



NEWSLETTER

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NO. 32

INTRODUCTION

Gardening topics may not be everyone's idea of interesting reading matter. However, at this time of the year when the results of toil are to be seen in garden and field, the least that can be said is that they are reasonable topics.

Our last issue prompted a speedy reply from Mr. R.B. Smith, North Shields (who until his retirement, was one of our Engineer Superintendents) on how to avoid Blackspot disease on roses - "Add 3 tablespoons of Jeyes Fluid to each of two gallons of water, mix well and apply over the whole plant sometime during November". Seaweed is recommended as a good garden fertiliser. This should be a good tip if only for its nautical association.

Gardens and fields provide man with harvests which enable him to survive - the sea, too, is another element in nature which plays a major role in his battle for survival. This element carries the ships which carry the goods so necessary in the battle. It also provides a harvest from its depths - fish. In this modern world, this harvest is being threatened by marine pollution. The Chamber of Shipping of the United Kingdom has issued a circular on the subject of Marine Pollution entitled "Questions and Answers on Marine Pollution", and makes interesting and enlightening reading. We are sure readers are interested in this subject and we thought it would be a good idea to publish in this issue of the Newsletter and subsequent ones, a question and answer as set out in this Circular:-

Question 1: What are the main causes of marine pollution?

Answer 1: Oil is the most obvious cause, as it is so easily identified by the general public; industrial and chemical wastes, sewage and garbage are also polluting the seas.

Contrary to popular belief, by no means all oil in the seas is attributable to ships. One source has claimed that 95% of oil pollution of the seas derives from airborne wastes from the internal combustion engine. Similarly, shipping is only responsible for a part of the other forms of pollution.

This is not to say that the shipping industry is blameless in this respect; of course ships cause pollution and owners accept their responsibilities for reducing it. Shipowners have consistently worked to reduce that portion of marine pollution for which they are responsible.

Oil pollution of the sea by ships may be conveniently split into two categories; i.e. accidental or operational. Accidental pollution results mainly from collision or stranding, which are usually the result of human error.

Operational oil pollution for the most part stems from the need to clean a tanker's cargo tanks at sea. Although an almost universally accepted procedure is adopted which can cut down the oil content of the final discharge to a minute quantity, some oil does reach the sea. Such discharges are strictly controlled by the 1969 amendments to the "International Convention for the Prevention of Pollution of the Seas by Oil", which, although not yet mandatory internationally, are being observed on a voluntary basis by shipowners. Tankers alone are not responsible for operational pollution, as any mechanically propelled vessel requires fuel and lubrication of her machinery. Some of the oil used will eventually find its way to the bilges, where it will mix with the water that the vessel continuously makes. Bilges must be emptied periodically and despite the use of apparatus which separates oil from water, again some oil must reach the sea in very dilute form.

There are as yet no international regulations governing the operational discharge of chemical tank washings, but these are recognised as posing an increasing problem and action is being urgently considered.

One of the most worrying aspects of marine pollution concerns the increasing use of persistent pesticides which enter the food chain and have their most serious effect on the higher predators. The really worrying aspect of this problem is the cumulative properties of these chemicals, which are often based on mercury or other heavy metals. These poisonous materials find their way to the sea by land drainage and are not so easily regulated as the discharges of oil or other matter from ships. Furthermore, it will not be easy to persuade countries, particularly those underdeveloped nations, that it is necessary to put a stop to the use of these chemicals, when this will invariably curb agricultural output.

(To be continued).

"THE HIJACKED SAUSAGE ROLL"!!

In this ever-moving jet age, with Officers from our ships flying to various parts of the world, some strange and sometimes frightening things happen during these journeys. The following harrowing experience recently overtook one of our Officers en route to join his vessel.

It would seem that this Officer's wife imparts some wonderful culinary magic into that gastronomic delight - The Sausage Roll - and her fame in this epicurean sphere has spread far and wide.

As her husband was to leave home that day she arose early and assembled the necessary ingredients and proceeded to produce a trayfull of golden brown aromatically delightful sausage rolls. From the tray, the six most perfectly formed and appetizingly delightful were picked and packed with loving care for her husband to take on his journey. The crisp clean, white bag was placed in her husband's briefcase, so that at the other side of the world he might enjoy a tasteful snack and revive fond memories of the wife and home he had left behind.

On the flight to Miami the Officer resisted the temptation to eat any of his sausage rolls and thus add flavour to the mass-produced plastic meals served by Airlines, he would keep them to savour in solitude at his destination.

Passing through Customs at Miami International Airport his briefcase was opened and a piquant aroma arose to tantalize the senses. The Customs Officer removed the bag and enquired of its contents. The Officer replied, with smile of ecstasy on his face "Sausage Rolls". The Customs Officer reached out and pressed the alarm bell, which was answered by a man from the Department of Agriculture who removed the bag between thumb and fore-finger as though it was leprous, mumbling, "You cannot bring meat into the United States of America".

So, a heart-broken, dejected Officer sadly watched them taken away to be destroyed!

Letter-writing is not easy for some people. Literary experts have asserted from time to time that good letter-writing is a natural gift not easily acquired. It is a well-known fact that there are many people who have the ability to write letters of enormous length, whilst others struggle over a few lines. However, the contents are the most important and the golden rule to be applied is that the contents must be clear, concise and to the point.

A series of letters written by a ship's Master to his Owners has come into the Editor's possession and it is thought that these letters would make interesting reading. The copies referred to are authentic copies of communications sent by the Master of the Barque "SAPANACK" to the Owners in New York in 1892:-

"Gentlemen:

Fremantle, Oct.27th.

I arrived here Oct.21st p.m. 22nd being Saturday and short day done nothing. 24th entered and fought against putting the vessel alongside the Jetty to discharge. It is a terrible place. No place to put a vessel, no shelter whatever. All the ships have to lay discharging at the wharf or pay lighterage. I began this morning. Got out about 50 tons. Have to hoist with an engine. Can't do without one. Have to pay 50/- per day for that. Captain Shaw told me that this was a very cheap port. It is not so. It is very expensive port and the worst I was ever in.

This loading for two ports in one ship is a mistake and great big one. Nearly half of the cargo in tween decks so far is Launceston cargo and it has to be handled over so many times to make room. My crew are half drunk. Some of them have cleared out and the others too drunk to work. I am afraid that there won't be a great big dinner left of the Fremantle freight. I have not received any letters or papers from you.

Hope you are so busy in the Store that you could not find time to write.

I am, Gentlemen, Your Obedient Servant"

P.S. Will probably be here some time.

Fremantle, Nov. 8th.

"Gentlemen:-

I am having very hard luck in getting discharged. The weather has been very bad since I arrived and tonight it is blowing a gale of wind from the S.W. with a S.W. wind the water keeps pretty smooth but the spray is flying all over the ship. My lines are all used up and I have got two heavy springs hired to make her fast aft and out ahead I have my anchors down with 75 fathoms of chain out and all the remaining lines that I have left and one of my bow chains fast to the wharf and it takes all our time to hold her. Once in a while there is a terrible run comes in. Then I have to slack her off and let her go. It is impossible to hold her. She would tear herself all to pieces. She has done considerable damage to herself. My after bits are broken off level with the deck. My stern chocks are pulled out and about 10 feet of the rail all torn off including two stanchions. All of my channels next to the dock are more or less damaged. About 8 feet of my main rail is split off and one hawse pipe gone. The buffalo on the starboard side of the top-gallant fore-castle all twisted up. Done believe I can fix it without changing it. My lines are all ruined. It is certainly the worst place I or anyone else ever saw. No place to send a ship of this size. If I get clear without any more damage I will be in luck. She is turning out her cargo in grand order but it is all mixed up. There is almost as much Launceston cargo in the tween decks as here is Fremantle and it makes slow work discharging.

The cargo has to be handled over so many times. The tween decks and the fore-hold are all out. Tomorrow is a Government holiday. No work. Can't work in the hold. Everything sealed up. I have an engine hoisting. Can't do without. The wharf is high and the cargo has to be landed into railway trucks. Five of my crew have run away and one is sick, so you can see I have not too many to work cargo. Have to hire considerable labour. I don't know what I will do for sailors. Everyone goes to the gold diggings and wages are 65 per month. It will take me two days to restow my Launceston cargo. The greater part of the heavy stuff will have to go into the lower hold. I am afraid that she will have none too much for ballast.

I hope to get away this week if the weather gets fine. It is a mistake loading cargo for two ports, nothing in it but expense and loss of time. I met with a curious accident the other day. The ship was rolling about and a sling load of cargo capsized into the dock. Three of the cases were cartridges and one beef. I got a Diver to go down. He got two cases of cartridges. Said he could not find any more. I had to give him 2. The cartridges were worth about 25. It was too bad but it was not through carelessness. I would not come to this port again if they made me a present of the vessel. I never get any rest day or night. Keeps me all the time running fixing something up. Fenders grind up as fast as I put them in. I have bought two sets besides the one I had on board.

I remain, Gentlemen, Your Obedient Servant".

"GETTING THERE ON TIME"

It was pleasing to read references of a complimentary nature to the m.v. "PRINCE RUPERT CITY" in the publication called "Steel News". The vessel carried a cargo of steel beams and columns from Teeside to San Francisco Bay, arriving on 19th June last. She not only met the extremely fast schedule called for in this particular order, but the cargo was delivered without a single piece of steel missing. This was a good end to a good piece of exporting success. British Industrial expertise is still capable of great things.

BIRTHS

Our congratulations and best wishes are sent to Mr. & Mrs. W.G. Wood on the safe arrival of their daughter, Kelda Louise on 8th September. Mr. Wood is one of our Second Officers.

We would also extend our congratulations and best wishes to Mr. & Mrs. R. Vanner on the birth of twin daughters, Alexandra and Caroline (5½ lbs each) on 24th August. On advising us of the birth, Mr. Vanner extends his thanks to all concerned for their help and kind wishes and "due to continual ballasting and discharging, Mother and Father are on 24-hour duty".

EXAMINATION RESULTS

We would like to make a small amendment to the Examination Successes mentioned in our last issue.

Mr. M.R. Green - Part "A" Second Class Motor Certificate.

CHRONOLOGICAL HISTORY

1938: The following vessels were sold:-

"PARIS CITY"(1) in January to Greece as "Gerassimos Vergottis". Price obtained £52,500

"WELSH CITY"(1) in October to Greece as "Maria Stathatos". Price obtained £37,000.

"BRADDOVEY" in April to Turkey as "Krom", at a price of £43,600.

1939: War was declared between Germany and Britain in September and the "VANCOUVER CITY"(1) was the first loss the Company sustained, being sunk by enemy action off the Channel eleven days after the outbreak of War. She was sunk on 14th September.

The purpose for which the Company's office in Vancouver, B.C. had primarily been opened having been fulfilled, the Directors felt there was now no necessity to maintain a separate office there and they authorised the closing of the office, which was accomplished on 30th April.

SHARES

There has recently been an improvement in freight rates and this, together with the U.S./Russia Trade Agreement, has brought good Press comments for the Shipping Section, which caused the shares to advance. The Company's ordinary shares are now quoted at 72p and the "A" Non-Voting at 65p, compared with 65p and 54p respectively at the time of publication of the last Newsletter.

NEW TONNAGE

The "PORT ALBERNI CITY", the last of the 26,000 tonner series, was delivered from Upper Clyde Shipbuilders Ltd., on 20th September.

DISPOSITION OF OFFICERS

	<u>ATLANTIC CITY</u>	<u>CHIYODA</u>	<u>CORNISH CITY</u>
Captain	A.D.Lightfoot	B.A.G. Boyer	F.J. Johns
Chief Officer	T. Lawson	J.J.Kalnins	R.E. Skinner
Second Officer	F. Scott	P.P.Hames	R.S.McKay
Third Officer	P.C.McAnally	M.George	P.P. Lewis
Radio Officer	B.B.Everett	D.P.Bidmead	R.H. Smith
Second Radio Officer	-	-	C.G. Macey
Chief Engineer	W. Morgan	M.E.Rayner	G.D.Griffiths
Jun.Chief Engineer	N.T.Widdas	-	-
Second Engineer	-	N.B.Shilstone	G.D.Tattersall
Jun.Second Engineer	J.D.Chatten	-	-
Third Engineer	M.B.Perrott	J.L.Magill	A.C.Coombs
Fourth Engineer	K.J.Walmsley	A.W.Warburton	G.M. Dickson
Junior Fourth Engineer	-	R.G.Bracher	R.J.Ridley-Prentice
Junior Engineers	E.J.Burrup	W.H.Tucker	M. Doyle
	D. Ward	-	R.V.Williams
	J.P. Bowler	-	-
Electrician	E.D.G.Carter	J.D.W.McLaren	T. McMahon
Chief Steward/Purser	R.G. Moylon	F. Ash	C.A. Parry
Navigating Cadets	D.E.Stannard	A.R.Jutsum	H.G. Hurst
	R.M.Hewett	J.F.Hammond	R.A.D.Woodward
Engineer Cadets	P.A.Stretch	N.P.Watters	-
	M.G.Williams-Jones	C. Rees	-
	-	R.Thomas	-
	<u>FRESNO CITY</u>	<u>INDIAN CITY</u>	<u>MARIA ELISA</u>
Captain	J.D. Lloyd	J.S. Murray	A.B.Parkhouse
Chief Officer	K.B.Whitting	P.E.Coulson	K. Jones
Second Officer	P.J.Warren	T.E.Thistleton	N.P. Waldron
Third Officer	R.M. Bayley	B.J. Hayle *	A.M.Beevor-Reid
Radio Officer	W.P.Hereward	J.A. Heslop	D.S.H.Thomson
Chief Engineer	D.W. Yool	D.M. Parsons	D.W. Merse
Jun.Chief Engineer	-	-	J. Cuddy
Second Engineer	J. Claydon	J.S. Dutton	-
Third Engineer	K.V.Dowdall	P.R. Bryant	P.J.Prendergast
Fourth Engineer	R.M.Paddock	M.J. Snook	J.S. Davie
Jun.Fourth Engineer	C.E.Hayles	G.A. Lewis	-
Junior Engineers	J.R. Gleeson	T.M. Bimson	N. Carroll
	N. Carter	C. Berezowsky	P.J. Walker
Electrician	A.G. Lee	D.G. Smith	P.W. Brown
Chief Steward/Purser	K. Llewellyn	J.D. Peebles	C.J. Hartley
Navigating Cadets	N. Jerrum	A.D. Slade	D. Hotchkiss
	P.L. Morgan	T.D. Lester	G. Sizer
	T.H. Jowett	P.P. Rowland	A.B. Ward
Engineer Cadets	-	K.A. Velda	D.A. Roberts
			D.M. Eley

* Uncertificated

	<u>VICTORIA CITY</u>	<u>WELSH CITY</u>	<u>WILKAWA</u>
Captain	O.J.T. Lindsay	J. Vaughan	T.R. McNulty
Chief Officer	M.E. Jones	M.J. McGee	L.R. Staines
Second Officer	B.P. Reynard	M.C. Ingram	A.E. Hicks
Third Officer	D. Burns	K.J. Cribbin *	M.A. Hammond
Radio Officer	W.C. Ciastula	H.M.S. Williams	S.G. Elliston
2nd Radio Officer	B.A. Stagg	-	-
Chief Engineer	R.J. Trigg	J.G. Howell	D. Senior
Jun. Chief Engineer	-	-	R.K. Binns
Second Engineer	C. Gateshill	L.M. Williamson	-
Jun. Second Engineer	-	J.J. Baghurst	-
Third Engineer	J. Armstrong	-	E. Hume
Fourth Engineer	G.D. Smith	-	T.W. Davies
Jun. Fourth Engineer	R.J. Pring	-	-
Junior Engineers	G.G. Poulloin	D.R. Ross	K.G. Webber
	-	P.J. Doughty	M.J. Burt
	-	C. Graddage	K.D. Morgan
Electrician	K.W.G. Hampton	C. Villa-Landa	K.F. Bean
Chief Steward/Purser	F.W. Lever	N.A. Parselle	J.L. Sanday
Navigating Cadets	E. Fielding	B.T. Hernaman	J.D. Williams
	-	J.M. Scott	T.A. Price

*Uncertificated

SHIPS' MOVEMENTS

"ATLANTIC CITY"

On T/C to Miseroocchi & Co.S.A.S. of Ravenna until Nov.1972/Jan.1973. Arrived New Orleans 16th Sept. and sailed 19th after loading bulk grain. Arrives Genoa 6th October to commence discharge.

"CHIYODA"

On T/C to N.Y.K. Tokyo until 1973/75. Sailed Jacksonville 15th Sept. and arrived Houston 19th to complete discharge of cars. Then proceeds to Corpus Christi, where arrives 22nd, to load a cargo of grain. Sails Corpus Christi 27th, Panama Canal 1st Oct. and arrives Japan for discharge 25th Oct.

"CORNISH CITY"

On T/C to South African Marine Corp.Ltd., Cape Town. Arrived Cape Town 7th Sept. Sailed same day and called Port Elizabeth, East London and Durban. Arrived Lourenco Marques 18th where completes discharge and redelivers from T/C. Sails Lourenco Marques 22nd for East London where arrives 24th to load a cargo of maize. Sails 2nd Oct. for Japan where arrives 25th October to commence discharge.

"FRESNO CITY"

On T/C to I/S Viking Car Carriers. Sailed Houston 8th Sept. and Tampa 11th after discharging cars. Presently on passage to Invergordon to discharge pipes and expected to arrive 23rd Sept. Sails 25th for South Shields where drydocks until 4th Oct.

"INDIAN CITY"

On T/C to Yamashita Shinnihon S.S. Co.Ltd., Tokyo, until Nov.1976/ March 1977. Sailed Yokohama 1st Sept. with a cargo of cars and trucks. Sails Panama Canal 27th Sept. and arrives Jacksonville 1st Oct. Sails 2nd for Baltimore where arrives 4th and completes discharge 5th Oct.

"NEW WESTMINSTER CITY"

Arrived Long Beach 23rd Aug., whilst on T/C to Steelwood Carriers, to commence discharge of steel cargo. Sailed Long Beach 24th, Oakland 29th Aug., Portland 12th September, Seattle 13th, Tacoma 14th and arrived New Westminster, where completed discharge and redelivered from T/C. Then commenced to load on the RSL B.C./U.K. Cont. service. Sailed New Westminster 18th, Nanaimo 19th for Vancouver, B.C., Watson Island, Tahsis and Vancouver B.C., where completes and sails 5th October. Sails Panama Canal 17th and arrives Cardiff 31st Oct. Sails 5th for Bremen and Antwerp where completes 15th November.

"PORT ALBERNI CITY"

Sails Glasgow 21st Sept. and arrives Port Elizabeth 11th Oct. to load Ore. Sails Port Elizabeth 15th, Singapore 30th and arrives Japan 7th November to commence discharge.

"PRINCE RUPERT CITY"

Sailed Antwerp 6th Sept. on completion discharge lumber products. Arrived Immingham 7th Sept. and delivered on T/C to Steelwood Carriers Inc. Sails 29th Sept. for Antwerp to complete loading. Expect sail Antwerp 2nd Oct., Panama Canal 17th and arrive U.S. West Coast first discharge port 25th Oct.

"TACOMA CITY"

Arrived Long Beach 4th Sept. Completed discharge, redelivered from Steelwood Carriers Inc. T/C and sailed 8th Sept. Arrived Robson Bank 12th and sailed 13th after loading a cargo of Petroleum Coke. Arrives Niigata 25th Sept. to commence discharge and expect complete discharge at Sakai 5th Oct. Then proceeds to British Columbia, arriving 18th Oct., to commence loading under the RSL B.C./U.K.Cont. service. Sails B.C. 6th November and would expect arrive U.K./Continent early December.

"VANCOUVER CITY"

On T/C to Nakamura S.S. Co.Ltd., Tokyo. Sailed Savona 1st Sept. Koper 7th, Ravenna 12th, Skaramanga 17th after completion discharge. Arrives Flushing 24th Sept, where redelivers from T/C.

"VICTORIA CITY"

On R.S.L. B.C./U.K.Cont. service. Sailed Watson Island 21st Aug., then called Kicimat, Tahsis and Vancouver, B.C., where completed loading and sailed 12th Sept. Sails Panama Canal 24th and arrives Cardiff 8th October to commence discharge. Then proceeds to Felixstowe, Bremen and Antwerp to complete discharge, which expected around 25th Oct. Then drydocks U.K.Cont.

"WELSH CITY"

On T/C to South African Marine Corporation Ltd. Sailed Mizushima 23rd Aug., Hong Kong 29th, Singapore 4th Sept. where completed loading. Arrived Durban 18th Sept. to commence discharge and sails 22nd for Lourenco Marques, East London, Port Elizabeth, Cape Town, where expected to redeliver from T/C 30th Sept. Then proceeds Durban, arriving 3rd Oct. for drydocking and then loads Sugar for discharge Japan. Sails Durban 12th Oct. and arrives Japan 4th Nov.

"WILKAWA"

On T/C to Anders Wilhelmsen & Co. Oslo, until 1977. Sailed San Diego 4th Sept. and arrives Shikama 21st to commence discharge. Then proceeds to Tokyo to complete, which expected about 30th Sept.

Vessels Managed for Transportacion Maritima Mexicana, S.A., of Mexico City:-

"MARIA ELISA" (ex "Houston City")

Arrived San Diego 1st Sept. Sld. 2nd then called Ensenada, Acapulco and arrived Manzanillo 19th. Sails 20th for San Carlos where arrives 21st and sails 27th Sept. for Yokohama. Arrives Yokohama 13th Oct. then called various Japanese ports before sailing 5th November for U.S.W.C./Mexico.

"SARA LUPE" (ex "Cardiff City")

Sailed Yokohama 14th Sept. for Los Angeles where arrives 26th Sept. Then calls San Diego, Ensenada, Acapulco, Manzanillo, Guaymas and Ensenada, where sails 20th October for Japan.

Question: What is the SHORTEST possible time to toast
3 pieces of bread, given the following equipment
and conditions:-

Equipment: 1 electric toasting machine capable
of toasting 2 slices of bread on one
side only.
3 slices of bread.

Information: Toaster takes 30 seconds to toast a
piece of bread.
It takes 4 seconds to load the toaster
with one piece of bread.
It takes 2 seconds to turn one piece
of bread.

(Answer in next issue)

"WHY IS A SHIP A SHE?"

We always call a ship a she
And not without a reason.
For she displays a well-shaped knee
Regardless of the season.
She scorns the man whose heart is faint
And doesn't show him pity.
And like a girl she needs the paint
To keep her looking pretty.

For love she'll brace the ocean vast
Be she a gig or cruiser.
But if you fail to tie her fast
You're almost sure to lose her.
On ships and dames we pin our hopes,
We fondle them and dandle them;
And every man must know his ropes
Or else he cannot handle them.

Be firm with her and she'll behave
When skies are dark above you.
And let her take a water wave
Praise her, and she'll love you.
That's why a ship must have a mate,
She needs a good provider.
A good strong arm to keep her straight
To comfort her and guide her.

For such she'll brace the roughest gales
And angry seas that crowd her.
And in a brand new suit of sails
No dame looks any prouder.
The ship is like a dame at that
She's feminine and swanky.
You'll find the one that's broad and fat,
Is never mean and cranky.

Yes, ships are ladylike indeed
For take them altogether,
The ones that show a lot of speed
Can't stand the roughest weather.