

newsletter

No. 70 NOVEMBER, 1975

Chairman's Christmas Message

Christmas is a period of the year when we look forward to relaxing with our families and friends and the difficult times through which we are passing imbue us to hope for better tidings in the year ahead.

Not within living memory has there appeared a more difficult time for our Industry than presently obtaining and one hopes for an early improvement in world trade. In the meantime, we accept the challenge to do our utmost to weather the storm and there is a particular

attraction in knowing that, whatever the outcome, one has done one's best in the interests of the Company's prosperity.

It is gratifying for me to record my appreciation to all the staff—ashore and afloat—for their loyal support during these trying times.

It is with great pleasure that I wish everyone, including retired staff and all families, a very Merry Christmas, with good health and happiness for the New Year.

I remember making a mental note to put through an obscene phone call to the recruiting officer at the B.S.F.

I recall the master describing the ship as "a vessel of traditional lines". I think now that he wasn't painting a picture of the "flared bow and counter stern" type of vessel one comes across from time to time, but the fact that a drunken crew had given a one in four gradient to a newly painted boot topping!

Going against my better judgment I descended the gangway, yes, descended, unlike our endeared m.v. *Indian City* where one goes up to go aboard, on this particular vessel one went down, into what appeared to be number four hold, but was in fact the accommodation! strange as it may seem.

I remember being told by an official at the Shipping Federation, that you should have no trouble finding the officers' accommodation as it's usually on one of the upper decks, and everyone will be in uniform (make mental note of "rig o' the day").

By now, I was beginning to realise, after having satisfied myself with the belief that there was a difference between the "glossies" depicting twelve good men and true (at least) in astonishingly white boiler suits, manoeuvring a training simulator through the Panama Canal, which left one wondering why all the relevant gauges were safely registering zero. And the other view, which most of us came to realise sooner or later that of ten specimens of humanity (just!) in ill fitting overalls (those that had them!) immersed in one part sweat, and two parts lub oil (engineers' cocktail) or (a twist of lemon) extricating about a ton and a half from the bowels of the engine.

It was at that time I thought to myself "this could be fun".

Paul D. Slade, 3rd Engineer,
m.v. *Indian City*

Recollections of my First Voyage

Having spent much of my formative years in snooker halls, I mean ships, well not really in ships, but I did manage to fight my way through the gate of Her Majesty's dockyard during "Navy Days"!

I realised then that there was more to ships than meets the eye. I don't mean that there's a lot of it under water! I mean that one can differentiate between our H.M.S. *Victory* with your "avast there ye swabs, afore I belay ye" and at the other end of the scale, the same old clichés that occur with sickening regularity in second rate war epics, for example "What depth are we, number one?" "Six thousand feet sir." "Very well, up periscope."

No, I decided that the best information was to be obtained first hand.

That statement whilst sounding blasé does look impressive but the plain truth of the matter was, like a few million other seafarers, I had an over-developed sense of curiosity, nothing to be ashamed of, but tends to lead one into all sorts of uncomfortable situations!

Having arrived at the rather bleak port of Avonmouth on a day that was more suited to ducks and lighthouse keepers, the first shock to my sensibilities was the fact that not all ships look like the *Canberra* or the *Windsor Castle* or the *Lizzy*, in fact, the dumb realisation that none of the ships alongside that day, even by the farthest stretch of the imagination was worthy of the "Blue Riband" tag made me feel a little cheated.

Five officers, a wife and a five foot leek cheer Welsh XV in Japan

It was with great anticipation that the m.v. *Elena* arrived on the Japanese Coast in September, as our visit coincided with that of the Welsh Rugby Union Team to Japan.

Armed with the Welsh match schedule and T.M.M.'s somewhat less reliable schedule, plans were set afoot when it was seen that our stay in Yokohama would coincide with the Welsh match against Japan B in Tokyo on Thursday, 18th September.

Having already seen their opening game of the tour on television on the previous Monday, five officers, a wife and a five foot leek left the ship in the early afternoon and descended on Tokyo Olympic Stadium where the match was to be played in the evening.

In a magnificent stadium, where everyone could sit in comfort, we prepared to support "the greatest rugby team in the world". The Japanese national anthem was played over the public address followed by a recording of a Welsh male voice choir singing *Hen Wlad Fy Nhadau*. Liquid refreshment was served up by vendors on the ground to keep our throats well lubricated, and even a quick rain shower during the game failed to dampen our enthusiasm, although the leek began to show signs of wilting after the first few tries, being waved vigorously in the air on each occasion.

A few choruses of *Oggy Oggy* were replied to by some friendly banter from the Japanese crowd, who although subdued at first quickly got into the spirit of things, although they probably thought we were all crazy "geijins" with our leeks and songs about *Sospans!*

It was with great enjoyment although tinged with some hiraeth when after the match we met up with the official Welsh Supporters' party and some friends from home. Their courier incidentally being a very familiar face from the John Cory office in Cardiff.

An invitation to return with them to their hotel had regretfully to be declined as we had to return to Yokohama. The

possibility of obtaining tickets for the next match in Osaka on the following Sunday from this source was confirmed, and so it was decided that all who could get away would head down to Osaka to keep the Welsh flag flying.

So at nine o'clock in the morning of Sunday 21st September, six of what must be the most dedicated Welsh supporters left the ship by boat to catch the Shinkansen Bullet for Osaka. This super streamlined express leaves Tokyo every twenty minutes for Hakata. There are two Shinkansen trains, the Hikari and the Kadoma. The Hikari covers the distance of 350 miles between Tokyo and Osaka in 3 hours 10 minutes, stopping at Nagoya and Kyoto. The Kadoma takes an hour longer making a few more stops on the way.

Having made our reservations at the airport style computer controlled ticket office we proceeded on board the 10.48 for Osaka.

Soon we were speeding out of Tokyo, and in air conditioned comfort watching the Japanese countryside speeding past at over 200 kilometres per hour.

Arriving in Osaka just before 2 p.m., a quick taxi ride to the Royal Hotel where the supporters were staying only to find that they had left for the ground ten minutes before. Another taxi ride takes us out to Hanazono Stadium only to get bogged down in a typical Japanese traffic jam and a never ending stream of red traffic lights about a mile from the ground. Nothing for it now but to get out and walk the remainder and so we arrive on the ground at 3.25, five minutes before kick off, and still ticketless.

Our hearts fell when we were told that all tickets had been sold and the ground was packed to capacity. We pleaded our case with a Japanese Rugby Union Official who was extremely sympathetic when we explained our plight. And so, remembering the hospitality and warmth of the welcome he personally had been extended when in Wales with the Japanese team, off he went to see what could be done.

In a couple of minutes he was back with six tickets for us. These were players' complimentary tickets which we of course had to pay for, and we were then escorted by a charming hostess to our seats in the Committee Box and were seated directly behind the Welsh and Japanese officials including Welsh Rugby Union President Handel Rodgers, J.R.U. President Tokishiro Shiina, former Japanese team manager in Wales, Shiggi Konno and Welsh Team Manager Les Spence. All taking time off from business commitments and sat there was Britain's Minister of Agriculture Mr. Peart.

This time a Japanese band played their National Anthem, and followed with a very interesting version of the Welsh Anthem, the chorus being played twice over. We then settled down to watch an exhibition of rugby which made all the effort and expense (estimated at about £25 per person) worthwhile. A feast of entertainment that included eleven sparkling tries.

And so after the match, back to Osaka for the return journey to Tokyo. It was six extremely weary people that arrived back on the ship at 11.30 that evening, but our spirits were high when we were greeted in the ship's smokeroom with a chorus of "we saw you all on the tele, you were sat behind the Welsh Substitutes".

That was a fitting climax to a day that the six of us will never forget. A truly once-in-a-lifetime experience.

Unfortunately T.M.M.'s schedule took us from the Japanese coast before the final match, or I'm sure that the m.v. *Elena* would have been equally well represented there as well.

E. R. Morgan
Elaine Morgan
P. M. Paddock
O. G. Williams (to Osaka)
A. Frost
P. R. Nicholas
C. Rees (to Tokyo).

by E. R. MORGAN,
Chief Engineer.

Staff News

We are pleased to hear that Mr. Antony Reardon Smith is back in harness after his recent operation.

IN HOSPITAL

We wish a very speedy recovery to:
Mr. Richard Siwell—Oil Rigs. Div., Head Office.

Also to Mr. T. W. Carnduff—Oil Rigs. Div., Head Office, who is ill at home.

NEW STAFF

We extend a welcome to the following on joining the Company:

Mr. T. Bowden—General Office, Head Office.

Mr. Stephen Cockings—Accounts Computer, Head Office.

MARRIAGE

Congratulations and best wishes to Miss M. B. Smith, London Office on her marriage on 23rd August to Mr. S. Taylor.

Miss Susan Green, London Office, on her marriage to Mr. D. Turnbull on 25th October.

Captain T. W. Picton Davies sends his best regards to all former colleagues ashore and afloat.

KLM INSTRUCTIONS TO PASSENGERS IN THE 1920's

I
Never touch the propeller, keep a respectable distance from it and warn your fellow-passengers.

II
Do not suddenly put your arm or head outside. The force of the wind might surprise you and you might injure yourself. You would most certainly lose your headgear.

III
Do not wave your hat, scarf or cap outside the aeroplane when departing, the airstream might snatch it out of your hand and it might become entangled with the rudders, thus putting them out of action.

IV
Throw nothing out of the aeroplane, however small. Falling from a height of a few kilometres objects attain the speed of a bullet and are thus dangerous to earthly mortals.

V
If you are travelling in an open aeroplane, take a good pair of goggles with you and wear a leather or silk hood to protect your hairdo.

VI
You are advised to keep swallowing when taking off and landing and to abstain from consumption of alcohol for several hours before the flight.

VII
High-fliers should empty their bladder before leaving, and should not eat such food as peas, beans and brown bread, which are apt to cause excessive formation of gas in the intestines.

VIII
Tell everyone about your flight.

Full Circle

Overheard in a Liverpool office: "I don't mind the new switchboard girl putting me through to myself. What worries me is when she tells me I am out."

Liverpool Daily Post, 4.11.74.

Unsuccessful

Here is the story of the lighthouses and lightships of the American West Coast, from California to the Puget Sound... there is a fund of stories from the various lights. I like the one concerning the old Indian who once watched with great interest the installation of a fog signal at an early Californian light station. He would listen intently to its raspy voice,

then ponder the situation. One day he went to the lighthouse keeper.

"That horn is no good!" he insisted. "All time go boo boo and fog she comes in just same."

West Coast Lighthouses, by Jim Gibbs

Streaker

"I'm so worried about Adam," Eve told the Serpent.

"He's absent without leaf".

Observer, *Financial Times* 4.5.75.

Rewards

Sign seen outside a Newcastle Church: "Work for the Lord. The pay is not much but the retirement benefits are out of this world."

Retirement Presentation



On 30th September, the Chairman and Directors held a luncheon in the Bideford Suite at Head Office to mark the retirement of Commodore J. D. Lloyd. At the same time, the new Commodore of the Fleet, Commodore M. J. Higgins, was also present, together with Mrs. Lloyd and Mrs. Higgins.

Commodore Lloyd joined the Company as an Apprentice in April 1930 and was promoted to Master on the 17th April 1945. He became Commodore of the Fleet in September 1973.

During a short informal speech prior to the luncheon, the Chairman, on behalf of the Directors and Staff, extended to Commodore and Mrs. Lloyd best wishes for a very happy and healthy retirement.

Commodore Higgins was presented with the Commodore's pennant prior to the lunch.

Donation to R.N.L.I.

On leaving the m.v. *Prince Rupert City* in India at the end of September, the Officers of the vessel donated the sum of £28.00.

Donation to R.N.L.I. Poole

Captain Garlick sent us a note on the 22nd September to the effect that the donation from proceeds of the Officers bar m.v. *Victoria City* was sent to the above charity. The address of the agreed charity could not be found.

Sea Life

By Susan Cann

(aged 13½ years)

Tacoma City, September 1975

As this is my last trip to sea with my parents and because I hold the disgraceful position of being the only "Cann" not to have contributed to the *Newsletter*, I thought I would like to write a little bit about my "Sea Life".

I have been fortunate enough to do five voyages with my parents and my sister, beginning with a four and a half months' voyage on the m.v. *Wilkawana* when I was 7½ and my sister 6. We joined the ship in Norfolk, Virginia, U.S.A., with the Engineer Officers (my Father, who was Chief Officer, had flown out six weeks previously). We had our first taste of flying and the weather could not have been worse!

Our first trip was a trip to remember indeed. We had Christmas on board and the Officers bought my sister and me what seemed to be a whole department store! The Electrician dressed up as "Santa Claus" and phoned the Captain's room from the bridge to speak to us. He came down in a costume held together with staples (the engineers' equivalent to boiler suit buttons!) and, complete with cotton-wool covered wellies and a "Ho, ho, ho," he gave my sister and me our presents. That Christmas will always stick in my mind as one of, if not the, happiest Christmases I have known. My birthday, too, was one to remember, with a 3-tiered cake and a card signed by all the Officers, which I still have. We hardly spent any time in our own cabin, but were in the smoke-room with the boys, or on the bridge with our parents or the Second Mate. The boys were fantastic and the three Cadets, whom everyone called "Gonk," "Squif" and "Ozzy," spent hours reading to us and playing games, as did everyone. The Chief Engineer and the Second Engineer once a day, while we were at sea, played "Ludo" with us. We had no time to be bored at all and we did not get sea-sick—that is to say that 75% of the family didn't get sea-sick (Mummy is a different matter!).

The next trip we did was on the m.v. *Welsh City*. We joined her in Grangemouth, Scotland, the day after Boxing Day, 1970. That trip was really the best in the way of ports of call. We went to Australia, South Africa, Canada and many ports on the East coast of the United States of America.

We had three wonderful days in New York, we visited the Empire State

Building, the United Nations, the Statue of Liberty and the Rockefeller Centre.

On the *Welsh City* we "Crossed the Line" or the Equator as some call it! There were about 5 of us to be "done"—a Junior Engineer called Jack, one of our Cadets called Peter, Mummy, my sister and I. My sister and I were petrified and Mummy didn't trust anyone, so she stitched herself into one of Daddy's boiler suits! I was really dressed for the occasion with arrowheads on his shirt and a fender around his ankle! The Chief Officer (who has since been promoted to Master, Captain Crawford) was King Neptune and our Radio Officer was Neptune's daughter, for which he got many wolf whistles! (The Radio Officer shall remain nameless for obvious reasons!). My sister and I were so frightened we got away with a good soaking from a hosepipe.

I again had a wonderful birthday at sea. My birthdays at sea always seem to stick in my memory because they are so different from birthdays on land.

Our third trip was aboard the m.v. *New Westminster City*. We had two months in dry-dock in beautiful Amsterdam and we had Christmas and my birthday in port. Both occasions were very happy but the one that really sticks in my mind is my birthday. That birthday party really went with a bang, especially when our Deck Cadet blew too much air into a balloon! We had a wonderful voyage and visited some great and some not so great places.

Our fourth voyage we did on the m.v. *Tacoma City* and we went to some beautiful ports. My personal favourite was Victoria on Vancouver Island. We spent six days there and became very friendly with a Customs Officer and his wife. We were driven to the famous "Butchart Gardens", which look absolutely beautiful (even in the pouring rain, from underneath a borrowed umbrella on a Sunday afternoon!).

On this trip we had several barbecues, including one on my sister's birthday which was a great success and another one which took place (the eating anyway) in the smokeroom—this was not planned; but there was a cloudburst and, subsequently a giant size scatter!

We, once again, crossed the Line and we had to be "done" again as we had not got our Certificates with us! Believe me! The first things packed ready for coming on *this* trip were our Certificates!

Our fifth and final trip is aboard the m.v. *Tacoma City* once again.

My sister and Mother both have had their birthdays and they have been very

happy occasions. We have been pursued by typhoons and been caught, been to good and bad ports, but most of the ports were new to me and so our last trip has been very educational for my sister and me.

I love the sea and will miss being with my family on ships—but my schooling is important now.

Even if I don't pass one of my "O" levels, I have learnt more in the past 5 years about drafts, sextants, compasses, propellers, ballast, anchors, charts, sights, bearings, pistons and, more than that, about people—than any school could ever have taught me.

During my five years of "Sea Life" I have made many friends and been very happy. Unfortunately, many of the people we have sailed with have left the Company since then, but I would like to thank those of you who do remain for making the past five years some of the most happy in my life.

We wish Susan every success in the future—*Editor*

QUESTIONS

Who do the trees whisper and wheeze?
Who taught the birds how to sing so sweet?

Why do the squirrels hide from the
Winter?

Who taught the otter to live in the
water?

Who painted the flowers so gay, to
brighten a long summer's day?

Why is the sun hung so high in the sky?
Who made the moon to light up the
night?

Who made the sky so blue and made
the clouds so white?

Why do lilies live in ponds, when their
petals look like wings?

Why does the wind howl and sing?

Why do pine trees swish and sway?
When a light breeze comes their way?

By Haf Marie Hughes,

Age 9, on m.v. *Indian City*.

This edition of the *Newsletter* is an m.v. *Indian City* edition and thanks to everyone who sent in contributions.

The name *Indian City* has been with the Company since January 1915, when a vessel christened that name was launched. This vessel was sunk by enemy action on 12th March, 1915.

Since then several vessels have carried the name. The present one, of course, is now well known in the car-carrying trade. She was launched in 1967.

Car Carriers

The history of the car carrier is a relatively short one, dating back to the mid-1960's only, when motor vehicle manufacturers began their big export drives.

To cope with the need to ship vehicles in large quantities overseas three different types of vessels appeared on the shipping scene.

These were the roll on roll off type, the purpose built car-bulk carrier and the conventional converted bulk carrier, to which category this vessel belongs.

The Nissan Motor Car Carrier Co. Ltd., to which this vessel is sub-chartered Yamashita Shinnihon Steamship Co. Ltd., were one of the pioneers in exporting cars in large quantities and started operating with one vessel in 1965. This vessel was of the roll on roll off type and could carry 1,200 cars. This type of ship is only 7,000 gross tons, but sports a speed of 18 knots. The newer ships of this class can now carry 2,500 to 3,000 cars which are stowed in nine decks. The cars are driven on board via a large ramp mounted on the vessels quarter and are fed to each deck from there.

During the late 60's Nissan chartered ships from Mitsui O.S.K. and Showa Line. These were mainly of the car-bulk type, which range from 11,000 gross tons to 17,000 gross tons and have a service

speed of 15.5 knots. Cars are loaded by ramps on the ship's side and are driven into the deck masthouses whereby they are conveyed by lift to the appropriate decks.

When carrying bulk cargoes the car decks are stowed underdeck leaving the holds clear. Pontoons are stowed in deck racks when carrying bulk cargoes.

These vessels can carry up to 1,800 vehicles.

In recent years Nissan started chartering vessels apart from their own flag and one of the first of these was the m.v. *Wilkawa* (ex-*Australian City*), which was converted from an ordinary bulk carrier in 1969 and fitted with car decks for the transportation of Nissan motor vehicles.

During her time as a car carrier she was chartered to Anders Wilhelmsen of Norway who also owned and chartered other vessels for this purpose.

In 1971/1972 the m.v. *Indian City* was also converted into a car carrier, by Blohm and Voss of Hamburg.

Unlike the m.v. *Wilkawa* she was fitted with both side and end decks due to her size.

With seven hatches this makes a total

of 28 decks which have to be lowered when carrying cars.

On average the m.v. *Indian City* carries 2,600 cars, compared with the m.v. *Wilkawa's* 1,950 average. Up to the present voyage she will have shipped over 37,000 cars for Nissan and has carried just under half a million tons of coal from the East coast of the States to Japan.

Other chartered vessels include two converted Esso tankers, built in 1958 and of 23,000 tons gross.

These run between Yokohama and Europe and the Mediterranean and are owned by Hoegh Uglund Auto Lines of Norway. These two ships are purely roll on roll off. Together with other chartered ships over 10,000 vehicles are shipped to Europe and the Mediterranean each month.

Most Nissan vehicles are loaded at the Honmoku pier at Yokohama. Here 20,000 cars can be stored ready for shipment in 3 six-storey warehouses specially designed for export car storage. Further compounds in the area store another 30,000 cars. Another recently opened berth is the Shiko pier in Yokosuka where this ship has loaded on the last two consecutive voyages.

It seems a shame indeed that the British car industry does not appear to have expanded at an equal rate to that of the Japanese and other leading car manufacturing nations.

C. R. Goddard, 2nd Mate,
m.v. *Indian City*.



M.V. *Indian City* at Yokohama April/May 1975

Captain D. Jack writes from Norfolk Va. on 6th October to the effect that whilst his vessel m.v. *Indian City* was undergoing repairs at the I.H.I. Yard in Yokohama a football match was played between the vessel's XI and Yamashita Shinnihon Line XI—the *Indian City* XI won.

A letter and photographs have now been received by Captain Jack and as all the Officers and crew who took part in the game have left the ship we hope by publishing them pleasant memories will be revived.

Dear Captain Boroughs,

I enclose herewith some photos of our football match, so, please hand out them to your nice crews.

The other day, we had a meeting of our football team and elected a new captain of our team as we are defeated

successfully in our football league since we lost the game at I.H.I. Yokohama.

While we are much regret to loose the game, we are much impressed with your crews' skillfulness and say each other "Great Britain is indeed the home of the football!" And in addition with the above impression, we are very happy to have a wonderful memories that is, we had an "International" football match!

As to the magazine of our company which I wrote the report of our football match, this has been issued on 25th June at last.

I'm much sorry to airmail these photos and magazine too much late.

I would like to say thank you very much to have a wonderful memories, and hope your safety and comfortable navigation.

Yours sincerely,
M. Okade.

SHIPS' POSITIONS AS AT 20. 10. 75

m.v. Atlantic City. On T/C to Compania de Navegacion Las Perlas S.A. Sailed Bagnoli 30th September. Arrived Tubarao 14th October. Sailed Tubarao 15th October for Italy with full cargo Iron Ore. Arrives Italy 30th October. Completing 3rd November.

m.v. Cardiff City. On Steel Berth Service. Sailed Antwerp 3rd October. Arrived Middlesbrough 4th October to complete steel loading. Sailed 11th October for West Coast America via Panama Canal, transiting 26th October. Discharges Los Angeles 4/5th November, Oakland 6/8th. Portland 10/11th. Seattle 12/13th. Completing New Westminster 15th November. Then loads Forest Products New Westminster, Portland, Coos Bay and Vancouver completing 30th November. Arrives Panama Canal 12th December, London 26th December, sailing 31st for Esbjerg. Arrives Esbjerg 2nd January and completes discharge 7th January, thence drydocks about 10 days.

m.v. Cornish City. On T/C a/c N.Y.K. Sailed Yokohama 9th October with Steel and Generals for La Cardenas where due 26th October. Continues discharge various Mexican and Caribbean Sea Ports completing Houston 26/27th November. New Orleans 29/30th November and Mobile 1st December. Then load for return trip to Japan where completes 10/15th January.

m.v. Devon City. Arrived Contrecoeur 1st October, completed discharge Coal and sailed 3rd for Sorel, arriving same day. Loaded Wheat and sailed 11th October for Gdynia or Gdansk where due 23rd October, completing early November. Then delivers under T/C for 3 years trading.

m.v. Fresno City. Sailed Kokura 11th September with Steel Slabs for Bilbao. Transited Panama Canal 7th October and arrived Bilbao 20th October. On completion 29th October drydocks Ferrol for special survey and then proceeds U.S. Gulf to load grain 20/25th November. Transits Panama Canal 30th November. Arriving Japan 27th December, completing early January.

m.v. Indian City. On T/C to Yamashita Shinnihon. Completed Discharge cars Providence 12th October. Arrived Norfolk 13th October to load coal for Japan. Sails 22nd October, transits Panama Canal 29th October, arriving Higashihama 20th November, completing 29th.

m.v. New Westminster City. Sailed Tampa 3rd October, with Phosphate cargo for Visakhapatnam. Bunkers Durban 28th October. Arriving Visakhapatnam 12th November. Completes discharge 17th. Delivers to Japan Line and loads Iron Ore sailing 19th November for Japan where arrives 2nd December, completing 5th for redelivery.

m.v. Port Alberni City. Sailed Tampa 15th September with full cargo Phosphate. Sailed Durban 12th October and arrives Visakhapatnam 27th October completing 1st November. Delivers to Japan Line to load ore cargo for Japan. Sailing 3rd November. Arrives Japan 16th November and redelivers 20th. Followed by Berth Service BC/U.K.-Cont.

m.v. Prince Rupert City. Arrived Newcastle N.S.W. 13th October to load Grain for Nakhodka. Expect sail 26th October with arrival Nakhodka, 11th November completing 20/25th.

m.v. Tacoma City. On Time Charter A/C Tokyo Boeki. Sailed Hirohata 15th September with Steel Slabs for Bilbao. Transited Panama Canal 7/8th October. Arrived Bilbao 20th October and sails 29th. On completion proceeds Falmouth for officer change/storing etc. 31st October/2nd November then Tampa 16/19th November to load Phosphate for Visakhapatnam 30th December. Bunkers Durban 14th December arriving Visakhapatnam 30th December, completing 5th January.

m.v. Vancouver City. On T/C a/c Cosmos. Sailed Port Kembla 22nd September. Arrived Buenos Aires for lightening 17th October completing discharge San Nicholas 27th and redelivering. Delivers under T/C a/c International Produce, loading Paranagua for Rotterdam?

m.v. Victoria City. Arrived Sydney 7th October loaded cargo Wheat and sailed for Nakhodka 9th October. Due Nakhodka 29th October. Completes 15th November, and proceeds Hakodate for drydocking from 17/20th November.

m.v. Welsh City. On T/C a/c South African Marine Corp. Sailed Port Elizabeth 21st September. Arrived Rotterdam 11th October. Sailed 17th. Arrived and Sailed Antwerp 18/19th. Arrived Dunkirk 20th. Sails 21st for Cherbourg where redelivers 25th October. Then delivers to KNSM for 1 year's T/C trading.

m.v. Amparo. Sailed Ensenada 28th September. Arrived Nagoya 13th October. Sailing 16th for Yokkaichi. Calls various Japanese ports completing Tokyo 6th November. Proceeds to Ensenada arriving 21st November. Calling Manzanillo, La Cardenas, Acapulco, Guaymas, completing Ensenada 15th December. Sails for Yokohama, arriving 30th December, complete Nagoya, Yokkaichi, Osaka and Kobe 5 January.

m.v. Elena. Arrived Ensenada 4th October, and sailed same day. Arrived and Sailed Acapulco 8/9th and La Cardenas 10/11th. Arrived and Sailed Manzanillo 12/19th October for Stockton where arrs. 21st sailing 26th for Yokohama, where due 9th November, completes Yokohama 11th November, finally completing Japan 20th November.

m.v. Gela. Arrived and Sailed Vera Cruz 30th September/6th October. Coatzacoalcas 7th/8th, Tampico 10/13th, Progreso 15th/17th. Proceeds Hamburg 30th October/5th November, Bremen 6/7th, Rotterdam 8/9th, Antwerp 10/12th, completing Le Havre 13/15th. Then returns Mexico calling Vera Cruz 29th November/2nd December. Tampico 3/6th, Progreso 8/10th, arriving back in Hamburg 26th December.

m.v. Maria Elisa. Arrived and Sailed Fukuyama 14th/16th October, Nagoya 17th. Arrived and Sailed Tokyo 18th where completes 23rd. Arrives and Sails Yokohama 24/26th October, for Ensenada and various other Mexican ports before returning to Ensenada 4th December, and on to Yokohama arriving 18th December. Then calls Nagoya, Yokkaichi, Osaka, Kobe, completing 27th December.

m.v. Sara Lupe. Arrived and Sails Manzanillo 3/10th October. Acapulco 11/15th. Arrived Cutuco 18th October, Sailing 21st for San Salvador and Ensenada, sailing 26th October for Yokohama. Arrives Yokohama 13th November calling various Japanese ports completing Kobe 23rd November.

Who says there's an oil shortage?

from m.v. Indian City

It would not appear so to us, after our recent experience in Japan.

We had arrived at the port of Yokosuka in order to load the usual dozen traffic jams, in the shape of two and a half thousand Datsuns for the U.S.A. Unfortunately there was a hold up on ashtrays, and our cargo was behind schedule, so we were, therefore, obliged to be at anchor until such time as this production knot could be unravelled. Bunkering barges duly appeared, and our required 1,300 tons of heavy, and 150 of diesel, were taken aboard, without fuss. Imagine our surprise, when two days later, after breakfast while ruminating over the boat deck handrail, we spied a small craft of the oil carrying variety approaching rapidly from the direction of Yokohama and heading straight for us!

Perhaps they had not seen our mighty bulk, I refer to the 3rd Mate, who was on watch, of course, or they were busy in the galley preparing ham and octopus, sunny side up. But no—it rapidly became apparent to us that they had every intention of coming alongside our vessel and boarding us. We thought that no good could come of this, so we kept

throwing their grappling hooks back into the water. But—other equally sinister craft were then materialising out of the morning haze and converging on us from all directions, obviously in league with the villainous looking crew who were then attempting to make fast to us. Realising we were outnumbered (they had more wheel keys than we had) we decided our best tack would be to parley with their leader, so we allowed them to make fast.

One, two, three, four, alongside each other. The leader of the assault, whom we instantly recognised, as he was the only one wearing jacket and tie (no doubt he anticipated lunching in the saloon), then requested to board us in order to supply 1,000 tons of heavy and 100 of diesel just for good measure. Very nice of him, of course, but our attitude was "enough is as good as a feast", and besides the swimming pool was leaking, and who would mop up all that stuff off the deck (we only had two bags of sawdust) so we said, "not today, thank you", and returned to our discourse on topics of vital importance to the efficient running of our vessel. However, our adversary was made of sterner stuff,

and had not wasted his time at the Yokohama School of Salesmanship. It rapidly became obvious that he was not to be put off and wanted to come aboard and what was more his fleet were going to stay until he gave the word. Well, we thought, if we can't get rid of them soon, how will we get through the Canal; what will it do to the ship, and all that clattering in heavy weather when we are trying to get our heads down. So we relented and allowed him to bring one of his wee tankers around to the gangway and come aboard for a confrontation. Well, when the full facts were put to him you could see he was embarrassed. We explained, much as we would like to h— him out (they live on their commissi— these fellows) a competitor had got here first and there was just not room for more. We politely suggested that perhaps he could contact his office, on our R.T. and they might be able to put him in touch with a more deserving case. Which is what he did, although for some reason, afterwards he seemed to spend hours in my room writing. I had to have a look at what he was doing and having a rudimentary knowledge of Japanese characters, imagine my astonishment in translating "Last will and Testament of Masakazu Murakami"!

My Most Embarrassing Moment

One of the most embarrassing moments of my 27 years at sea happened in America with my Steward, who took everything told to him *literally*.

The ship's chandler was in my cabin, and told me he had brought some of the stores with him, which he had left on the back seat of his car. I told my steward to fetch these things, which he did. First he brought the box I was expecting, he was thanked and then left. Within a few minutes he was back with my little daughter helping him to carry—one big pile of newspapers, two car seat cushions, one umbrella, one safety helmet, one pair large seaboots, and a pile of advertising materials, which included what the steward called a "For Ever and Ever" calendar. On being asked where he had got them from, he answered calmly "Everything come back seat car now sir".

He was quickly despatched to return everything, and I was left to reassure the

chandler that we had no intention of depriving him of his possessions, and that the rest of his car was not on the way up the gangway.

The look on his face as his sea boots were carried like a crown on the car cushions is unforgettable, but he recovered, and said "I knew you carried cars but never understood until now how you got them on board."

The steward was allowed to keep his "For Ever and Ever" Calendar.

The same steward always insisted on helping my wife to change the bed linen on Fridays, and his favourite saying whilst doing so was "Plenty to mother's side, no too plenty to father's side."

A. R. Hughes, Catering Officer.
m.v. Indian City

Which One?

Just one of our Personnel Department's problems:

Phone call from an Officer's wife—
"Can you tell me when my husband is likely to be home?"

Personnel Staff Member—

"Which vessel is he on please?"

Enquirer—

"I can't remember off hand, but I know it ends in City."

Some Crime—Some Lilt

Extract from *Daily Mail* 27.8.75:

Last night a London lawyer said—"Obviously the Parole Board will take Edwards' background into account. But shiplifting is not a very serious offence and he could get away with a reprimand."