1. The Chairman | Out of Office | by Running Cost |
| 2. Major's Folly | Out of Cash | by Spares Dept. |
| 3. Make a Lee | Out of Rust | by Paint Spray |
| 4. The Gillie | Out of Country | by Bosses Desire |
| 5. Little Lionel | Out of Amps | by Voltaire |
| 6. Bar Birrells | Out of Cadets | by Shattered Dream |

1. Hardy Grey	Out of Personnel	By Leave
2. Honest John	Out of Accounts	by Portage Bill
3. Leonardo	Out of Paper	by Balance Sheet
4. Ozzy	Out of Bonnie	by Clyde
5. The Deacon	Out of Keep a Check	by Survey
6. Indian City Officer	Out of Work	by Owners Wish

(No. 6 is a strange beast of doubtful origin).

1930 DISASTER DERBY

1. Andrea Doria	Out of Waiters	by Stockholm
2. H.M.S. Hood	Out of Service	by 30 mile Sniper
3. Titanic	Out of White Star Dream	by Iceberg
4. Torrey Canyon	Out of Stability	by Pollard Rock
5. Bismark	Out of Buoyancy	by British Navy
6. Pacific Glory	Out of Commission	by Allegro

2015 TUFF FILLEY STAKES

1. Andy Pandy	
2. Roger the Dodger	
3. Wavy Davy	
4. Piccolo Pete	No pedigree available
5. Sour Kraut	
6. Give it Stick	

2100 UNFORTUNEATES HANDICAP

1. Indian City	
2. Victoria City	
3. Wilkawa	
4. Chiyoda	Limited information only.
5. Houston City	
6. Fresno City	

Horses were auctioned and betting started with the field at 4-1. Betting was reluctant at first but was still open until the leading horse had completed the first lap. Excitement increased on the second and third laps with horses jockeying for position. The bookie was seen to take a couple of aspirins and wives were on hands & knees urging their horses on to greater things.

In the first race, The Chairman and Major's Folly were neck and neck down the home straight with Make a Lee, Little Lionel (F) and Bar Birrells about six lengths behind. The Gillie, despite a good start and support from owners and punters, was way behind still on the third lap. However, as with all racing, things are not always as they seem and Little Lionel got a move on to romp home easily. The field in its scattered state took time to catch up, but eventually Make a Lee came in second and The Gillie made a fine run to secure third place.

As the bookie only paid out for a win, he was well pleased with Little Lionel's efforts and was seen to be glowing with happiness. Soothing music was played to calm shattered nerves.

The second race was equally exciting and once again the favourite came in first, much to the bookie's joy. He was now positively incandescent. With only two races over, tension was increasing and the book showing a healthy profit.

The Disaster Derby, however, created havoc. Punters had noticed that horses drawn in the centre lanes seemed to have an advantage which resulted in them being favourites. As betting was not closed until the first lap was completed, this situation held true. Once betting was closed, the situation altered drastically with the outsiders dominating the running and achieving the first three places. The bookie was horrified watching his profits dwindle rapidly. Muttered oaths were heard around and the favourite nearly met an untimely death under a size 8 foot while still halfway down the third lap. Soothing music was in great demand and the Bar profits took a battering with the drowning of sorrows.

The fourth race gave its share of thrills with a lightly backed horse winning, giving the bookie a boost to break even. Probably the Unfortunates Handicap was most eventful, as everybody had experience of how and when to place bets. The lead changed many times around the course until the closing stages when all horses were bunched up close to the line and any one could take it. The bookie sensing impending doom, attempted a getaway, but returned after a threat of forcible restraint was given. His fears were soon justified when Fresno City, an absolute outsider, took first position. The bookie paid out with a sick grin but the situation was not so dismal as it appeared.

When the final accounting was done, the book showed a loss of only 14 beers and 9 beers as the highest individual loss. Bar profits are such that the bookie's loss can be easily absorbed.

The evening was thoroughly enjoyed by all, especially the winners and was definitely "something different"! There is likely to be another meeting, but the competitors and date are uncertain. Your Reporter: Dave Mockett, Second Officer.

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OBITUARY

The death occurred on 5th January of Mrs. Elizabeth Low and our older readers would know that Mrs. Low was a daughter of the Founder of the Company, the late Sir William Reardon Smith, Bt. It will also be remembered that the late Mr. Low was a Director the Company, who died in 1955.

Our sympathy is extended to the family, particularly to Mrs. Low's daughter, Mrs. Grace Dunseith and to her sisters Mrs. L.N. Liley and Miss G.H. Smith.

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MARRIAGES

Our congratulations and best wishes are extended to Mr. F.E. Robinson, Fourth Engineer, on his marriage to Miss June Granger at Poole on 10th December 1971.

We also send congratulations and all good wishes to Mr. C.G. Starr, Uncertificated Third Officer, who was married to Miss Janet Morton in Plymouth on 31st December 1971.

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EXAMINATION SUCCESSES

We congratulate the following on attaining their Certificates:-

Mr. D.J.A. Nicholl	-	Master's Certificate
Mr. E.W. Walmsley	-	" "
Mr. A.M. Beevor-Reid	-	Second Mate's Certificate
Mr. J.J. Baghurst	-	Second Class Motor Certificate
Mr. E. Hoy	-	Part "A", Second Class Certificate.

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SHARES

Very little change in share prices has occurred and, because of the continued depressed state of the freight market, little activity in our dealings is recorded. Consequently, even all buyers tend to cause an erratic condition and the present quotations are given as 62p and 50p respectively for the ordinary and "A" Non-Voting Shares, against 63½p and 54p respectively quoted in our last Newsletter.

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CHRONOLOGICAL HISTORY

1929 (continued) Mr. Douglas Smith, who visited the Pacific Coast during this year, decided that it would be advantageous to the new liner service (see 1928) for the firm to have an office on the Coast and in this year the Company (Sir Wm. Reardon Smith & Sons Ltd) established a branch office in San Francisco.

The following is a brief account of the wreck of the "NORWICH CITY", which vessel sailed from Melbourne on 17th November and for Vancouver B.C., via Honolulu, where it was intended to replenish her bunkers of oil fuel. The early days of the voyage were uneventful, but on 25th November the vessel ran into a cyclonic disturbance and encountered strong head winds and heavy seas, with frequent rain squalls. These conditions continued throughout the next day, after which the wind and sea moderated. Thereafter conditions became fair until the afternoon of 29th November when the wind freshened, with a rough sea and conditions deteriorated as night fell. The peculiar weather conditions prevailing at the time appear to have caused exceptionally strong currents which set vessel off her course and at 11 p.m. on 29th November the "NORWICH CITY" stranded on Gardner Island, one of the Phoenix Group in the Pacific Ocean.

At the time of the stranding there was a strong south westerly wind and a rough sea, causing the vessel to pound heavily on the reef, but as there did not appear to be any immediate danger, it was decided that the crew should remain on board and await daylight. In the meantime, S.O.S. signals were sent out on the ship's wireless and the crew made ready for the launching of the lifeboats.

At 4 o'clock on the following morning, fire broke out in the engine room and being unable to get to the seat of the fire, it was decided to abandon ship before daylight arrived. In launching the port lifeboat a heavy sea smashed the boat and carried it away and the crew were ordered into the starboard lifeboat.

When endeavouring to get clear of the ship, the boat capsized owing to the heavy seas and eleven officers and men were drowned. The survivors swam to the reef and waded to the shore. The castaways remained on the island, which was uninhabited, for four and a half days and, during this time, existed on the provisions which had been in the lifeboat and which were washed ashore.

In the meantime, the Administrator of Western Samoa had despatched the British s.s. "TRONGATE" to the assistance of the shipwrecked mariners and this vessel arrived and lay off the island on 3rd December. About the same time the Norwegian motorship "LINCOLN ELLSWORTH", in response to the wireless call for help, also arrived.

The "TRONGATE" soon after her arrival sent off a surf boat manned by six natives of the Ellice Islands, to take the survivors off. Both of the ships launched boats which remained outside the reef, whilst the surf boat made several trips to the island and brought out the survivors through the surf to the waiting boats, which carried them to the parent vessels.

Twentyfour survivors owed their lives to the heroism of the six Ellice Islanders and to the prompt action on the part of the Masters of the "TRONGATE" and "LINCOLN ELLSWORTH" and their crews. After all survivors had been taken off the Island, the "TRONGATE" returned to Apia with twelve of them and the remainder were landed at Sydney, N.S.W., by the "LINCOLN ELLSWORTH".

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