

newsletter

No. 72—JANUARY, 1976

First ship fitted with Selective Calling

In August 1975 m.v. *Port Alberni City* made history by becoming the first Reardon Smith ship, and the first ship in the World, to be fitted on a permanent basis with Marconi's "Selective Calling" equipment. Without doubt this piece of equipment could revolutionise marine radio operating.

"Seacall", as Marconi have named their apparatus, is made up of eight preset radio receivers which cover the medium and high frequency marine spectrum. These receivers can monitor five different radio frequencies simultaneously and continuously without a Radio Officer in attendance.

Every ship fitted with selective calling is given a code number made up of five digits, *Port Alberni City* is 45617. At the coast station these numbers are converted into five audio tones ranging in frequency from 1,000 to 2,000 cycles per second. Most readers will be familiar with the fact that the tone of the BBC "pips" is 1,000 cycles per second. It is these tones that are broadcast by the coast station transmitters when they wish to alert ships at sea. On receipt of a call from Portishead radio, or any other suitably equipped coast station, the following chain of events occurs. A red light flashes on the control panel indicating that the ship's own tone has been recognised. Then a four figure number appears in a display window indicating what coast station called the ship, and at the same time audible alarm sounds in the equipment's loudspeaker to alert anyone who may be in the radio room. Fifteen seconds later the alarm stops, the coast station identification number leaves the display and is replaced by a bright red light marked "store". If the radio room was unmanned when these events took place, this is of little

consequence because the information received has been "stored" in memory circuits. On returning to the radio room the Radio Officer would immediately notice that the store light was lit and therefore the ship had been called during his absence. He then presses a button marked "Read" and the coast station identification number reappears in the display window, thus enabling him to identify who had called the ship during his absence.

Ordinary routine traffic lists are transmitted from Portishead every two hours, but selective calls are made every thirty minutes, thus the ship watch is much closer and valuable time is saved on important traffic. On receipt of a call the Radio Officer will then obtain access to the coast station via the well established telegraphy or telephone circuits.

Even after only two months of service it has already been proved that "Seacall" can read through static and interference better than a highly experienced operator. This will prove advantageous to those vessels trading in the Pacific where reception of Portishead is difficult. Radio Officers should not consider the "Seacall" to be a "Spinning Jenny", as the system is developed and confidence is built up, much of the tedium of massive traffic lists etc., will be eliminated.

As one would expect because "Seacall" is still in the development stage teething troubles have been numerous, but they are being overcome and the future will offer many exciting possibilities. Discussions with our Mr. Walker of Head Office indicate that there are already Scandinavian ships at sea with Selective Calling equipments linked to Radio Teletype machines, providing automatic reception of messages onboard without or with the

minimum of assistance from the ship's radio staff.

Besides its obvious commercial advantages, "Seacall" also assists in Safety of Life At Sea. The equipment is programmed to continuously monitor the international distress frequencies, and is capable of responding to an "All Ships" alarm if transmitted from the shore.

Once again the Reardon Smith Line have become pioneers in a new field, and the experience now being built up on board *Port Alberni City* will be of tremendous value in the years ahead.

JOHN R. MATHEWS,
Radio Officer,
Port Alberni City.

m.v. Port Alberni City

This is the first vessel to carry this name. She was launched in 1972.

We are grateful for the contributions received from the master and officers for this month's publication.

A Logical Explanation

The top floor of a ten storey block of flats is occupied by one man who lives alone. He is the only resident in the whole block, as the other floors have yet to be fitted out.

When he wishes to go out he takes the lift from the top floor to the ground floor where he proceeds to the exit of the building. Incidentally the lift automatically homes to ground level.

When he returns he takes the lift from ground level to the eighth floor where he disembarks and proceeds to walk up two flights of stairs to his flat on the tenth floor.

He does this whenever he returns home to the above mentioned residence.

Why? (Turn to page 5)

The Celtic love of hereditary, that desire never to forget our past, has given the Welsh Nation telephone directories with pages and pages of "Jones, Davies, Williams". If this were not enough you will also see after these famed names the initial 'D' occurring in vast alphabetical streams throughout these GPO tablets. For above all others, apart maybe from Llewellyn, the Welsh revere the name of David. As I write these lines here somewhere "east of Suez" there is no doubt in my mind that Dai The Post delivered my mother's mail this morning, and that Dai Bakehouse brought her the bread soon afterwards. In my youth I used to call at a Tavern in Dowlais where, on a Saturday night, one could find seated together no less than fourteen Dais and eleven Wills. To ask the question "Would you like a pint Dai?" was indeed a dangerous thing to do. Therefore to preserve some sense of identity Celtic wit and imagination has through the years produced some rather imaginative names of its own. Dylan Thomas has already told the world all about Organ Morgan and Polly Garters. Sportsmen throughout the World are familiar with Merve the Swerve and Benet the Boot, but what of some of the others.

An egg merchant from Swansea called David Davies became the proud father of twins. His wife was for ever after known as Mrs. Dai Double Yoke.

There was a well known haberdasher working the valley markets who was known from Pontypridd to Pengam as Bert the Shirt.

Emlyn Kremlin was a communist. Billy Box Hat never failed to turn up for a funeral unless he was in a topper.

Billy eighteen months. . . I bet that's a new one on most people. Well Billy was a well known character in Rhymney. In 1916 he was wounded on The Somme. As a result of his wounds old Bill left hospital with one-half of one ear missing. Now we all have two ears, but Bill only had a ear and a half. Now every one knows that two years equals twenty-four months and that one-and-a-half years is only eighteen months!!!!

JOHN R. MATHEWS,
John the Radio!

Head Office Annual Dinner/Dance

The above event took place at the Angel Hotel, Cardiff on 16th December. It proved to be a most successful evening and was voted by many as probably the best yet.

The Chairman said it was nice to have some members of the seafaring staff with us as well as our Pensioners.



This Company, forerunner of the Reardon Smith Coggins Holding Company, was established late in 1968 by Sir William Reardon Smith & Sons Ltd. This Company operated initially from the premises of Smith Coggins in Southampton, for the purpose of repairing and maintaining Containers. Mr. R. S. Blanchard has been Manager of the Company since its concept and has recently been appointed Executive Director. After a rather slow build up it became obvious that the premises were too restricting and four years ago the Company moved, lock, stock and barrel, to an area in Western Docks, Southampton, an area which had been acquired earlier for the storage of Containers.

A workshop of 14,000 sq. ft. in area, with adjoining office wing, was built on the site and an extension added soon afterwards for the Refurbishing of Containers. The area was later extended to its present area of 3 acres.

The Company now employs 50 people and offers a full Containercare facility for Storage, Repairs, Refurbishing, Cleaning and Testing. The Stores section carries a comprehensive range of materials and Container parts and spares. This is necessary to cover the wide range of Containers, including those built in Steel, Aluminium, Steel/Aluminium, Fibre Glass, Plywood, etc., and to cope with all the idiosyncrasies of numerous British and foreign manufacturers. Major repairs involving the complete rebuilding of Containers are common-place. The damage may arise from heavy weather at sea, when stowed on deck; corrosion; and at times road hauliers attempting to drive the Container under bridges that have been too low.

A fleet of Mobile Workshops is available for carrying out minor repairs on the Container Berths and in other storage areas in the Southampton area.

Repairs and Storage of Containers is undertaken for all the Shipping Companies using Southampton, viz.: OCL, ACT, ACL, MITSUI, NYK and DART. In addition, the Company acts as a Depot for all the leading Container Leasing

The Story of Containercare (Southern) Ltd.

Companies including Interpool, ICS, Sea Containers, CTI, SSI and XTRA.

Approximately 600 Containers are located in the Depot at any one time but in times of recession this has risen to 800. The throughput of Containers under repair averages 300 per month.

Containercare claim, factually, that they offer a service which covers all aspects of Containerisation so far as the Repair and Maintenance of Containers is concerned, and some 3 years ago this service was extended to take in the care of Refrigerated Containers and Truck Refrigeration including the actual Refrigeration Units.

The Refurbishing workshop covers the complete valeting of all types of Containers, including repair, Shot Blasting to bare metal and Paint Spraying with the very latest in Airless Spray equipment. To facilitate the handling of Containers during refurbishing, the Company has designed and built its own Handling and Manipulating equipment which enables Containers to be passed through the Refurbishing Shops, rotated at each stage to give easy access to all areas, working in conjunction with the latest underfloor grit recovery system which has been built into the Shot Blast Shop. The equipment has interested our customers and competitors alike and it is gratifying to know that the design has been copied and equipment built and installed in workshops elsewhere.

Handling of Containers in the Depot is carried out by two main types of equipment, a 10 ton Coles Mobile Crane and a 26,000 lb. Henley Hercules Fork Lift



Truck, the latter incorporating the use of Spreader Frames which locate in the corner Fittings of the Containers. This equipment puts the Company well ahead in relation to competitors within the area.

Containercare (Southern) Ltd. carries the Lloyds Certificate of approval and is acknowledged by Container owners and operators to be a leading Company in the Container Repairing Industry.

A loyal and efficient staff has been built up and with the coming of the African Container Trade to Southampton in 1977, there is no reason to doubt that it will build upon this solid foundation in the future.

Letter...

From: Mrs. Esther Mathews

m.v. Port Alberni City

Vishakhapatnam
4th November, 1975

Little did I think in my youth that one day I would have the golden opportunity of seeing the world. This is one of the advantages of being married to a sailor; the disadvantages are another matter!!

Such an opportunity occurred when on 1st August, 1975, my two young sons Robert and David, together with my husband, left our home at Carmarthen and flew to Rotterdam to join the motorship *Port Alberni City*. At Heathrow I was told that I was to be the only female on board. My first reaction was one of disappointment and a small hint of despair. However, it has since been proved that this was unfounded. Having children aged seven and five to look after keeps me more than busy and well entertained regardless of the circumstances. The three of us immediately settled down well in our floating home and we are as happy now after three months roaming the oceans as we were when we first joined. This is a complete novelty, especially for the children. I often wonder when they return to school what will be the first thing they will tell their teachers about their voyage. I have a fear that it may be totally irrelevant to their travels, and possibly quite unprintable.

During our sea passages we pass our time by doing school work, writing letters, games—I have become an expert at Snakes and Ladders—a handy tip for anyone contemplating a similar move—bring lots of jig-saw puzzles. From a woman's point of view there is now time to do all these things, whereas at home this is possibly not always the case. Whilst the children are missing proper school tuition they gain in other aspects.

At such a young age individual attention can pay big dividends. There can be little doubt that such a long and widespread voyage as this will have a lasting impression on them both and will be forever fixed in their memories.

We greatly appreciate the use of the swimming pool. This is in use practically every day and its value can only be called tremendous. Robert and David have almost learnt to swim since they joined the ship. If it were just for this fact alone we would never ever forget the *Port Alberni City*. One of our indoor sources of entertainment is closed circuit television. The ship is fitted with a video tape player, two colour TV receivers and a library of 48 tapes. This is sufficient for at least one hour per day colour TV viewing if we so desire. On board, facilities are improving every year and one wonders how did the mariners of old manage.

One has to go to sea to appreciate what we take for granted at home. Each time I have been away with my husband the sight of the first bird and land after a long sea passage fills me with delight and excitement. Then there is the Pilot, then there is the Agent, then there is the "Mail", which to me is the highlight of arriving in any port. It never ceases to amaze me how much organisation and co-operation and indeed teamwork must go into the smooth and efficient running of a ship. Plans must be made well in advance and well executed. Order is the rule of the day.

During the voyage we have so far visited ports in Holland, Germany, Denmark, England, USA, South Africa and India. Contrasts have been many. I was particularly taken with the Wesser River in Germany. Here the ship discharged at Brake and Nordenham. Brake I will always remember for its cobbled paving and beautifully clean butchers' shops displaying very appetising cold meats and a variety of continental sausages. Both these German ports possessed beautiful litter-free streets with an abundance of flowers everywhere. Nordenham will always be in my memory because of the beautiful cheese cake I sampled in a coffee shop there. Denmark was very expensive, but quite beautiful. The ship was at Esbjerg, the main fishing port of the country. We were fortunate to be berthed a matter of about ten minutes from a beautiful park complete with aviary and children's play corner. It was amusing during our daily visits to watch the Danish children trying to converse with Robert and David and vice-versa. I had just about the same amount of luck with the lady attendant who sat by me every day. Our sign language improved by the hour.

In September the ship loaded 25,000 tons of phosphate at Tampa, Florida. This was my second visit to the USA and although Tampa is small by American standards, I very much enjoyed my trip ashore. Hamburgers and Cokes all round followed by helpings of apple pie à la mode. Then we set sail from Tampa with a cargo for the east coast of India. A 41-day passage, calling at Durban for bunkers and stores, and of course the all-important mail. Whilst in the South Atlantic we had the dreaded task of crossing the Equator. We were visited by King Neptune's Court and whilst my sons and I got off rather lightly, the barber busily saw to it that some "Kojaks" appeared in the Dining Saloon for dinner that evening.

The climax of our voyage must be our arrival at Vishakhapatnam in the Bay of Bengal. This was my first visit "east of Suez". My husband has been here many many times before and so I had my own guide readily at hand. We have been ashore on several occasions, and what memories, what imprints there will be for ever on my mind after this. We have ridden in rickshaws, toured the town and countryside piloted by "kamakazi" taxi drivers, and seen some of the most beautiful cottage crafts imaginable. Souvenirs have been purchased, my husband's salary denuded, but nevertheless we have been able to obtain articles which will for ever remind me of India.

This is a very happy ship. Everyone, including the Indian crew, has been most helpful. The master, Captain Boroughs, has gone out of his way to make us feel at home. We have had barbecues, parties, rough weather, calm weather and always an excellent and well varied menu. There are weighing scales on board, I'm afraid to go near them at the moment!!

The day will soon come when we shall be leaving *Port Alberni City*. Once more I shall be a housewife again and our sons will resume their roles at school. The children have already said that their first meal at home is to be "fish fingers and chips" and as for myself I am looking forward to a "Hovis" loaf and a cup of fresh percolated coffee!! It seems that my first week's menus will be simple ones, not having cooked a meal for all these months will make me a nervous bride once more.

To all those wives who are reading this article and who may have any doubts about accompanying their husbands to sea, I can only say one word. Go! You won't regret it.

Esther Mathews.



Wedding of Mr. Geoffrey Bull, Jr. Engr., and Miss Lorraine Kendall. Guard of honour provided by Officers of m.v. "Atlantic City".

* * * *

Donation of £16 to R.N.L.I. from Captain and Officers, m.v. *Vancouver City* has been received with grateful thanks.

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The following effort has been written "all in good humour", and may I add that "The Face" has given full consent and all his blessings for the poem and photograph to be published if found suitable.

ODE TO "THE FACE"

From stem to stern wherever you look
Or in your cabin with a book,
The pool, smokeroom or any place,
It will appear—AAAAAA "The Face"

Down below amid the noise and heat
There is bustling screech of Engineers
Feet.

They're running wild and he's giving
chase.

"Quick the lift" they've seen the Face.
Big Daddies in Tampa, Oh Lord above,
Please help me fall in love.

She was sweet and pure, with frills
and lace

The Lights, a scream, she's seen the
Face.

Well the smiles are broadening big
and fast

The pay-off Telegram at last.

Beware, lock your door when you
pack your case

Or joy will die 'cause you'll see the
Face.

"THE FACE"



W. Premier

Ideas for the Improvement or New Design of R.S.L. Ships

On board all ships, everyone at some time or another must have a moan or two or plenty about the design of the accommodation or the facilities on board. Having collected some of the more practical views on this subject from the Officers, I thought that it would make an interesting article and might help for improvements or new design to cater for the wants of the actual people who have to live on board.

One of the major moans on board this particular ship is the size of the bar. Several Officers would like to see a smaller bar with a separate games room to avoid the splash as a ping-pong ball lands in your beer! This games room could also have a few pieces of gymnastics equipment, maybe a set of wall bars, a few rubber mats, some weights, a pedal bike machine, etc. . . . Perhaps some of the fatter amongst us would then have the chance to lose their "all paid for" stomachs, while others just continue to maintain their normal, fit, healthy bodies?

Another possibility put forward was for a separate television/video room to eliminate unwanted background noise . . . but then a different kind of background noise could be introduced to the tune of a stereo cassette player which can be operated by the landlord for the night. Many Officers seem to bring away their own cassettes and players so the music would be supplied by the listeners. This idea also connects with the idea of replacing the present piped music tape system with tapes bought by the ship. No doubt the tapes bought will be of the more wanted type of music. However the standard of music produced by the piped music system is not comparable with that of a stereo system.

Everyone on board is pleased to find a swimming pool on board. However the one aboard this particular vessel tends to overflow when the ship rolls heavily and varying degrees of curses pollute the atmosphere as an innocent bystander gets soaked and then has to paddle his way out. A small bulwark around the pool with a drainage system would no doubt help the problem. With water and paddling in question, a few rubber ducks would be a great help when navigating the vast puddles which form in places on this class of ship. Great entertainment

would I'm sure be found in swimming and playing in the afore-mentioned puddles.

Other moans about the "job" side of life come thick and fast. Some ideas for improvement also are suggested, e.g., a light rigged to flash as the whistle is sounded, a battery operated secondary navigation light system to replace the old oil lamps which by all accounts went out with the Dodo. A book of star sight reduction tables could become standard issue to all ships for the unfortunate bloke who gets stuck with the star sights. Missing tools are always a major problem but a method of keeping track of them has yet to be devised and the lifesaving and firefighting gear which differs from ship to ship could be standardised.

Lastly most Officers seem to suffer from static electric shocks from the handrails in the accommodation, which sometimes results in a headlong flight down the stairs. A whole Newsletter could be devoted to this subject but these few suggestions and moans may interest someone.

H. D. Johnson, *Naval Cadet*

FOOTBALL

A football match took place recently between a team of Reardon Smith "Younguns" and the Reardon Smith "Has-beens"—both sides were drawn from Head Office staff. It is however well known that the services of a couple of experienced players from outside the Office assisted the "Younguns" Victory by 6 goals to 1 to the youngsters was not unexpected. Some very good fouls went unnoticed by the referee, who was, by popular demand, Mr. Richard Reardon Smith.

Two prematch comments from the dressing rooms which did not go unnoticed were by Patrick Dunseith—"Watch it, Dunseith bites yer legs", and Paul Elias who commented that David Evans wasn't born he was built.

It is good to know the event was enjoyed by both sides and the spectators.

Staff News

SYMPATHY

We extend our deepest sympathy to Miss Joyce Gedrych on the passing of her sister in December.

MARRIAGE

Congratulations and best wishes to Mr. Geoffrey Bull, Jr. Engr. on his marriage to Miss Lorrain Kendall at St. German's Church, Cardiff on 22nd November. (see photograph)

SUCSESSES

Congratulations to: Mr. P. P. Lewis, 1st Mate's Certificate.

NEW STAFF

A welcome is extended to Mr. D. N. Tucker, Sale and Purchasing Department, London Office.

RETIREMENT—Mr. A. E. Thompson

The retirement of Mr. Arthur Thompson took place at the end of December.

He had served the Company for over 35 years at sea and ashore. He joined the Company as 3rd Engineer on s.s. *Madras City* in September 1940 and was appointed Chief Engineer of the s.s. *Fort Fork* in December 1945. In January, 1957 he left the m.v. *New Westminster City* to take over duties as Superintendent.

The Technical Department will not be quite the same without him and he will be missed by all his colleagues throughout the Office. Although Mr. Thompson will be missed he has the certain knowledge that on his departure from the scene of his labours he will not be forgotten but remembered with affection.

We all wish him and Mrs. Thompson a long and happy retirement with good health.

BIRTH

Congratulations to Chief Officer and Mrs. M. J. Bellamy on the arrival of Lucy Katherine on 11th October, 1975. (Six weeks premature, weighed 4lb. 12oz.) Both now doing very well.

Death of Captain Idris Williams

Captain Idris Williams died suddenly on 29th December, although he had been in failing health for some time.

Captain Williams was one of the first cadets of the Smith's Junior Nautical School in 1922. He joined the Yacht *Margherita* as an apprentice in July 1925, and served on her for just over two months. The yacht belonged to the founder of the firm who presented it to the Nautical School as a training vessel. His long record of service with the Company covers a period of over 40 years. In August 1937, he joined the *Cornish City* as Chief Officer and served on her until January 1943—covering a period of 76 months 9 days. At the end of this long period he was promoted Master and joined the *Empire Tern* in February 1943. His last command was the m.v. *Australian City* (later *Wilka*) which he left in December 1967.

Our deepest sympathy is extended to his family.



Mrs. Chatterton with Mr. John Lybak, Managing Director, B.M.V. - Bergen, the Builders, at the naming of "ATLANTIC I".

Naming of the first Rig

The Naming Ceremony for the first rig, Atlantic I (AG705), being built for Atlantic Drilling in which the Company has a substantial financial interest, was officially performed at Bergen on 27th November 1975 by the wife of our Chairman, Mrs. C. R. Chatterton.

The Ceremony was followed by a dinner/dance given by the Aker Group and was attended by representatives of the Builders, Consultants and the Partnership. Reardon Smith were particularly well supported by members of the staff on duty aboard the rig.

A conducted tour of the rig was arranged for the following day, which the party found most interesting.

WHY?

The man is a midget.

SHIPS MOVEMENTS AS AT 19th DECEMBER, 1975.

m.v. Atlantic City. On Time Charter a/c Compania de Navegacion Las Perlas. Sailed Genoa 8th December for Tubarao to load ore cargo. Arrives Tubarao 21st, sailing 25th probably for Piombino where discharges 9th-15th January and re-delivers from Time Charter. Proceeds Cadiz to drydock and delivers purchasers 25th January.

m.v. Cardiff City. Sailed Vancouver 7th December with Forest Products. Transits Panama Canal 18th December arriving London 2nd January to discharge. Completes London portion 10th January sailing for Esbjerg where discharges remainder cargo from 12th-15th January. Then drydocks for about 10 days before delivering under Time Charter for 3 years trading.

m.v. Cornish City. On Time Charter to N.Y.K. Sailed Morehead City 12th December. Arrived Houston 16th December sailing 18th. Transits Panama Canal 22nd December arriving Japan 14th January. Discharges Nagoya 14th-15th January Kobe 16th-17th and Onahama 19th-20th. On completion discharge re-delivers from Time Charter and drydocks for 7 days.

m.v. Devon City. On Time Charter to Motortank. Arrives Montreal 6th December and sails 20th. Arrives and sails Suez Canal 6th-7th January, arriving Damman 16th January and completing Khorrasmshahr 31st March.

m.v. Fresno City. Sailed Pascagoula 29th November with full cargo Soya Beans. Sailed Panama Canal 5th December. Arrives Yokohama 28th December discharging to 7th January, completing at Nagoya 8th-10th January. Possibly drydocks for about 5 days and sails on Berth Service loading Watson Island, Crofton and Vancouver end January-early February for discharge London and Antwerp.

m.v. Indian City. On Time Charter a/c Yamashita Shinnihon. Sailed Yokosuka 18th December for New Westminster 31st December-3rd January and Benicia (San Francisco Bay) 6th-8th January.

m.v. New Westminster City. Presently loading Forest Products on Berth Service. Loads Watson Island, Crofton, Vancouver, Portland, Coos Bay completing Vancouver 7th January. Transits Panama Canal 19th January and arrives London 2nd February. Completes London portion 9th February and proceeds to Dublin to discharge remainder cargo 11th-16th February.

m.v. Port Alberni City. On BC/UK Cont Berth Service. Completes loading Vancouver 18th-20th December and Nanaimo 21st-23rd February. Transits Panama Canal 4th January arriving Antwerp to discharge 19th-22nd January and London 23rd-29th January. Returns Antwerp to load Steel 30th January-3rd February completing Middlesbrough 4th-13th for Puerto Cabello 27th February-6th March, Panama 9th, Los Angeles 19th-20th, Oakland 21st-22nd, Portland 24th-26th and New Westminster 27th-28th.

m.v. Prince Rupert City. On Time Charter a/c Hinode. Sailed Kimitu 11th December for Bandar Shahpour arriving 29th December. Discharging prospects uncertain, but expect re-deliver from Time Charter passing Muscat 1st-5th February.

m.v. Tacoma City. Sailed Tampa 22nd November with Phosphate cargo for India. Called Durban for bunkers 17th December. Arrives Visakhapatnam 2nd January and completes discharge 7th. Delivers under T/C a/c Japan Line and sails with an ore cargo 8th January. Arrives Japan 21st January, completes and re-delivers 23rd.

m.v. Vancouver City. Arrived Middlesbrough 11th December to load Steel, sailing 23rd. Completes loading Antwerp 24th-29th December. Arrives Puerto Cabello 13th January. Sails 16th and transits Panama Canal 18th January. Continues discharge Long Beach 27th-29th January. Oakland 30th January-2nd February, Portland 3rd-5th and New Westminster 6th-7th. Then loads under Berth Service Coos Bay, Portland, Nanaimo and Vancouver, sailing around end February. Transits Panama Canal mid March for discharge Zeebrugge, Esbjerg and London, completing early April.

m.v. Victoria City. On Time Charter a/c Northwood. Sailed Vancouver with Forest Products 14th December. Bunkered Los Angeles 18th December. Transits Panama Canal 27th December and arrives Cardiff 9th January. Completes Cardiff portion 16th January proceeding to Antwerp to complete discharge 18th-20th January.

m.v. Welsh City. On Time Charter to K.N.S.M. Sailed Paramaribo 16th December to load Phosphate Tampa 21st-22nd December for discharge Brest. Arrives Brest 4th January, and sails 8th after discharge. Loads Hamburg 10th January, Bremen 11th, Rotterdam 12th, Antwerp 13th, Amsterdam 14th-15th and Bilbao 18th for discharge West Indies including St. Martin, San Juan, Santa Domingo, Kingston, Port au Prince and Nassau.

m.v. Amparo. Sailed Manzanillo 16th December. Arrives and sails Mazatlan 17th-18th, Stockton 23rd-24th, and Ensenada 25th-26th. Proceeds to Yokohama arriving 9th January and continues to various other Japanese ports completing Kobe 27th January sailing for Ensenada.

m.v. Elena. Sailed Yokohama 10th December arriving Ensenada 24th December. Sails 27th, calls Guaymas 30th December-1st January, Acapulco 4th-6th, La Cardinas 7th-8th, Manzanillo 9th-12th, Central America 16th-20th and Ensenada 27th-28th. Returns to Japan—arriving Yokohama 12th February.

m.v. Gela. Arrived Tampico 15th December. Completes loading and sails for Antwerp 20th. Arrives Antwerp 4th January, discharges and commences loading, sailing 12th January. Continues loading Hamburg 11th-14th, Bremen 15th-16th, and Le Havre 18th-22nd. Then proceeds Vera Cruz arriving 8th February.

m.v. Maria Elisa. Sailed Stockton 12th December for Kobe where due 27th December. Arrives Yokohama 28th and sails 7th January. Calls Nagoya 8th-10th January, Kobe 11th-16th and completes Tokyo 23rd January, sailing for Ensenada. Arrives Ensenada 9th February and completes 10th. Arrives and sails Manzanillo 14th-17th, Acapulco 18th-20th, Central America 23rd-27th. Transits Panama Canal 29th February and completes Tampico 7th March.

m.v. Sara Lupe. Arrived Yokohama 17th December sailing for Tokyo 20th. Arrives Tokyo 20th December and sails 23rd, Yokohama 24th, Nagoya 25th-26th, completing Kobe 27th. Arrives Ensenada 12th January, and calls various other Mexican ports before completing Ensenada 3rd February for Yokohama. Arrives Yokohama 17th February sailing 18th for Nagoya and Yokkaichi.

A place to be seen

Our first contact with Visakhapatnam of India was entering into the phosphate berth, and after six weeks at sea, what should have been a welcome sight, was not. Within half an hour of tying up alongside, the beggars came asking for food, soap, cigarettes and beer cans (empty of course). They came in all different shapes and sizes, quite a few of them had missing limbs. They were living in nearby semi-detached mud huts made of palm leaves and other allsorted rubbish.

The same night we decided to hit the town but, to our amazement and utter disaste, the town hit us, in the form of delightful perfumes carried on the warm air such as open sewer drains and decomposing vegetation.

When we eventually risked leaving the ship with the fear of being mugged and raped, we encountered the local transport which consisted of an army of rickshaws. After arguing over the price, which seems to be one of their favourite pastimes, we eventually set off and reached our destination "The Marina Bar", where we were greeted by the sounds of music played by the natives themselves.

After being escorted to a table for eight of us, the wailing band departed to refresh their tonsils with a glass of the locally brewed beer which is not recommended for those who have acquired a taste for ale. It was there in this small swinging hot spot of mythical India, that Willie and Wally (Jun/4E and 3/o respectively) rose from their seats and commandeered the stage and instruments, with the band's permission. Even though looking at Willie, a fifteen stone Welsh rugby player, the feather light Indians had no option but to be seated and listen to a song written and composed by these two musical maestro's, entitled "The Billy Burt Blues" (an excerpt from the Saga of Billy Burt's bumper bundle of bangs and other assorted noises). With a few opening chords from the electric guitar, the Hindi muttering in the background faded away completely. Together with Willie's deep Rhondda Valley voice and an Elvis Presley impression, the song was an instantaneous hit, followed by applause and shouting for more, which echoed around off the sparsely painted bulkheads.

The evening pressed on with wine, women and song until we decided to vacate this focal point of Visak's night life, and make our way back to the ship.

In a train-like formation of hired rickshaws, we took the dark narrow back streets on to the main road to the vessel, we passed homeless sleeping families curled up in the sheltered doorways of dilapidated buildings. Sacred white cattle wandered aimlessly down the many side streets, having the freedom to enter the dwellings of the people.

We were all glad to return to the ship and discuss the evening's events over a few cans of beer to those who remained on board, not forgetting our good friends Harvey Wallbanger, Milton Pipebender and the Bilge Warbler.

Some of the sights here in Visak have to be seen to be believed, for some of them are disgusting, so as the time for our departure drew nearer, we all cheered up knowing that the voyage could only improve in the future.

Visak certainly opened our eyes a bit wider to the world and we would recommend to anyone with grievances over Britain's living conditions to visit this part of India—we are sure they would leave with a different opinion.

Written by:

Eng. Cadet Philip Preece.

Eng. Cadet Alan White.

Jimmy Saville O.B.E. was doing his usual tour of the casualty department of the local hospital, finding out the details of car accidents for his Clunk-Click campaign, when he came across a gentleman whose face was horribly disfigured. When asked the details of his accident the man replied:

"Well, Jimmy, I was walking down the road eating a peach and I got my head smashed in by a hammer."

PLANNED MAINTENANCE

The computer based Planned Maintenance System, designed by International Computers' software subsidiary Dataskil Ltd., in conjunction with R.S.L.'s Technical Department, is to be marketed on a world-wide basis by that Company.

The copyright of the system is vested in R.S.L. and royalty payments will accrue on any subsequent sales. Already the ship-based system has been adapted to meet the needs of Atlantic and Celtic Drilling and all tests have been successfully completed. Dataskil's house journal *Scope* says that the system has now been "generalised" to meet the needs of other Companies with similar requirements and that the system is particularly useful for Companies operating in the fields of general engineering, manufacturing, plant hire, aviation, mining, metal processing, construction, civil engineering and general transportation.

Mr. F. Sukiennick, Chief Engineer

Mr. Sukiennick officially retired on the 1st December, 1975, but true to character readily agreed to help out in an emergency and is now on the m.v. *Maria Elisa*.

He joined the Company as 3rd Engineer on the m.v. *Homer City* in March 1952. He was appointed Chief Engineer of the m.v. *Eastern City* in July 1956.

Suki (as he was affectionately known) served the Company conscientiously and well for nearly a quarter of a century.

We wish him and Mrs. Sukiennick many years of happy retirement and good health.

What is a Wife?

A wife is a gal who always finds the things you always lose,
A Gal who keeps you up to date on all the latest news,
A Gal who cooks your favourite dish and serves it with a smile,
A Gal who keeps you looking 'cause she's always right in style,
A Gal who laughs at all your jokes (although they're far from new),
And finds some way to cheer you up whenever you feel blue,
A Gal who listens to your views on National affairs,
And waits for you when you're out late to show how much she cares,
A wife is a companion, a pal, a helpmate, too.