

Just before returning to the U.K.



Officers, m.v. "Prince Rupert City", September 1975

The above photograph was taken in the master's cabin on the m.v. *Prince Rupert City* whilst at anchor, Bombay, 22nd September, 1975.

Prior to this the vessel had been at anchorage for a considerable time in the Persian Gulf!

Capt. McNulty considers he has spent more time at anchor than anyone else in the Company; a debatable point maybe?

T. J. NEWELL

TAILOR MADE

Appropriately across the street from the Jamaica Playboy Club is the shop sign: 'We carve chest sets in two-three days.'

—'Observer,' *Financial Times*, 30.4.75.

THE LONG BREAK

Notice in a Glasgow students' canteen: 'Lunch will be served from 11.30 until the middle of October.'

—*Daily Telegraph*, 7.4.75.

SHIP VISIT

On the 11th January 27 members of the South Wales Branch of the World Ship Society visited the m.v. *Victoria City* at Cardiff. She had on board for discharge at Cardiff about 10 million board feet of packaged lumber from British Columbia, and members of the Society were able to see discharge in progress during their evening visit under good weather conditions, in addition to a conducted tour from Bridge to Engine Room.

On behalf of the members of the local World Ship Society, we have received a letter expressing their thanks to all those on board the vessel and ashore, for a very interesting and enjoyable evening to remember. The efforts made by those on board the vessel were particularly commendable, as the Officers had only joined the vessel on the day of the visit.

FIRST DRILLING RIG CONTRACT

We are pleased to be able to advise that a "letter of Intent" has been received from B.P. Limited to Bareboat Charter the Celtic Drilling Rig. The Charter, subject to agreeing mutually acceptable terms, will be for three years, with an option for B.P. to extend the period for a further two years.

The Akers H3 type rig is at present under construction by Rauma Repola in Finland and delivery is expected in mid-summer this year.

The British Ship Adoption Society was founded 40 years ago to encourage the association of schools with ships and those who man them and thus to promote a knowledge in schools of shipping, seafarers, other countries and overseas trade. Last summer inflation put an end to the society as a separate organisation, though inflation was not the only factor at work. Almost as important was a change in the nature of shipping which has brought great benefits to the seafarer. Forty years ago it was normal for a seafarer to spend two years on a ship before obtaining leave. Nowadays, this period is more likely to be six months or even less. As a result Ship Adoption has had to change its methods. In its first 30 years the link established was always between a school and a particular ship. With as many as two or three changes of command each year, together with similar changes of crew, it cannot always be expected

SEA LINKS WANTED

nowadays that a new ship's company will have the same interests as the old one and so links between ships and schools tend to be weak.

In the past 10 years the society has tried to establish more and more personal links, a link between a seafarer who is keen on Ship Adoption and a school in which he—or she—takes personal interest. Ship Adoption needs volunteers from John o' Groats, if not to Land's End, to Torpoint, Cornwall, and sea links are urgently needed for schools in Surrey, London, Manchester, Liverpool, the Birmingham area, Tyne-side, Cambridgeshire and Stoke. Many other counties too have schools on the

waiting list. The seafarer correspondent may be of any rank or rating. He is asked to maintain contact with a school by letter and where possible by personal visits when on leave. The object is to bring a breath of sea air into the classroom. A Catering Officer with BP Tankers wrote to say recently that since starting his new interest of Ship Adoption he has learned more about his ship than would normally be possible in order to answer children's questions, and his geography has greatly improved since, in order to describe it to the school, he has entered into the life of ports visited and got more involved with people.

Since the society ceased to be a viable independent unit, it has become a branch of The Marine Society in conjunction with the Seafarers Education Service. Any seafarer interested in making contact is asked to write to Ship Adoption, 207 Balham High Road, London SW17 7BH.

CUTS BY THE SCORE

The following extracts from a report by an 'Organisation and Method' study group after a visit to the Royal Festival Hall, are reproduced entirely for the amusement of members, and no similarity or relationship between the orchestra concerned and the L.S.C. is inferred!

"For considerable periods the four oboe players had nothing to do. The numbers should be reduced and the work spread more evenly over the whole of the concert, thus eliminating peaks of activity.

All the twelve first violins were playing identical notes. This seems unnecessary duplication. The staff of this section should be drastically cut; if a large volume of sound is required it could be obtained by means of an electronic amplifier.

Much effort was absorbed in the playing of demi-semi quavers. This seems an excessive refinement. It is recommended that all notes should be rounded up to the nearest semi-quaver. If this were done, it would be possible to use trainees and lower grade operatives more extensively.

There seems to be too much repetition of some musical passages. Scores should be drastically pruned. No useful purpose is served by repeating on the horns a passage which has already been handled by the strings. It is estimated that all

redundant passages were eliminated, the whole concert time of two hours could be reduced to twenty minutes and there would be no need for an interval.

The conductor agrees generally with these recommendations, but expresses the opinion that there might be some falling off in the box office receipts. In that unlikely event it should be possible to close sections of the auditorium entirely, with the consequential saving of overhead expenses, lighting, attendants, etc."

L. P. ALLERTON
Oil Rigs Div., Head Office

STAFF NEWS

BIRTH

Congratulations to Chief Engineer and Mrs. D. N. Amey on the arrival of Catriona, 31st December, 1975.

MARRIAGE

Congratulations and best wishes to Mr. Jack Ross on his marriage to Miss Margaret Ann Hitchen at South Shields on 26th December, 1975. The happy couple now live at 19 Wheatfield Close, Ovingham, Northumberland.

CERTIFICATE SUCCESSES

We congratulate the following Officers:

Mr. N. Jerrum (2nd Mate's).
Mr. T. J. Lambert (1st Class Motor).
J. C. Cullen (Part A, 1st Class).
G. J. Griffiths (Part A, 1st Class).
R. J. Bell (Part A, 2nd Class).
C. C. French (Part A, 2nd Class).
W. M. Powell (Part A, 2nd Class).

NEW STAFF

We extend a welcome to Miss A. Pearmine (Shorthand Typist, Accounts, London Office).

On the mud!



Reardon Smith Line vessel(s) laid up in Pennon Gut, Milford Haven, August 1933.

(Sent in by Capt. Thornhill who was serving on the centre vessel, "General Smuts" at the time.)

*Times were bad for Shipping then—
but the tide turned.
Times are bad for Shipping now—
but the tide will turn again.*

The Japanese Way Of Doing It At Ryokan

The average Japanese sleeps on the *tatami* or straw mat floor and sits on the floor to eat from a low table—and the average tourist from abroad would dearly like to see this home life.

But the visitor who gets a chance to see Japanese home life is indeed a rare one. The easily available alternative is to stay at a *ryokan*, a Japanese inn. Here the visitor will be able to live for a few hours in a typically Japanese atmosphere—room, furniture, bath, bed, food, kimonoed maids, etc.

The very minute that you step into a *ryokan*, you are in a different world. The entrance vestibule gives you the feeling that you are half inside and half outside the *ryokan*. This is because the floor of the vestibule is concrete and usually level with the street whereas about six feet from the door and a step or two higher is the floor proper of the building.

You sit on the higher floor and remove your shoes, changing into slippers bearing the mark or name of the *ryokan*. Leave your shoes where you took them off and forget about them; the maid or male attendant will put them away until you need them.

A room maid will show you to your room. Even if she is of the weaker sex, her job is to carry your baggage, so from this moment forget about your "lady first" manners.

When you get to your room, remove the slippers before stepping on the *tatami* floor. Only stockings or bare feet are permitted on *tatami*.

If it is a really typical *ryokan*, the room will be separated from the corridor by a lockless paper sliding door. No door key. Modernized *ryokans*, however, have doors that swing open fitted with locks.

There may be no chairs in the room. If that is the case, you got for yourself a genuine Japanese room. The maid will bring out a cushion and you will have to make yourself comfortable on that.

You won't find any bed in your room. When the time comes for you to go to sleep, the maid will bring out bedding from the closet and lay it out on the floor. The Western hotel terminology of single or double or twin is not used in the *ryokan*. As many sets of bedding as the number of guests staying in one room will be laid out side by side.

Rooms in modern-type *ryokans* are fitted with a private bath and toilet. But the older type *ryokans* have common facilities. The common bath is sometimes a large one in which several people can bathe at the same time.

You may not have complete privacy in taking a bath, but you will have privacy in taking your meals. The two meals that go with the hotel charge—breakfast and dinner—are served in your room on the low table. It is a set menu. If you wish to place a special order, you are advised to inform the room maid when she asks at what time you want your dinner or breakfast served. If it's an old-style *ryokan* which is not suffering from labour shortage, the maid will sit by the table to serve you second helpings of rice, to pour tea, etc.

This personalized service extends to bringing you tea everytime you return from a trip outside and even to hanging up your clothes and helping you put on the *yukata*, the Japanese-style bathrobe, which is provided by the *ryokan*. You can stroll through the corridors, lobby (if any), or garden in the *yukata* at any time of the day.



s.s. "Leeds City", at Barry, June 1912



m.v. "Cardiff City", 1962 Edition



m.v. "Cardiff City", 1975 Edition

This service shall be conducted on all ships of the Reardon Smith Line prior to entering Drydock by those authorised by contract, long service, phosphatetitis or other afflictions to succour those less fortunate brethren who take it seriously.

*Superintendents our help in Drydocks past
Our hope for ports to come
Expedite this Drydock fast
And keep us on the run*

*Stretch out thine hand from Devonshire
House and halls
And make our painters strong
Then help us when the rain falls
To pass the buck along*

*And those who sit aloft with thee
Make wise and meditate
That we may strive unceasingly
To carry more phosphates*

*Be with us when our seals leak
And this extends our stay a week
Be with us at this madhouse club
And be with us when its your round
in the pub*

*And if we serve thee well in life
When Gabriels trumpet sounds
If we in Heavens (Kobe) harbour be
Forget to turn us round*

Children are the same the world over

Whilst our vessel was in Nakhodka U.S.S.R. some of us were invited by the Seamen's Club to visit a Russian Kindergarten. A Minibus arrived alongside and six of us set out armed with sweets. There were two hostesses from the club to accompany us and act as interpreters.

After about half-an-hour's drive, including a dangerous descent from a main road across some very rough ground, that really tested the springs of the bus. We arrived, shaken, but still gripping our sweets.

About 40 children between 3 and 6 were having the time of their lives in a miniature fun fare, screaming and playing, just like ours, it was playtime. We were met by the lady in charge, the Governess, who took us inside a large two storey building, and explained the running of this particular kindergarten.

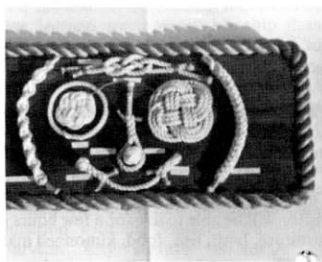
It was divided into 6 groups that allowed for 145 children from 1 to 6 years to be looked after and taught by 48 Staff, which included 18 qualified Nurses and a resident Doctor. The sixth group was the pre-school class and from here the 6 year olds would enter the State School. The parents brought the children at 7 in the morning and collected them as required up to 7 at night and in special cases they could be left overnight. The only charge made was for meals and this was about 30p a day. There were numerous kindergartens in Nakhodka and all are subsidised by local business interests either wholly or in part. The one we visited was wholly subsidised by the Shipyard.



We were then taken on tour and visited each group, all the rooms were beautifully decorated, according to the age group, and attached to each room was a dormitory with 25 beds or cots, for afternoon sleeps, and also a bathroom with low level washbasins. Also around the bathroom on their own little books were a colourful towel and flannel for each child. Everywhere was immaculate, but at this time the children were either just going out to play or just coming in from play, even so, it was a little hard for me to swallow, so I asked if it was always so clean and tidy, after a lot of laughter and a stream of Russian, it transpired that, children are the same all over, and before we had completed our tour the odd bit of demolition was in progress here and there, which bucked us up no end, otherwise I am sure we would all have been asking for the formulae.



After our tour we were taken to a large room with chairs all around and a piano, and we were told that the children would entertain us. Through the door marched about 30 children beautifully dressed and singing their hearts out, they were boys and girls aged about 5 to 6 and this was a song and dance about Russia. Thirty minutes later, during which time we were entertained with November 7th. Impressions (Dance), Folk Dance, Japanese KONICHI WA in Russian, a National Dance and completing with a Song of Autumn. It was truly beautiful to watch and we were all very impressed and the look on the children's faces showed that they were really enjoying themselves and not the least bit



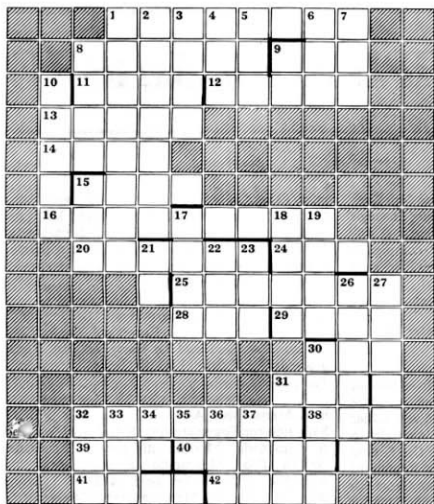
embarrassed by the foreign visitors, it could also be seen on the Governess's face, that she too was very proud of her children. On behalf of all of us I thanked them all, in Russian, hastily learnt on the way and presented to them a large photo of the ship and a Board of Knots that had been made by Cadet K. Hart.

We then left, but not before all six of us had been thoroughly inspected by the children playing outside, and before long they came to us quite naturally to have their photographs taken and have a chat, we then boarded our bus amongst much laughter and waving and not forgetting to thank the Governess and give our sweets for distribution. And so after a thoroughly enjoyable two hours we returned to the ship, some of us I am sure with thoughts reflecting on our own children at home.

Capt. R. A. H. VANNER

"Victoria City"

All tired out from trying to cope with two pre-school-age children, their mother tried to sneak a mid-afternoon nap while they were quietly playing. No sooner did she close her eyes than they started trying to get her up again, so she determinedly kept her eyes closed as though in deep sleep. Finally, Alex, the eldest went over and raised her mother's eyelid, looked at her eye, and gave a whispered report: "She's in there, all right. She's just hiding."



ACROSS

- 1 Charon wouldn't take you in one. (8)
- 8 A Peer taking in Los Angeles changed his money. (6)
- 9 What? Katy's own way. (3)
- 11 Capital solo turn. (4)
- 12 The stars turned out on red roundabout. (5)
- 13 Take nothing to town but change for being pulled. (2, 3)
- 14 Ginger maybe, rushing round a central point. (4)
- 15 Hand in glove, the heats on. (4)
- 16 Getting wet, turns ill from rending chill. (9)
- 20 The Brewer uses his head it seems. (6)
- 24 Holder for dead flowers? (3)
- 25 Ten to us at the race meeting? (7)
- 28 Perhaps an orientals ardent desire. (3)
- 29 All at sea? Jump in and join in. (4)
- 30 Main stamping ground for correspondents. (Ab. 3)
- 31 Your drink will last longer if you do. (3)
- 32 Almost a storm in a tea cup. (7)
- 38 Out in a boat for eggs? (3)
- 39 In no way a mixed ton. (3)
- 40 You could barge in here. (5)
- 41 Turn in to a shop for 'goodies'. (4)
- 42 Stop! change up. (4)

DOWN

- 1 & 10 Down. Missing from Dovers 'L' Boat or so it seems. (4, 4, 5)
- 2 Dead albatross? (3, 4)
- 3 Wolf backs into the current. (4)
- 4 Drink and be merry, what else? (3)
- 5 The carry-on crowd who don't mend our roads. (Ab. 3)
- 6 When it's displaced you get the wind up. (3)
- 7 Room in the office for engineers know-how. (Ab. 2)
- 8 Do not shorten this. (4)
- 9 Water-tight for the city prosecutor? (Ab. 2)
- 10 See 1 down.
- 15 Rob a heavenly sphere? (3)
- 17 Town with a cathedral? (4)
- 18 From Brazil as Charly's Aunt would say. (4)
- 19 Increase. (4)
- 21 No end to act in electrifying production. (Ab. 2)
- 22 Miss before Mrs. (3)
- 23 ... and Juliet the ... (Shakespeare). (3)
- 26 You will find your number very soft in Japan. (6)
- 27 None without fire. (5)
- 30 Made of sugar and spice and all things nice? (5)
- 31 A Photographers brake? (4)
- 32 Abbreviated banger. (3)
- 33 Opposite to me. (3)
- 34 Perhaps more exhausting than mental exercise. (Ab. 2)
- 35 In every hotel room? No addition. (Ab. 2)
- 36 One Scot's is nothing at breakfast. (3)
- 37 Can't get what you'r asking? There's an alternative. (Ab. 3)

'Sealife'— six projects on the move

Progress continues on the important Sealife Programme—the industry-wide reappraisal of how life at sea can be made more attractive to the UK seafarer.

Six problem areas have been identified for investigation by the steering group comprising representatives of the five seafaring unions, the GCBS, two shipping companies and the Department of Trade.

The projects starting in 1975 are:
Tasks and skills on board—Several study voyages, involving observations and interviews on about six different ships, will be made to provide an up-to-date picture of the actual work and skills needed in to-day's ships.

Organisation aboard—Up to two experiments in different companies are contemplated to learn what might be possible aboard UK ships with various types of shipboard organisation and more participative approaches to work.

Communications and ship/shore relationships—Two or three companies will be offered help ashore and afloat from the Sealife organisation to improve internal procedures and relationships

which could involve giving ships' personnel more autonomy on such matters as budgets, costs, stores and supplies, work planning, etc.

Seafarers' employment package—This could involve extensive attitude research amongst seafarers at different ages and ranks to consider whether the mix of leave, pensions, job security, etc., making up the present package is effective in retaining seafarers.

Recruitment and induction methods—A largely land-based investigation is planned into the approach in recruiting and retaining the right quality of seafarer.

Human problems and ship design—Efforts are being made to bring

more consideration to the problem of living and working on ships at the drawing board stage.

Mr. Peter W. R. Smith, chairman of Sealife, said: "It is planned to involve as many companies and seafarers as possible in the projects to ensure that the nature of the investigation is practical and down-to-earth.

"The problems we face are complex, but some positive improvements should begin to emerge next year and as the momentum of involvement and experimentation builds up these improvements will increase, with the prospect of long term benefits to all seafarers".

—British Shipping News
Autumn 1975

By
RICHARD
HUDSON

SHIPS MOVEMENTS AS AT 19th JANUARY, 1976

m.v. Atlantic City. Arrived Piombino 11th Jan. to discharge cargo of Iron Ore from Tubarao. Completed discharge and redelivered from Time Charterers 16th Jan. Sailed for Cadiz same day and arrived 18th. Drydocks 4/5 days and delivers to new owners.

m.v. Cardiff City. Arrived Tilbury 5th Jan. Completed discharge Forest Products 13th. Sailed London and arrived Esbjerg 14th Jan. to discharge remainder of cargo. On completion 17th sailed for South Shields where drydocks for about two weeks. Then delivers to Time Charterers for 3 years trading. At present the itinerary is not known.

m.v. Cornish City. On Time Charter to N.Y.K. Sailed Houston 18th Dec. and transitted Panama Canal 23rd/24th December. Arrived Nagoya 18th Jan. to commence discharge, sailing 21st continues discharge Hiroshima 22nd/23rd, Onahama 24/26th. Redelivers from Time Charterers and drydocks Yokohama for about 5 days, completing about 1st Feb.

m.v. Devon City. On Time Charter to Motortank. Sailed Montreal 24th Dec. for Persian Gulf. Sld. Suez Canal 9th Jan. for Dammam where arrived 18th Jan. Expect 35 days berthing delay, and subsequently proceeds to Khorramshahr to complete. Prospects there are not yet clear.

m.v. Fresno City. Arrived Osaka 15th Jan. and drydocked. Undocks 19th Jan. and proceeds to B.C. where loads. Watson Island 31st Jan./8th Feb. Crofton 10/12th, and Vancouver 13/15th. Transits Panama Canal 27th Feb. and arrives London 12th March. Completes London portion 20th March, completing Antwerp 21st/23rd March.

m.v. Indian City. On Time Charter to Yamshita Shinnihon Sld. Benicia 8th Jan. for Yokohama and Yokosuka where loads cars 22nd/25th Jan. to return to Los Angeles, around 10th Feb.

m.v. New Westminster City. Sld. Vancouver 14th Jan. with Forest Products for discharge London and Dublin. Transits Panama Canal 26th Jan., arriving London 9th February. Sails 16th and arrives Dublin to complete 18th/22nd Feb. Then proceeds to U.S. Gulf to load grain for Japan, arriving, say, New Orleans 8th March and sailing 13th. Transits Panama Canal 18/19th and arrives Japan to discharge 13th April completing 18th.

m.v. Sara Lupe. Arrived Acapulco 29th Jan. with expected sailing 31st. Calls Corinto 2nd/3rd Feb., Santa Cruz 3rd/6th and Stockton 11/13th. Arrives Yokohama 27th Feb., sailing 28th for Nagoya/Yokkaichi.

m.v. Port Alberni City. Sailed Nanaimo 24th Dec. with full cargo Forest Products. Passed through Panama Canal 6th Jan. with expected arrival Antwerp 20th Jan. Sails for London 23rd, completing there 2nd Feb. Return to Antwerp to load steel 4/7th Feb. and then Middlesbrough 10/14th. Proceeds via Panama Canal to discharge Los Angeles 11/12th March, Oakland 23rd/24th, Portland 16/18th and New Westminster 19/20th March.

m.v. Prince Rupert City. Redelivered from Hinode Time Charter passing Muscat 10th Jan. on route Singapore. On arrival Singapore delivers under Time Charter a/c B.H.P. for trip via Australia to Continent. Vessel is expected to load Ore Groote Eyland 27/29th then proceed to Port Kembla to complete 4/12th Feb. Transits Panama Canal 6th March, arriving Immingham 21st March. Sails for Rostock 28th discharging there 30th March, 2nd April and redelivers from Time Charterers about 3rd April.

m.v. Tacoma City. On Time Charter to Japan Line. Sailed Visakhapatnam 8th Jan. with cargo of Iron Ore. Bunkered Singapore 13th Jan. with expected arrival Wakayama 20th Jan. Completes 25th Jan. and redelivers, ballasting to Nanaimo to commence berth service. Loads Nanaimo, Portland and Coos Bay 5th Feb. through to 20th. Transits Panama Canal 3rd March arriving London 17th March. Discharges London 17th/23rd March. Esbjerg 24/26th and Zeebrugge 27/29th March.

m.v. Vancouver City. Sailed Middlesbrough 5th Jan. with steel cargo. Discharges Puerto Cabello 18/27th Jan. Transits Panama Canal 30th, continuing discharge Long Beach 7/10th Feb. Oakland 10/12th, Portland 13/15th, and New Westminster 16/18th. On completion loads B.C./USWC returning early April U.K./Cont with Forest Products.

m.v. Victoria City. Sailed Cardiff 13th Jan. Arrived Antwerp 15th Jan. Sails Antwerp 20th Jan. for Key West for orders.

m.v. Welsh City. On Time Charter to KNSM. Arrived Amsterdam 18th Jan. Sails 20th and completes loading Bilbao 21st/22nd Jan. Proceeds to West Indies calling St. Maarten, San Juan, Santa Domingo, Kingston, Port au Prince, Nassau, Savannah and Wilmington.

m.v. Amparo. Arrived Kobe 18th Jan. Sailing 23rd for Kobe. Calls Nagoya 24th, Yokohama 25/27th and Kobe 28/30th Jan. On completion proceeds to Ensenada where due 15th Feb.

m.v. Elena. Sld. La Cardenas 14th Jan. Calls Manzanillo 15/20th Jan., La Libertad 23rd, Los Angeles 28th, Stockton 29/30th and Ensenada 1st/2nd Feb., before proceeding to Yokohama arriving there 26th Feb. Then calls Nagoya, Yokkaichi, Osaka and Kobe.

m.v. Gela. Anchored Spurn Head 11th Jan. and berthed Immingham 19th. Expect sail 20th for Rotterdam 22nd/23rd and Le Havre 24/27th. Then proceeds Vera Cruz 13/17th Feb. and possibly Tampico.

m.v. Maria Elisa. Arrived Yokohama 17th Jan. Sails 19th for Tokyo arriving 20th. Sails 23rd for Ensenada. Mexican itinerary is Ensenada 9/10th Feb. Manzanillo 15/18th, Acapulco 19th/21st, and another port 24/28th. Transits Panama Canal 1st March arriving Tampico 8th March.

SHARES

At the time of printing, the Financial Times 30-Share index has risen firmly into new high ground for 1975/76 moving fairly comfortably over the 400 hurdle at 414.4 (377—December Newsletter). Rises among the Financial Times quoted industrials continued to out number falls by two to one. Overall the market remains firmly based and Gilts have been encouraged by a number of cuts in the Bank of England Minimum Lending Rate. However, the equity market has recently begun to show signs of becoming speculative; one measure of this has been the recent price strength of some of the nationalisation candidates, while at one time Burmah Oil was the most actively traded share of the day, rising well over half in a week.

In comparison with most other sectors of the Stock Market, the Shipping Industry has remained fairly dull, overshadowed by poor freight rates and no sign of any significant upturn in tanker fortunes. It has been reported that about 15 per cent of the world tanker fleet is laid up at the moment compared with 2 per cent a year ago.

At the time of going to press, the Reardon Smith ordinary Units stood at 350p and the "A" Non-Voting Units at 101p compared with 365p and 110p respectively in the December Newsletter.

OFFICERS' DISPOSITIONS AS AT 4.2.76

	m.v. Atlantic	m.v. Devon City	m.v. Cornish City	m.v. Fresno City	m.v. Gela	m.v. Indian City
<i>Master</i>	J. J. Kalnins	A. L. G. Gosset	B. Jones	B. A. G. Boyer	L. R. Staines	R. I. Crawford
<i>Chief Officer</i>	M. C. Hurst	J. Jackson	S. A. T. Schoolege	B. R. Hopper	M. J. Bellamy	R. V. Duncan
<i>Senior Second Officer</i>	E. J. Dunk	J. Henderson	P. J. Dixon	J. L. G. Cotton	M. F. Marco	J. Stanbury
<i>Second Officer</i>	C. Kelly	T. H. Jowett	D. C. Cumming	N. Jerrum	P. E. Murray	P. C. Roberts
<i>Third Officer</i>	—	—	—	—	D. P. Bidmead	M. J. Clarke
<i>Fourth Officer</i>	—	—	—	—	—	C. J. Bertram
<i>Electronics Officer</i>	—	—	—	—	—	N. B. Shilstone
<i>Radio Officer</i>	E. A. Willocks	D. S. H. Thomson	J. A. Heslop	M. W. Savory	J. J. Baghurst	K. D. Morgan
<i>Radio Officer (Junior)</i>	R. G. Chagg	—	D. N. Henry	M. E. Rayner	—	C. D. Hughes
<i>Chief Engineer</i>	J. F. Hewson	R. K. Bins	T. W. Davies	A. G. Hodgson	C. J. Buckley	R. Thomas
<i>Junior Chief Engineer</i>	—	P. R. Bryant	—	P. T. Higgins	E. S. Chaves	T. S. Churcher
<i>Second Engineer</i>	W. A. Bruce	M. J. Snook	A. C. Coombs	A. Edwards	K. R. Negele	J. Fraser
<i>Junior Second Engineer</i>	G. Murray-Dickson	—	A. Edwards	—	P. B. Williams	J. F. McKeown
<i>Third Engineer</i>	—	D. C. Lewis	S. J. Phillips	G. E. Stevenson	A. Price	P. B. Williams
<i>Junior Third Engineer</i>	A. McNally	T. E. J. Sperrin	—	—	P. B. Williams	J. T. Jones
<i>Fourth Engineer</i>	P. R. Nicholas	—	—	—	M. E. Parsons	A. A. Redman
<i>Junior Fourth Engineer</i>	—	—	—	—	A. M. Tanner	—
<i>Junior Engineer</i>	M. G. Smith	A. Clarkson	I. S. Exton	M. G. Evans	—	—
<i>Junior Engineer</i>	D. Eastam	J. Porter	D. J. Coombs	C. L. Taylor	—	—
<i>Junior Engineer</i>	—	P. Tyreman	D. G. Grant	J. B. Potkins	—	—
<i>Electrical Engineer</i>	J. H. Roberts	—	—	—	H. Sweetman	J. T. Jones
<i>Self - J Electrical Engineer</i>	—	—	—	—	J. L. Sanday	M. G. Parsons
<i>Catering Officer</i>	L. Slawinski	C. A. Parry	P. D. Smith	P. F. Akers	M. J. Voisey	A. A. Redman
<i>Deck Cadet</i>	T. S. Lawrence	—	M. L. Frazer	P. C. Harding	—	A. M. Tanner
<i>Deck Cadet</i>	C. L. Rees	—	A. Williamson	—	—	—
<i>Deck Cadet</i>	S. L. Ward	—	R. E. Spriggins	—	—	—
<i>Deck Cadet</i>	J. G. Keyte	—	A. Meighan	—	—	—
<i>Deck Cadet</i>	R. K. Villars	—	S. Davies	—	—	—
<i>Deck Cadet</i>	—	—	G. R. Garland	—	—	—
<i>Engineer Cadet</i>	—	—	—	—	G. B. Pugh	—
	m.v. Maria Elisa	m.v. New Westminster City	m.v. Port Alberni City	m.v. Prince Rupert City	m.v. Sara Lape	m.v. Tacoma City
<i>Master</i>	T. R. McNulty	G. S. Carlick	J. Cann	R. K. Stuart	A. B. Parkhouse	M. J. Higgins
<i>Chief Officer</i>	D. W. Ellis	A. M. W. Mitchell	N. P. Waldron	K. B. Whitting	R. E. Baker	F. Scott
<i>Senior Second Officer</i>	—	—	—	—	—	—
<i>Second Officer</i>	R. S. McKay	B. M. Richardson	J. P. Andrews	K. T. O'Higgins	W. D. Howell	I. Woodland
<i>Third Officer</i>	T. D. Lester	J. G. Shirley	P. J. Godding	A. Abel	T. A. Burley	W. V. Barnes
<i>Electronics Officer</i>	—	—	—	—	—	—
<i>Radio Officer</i>	E. Bromham	L. M. Campbell	W. P. Cameron	C. J. Burt	R. J. Preece	C. G. Macey
<i>Radio Officer (Junior)</i>	—	—	P. Barker	J. Scott	D. Archbold	D. C. Rowlands
<i>Chief Engineer</i>	T. Sukienni	F. D. King	D. M. Parsons	—	K. Durwood	J. Foots
<i>Junior Chief Engineer</i>	L. M. Williamson	R. E. Diamond	T. E. Newell	F. Clark	C. J. Burton	J. V. H. Jones
<i>Junior Second Engineer</i>	—	N. P. Treen	K. D. Aust	E. J. Burrup	—	D. J. Carter
<i>Third Engineer</i>	H. N. Pinkney	—	J. King	J. R. Gleeson	R. S. Dunbar	M. G. Williams-Jones
<i>Fourth Engineer</i>	S. W. Phillips	D. G. Wedlake	R. H. Moore	R. C. Quayle	A. G. Vincent	—
<i>Junior Fourth Engineer</i>	R. B. Nickolls	G. Russell	—	L. A. Selby	—	—
<i>Junior Fourth Engineer</i>	—	—	W. M. Powell	—	P. A. Webbe	R. M. Strong
<i>Fourth Engineer</i>	M. D. W. Evans	A. J. Crewe	G. Gaywood	J. D. W. McLaren	S. J. Keating	P. Davies
<i>Junior Engineer</i>	D. C. Pulley	—	S. T. Brown	—	J. T. Lorraine	M. J. Schmidt
<i>Junior Engineer</i>	—	P. Willmott	J. H. Roberts	—	A. J. Mathews	J. A. Patrick
<i>Electrical Engineer</i>	B. Cawtherley	—	R. C. Webber	—	G. R. J. Falkener	—
<i>Second Electrical Engineer</i>	F. W. Lever	D. C. M. Trinick	T. L. Lawrence	A. A. Gouldie	—	—
<i>Catering Officer</i>	—	—	—	G. P. Eyles	—	—
<i>Deck Cadet</i>	—	—	—	—	—	—
<i>Deck Cadet</i>	—	—	—	—	—	—
<i>Deck Cadet</i>	—	—	—	—	—	—
<i>Engineer Cadet</i>	—	—	—	—	—	—
<i>Engineer Cadet</i>	—	—	—	—	—	—
	m.v. Vancouver City	m.v. Victoria City	m.v. Welsh City	m.v. Ampora	m.v. Cardiff City	m.v. Elena
<i>Master</i>	D. L. Bell	J. S. Murray	W. J. Cross	G. F. R. Ellerby	J. Porteous	D. L. G. Jones
<i>Chief Officer</i>	S. Harp	P. G. Deschamps	K. Milburn	M. W. Slayman	G. H. Stevens	J. E. S. York
<i>Senior Second Officer</i>	—	—	—	—	—	—
<i>Second Officer</i>	B. T. Hernaman	P. P. Lewis	M. Gaffney	T. E. Thistleton	A. M. Beever-Reid	R. J. Davis
<i>Third Officer</i>	A. L. Bruce-Smith	I. A. Smith	I. H. Woolley	G. Sizer	L. J. Hicks	N. Davies
<i>Electronics Officer</i>	—	—	—	W. P. Hereward	B. B. Everett	S. G. W. Whitmore
<i>Radio Officer</i>	M. Emery	P. Bradley	S. C. Horne	—	G. P. S. Watts	R. Chambers
<i>Radio Officer (Junior)</i>	—	J. M. A. Clark	R. Charlesworth	B. M. Draper	L. G. I. Taylor	D. S. Evans
<i>Chief Engineer</i>	M. McQueen	D. Harrison	—	P. J. Quinn	—	R. A. Rees
<i>Junior Chief Engineer</i>	P. W. Evans	—	R. Day	R. E. Russell	J. H. Davies	R. M. Worgan
<i>Second Engineer</i>	—	—	W. H. Tucker	—	M. Corrie	—
<i>Junior Second Engineer</i>	J. L. Magill	—	C. C. French	D. A. Roberts	M. Causier	P. Beavis
<i>Third Engineer</i>	J. Prophet	—	—	J. N. Haugh	—	W. D. Jack
<i>Fourth Engineer</i>	R. H. Ashlin	—	—	P. McVay	R. J. Bell	Jun. 4th D. M. Eley
<i>Junior Fourth Engineer</i>	G. D. Morgan	—	J. C. Huxtable	K. W. Newton	M. J. Young	D. Osborne
<i>Junior Engineer</i>	R. G. Wells	A. J. Budge	K. W. Newton	—	P. P. Delany	C. J. Harry
<i>Junior Engineer</i>	—	P. J. Codd	—	—	I. C. Miller	—
<i>Electrical Engineer</i>	—	K. F. Bean	B. F. Lambert	—	T. J. Tudball	—
<i>Second Electrical Engineer</i>	—	G. J. Lyons	R. G. Pierce	R. A. Peach	—	—
<i>Catering Officer</i>	L. Seabrooke	R. J. Elliott	G. M. Kivell	—	—	—
<i>Deck Cadet</i>	R. J. Elliott	D. J. Kinsey	S. G. Hughes	—	—	—
<i>Deck Cadet</i>	D. J. Haring	A. D. Coles	T. J. Fuller	—	—	—
<i>Deck Cadet</i>	P. E. Clamp	—	S. G. Hughes	—	—	—
<i>Deck Cadet</i>	—	—	J. J. Moore	—	—	—
<i>Engineer Cadet</i>	—	—	—	—	—	—
<i>Engineer Cadet</i>	—	S. J. Staines	R. D. Scammells	—	—	—

AN EVENTFUL VOYAGE

In October last, Captain Picton Davies, to quote his own words—"hailed out and dusted my Discharge Book No. 3956 concluding with entry No. 29 dated 23.10.40 following the loss of m.v. *Houston City*". He noticed that entries 10 to 25 inclusive record continuous service voyages in the first m.v. *Fresno City* commencing on 17th August, 1931 and terminating at Rotterdam on the 22nd March, 1939.

Voyage No. 9 was an interesting voyage. In May 1933 the vessel sailed from Cardiff under the command of Captain Brice Thomas with a cargo of coal to Alexandria. Then Sfax and a "deadfreight" claim as vessel unable to ship a full cargo owing to limited depth in channel. From Algiers the voyage continued direct to Japan, and on the 49th day out at 1846 hours just north of Taiwan there was a mighty crash with a complete engine breakdown—a fractured crankshaft of No. 1 engine. Thereafter "herculeaneum" and skilful work was performed by Messrs. Orr and Bryan with their staff with the Captain and all hands giving maximum assistance. No appreciable rest until with the propulsion power of Nos. 3 and 4 engines only, the vessel was successfully under way after three nights and days of continuous toil. The vessel had drifted 120 miles northeast during the breakdown, latterly in a more easterly direction and well within sight of Okinawa when able to proceed. On Tuesday, 8th August, 1933, vessel was anchored in Nagasaki harbour—scene some 12 years later of the atomic bomb blast. It was nearly the end of October before the new crankshaft arrived and was fitted. An exceptional period of strong to gale easterly winds were experienced in the Pacific whilst on passage from Dairen, to Hamburg with soya beans in bags which caused great anxiety prior to arrival San Pedro with a minimum surplus of fuel. This eventful voyage terminated at Barry end of January 1934.

m.v. "PRINCE RUPERT CITY"

Social and Leisure Hours

It doesn't require a great deal of imagination to realise how important these factors are to all at sea.

Captain R. K. Stuart reporting on these aspects whilst at sea in December last, referred to the fact that all those who joined the vessel had a good journey out, which was appreciated by all concerned.

The first passage to Australia was being spent organising work activities as well as future social life. Barbeques and Bar lunches had been organised in port as well as at sea.

The report goes on to record that when re-crossing the Equator bound for Russia, two first timers were duly presented to King Neptune with everyone taking part in the proceedings. An excellent show was put on with a good deal of thought and ingenuity going into the making of the various costumes. A good time was had by all except possibly the two initiates.

Freezing weather greeted the vessel on arrival at Nakhodka, Russia. The m.v. *Prince Rupert City* was however well entertained by the Seamen's Centre. This gesture was reciprocated by holding a party on board for the men of a deep-sea trawler and the hostesses from the Seamen's Centre. A buffet was arranged with sausage rolls and cornish pasties which seemed to be appreciated by the guests. The m.v. *Victoria City* was frequently mentioned for their hospitality—perhaps our two vessels have forged a new style Anglo-Russian link.

Ode to the Port Alberni City

*The P.A. City is one of that number
Specially designed to carry sawn lumber
Twenty-feet high upon the deck
Right up to the Hagglund's neck*

*Lumber must be the nicest run
This type of ship has ever done
Phosphate for India is always a threat
Then ore to Japan a pretty safe bet*

*Dry-dock, you know, is always a stress
And where you go is anyone's guess
Japan is usually best of the batch
Until this trip when Japan met her match*

*To Brigham & Cowan we were sent
To mend those things all broken and bent
Ten days was the time they named
It almost lasted three home games*

*Miles of golden sandy beaches
Greeted us as we entered the reaches
Sunny South Shields, it is quite true
The sea so calm, the sky so blue*

*To hear and savvy the local patter
For most was not an easy matter
But Geordie hearts and souls so happy
Made it easier for poor old Taffy*

*At last we left the Brigham's dock
Alas to Tampa for Phosphate Rock
Perhaps the steel run was what we dreamt
But off to Tampa was what they meant*

*Economy speed is what they said
It saves the fuel and so the 'bread'
Tampa-Visak as slow as a raft
Its pretty sure we'll all go fast*

*By that time it'll be no pain
Whether it snows or pours with rain
We'll all be near the end of our trip
Not caring where we pay-off the ship*

Solution to Crossword in December issue

Submitted by Mr. D. Inglis, Ch. Engr.

Across		Down		Across		Down	
1 Pegasus	1 Pathfinders	11 Torridon	4 Scores	21 To	15 Meson	23 Neutron	16 Bus
5 Dogma	2 Girn	12 Avec	6 Ova	24 Era	17 See across at 19	25 Rout	20 Atoll
8 Care	3 Port Said	14 Rim	7 Accelerator	26 Replacc	21 Touch	27 Solo	22 Baal
		17 Reline	9 An	28 PH	23 Nor		
		18 Incubus	10 Erin				
		19 & 17 down	13 Vomit				
			14 Rio				