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Reardon Smith Line Limited

S**NEWSLETTER**MARCH 1972.NO.26.INTRODUCTION

The ending of the emergency has more or less enabled office life to return to normal. Heating can now be switched on; the hot soup has disappeared.

However, problems remain, each one with its own particular worry and anxiety. The world of fantasy sometimes proves an antedote to the varied complexities of business life. An hour or two visiting such a place as "Disneyland" could be an antedote highly recommended and included in this edition is an account of such a visit.

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SHIPS' POSITIONS"ATLANTIC CITY"

On T/C to Misericchi & C.S.A.S. of Ravenna until November 1972/Jan.1973. Arrived Genoa 28th Feb. to commence discharge of grain cargo and sailed 3rd March. Arrived Ravenna 7th, where completed 11th March. Presently on passage to New Orleans to load grain, arriving 28th March, for discharge Genoa and/or Ravenna. Expected arrival Genoa 18th April.

"CARDIFF CITY"

On T/C to Transportacion Maritime Mexicana S.A. of Mexico City until June 1972. Sailed Yokohama 19th Feb. Then called Yokkaichi, Nagoya and Kobe where completed discharge and commenced loading. Sailed Kobe 5th March for Nagoya, Yokohama and Shimizu where completed loading and sailed 12th for Los Angeles. Expected arrive Los Angeles 26th to commence discharge.

"CHIYODA"

On T/C to N.Y.K. Tokyo until 1973/75. Sailed Panama Canal 24th Feb. and arrives Muroran 22nd March to discharge coal cargo. Then loads cars at Nagoya where expected sail 28th. Transits Panama Canal 20th April and arrives Continent 5th May for discharge.

"CORNISH CITY"

On T/C to Tokai Shipping Co.Ltd., Tokyo until July/September 1972. Sailed Shimizu 24th Feb. with a cargo of steel and motor cycles. Sailed Panama Canal 19th March and arrives Baton Rouge 23rd to commence discharge. Then calls Jacksonville and Philadelphia to complete about 4th April. Then proceeds Tampa to load phosphate for discharge Japan. Sails Tampa 12th, Panama Canal 17th and arrives Japan 10th May.

"DEVON CITY"

Arrived Leith 7th March. Completed discharge 13th and sailed 16th. Arrived Newcastle upon Tyne 17th where drydocks prior to handing over to new owners.

"FRESNO CITY"

Arrived Newport, Mon. 27th February with lumber, plywood and pulp loaded under T/C to Canadian Transport Co.Ltd., of Vancouver B.C. Sailed 1st March. Called Le Havre, Antwerp, Rotterdam and Bremen where completed discharge, redelivered from T/C and sailed 11th March. Presently on passage to B.C. to load on the R.S.L. B.C./U.K./Continent service. Arrives Panama 26th, B.C. 8th April. Arrives U.K./Cont. towards the end of May.

"HOUSTON CITY"

On T/C to Transportacion Maritima Mexicana S.A. of Mexico City until December 1972/February 1973. Arrived Los Angeles 28th February. Called Ensenada, Acapulco, Manzanillo, Mazatlan and sailed Guaymas 17th March for Long Beach and/or Ensenada, to complete loading about 27th. Then sails for Japan where expected to arrive about 11th April.

"INDIAN CITY"

On T/C to Yamashita Shinnihon S.S. Co.Ltd., Tokyo, until November 1976/ March 1977. Arrived Kashima 17th March to discharge coal cargo. Sailed 19th for Yokohama where loads cars for discharge U.S.E.C. Sails Yokohama 21st, Panama Canal 14th April and arrives Newark 21st April to commence discharge, completing Norfolk Va. about 25th April.

"NEW WESTMINSTER CITY"

Arrived Rosario 7th March, commenced loading and completed at Buenos Aires. Sailed 15th for Durban, where arrives 29th, Singapore 11th April, Japan 19th for discharge.

"ORIENT CITY"

Sailed Calcutta 25th Feb. Delivered on T/C to Intermare Transport G.M.B.H. Hamburg, passing Singapore and arrived Bangkok 4th March. Sailed 8th and arrived Ko Sichang 8th where finally completed loading and sailed 10th for Singapore. Sailed Singapore 13th March after bunkering and arrives Rotterdam 19th April for discharge.

"PRINCE RUPERT CITY"

Sailed Yokkaichi 1st March. Arrived Crofton 16th and delivered on T/C to Canadian Transport Co.Ltd., of Vancouver B.C. Calls Harmac and Port Alberni where expected to sail 26th for U.K./Cont. Sails Panama Canal 8th April and arrives Zeebrugge 23rd to commence discharge. Then proceeds London, Antwerp, completing at Lorient early May.

"TACOMA CITY"

Expected to deliver from Builders at Glasgow 7th April.

"VANCOUVER CITY"

Arrived Tahsis to load on R.S.L. B.C./U.K./Continent service, 24th February. Sailed 1st March, arrived and sailed Portland, Or. 2/4th March. Arrd. Nanaimo 5th and sailed 7th. Arrived Watson Island 8th and sailed 15th after completing loading programme. Arrives Panama Canal 27th and Ghent 13th April to commence discharge. Then proceeds Bremen and Cardiff, where arrives 22nd April to complete discharge.

"VICTORIA CITY"

Sailed Panama Canal 4th March and arrived Nanaimo 15th to commence loading on the R.S.L. B.C./U.K./Cont. service. Sailed 17th for Longview, Tahsis and Vancouver, B.C. where completes loading early April. Arrives Panama Canal 14th, Cardiff 28th April, to commence discharge. Expect sail 4th May for Antwerp and/or Bremen. Expected completion and sailing 7th May.

"WELSH CITY"

On T/C to Jugoslavenska Linijska Plovidba of Rijeka. Sailed Singapore 22nd February. Expected to arrive Beirut 31st March, completing discharge at Lattakia 8th April.

"WILKAWA"

On T/C to Anders Wilhelmsen & Co. Oslo, initial period expiring 1974. Sailed Stockton 9th March with a cargo of Petroleum Coke. Arrives ~~Stockton~~ 25th completing discharge 1st April.

DISPOSITION OF OFFICERS

	<u>ATLANTIC CITY</u>	<u>CARDIFF CITY</u>	<u>CHIYODA</u>
Captain	P.J. Boroughs	A.L.G. Gosset	G.S. Garlick
Chief Officer	R.I. Crawford	A.P. Stapley	D.J.A. Nicholl
Second Officer	J. Griffiths	G. Mapplebeck	R.S. McKay
Third Officer	J.P. Andrews	K.T. O'Higgins*	M. Gaffney
Radio Officer	A. Hart	R. Jacques	J.A. Heslop
2nd Radio Officer	-	-	S.C. Horne
Chief Engineer	M.S. Peters	B.J.O. Lewis	T. Sukiennik
Jun. Chief Engineer	J.H. Hutchinson	D.W.G. Pike	-
Second Engineer	-	-	R.J. Easton
Jun. Second Engineer	N.B. Shilstone	-	-
Third Engineer	-	R. Dunbar	A. Taylor
Fourth Engineer	M.C. Woodman	C.P. Greenwood	P.R. Bryant
Jun. Fourth Engineer	-	M.J.D. Hannaford	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	E.D.G. Carter	S.S. Hopkin	T. McMahon
Second Electrician	R. Carter		
Chief Steward/Purser	L. Slawinski	K.F. Jackson	J.D. Peebles
Navigating Cadets	S.P. Hodges	A. Tay	D.E. Stannard
	P. Murray	W.P. Barnes.	T.R. Harrison

	<u>CORNISH CITY</u>	<u>FRESNO CITY</u>	<u>HOUSTON CITY</u>
Captain	D.B. Jack	A.B. Parkhouse	J. Cann
Chief Officer	W.D. Jones	L.R. Staines	E.W. Walmsley
Second Officer	S.A.T. Schooledge	P.G. Deschamps	J.E.S. York
Third Officer	A.G. Stockman *	J. Paton *	C. Bowell
Radio Officer	D.C. Short	E.A. Willocks	J. Carwardine
Chief Engineer	E.R. Morgan	J.F. Hewson	D.W. Litson
Jun. Chief Engineer	D.W. Morse	D.M. Parsons	-
Second Engineer	-	-	C.H. Primrose
Third Engineer	R.C. Butcher	T.A. Smith	A. Magorrian
Fourth Engineer	D. Martin	J.S. Davie	F.E. Robinson
Jun. Fourth Engineer	D.M. Jellyman	-	-
Junior Engineers	P.E. Bradshaw	D. Lowes	N. Carroll
	-	A.C. Herbert	W.D. Davies
	-	M. Doyle	-
Electrician	H. George	L. Lomax	J.C. Gardiner
Chief Steward/Purser	L.B. Surrey	C.J. Harray	E.H. Sefton
Navigating Cadets	P.C. Roberts	P.L. Morgan	P.F. Matthews
	I.M. Stewart	R.A.D. Woodward	A.C. Baxter
	-	T.A. Jowett	J.A. Stewardson
	-	-	S.W. Miller

	<u>INDIAN CITY</u>	<u>NEW WESTMINSTER CITY</u>	<u>ORIENT CITY</u>
Captain	D.C. Griffith-Jones	M.J. Higgins	D.L.G. Jones
Chief Officer	R.K. Stuart	A.J.H. Crowther	C.J. Brazier
Second Officer	B.R. Hopper	N.P. Waldron	P.M. Baverstock
Third Officer	T. Maxwell	A. McBeavor-Reid	R.M. Bayley
Radio Officer	E.A. Vost	A.S. Ferguson	D.S.H. Thomson
2nd Radio Officer	-	-	C.J. Macey
Chief Engineer	R. Chambers	C.A.J. White	M.C. Barrall
Second Engineer	R.U. Bell	G. Hughes	C. Gateshill
Third Engineer	K. Rowney	I.R. Skidmore	B.J. Mountfield
Fourth Engineer	J. Rockey	E. Hoy	P.J. Morris
Jun. Fourth Engineer	D.W. Quaye	D. Brown	-
Junior Engineers	R.E. Pearson	N.P. Treen	S.T. Davies
	R.M. Worgan	I.S. Hughes	G. Cook
	-	-	M.R. Green
Electrician	S. Cullinane	C.J. Nicholas	M.B. Tawn
Second Electrician	B.E. Davies	-	-
Chief Steward/Purser	E. Wagner	D. McPhail	J.T. Jones
Navigating Cadets	S.M. Burley	P.C. Coles	P. Ward
	D.J. Cooke	C.C. Gibbs	I.H. Woolley
			A.D. Slade

	<u>PRINCE RUPERT CITY</u>	<u>TACOMA CITY</u>	<u>VANCOUVER CITY</u>
Captain	W.J. Cross	T.W.D. John	A.D. Lightfoot
Chief Officer	R.E. Clifford	D.B. Wootton	B. Jones
Second Officer	K. Jones	N.P. Epps	F. Scott
Third Officer	C.R. Goddard	A.A. McCalmont	D. Burns
Radio Officer	J.R. Mathews	F.G. Taylor	E.G. Bromham
Chief Engineer	J.E. Towing	L.G.I. Taylor	W. Morgan
Second Engineer	D. Rodger	J. Scott	J.S. Dutton
Third Engineer	A.G. Hodgson	I. Jones	J. Foots
Jun. Third Engineer	-	D.J. Jennings	-
Fourth Engineer	R.B. Adey	-	R.M. Paddock
Jun. Fourth Engineer	-	M.G. Seaman	-
Junior Engineers	D. Staples	D.J. Ricketts	K.G. Webber
	W.T. Aston	-	F.S.D. Barrett
	P.A. Osborne	-	E.J. Burrup
Electrician	D.W. Fuller	D.G. Grant	J.W. Warren
Chief Steward/Purser	D. Gowsell	R.G. Pierce	F. Ash
Navigating Cadets	T.D. Lester	A.G. Skeoch	S.D.L. Lloyd Jones
	C.D. Kisch	D. Hotchkiss	R.M. Hewett
	-	D.G. Morgan	-
Engineer Cadets	-	D.E. Simons	-
		R.C. Quaye	-

	<u>VICTORIA CITY</u>	<u>WELSH CITY</u>	<u>WILKAWA</u>
Captain	J.S. Murray	J.H.J.Thornhill	G.F.R.Ellerby
Chief Officer	J. Porteous	R.S. Butler	D.L. Bell
Second Officer	R.E. Coulson	G.A. Collins	M.C.Hurst
Add.Second Officer	-	-	D.C.Hunt
Third Officer	P.G.McAnally	J.A.Challacombe *	-
Radio Officer	R.H. Smith	D.R. Appleton	G. Thomas
Chief Engineer	C.M.Cuthbertson	R.J. Trigg	D.L. Dyer
Jun.Chief Engineer	-	-	D. Senior
Second Engineer	T.Graham-Russell	G.D.Tattersall	-
Third Engineer	A.C. Coombs	M.B.Perrott	K. Glendinning
Fourth Engineer	R.U.Whittington	K.J.Walmsley	M.J.Snook
Jun.Fourth Engineer	R.E. Diamond	-	-
Junior Engineers	A. Hourihane	J.D.Warne	R.B. Parsons
	G. Watt	J. Gleeson	R.J.Ridley-Prentice
	-	C.E.Hayles	R.V.Williams
Electrician	D.G. Smith	K.F. Bean	D. Hughes
Chief Steward/Purser	C.A. Parry	R.A. Peach	J.L. Sanday
Navigating Cadets	S.J. Davies	E. Mullin	H.G. Hurst
	J.D. Williams	-	T.A. Price

\* Uncertificated

### "REGAZ"

A little while ago the question was raised with regard to the word "Regaz" and it is amazing really how very few people are aware of its origin. Perhaps this is not surprising, as this word has been used for at least the last 40 odd years.

It was the practice many years ago to send messages in various Codes - for example, Lombard Code, Scotts Code, etc., - and this was not so much done for security reasons as for economic purposes. For instance, Scotts had ten letter Codes and one ten letter code could describe a sentence of perhaps 7/10 words. However, any messages sent in code were naturally charged at a much higher rate by the Cable Companies and the Post Office.

In order to economise in our messages to Masters requesting the information now given in Regaz messages, it was considered desirable to find a word which would convey to Masters that certain information was required and it was decided that Regaz would be as good as any other code word. There was, of course, some research done as to how we would arrive at such letters as R.E.G.A.Z. and we can merely state that a certain person opened one of the several Code Books that we had in the office; found the ten-letter code word which began "Regaz"; noted that opposite this ten-letter word it was for private use and decided we would use this particular lettering, namely, Regaz.

It really is as simple as that and it can only be stated that it has withstood the test of time!

### BASRAH

In the February edition of the Newsletter, Cadet Morgan's impressions of his visit to Basrah were published. Cadet Hammond also sent in his impressions of his visit. He noted how the old traditions still remained - the typical Eastern bazaar, the narrow streets and alleyways, dusty and untidy. The modern shopping areas springing up and the modern dwellings contrasting very much with the old. There still remains a certain mysticism about these old Arab towns - old traditions and methods die hard and dominating everything around it stands the ancient mosque. It is, however, interesting to read of other peoples, their towns and mode of living.

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## BITS AND PIECES

### MARRIAGES

Congratulations to Mr. E. Hume, Fourth Engineer, on his marriage to Miss Kathleen F. Anderson on 9th February 1972. Mr. Hume wishes to thank former shipmates for telegrams and an extra "thank you" to former colleagues on m.v. "DEVON CITY" for their gift of a silver tray which has pride of place in the Hume home.

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Congratulations to Mr. John C. Gardner, Electrician, m.v. "HOUSTON CITY", on his marriage at Edinburgh on 11th March to Miss Asdis Gudmundsdottir of Reykjavik, Iceland.

Study the following clues - find the port.

1. Pub! Pub!
2. Mother leaves aboard ship.
3. Baby's horse grows.
4. Garden tool outside a London hospital.
5. Noah built a modern vessel.
6. Could be a child's other playhouse.

.... ..

Now try this one:-

1. There are five houses.
2. The Englishman lives in the red house.
3. The Spaniard owns a dog.
4. Coffee is drunk in the green house.
5. The Ukranian drinks tea.
6. The green house is immediately on the right of the ivory house.
7. The Gold Leaf smoker owns snails.
8. Embassy are smoked in the yellow house.
9. Milk is drunk in the middle house.
10. The Norwegian lives in the first house.
11. The man who smokes Woodbine lives in the house next to the man  
with the fox.
12. Embassy are smoked in the house next to the house where the man  
with the horse lives.
13. The Number Six smoker drinks Orange Juice.
14. The Japanese smokes Senior Service.
15. The Norwegian lives next to the Blue House.

Now answer the following two questions:

1. Who drinks water?
  2. Who owns the zebra?
- N.B. In Statement 6 right means your right.

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### A JOB OF WORK WELL DONE.

On the old "DALLAS CITY", we left Glasgow bound for Baltimore. I went on watch one morning at 7 a.m. and shortly afterwards heard quite a commotion on deck, which was most unusual at that time of the morning. My first thoughts were that something had happened to one of the crew. I had not long to wait before the Captain came into the Radio Room and asked me if I knew of any passenger ship in the immediate vicinity.

He said a young Apprentice had fallen down No. 1 hold and a doctor was required as quickly as possible. I reported to him that the only passenger ship I had heard that morning was the "QUEEN MARY", but she did not sound too near. I started up the main transmitter and sent out a General Medical Call to all ships requesting a doctor. For quite a few minutes there were no replies, so I again repeated the call and received an answer from an American Naval vessel asking if he could help, as he had a doctor aboard. When I informed the Captain, he was rather doubtful, as he visualised some small destroyer or frigate, as I was unable to give him any details of the class of Naval craft we had contacted. However, after again contacting the vessel, we arranged to change over to another channel away from the interference of other ships and it was then that he revealed his identity.

She turned out to be a U.S. Army Transport of some considerable size, bound for the U.S.A. He then asked for full particulars regarding our patient and finally a barrage of questions about our ship - had we radar, had we a stokes stretcher; a motor lifeboat; radio telephony; our tonnage, name, destination and speed and latest position. Being an old ship, my answers to radar, radio telephony and motorboat were all in the negative!

After a short pause, she sent another message to inform us she was turning back and also gave instructions on how to deal with the patient, to make him comfortable. She anticipated picking us up in about two hours time. In the meantime, dozens of messages were received requesting the patient's wellbeing, pulse, heart-beat, temperature, breathing, etc. After what seemed like hours and hours, the welcome message came through that she had picked up our ship in her radar screen and then started guiding us on what course to steer - which I had to shout through to the bridge. Eventually she appeared over the horizon and in no time at all, was half a mile off and immediately lowered her motorboat, coming across with a doctor and an assistant.

The Apprentice was given a blood transfusion before finally being lowered into the motorboat. It was very fortunate that the heavy low swell which had prevailed in the morning had calmed down considerably and made the transfer easier for all concerned.

Later that evening we received another message informing us the patient had been landed at Halifax and although he had developed pneumonia, was fairly comfortable. After almost 14 hours of continuous watch in this emergency, I was glad to get down below for a breather, but thankful that even in a small way, I may have been the means of saving a life.

R.R. Caldwell, Radio Officer, retired.

OBITUARY

FAREWELL "RIALTO"

Someone on the m.v. "WELSH CITY" recently sent in an article under the above heading. Prior to making reference to it in the Newsletter, good natured enquiries were discreetly conducted in the office. We are fortunate in having colleagues on the staff who were seagoing staff and some have certainly "done the rounds and know the ropes".

Apparently the Bar Rialto in Moji is believed to date back to the early 1920's and was quite famous. It was particularly well known to generations of Reardon Smith Line boys; little wonder, therefore, that it was referred to quite often as the Company's Far Eastern Office. Its importance was such that one Second Officer when asked by the Master to calculate the distance from Singapore to Moji supplied the following answer:-

The Bar Rialto is now an eating house - Alas! the end  
of an era.

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COMPANY STRUCTURE AND ORGANISATION

Because of the various interests the Group has in other  
spheres, it is thought that the following notes may be helpful.

The Public Company is, of course, Reardon Smith Line  
Limited with wholly owned subsidiaries, The Leeds Shipping Co.Ltd.,  
and Reardon Smith Navigation Co.Ltd., these Companies being managed  
by Sir William Reardon Smith & Sons Limited.

Other Companies in the Group which are presently  
inoperative, but which are sometimes referred to, are Sir W.R. Smith  
and Partners Ltd., and Anglo-American Line Ltd.

Also in the Group is a Company, Thomas Nelson Yachts Ltd.,  
which is involved in the trade of yachts of all types and always  
have a Stand at the Boat Show. This Company is a wholly owned  
subsidiary of Sir William Reardon Smith & Sons Ltd.

Shipping Supply Limited, a Company which has been in  
existence for many years, although trading in a very small way,  
is available for expansion when conditions warrant.

The Group, through Sir William Reardon Smith & Sons Ltd.,  
is also concerned in the repair of containers under the name of  
Containercare (Southern) Ltd., with branches at Southampton, Cardiff  
and Felixstowe. This business is a joint venture with A.E. Smith  
Coggins (Holdings) Ltd., and this same venture extends to Warehousing  
at Felixstowe under the name of Archibald Young (Warehousing) Ltd.

Because of the structure and relationships of all  
Companies operating in the Reardon Smith Group, the Public Company  
benefits from the profitability of all the associated Companies.

Our remaining interest concerns Maritime Bulk Carrying &  
Shipping Co.Ltd., which is the consortium with The Sheaf Steam Shipping  
Co.Ltd., and Runciman Shipping Ltd., but although many projects have  
been investigated, no trading has developed in this Company.

The expansion policy of the Group remains, but because  
of the recession in the freight market, necessarily the rate of  
progress is restricted, but nevertheless our plans for the future  
should ensure a gradual increase in tonnage operated. It would be  
quite uneconomic to deviate from our intention to dispose of the  
older ships and the sale of the "DEVON CITY" and "ORIENT CITY" and  
the negotiations proceeding for the sale of the "CARDIFF CITY" and  
"HOUSTON CITY" follow strictly in line with our programme of replacement  
by vessels more suitable for the very competitive market in which we  
operate. Nevertheless, the overall picture, including these  
disposals, is one of expansion and we continue to examine projects  
which will involve new tonnage.

The "TACOMA CITY" is expected to be delivered from  
Builders shortly and the last ship in the 26,000 tonner series,  
the "PORT ALBERNI CITY", was launched on 16th March.



Nothing in the freight market justifies any rise in the value of shipping shares, but nevertheless your own Company's shares show quite a marked increase in value, starting at 52p and 42p respectively for the ordinary and "A" Non-Voting Shares quoted in our last Newsletter and now quoted as 59p and 53p respectively.

The general feeling is that although the present depression in shipping has obtained for practically two years, with a consequent drop in shipping share prices, the market is now looking at the capital values of shipping companies and appears to be adjusting prices more in line with the true capital value.

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#### CHRONOLOGICAL HISTORY

We have little of interest recorded for the years 1931 and 1932, but entries for 1933 are as follows:-

The following ships were sold during this year.

"EASTERN CITY"(2) in August to Greece as "Doris" at a price of £10,500.

"MADRAS CITY"(ex Langholm) in November to Greece as "Epsilon" at a price of £6,700.

"BRADAVON" (ex War Vulture) in March to Japan as "Shinkyō Maru" at a price of £10,000.

"ALNESS" (ex Answald) in July, sold and broken up. Price obtained £5,000.

Reardon Smith Line took delivery of the "DEVON CITY"(2) built by the Furness Shipbuilding Company. She was completed in December, 9295 dwt. 4 cylinder Doxford engine. She was a motorship with Open Shelter Deck. Cost to Company £115,083.

This vessel was fitted with about 50,000 cu.ft. of refrigerated cargo space for carrying fruit from the Pacific Coast of North America to London, Liverpool and Cardiff. During the war the vessel was taken over by the Royal Navy and was at Narvik and later she was used as a boom defence vessel in the Indian Ocean. She remained under the White Ensign throughout the war and survived hostilities to resume peacetime trading.

Sir William Reardon Smith, Baronet, in agreement with his sons, decided that the time had arrived when it was desirable to add new members to the Board of the Company. On 1st April his sons-in-law, Messrs. A.J. Popham, W.G. Liley and D.A. Low, were appointed Directors of Sir Wm. Reardon Smith & Sons Ltd.

The Liner service from the Pacific Coast to the United Kingdom was effectively maintained and, with a view to increasing the efficiency of the organisation on the Pacific Coast, it was decided in May of this year, to close down the branch office in San Francisco and transfer headquarters to Vancouver B.C. There an office was established and a subsidiary Canadian Company formed under the name of Reardon Smith Line (Canada) Ltd.

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After spending twentyfive years plodding around this world, I had long ago given up the ideas and thoughts of mythical people, creatures and legends. I knew that Father Christmas was not really true and that Mickey Mouse was only a cartoon character drawn by the artists of the Walt Disney Studio, or so I thought, until one day in November when all my beliefs were shattered. Mickey Mouse does exist and, so for that matter do Donald Duck, Goofy, Pluto Winnie the Pooh, Snow White and many others, because I have seen them. No, I have not flipped my lid, or partaken too deeply of the barley, I shall explain.

At nine in the morning, a party left the ship at anchor in Long Beach Harbour by our own lifeboat and proceeded ashore to join a bus, complete with one necessary ingredient - two children. A drive of about forty minutes along the freeways of Los Angeles County brought us to a standstill at the entrance to Disney Land. A book of tickets was purchased, with the cordial greeting of "Welcome to DISNEYLAND - have a good day". Through the gate and round the corner and we were in Main Street and standing in front of a beautiful Christmas tree that was all white and ablaze with hundreds of tiny lights, was Mickey Mouse. It is only a model I say to myself until it moves, off go two children as if shot from a gun, followed by Mother and Father at a somewhat more sedate pace. The disillusionment was complete when this mouse character turned to the children who were shouting "Hello Mickey" and says "Hello, where do you come from?" My poor ego was shattered for life.

There was a gentle clip-clop and up Main Street came a horse drawn tram and away pattered an open top double decker bus with a gay blue and white fringed awning to protect the travellers on the upper deck from the glorious sunshine.

A walk down the street past the ice-cream parlour, the penny arcade, the movie house, showing, of course, silent films, a soda fountain complete with a honky tonk piano, being played by a man in a striped shirt, high white collar and straw boater, the various shops all in peace and quiet with no traffic. Everything is so clean and there is no litter; there were plenty of litter bins all painted gay colours to blend with the surroundings. Main Street brought us to the main plaza from which all the various "Lands" radiate and! what a sight - one was at a loss to know where to start. The obvious conclusion was reached, what is wrong with the beginning? Adventure-land.

Our first exploit was to go on a Jungle cruise along famous rivers like the Ganges and Euphrates. We boarded a boat and set off with our "great white hunter" as a guide. We passed ruined cities covered with jungle creepers, a herd of elephants were playing in a pool, a hippopotamus got rather too close to our boat for comfort but a couple of quick shots from our guides' revolver soon changed his ideas. We passed right underneath a waterfall and were attacked by a tribe of wild savages, led by a witch doctor. Still our guide returned us safely to the boat landing.

Away from there and a visit to the famous residence of the Swiss Family Robinson in a hugh tree. This I found out later was concrete and covered with three hundred thousand vinyl leaves. After leaving Adventureland we entered Frontierland and a trip on a sternwheel steamboat, the "Mark Twain" past Tom Sawyer's landing and rafts, a fort that had been put to flames by marauding "Injuns", a busman's holiday you may say, a trip on a boat, not with two children pulling at your hand and wanting to know all about how it worked.

A walk across New Orleans Square with its cobble stones and beautiful wrought-iron balconies brought us to the Pirates of the Carribean, a boat trip through the dark dank caves took us through a sacked and plundered town, withthe cut-throats enjoying the spoils of their plunder, amongst the lost Captain Kidd's treasure guarded by a "skeleton crew" and into the midst of a battle between a pirate

The pangs of hunger were now taking effect, but who in this land of make-believe had time for such mundane things as eating. There was so much to see and do. The hunger was appeased by a quick hamburger and chips under a colourful umbrella in the sunshine. This was washed down with coke for the children and coffee for the adults, swallowed rather quickly, helped by the urgings of the younger generation to be on the move again.

A bobsled ride down the Matterhorn, the snow-clad mountain that rises above everything. Then a boat ride again through "It's a Small World". This voyage defies description as it was so beautiful, with the automated dolls of all nations singing and dancing on all sides, as we passed through these scenes of sheer beauty.

During this time we had been in Fantasyland which had been entered by crossing the drawbridge and through the portals of Sleeping Beauty's Castle. We now left for the future, with a trip by cable-car to Tomorrowland. Over the heads of the people below and the houses and buildings of all the favourite stories that we all loved as children. There was Toad Hall, the wood carver's cottage where Pinocchio came to life, London Park, over which Peter Pan took John and Wendy, while over there was Ratty's Home from Wind in the Willows. Mum and Dad had on occasions been able to catch their breath whilst the children rode on King Arthur's Carousel, or a wild spin in a teacup at the Mad Hatter's Tea Party.

We were now to go under the sea, so it was down a ladder through a hatch into a submarine, with orders from the Commander to prepare to dive, we were away. Down through the depths of the ocean, under the Polar ice-cap, just barely missing the jagged stalactites of ice. Who says mermaids do not exist? They do, I've seen them, swimming around with their blonde hair streaming out behind them. Luckily we managed to escape the clutches of a sea-serpent and surfaced to find ourselves once more back alongside the pier with the water running off the decks.

This was about the end of our day. There were a number of minor rides and lots of things we did not have time to see, but if I were to describe it all, I would be here for ever.

We returned to the exit back aboard the bus for our trip back to Long Beach. Waiting at the landing on our return were the faithful boat's crew, full of questions as it was their turn on the morrow. So back we returned to a meal and a very tired and weary crowd we were, with two children barely able to keep their eyes open.

The completion of the disillusionment came about a month later when, on Christmas morning at about ten-thirty, a figure with a long white beard, a red suit and hat, shiny black belt and boots carrying an armful of gaily-wrapped parcels, came through the door. If I had not been to Disneyland I would have said it was Mr. Coombs, our Third Engineer, but now I know better. It was Father Christmas!

Capt. J.S. Murray

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