

# newsletter



No. 71 DECEMBER, 1975

## 1976 Ahead This month's vessel

### *m.v.* "New Westminster City"

Looking back on the year 1975, now caring its close, it can be said that it has been a year of mixed fortunes. Many hopes have been left unrealised.

As we enter 1976 we carry the hope (as expressed by our Chairman in his Christmas message) for better tidings in the New Year. "Hope springs eternal in the human breast" and to succeed, we must add to it co-operation, loyalty and the will to come out on top as most assuredly we will.

A happy and prosperous New Year to all our readers.

The vessel featured in this edition is the *m.v. New Westminster City*, and we appreciate the interest shown in the contributions received for publication from the Master and Officers.

It is perhaps of interest to refer to the publicity given these days to the soya bean. The protein value of this cereal is enormous. Modern culinary techniques can now produce a steak made from soya beans which is difficult to tell from the real thing.



*s.s. New Westminster City*, Hamburg 1936.

The potential of the soya bean however, has long been known. In 1936 the *s.s. New Westminster City* discharged a bulk cargo of this commodity in Hamburg having loaded at Dairen, Manchuria, as it was then known (now in China).

## Well, how do you choose a ship's name?

Choosing a name for a ship is often as difficult as the problem facing parents in naming a baby. Not that there is any shortage of names for the new arrival— it is a question of selecting one which will suitably identify the ship as belonging to a particular shipping line and often the type of trade it is engaged in. Some shipping companies have even organised "name-a-ship" competitions and invited suggestions from staff.

Ships in the British merchant fleet are often named after cities, counties and villages, but the range covers castles, rivers, bridges, birds, trees, flowers, sea shells and even ancient Greek heroes. A strong Scottish influence is evident too with clans, bens, passes and straths. There are kings, queens, princesses and a countless to name but a few.

A merchant ship displays its name in three places—on each side of the bows and on the stern, so P & O have embarked

on a major task in deciding to rename 75 ships in its general cargo fleet as part of a worldwide marketing plan. Complete with a new livery the ships will now carry names beginning with "Strath", a Scottish name meaning a broad river valley bounded by hills; for example, *Strathaird*, *Strathinch*, *Strathray*. Their refrigerated cargo ships will continue to be named after birds and prefixed "Wild"—*Wild Cormorant*, *Wild Fulmar*, etc.

Ellerman City Liners, the shipping division of Ellerman Lines, have christened their ships after cities which is a logical result of their trade name. Many have British names such as Hull, Liverpool and London, but others reflect shipping services to other countries with names like *City of Ottawa*, *City of Delhi*, *City of Florence* and *City of Istanbul*.

Manchester Liners promote their company and their headquarters' city with

names like *Manchester Vigour* and *Manchester Zeal* and which try to sum up the attitude of the company, i.e. that they trade with vigour and zeal. Their "C" class cellular container ships have "C" names such as *Manchester Concorde* and *Manchester Crusade*.

Trading interests are largely expressed in the fleet of Sir William Reardon Smith & Sons whose ship names end in "City" and are generally taken from ports on the Canadian Pacific coast, for instance, *Vancouver City* and *Tacoma City*. One of two new ships coming into service has, however, been called *Cardiff City* where the company has its headquarters. The other has been named *Devon City* as the company had its origins in the West country, a fact remembered by the traditional registering of all their ships at Bideford.—*British Shipping News*, Autumn 1975.

# Sailors and Sea Birds

Before man set to exploring the oceans, sea birds had long held an established ownership over these regions, and had, for millions of years, been evolving as separate and distinct species from their counterparts on land. Though belonging to a very old group of birds, they had, by their particular adaptations, become specialised and sophisticated. How they viewed man's first intrusions to their domains can never be known, but in common with most animals unfamiliar with the ways of humans they were probably very inquisitive. Certainly when man made his early ventures in small wooden ships, life was much slower than today, and the mariners who sailed them had all the time in the world to become acquainted with their partners of the seas. The history of discovery gives us many mentions of sailors and sea birds: Taylor Coleridge immortalised the "Wandering Albatross" in his famous poem. Columbus "felt a greater affinity with the gulls than he did with his men" shortly before his discovery of the Americas; Drake was always "fearful for their (sea birds) safety" on the eve of battle and such great explorers as Magellan and Vancouver would often follow certain species in their quest for new lands.

No less so did the average sailor become fascinated by the effortless grace of the Albatross, the soaring and swooping majesty of the Frigate birds and the ceaseless flutter of the Storm Petrels. Those early mariners were men of the land and country, often originating from the West. Not surprising then that we find them calling the friendly Albatrosses "Gony Birds" in the belief that they were stupid and they named the tropical Gannets "boobies" for the same reason; surely men from Bristol. Even those pioneering descendants of the Vikings, the Norwegian mariners were intrigued by this apparent stupidity amongst sea birds and they gave the name "Moll Mauk" to many species, meaning stupid Gull. A corruption of this name is in common use; today for the smaller Albatrosses of Australia where they are known as Mollymauks.

Unfortunately, in those early years, many species were killed and taken as meat to be salted down for the long voyages ahead. This food association has given rise to many of the southern shearwaters being called mutton birds while others were even called "haggis birds". This vast and ruthless harvesting carried out by early mariners of many species, must have given the sea birds second thoughts about man. No less so in later years when millions of terns and Albatrosses were slaughtered all over the world for their plumage in order to adorn the splendid hats of ladies during the late 19th and early 20th centuries. Fortunately, this brought some early pioneering conservation work and though it could hardly re-occur today, it is still illegal to import plumage into the United Kingdom. Another sufferer of those terrible years were the "Bosun Birds", so named because their long, central white or crimson tail feathers, which were the objects of the milliners' fancy, resembled a marlin spike. These Tropic Birds, as they are otherwise named, are well known to mariners and often make passing visits to ships thousands of miles from their homes, perhaps they still remember.

Of all the two hundred and ninety or so species of sea birds, surely the most magnificent are the Frigate Birds. These large, aerial birds with long forked tails and bills, were well named by those early mariners, since they truly are Frigates, or, as their other name implies, "Men o' War" Birds. These large black predators will swoop upon a Booby or a Tern from several thousand feet, strike the unfortunate creature causing it to disgorge its food, then catch the booty before it reaches the water, since the Frigate birds alone amongst all sea birds, do not have webbed feet and are unable to alight on the sea.

The ancient mariner was a religious man and we find this influence in his naming of sea birds. The Storm Petrel is as well known to the mariner as the Albatross. Frequently, these fluttering, mostly black birds, that will often follow

a ship for days, were known as "Mother Careys Chickens". This name was derived from Mater Cara, a name sometimes given to the Blessed Virgin Mary, the Queen of Heaven. Many early God-fearing sailors believed that these birds were the souls of children who had died when young and were seeking the safety of the ship in times of storms. Harsh, true, however, since the twenty or so species of Storm Petrels can weather out the worst of storms and usually only come to grief when very close to land and in calm waters. The name petrel is an unusual one and was applied loosely to describe members of the shearwater and storm petrel families, related groups who glide or fly very close to the surface of the water, and it is believed to be a corruption of St. Peter and alludes to his *attempt to walk the waters*. In fact, anyone who observes those species closely will often see that whilst feeding off the surface of the sea, they do "walk" on the water. Wilson's Storm Petrel, named for us by the Wilson who accompanied Scot on one of his expeditions, is the most regular of the ship followers and the one mostly seen by mariners. At the northern extremities of their range in areas such as the Arabian sea or the Grand Banks, this species may be seen by the millions and their breeding colonies in the Southern and Antarctic seas have been found so dense that it is believed by many authorities to be the most numerous species of any sea or land bird.

The mariner mostly finds Albatrosses, shearwaters, petrels and storm petrels in the more turbulent oceans, particularly in the Southern hemisphere, and a day on passage between both Capes can bring forth as many different species as would be encountered on a parkland walk in Mid-Summer. It was a common belief, and still is today, that Albatrosses were sea birds confined entirely to the southern oceans. This is far from true, with, in fact, one species breeding in the tropics and three that inhabit the North Pacific, one of which, the Short-tailed Albatross, because of its beauty, suffered at the hands of the milliners' men, and

there can be little doubt that today, this bird is one of the six rarest in existence and probably the rarest bird in the world with no more than about thirty individuals remaining. The other two, the black and white Laysan Albatross and the all dark Black-footed Albatross, are well known to navigators of the North Pacific and over the past few decades they have shown a great adaptability towards man, being regular followers of ocean vessels. In fact, the Black-footed Albatross, whose main breeding station is at Midway Island at the western end of the Hawaiian chain, has official status with the United States Military Forces and is allowed to use the very long runway on that island; a feat that they have perfected in a very short time.

The names given to tropical sea birds by the old sailors resemble a cast for an old Blyton epic... Sooty, Noddy, Wideawake and Wedgie (another with a Bristol ancestry, perhaps). All these birds try to live in harmony with man, though many have survived in spite of him. As evolution goes on, the successful species go on adapting to man's ways. Many sea birds that had taken literally millions of years to evolve, up to the time man first roamed the oceans seriously less than a thousand years ago, have adapted and shown remarkable survival-powers in more recent times, particularly within the last hundred years when ships have become so numerous.

A most recent development of this nature may be familiar to some readers of the *Newsletter*. The Blue-faced Booby is a tropical Gannet with a world-wide distribution in tropical latitudes. One of its main breeding areas is off the Pacific coast of Central America, where it is sometimes known as Grant's Booby. Over the years, this race of the bird has learnt to catch flying fish by pursuing them above water. With the aid of fast freighters, this ability has been developed a stage further. Most sea birds nest in colonies and Boobies are no exception. The immature birds on these occasions often remain in the vicinity of the colony wondering what to do with themselves. They have now found a suitable diversion and will board passing vessels, particularly those westbound, pick a suitable perch forward such as a mast or davit, and remain aboard for ten days or more. From their vantage spot, they will sally forth to pick off the flying fish that are disturbed from the sea by the shark-like bow of the ship. Not only does this demonstrate the ability of a successful species to develop new skills it also shows how they can, in conjunction with man, extend their range, which is par-

ticularly important with the tropical Gannets who often lay two or three eggs, unlike their temperate relations who lay only one.

The Gannets and Boobies have been especially successful in their relations with man and the important guano producing Peruvian Booby is another example of this co-existence. However, not all groups of sea birds have been so successful and an outstanding failure has been the Auks. These sea birds are the Northern Hemisphere equivalents of the southern penguins; though of the existing species all retain the ability to fly but this facility is on the decline. The most well known member of the family, the Great Auk, was, however, flightless and this left the species defenceless against the early plunderers of mariners in the 15th and 16th centuries. Little wonder that by the early 19th century the species had been reduced to a handful of birds and in 1840 the last recorded northern "penguin" was killed. The rest of the family, including the Puffins and Guillemots, still breed in vast numbers, particularly in the North Pacific, but in some areas they have had difficulty in maintaining their breeding grounds against the encroachment of man. Their fate is not helped by other more successful species with whom they must compete for territory and their lifestyle of spending much time settled on the seas makes them the most liable group of all sea birds to oil fouling. Already, some of the smaller Pacific species are on the verge of extinction and in common with other ancient forms of animals that have not adapted, the Auks may well be doomed despite efforts of man either way.

Nevertheless, mariners and sea birds, along with man and birds in general, are probably enjoying their most successful relationship so far in their evolutions and it may be hoped that this will continue. A rather unpleasant thorn in this relationship at present remains the pollution of the seas with oil and the mariner has some way yet to go before this problem is eliminated. Another pollution problem that is possibly straining the relationship is the noise created by modern-day marine engines and auxiliary equipment, and it has been noticeable over the past decade that certain species of sea birds are loath to approach vessels as close as they did in earlier years. However, this may not constitute an evolutionary development provided that the seafarers' intent towards sea birds remains friendly.

Sailors and sea birds can well afford to share the oceans equally and peacefully and each can be of benefit to the

other. So remember, sailor, when next rounding the Cape of Good Hope or Cape Leewin, with a galaxy of sea birds in the wake, think of the Ancient sea birds as well as the Ancient Mariner and ask yourself what the Giant Petrel, that large grey shearwater almost the size of an Albatross, feels about your forefathers having called him a "Stinker"; who knows, he might have an even worse name for you.

M. E. Jones, Master,

New Westminster City

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## Shares

Since our last report in September the Financial Times Industrial (30 Share) Index has risen considerably and at the time of printing stands at 377 compared with 304 previously quoted. It is of interest to recall that in January this year the index was as low as 146.

The resignation of Mr. Jim Slater as Chairman and Director of Slater Walker Securities caused a sharp fall in the equity market; however, prices recovered fairly swiftly and the upward trend appeared to be solidly based. This trend was further encouraged by the Government's new approach to industrial strategy and by the slightly more optimistic review of the economic outlook given by the Confederation of British Industry.

In the Shipping Sector of the Stock Market much publicity has been given to the slump in freight rates and as previously mentioned this has been reflected in the considerable easing of prices in this sector.

In the case of Reardon Smith Line Limited this situation has been further aggravated by the depressed state of the offshore drilling rig market and press comment. At the time of printing the Reardon Smith ordinary units stood at 365p and the "A" Non-Voting units at 110p compared with 410p and 140p respectively in the September Newsletter. These prices can be contrasted with the peaks reached in spring this year of 710p and 290p respectively.

The Panamanian interest in the ordinary units of the Company has now increased to 20.15 per cent; however, the Directors, Family Trusts and other family interests continue to control over 63 per cent of the Ordinary Share Capital.

# Layman's Accounts as at 31st March, 1975

READON SMITH LINE LIMITED AND SUBSIDIARY COMPANIES

## THE RESULT OF YOUR EFFORTS

	THIS YEAR		LAST YEAR	
	£	£	£	£
This is the amount of hire received from operating our fleet including chartered-in tonnage during the year		21,917,195		14,832,632
out of which we had to pay for operating costs and the hire of chartered vessels		15,720,814		9,265,628
leaving a surplus of		6,196,381		5,567,004
The cash invested earned interest of		642,052		257,345
to make a trading profit of		6,838,433		5,824,349
out of which we set aside to write-off the original cost of the ships over twenty years less the Government cash grant which is being released over the five years' period in which it may be repayable	1,479,277		1,591,264	
	666,733		816,696	
		812,504		774,568
So that the operating profit is		6,025,929		5,049,781
the interest paid on money to help build our ships is		546,195		595,771
leaving		5,479,734		4,454,010
a vessel was sold on which we made a surplus of		688,915		—
giving us a profit before taxation of		6,168,649		4,454,010
on which we may have to pay in taxes		3,798,272		2,739,423
leaving a Group profit of		2,370,377		1,714,587
Investments were sold at a profit after tax of		—		20,468
and we speeded up the rate we released to profit the Government cash grant received for buying new ships and machinery in previous years from their expected life to five years, requiring an adjustment of		—		2,395,916
so that out of what was available for the year		2,370,377		4,130,971
we paid dividends to Stockholders of		230,944		214,480
leaving in the Group for future expansion		<u>£2,139,433</u>		<u>£3,916,491</u>

## HOW WE STOOD AT THE END OF THE YEAR

<b>WE OWNED</b>				
Ships which had cost		31,753,657		30,189,379
but we have set aside to write-off over their life		7,052,429		6,456,379
thus reducing their cost to		24,701,228		23,733,000
Money paid towards the cost of new ships and oil rigs being built		7,143,807		2,389,153
Leasehold offices which had cost	410,148		410,148	
but we have written off to date over the term of the lease	68,648		64,648	
reducing the cost of the property to		341,500		345,500
Thus the amount we use in our business to earn our profits stood at		32,186,535		26,467,653
our own shares in other Companies which cost us	400,555		400,555	
expenditure on voyages not yet completed and money owed to us was	3,905,687		3,201,563	
and cash invested earning interest	3,379,524		3,762,252	
		7,685,766		7,364,370
So altogether we owned		39,872,301		33,832,025
but				
<b>WE OWED</b>				
Balance of money which was borrowed to help build our ships	10,817,348		10,028,148	
for supplies and services	2,657,989		2,502,747	
An amount we are required to provide in the event of our selling all our ships at their book value	9,282,699		5,593,526	
And we have put aside for the following purposes:				
Cash received towards future services	221,733		341,733	
the balance of cash grants received from the Government for investing in vessels to be used over a five-year period	602,268		1,289,832	
future special surveys and overhauls of the ships	351,525		299,325	
Paying the second dividend to Stockholders	94,085		71,493	
	24,027,647		20,126,804	
Less the interest of outside Shareholders in a subsidiary company	300		300	
		24,027,947		20,127,104
The difference between what "WE OWNED" and what "WE OWED" is what the STOCKHOLDERS HAD IN THE BUSINESS		<u>£15,844,354</u>		<u>£13,704,921</u>

# Staff News

## Births

Congratulations to Mr. & Mrs. D. Granger on the arrival of a baby girl at 11.10 p.m. 23rd October.—7lb. 11 oz.

Many congratulations to our old friend Stan Willmott—a grandfather at last.

## Certificate Successes

Congratulations to:  
D. R. Appleton—M.N.T.B. Certificate in Marine Electronics.

W. P. Barnes—2nd Mates Cert.  
L. M. Williamson—1st Cl. Motor.

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## An Unforgettable Night in the Smoo Cave

A party was in full swing in the Smoo Cave hotel, Durness, Sutherland, on a Wednesday night prior to joining the m.v. *New Westminster City*.

As well as locals, there were holiday-makers from Wales, England, America, Canada, Germany, Holland, France and Australia. There was a sigh of disappointment when the Manager called time at 11 o'clock. Albert Heindman, from Anglesey, had a brainwave, he organised a whip-round to buy sandwiches and beer for a party on the beach.

Off they all went, with two guitars, mouth organ and an accordion. Alas, just as the party started on the beach, it began to rain. But Albert had another idea; he led the partygoers to the Smoo Cave.

It is a huge cavern about the size of the Albert Hall in London, which used to be a hiding place for smugglers. Everyone voted it a better setting than the beach.

The cave echoed with song and laughter as each was called to do a party piece. The noise filtered out of the hole in the roof of the cave. Soon other people began

to drop in, holidaymakers and villagers who had been awakened by the fun. In no time there were 100 people singing and laughing in the cave.

During the lull in the festivities, a young German rose to his feet. In broken English, he explained it was the happiest night in his life. He'd just got permission to leave East Germany. The girl he was with was his sister and they had been reunited after 20 years.

The hours flew, dawn broke outside the cave, but no-one noticed. Around seven in the morning someone started to hum a familiar tune.

Soon Smoo Cave was echoing to the strains of "The Lord's my Shepherd".

All the nationalities stood shoulder to shoulder singing their hearts out. The languages were different, but the sincerity was the same.

For these hours in the Smoo Cave they had all been "Jock Tamson's bairns".

Iain M. MacLellan,  
Catering Officer, *N.W.C.*

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## Seventy Years

Captain W. Lawday) was of our Agents' Office at a sugar port in the Philippine Islands in the 1920s. This was some fifteen years after the founding of our Company in November, 1905.

## New Staff

We extend a welcome to the under-mentioned on joining the Company:

## Head Office, Cardiff

Miss J. D. Sweetensen, Accounts Department—Clerk.  
Mrs. A. Jones, Telex Operator.

## London Office

Mrs. J. Cant, Secretary—Drilling Rigs  
Mrs. J. M. Allman, Telex Operator  
Mrs. H. Fagbesa, Shorthand Typist—Drilling Rigs.

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## CAPT. J. J. BIRRELL

We are pleased to announce that Mr. J. J. Birrell (Company Training Officer) will assume command of our m.v. *Cornish City* on or about 1st December 1975 in the U.S. Gulf. He will subsequently leave the vessel in Japan and return to duties at Head Office.

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## CONTRIBUTIONS TO R.N.L.I.

The following donations are acknowledged with many thanks:

m.v. <i>Vancouver City</i>	£16.00
m.v. <i>Tacoma City</i>	£16.00
m.v. <i>Atlantic City</i>	£20.00

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## MY LOVE . . .

Be thou the well in which I lie and rest.  
Be thou my tree of life my garden found.  
Be thou my home, my fire, my chamber blest.  
Oh be my friend, each day still newer found.  
As the eternal days and nights go around  
Thou art my love in all loves found.

From Zena Seaman.



The above photograph (sent in by

# SHIPS' POSITIONS AS AT 20. 11. 75

**m.v. Atlantic City.** On Time Charter to Compania de Navegacion Las Perlas. Sailed Piombino 3rd November. Arrived Tubarao 16th November and sailed with full cargo ore 18th November for discharge Bagnoli and Genoa. E.T.A. 3rd December completing 10th December.

**m.v. Cardiff City.** Commenced loading Forest Products at New Westminster 18th November, further loading Coos Bay, Portland and New Westminster completing at Vancouver 3rd December. Transits Panama Canal 15th Dec., arriving London to commence discharge 29th December. Sails 8th January for Esbjerg, arriving 9th and completing 14th January. Drydocks for about 10 days and delivers under Time Charter for period trading.

**m.v. Cornish City.** On Time Charter a/c N.Y.K. Sailed Port au Prince 19th November. Puerto Cabello 21st/26th November, New Orleans 1st/3rd December. Taft 4th/5th December. Moorhead City 9/10th, completing Houston 14/15th December. Transits Panama Canal 19th December, arriving Nagoya 12th January. Then proceeds Kobe 15/16th January, completing Onahama 18/19th January.

**m.v. Devon City.** On T/C a/c Motortank Rederiktiebolet for 3 years trading. Sailed Gdansk 12th November. Arrived Antwerp to load 18th November. Sails 24th for Houston to complete loading for Persian Gulf, arrival Houston 9th December and sailing 17th. Transits Suez Canal early January for discharge Damhah 15th January completing Khorramshahr 2nd April.

**m.v. Fresno City.** Sailed Ferrol 14th November to load grain at Pascaoula (?) from 26th Nov./1st Dec. Transits Panama Canal 6th Dec., arriving Japan 2nd Jan., completing 10th.

**m.v. Indian City.** On Time Charter to Yamashita Shinnihon. Sailed Norfolk with coal for Japan 22nd Oct. Sailed Panama Canal 30th Oct. to discharge Sakaide and Higashiharima from 27th Nov. to 1st Dec.

**m.v. New Westminster City.** Sailed Vizakhapatnam under T/C to Japan Line 19th November. Arrives South Japan 1st December completing discharge ore cargo 5th December and redelivers. Proceeds to Crofton to load under Berth Service BC-UK Cont. arriving 17th December. Loads Crofton, Coos Bay, Portland and Vancouver. Sails Vancouver 5th January. Panama Canal 17th and arrives London 31st January. Sails for Dublin 4th February arriving 7th and completing 10th possibly proceeding to Continent to complete discharge.

**m.v. Port Alberni City.** Sailed Wakayama 19th November to load BC for UK Cont. Berth Service, loads Watson Is. 30th Nov./3rd Dec., Crofton 5/7th, Longview 9/11th, New Westminster 13/15th, Vancouver 16/18th and Nanaimo 19/20th. Transits Panama Canal 4th January, arriving Antwerp 15th January. Completes discharge Antwerp portion 18th and proceeds London where completes 25th January.

**m.v. Prince Rupert City.** Sailed Newcastle N.S.W. with full cargo wheat. Arrived Nakhodka 16th November hopefully completing discharge 28th November.

**m.v. Tacoma City.** Sailed Falmouth 4th Nov. Arrived Tampa 15th Nov. to load phosphate. Sails 21st November, calls Durban for bunkers 15th December and arrives Visakhapatnam 31st December. Completes discharge 5th Jan. and delivers under T/C a/c Japan Line. Sails with probably an ore cargo 7th January for South Japan arriving 20th, completing 22nd January.

**m.v. Vancouver City.** Delivered under Time Charter to International Produce. Sailed Paranagua 11th November for discharge Ghent and/or Rotterdam, hopefully completing discharge 5th December. Proceeds to Middlesbrough to load steel under Steel Berth Service from 6th/11th December. Completes steel loading Antwerp 13/14th December and proceeds Puerto Cabello, 29th December. Sailing 1st January. Transits Panama Canal 3rd Jan. Continues discharge Long Beach 12/14th Jan., Oakland 15/17th, Portland 18/20th and New Westminster 21st/23rd January.

**m.v. Victoria City.** Drydocked Hakodate 14th/20th Nov. Delivers under T/C a/c Northwood and sails Hakodate 21st. Loads British Columbia 7th/21st November. Transits Panama Canal 31st Dec. and discharges Cardiff 16/29th January.

**m.v. Welsh City.** On Time Charter to K.N.S.M. Sailed Amsterdam 8th November for discharge Paramaribo 19/20th, Dominica 22nd, St. Lucia 23rd, St. Vincent 24th, Bridgetown 25th, Port of Spain 26/28th Georgetown 30th Nov./3rd Dec. and Paramaribo 4/6th December.

**m.v. Amparo.** Sailed Yokohama 5th November for Ensenada, arriving 21st. Calls Manzanillo, La Cardenas, Acapulco, Champerico, Mazatlan, Ensenada and Stockton, completing there 8th January for Yokohama.

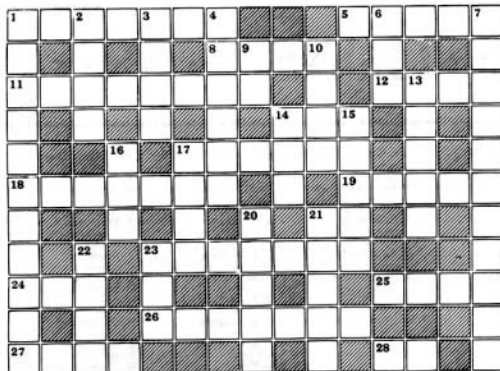
**m.v. Elena.** Arrived Kobe 20th November. Sails 21st for Moji, Mizushima, Tokyo, Yokohama and Kobe. Sails Kobe 4th Dec. for Ensenada, arriving 19th thence Guaymas, Acapulco, La Cardenas and Manzanillo.

**m.v. Gela.** Arrived Le Havre 17th November and sails 21st after loading and repairs. Arrives Vera Cruz 5th December sailing 8th for Tampico. Followed by Coatzacoalcos and Progreso for Hamburg.

**m.v. Maria Elisa.** Sailed Ensenada 14th Nov. Arrives and Sails Manzanillo, 17th/21st Nov. La Cardenas 22nd, Acapulco 23rd/25th, Cutuco 28/29th, Stockton 5/6th December. Then proceeds Japan, calling Yokohama, 22nd December, Nagoya and Kobe.

**m.v. Sara Lupe.** Sailed Ensenada 4th November for Yokohama, arriving 21st discharges various Japanese ports. Drydocks Kobe 28th Nov.—6th Dec. and loads further Japanese ports completing Tokyo 20th December. Arrives Ensenada 5th Jan. calls Manzanillo, La Cardenas, Acapulco, Guaymas, completing Ensenada, 27th Jan. for Yokohama.





#### ACROSS

- 1 If Suppé dropped a note, would he sag then take-off?
- 5 An authoritative bitch laid down a law.
- 8 Tear along confused, conscientiously?
- 11 A loch. In a tropical zone?
- 12 Would the French join us in a cave party, not speaking English?
- 14 Peripheral feature.
- 17 Finally he, was in liner work, but then it needed repair!
- 18 He stood in the queue for a bus so to speak, got mixed up and thought he had a nightmare!
- 19 & 17 down: This could be a yardstick, but initially, it wouldn't clean teeth.

- 21 Preposition.
- 23 One is in a rut until the note is found!
- 24 Everyone has one on their head somewhere, there was a time when it was sorted out.
- 25 Did they go on tour after the battle?
- 26 One type of theatre is run on a shoestring.
- 27 In the middle of a neapolitan song, she didn't want him.
- 28 Title of the value found after computing the logarithm of the reciprocal of the hydrogen ion concentration of a substance to the base ten.

#### DOWN

- 1 Riley built many of them so they shouldn't get lost!
- 2 As a ring in Scotland it is not happy, but it is humorous, or can be frightening.
- 3 One port never shuts up!
- 4 Initially the Scottish Co-operative Society did not sell ore, they might win, in a hundred years!
- 6 Eggs.
- 7 No 22 across is used as a missile in this. In an aircraft, it is used comparatively leisurely.
- 9 One.
- 10 State, in confused anger.
- 13 The motive in the end was not found. What a mess!
- 14 Spanish river.
- 15 Component of an atom, of a mass between that of a proton and electron.
- 16 Subordinates partly confused. Some vehicle.
- 17 See 19 across.
- 20 A lot of talk about a Bikini, not on the beach, but isolated even at sea.
- 21 A small range of Stirlingshire hills in contact?
- 22 God was exceedingly jealous of this idol!
- 23 Never again!

## Concorde

The Chairman was recently invited to take a trip on Concorde and he had hoped to make a literary effort for inclusion in the *Newsletter*. However, although enjoying a very fascinating trip, there was really nothing extraordinarily interesting to relate.

Mr. Chatterton says that there is very much of an awareness that the aircraft is moving much faster than the conventional plane and, on the particular day in question, conditions at 55,000 feet were ideal to fly well in excess of twice the speed of sound. Because of weather conditions at Gander, Newfoundland, no landing was made, but it was interesting to note that in the 180 degrees turn, the high speed was maintained, without any physical discomfort, apart from the strange view of seeing cloud through the port window and blue sky starboard. During this manoeuvre, one was very much aware that the plane was "on its side". (The glass of orangeade refused to be disturbed!)

For the tall passenger, seating accommodation was very comfortable, but because of the internal shape, one had to bear in mind the tendency to bump one's head and this particularly applied when leaving the aircraft.

There is no denying the fact that Concorde produces a lot of noise and this is noticeable inside the cabin, although after half-an-hour one gets used to it. An interesting feature is the landing, which takes place very much like a duck, on water, with the aircraft appearing to be in the take-off position, but as the nose-wheel touches down, one then, for the first time, realises the tremendous power of the engines when reverse thrust occurs to bring the plane to a stop.

Without doubt, one has a great sense of pride in the part played by Britain in this exciting project.

For the record, the flight to Newfoundland and return, took 3½ hours and, in fact, Mr. Chatterton was there and back before, technically, he had ever left Heathrow—by Newfoundland time!

## A Super Joke

The vessel had just tied up in a Far Eastern Port. The Captain was furious because the company Superintendent was nowhere to be seen. He immediately dashed ashore, hopped into a rickshaw, and demanded to be taken to the Company's office. There he was met by the head factor of whom the Captain

impatiently demanded the whereabouts of the Superintendent.

The factor hesitated and then said "Please to come with me, Capten."

They both set off and arrived at a grubby little building, outside of which stood a small queue of men.

"Please, we must now wait here," the factor said.

"Wait here, in a damned queue," roared the Captain. "Rubbish, all I'm after is the Super."

"Very sorry, Capten, but necessary we wait little moment here," pleaded factor apologetically.

More than a little moment went by and the queue grew longer and longer behind them. The Captain grew furious and changed colour several times. Finally, he exploded.

"Heavens above, man," bellowed the enraged Master at the diminutive figure next to him. "Don't you understand that I'm after the Superintendent!"

The factor paled and looked nervously behind him at the long queue. Then slowly he turned back and began to grin at the Captain.

"Please to inform you, Capten," said the factor. "This building Happy House, You no after Superintendent, you before him. He twenty place behind in queue!"