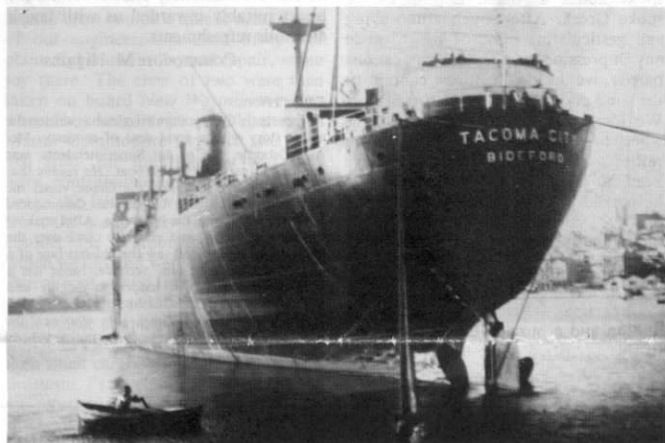


REARDON SMITH LINE LIMITED

# newsletter



No. 74—MARCH, 1976



s.s. "Tacoma City" (ex "Anglo Indian") in mooring berth waiting to load salt at Cagliari, Sardinia, July 1948.



m.v. "Tacoma City" discharging lumber at Cardiff on our present berth service (vessel was launched in 1971).

## m.v. "TACOMA CITY"

THE PRESENT vessel is third in line carrying that name.

The first *Tacoma City* was completed in 1929 and was seventh of eleven vessels ordered at the Shipyard of Wm. Gray & Sons.

She was sunk in the Mersey by Acoustic Mine on 13th March 1941 with the unfortunate loss of four lives, forty-one were saved.

The second *Tacoma City* was purchased in January 1943 as the *Anglo Indian* and renamed *Tacoma City*. She was subsequently sold to Japanese buyers in November 1954.

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### *Our Retired Friends*

WE WERE recently able to improve the allowances for retired members and appreciation was received by way of many very nice letters from our pensioners. Some of them we see quite often and also hear from others by telephone, some of whom find it perhaps a little difficult to write.

This continued relationship with our pensioners gives us a great deal of pleasure and it is gratifying to note that there is a tremendous interest by our retired staff in the Newsletter, which we know will encourage us all to try to make this publication as interesting as we possibly can.

# "Cocky" the Cockatoo

AN INTERESTING tale is told by Commodore Higgins regarding the Saga of the rescue of "Cocky" an evil and vicious Cockatoo from Geraldton. He was on the previous *New Westminster City*. Mr. Arthur Thompson, so recently retired as Superintendent, was the Chief Engineer and the Master was the one and only Captain Ward. Mrs. Ward was also on board.

Cocky's favourite pastime was ear biting and was quite impartial whether it was Arthur's or my ear he sampled during the time we would be in the Old Man's Room cadding a drink or two.

We were anchored in Bombay Roads awaiting a discharge berth for our grain cargo. We had been there for weeks owing to congestion and the S.W. monsoon was blowing. One morning Captain Ward rolled his day room window down through which "Cocky" promptly made good his escape, as he was allowed the free run of the accommodation only using his cage to sleep in. As he disappeared through the window the wind took him away but fortunately he was observed making a crash landing on the

wheelhouse of a Greek Liberty ship which was anchored several cables off. The lifeboat was lowered manned by several of us and together with Cocky's cage we set off in hot pursuit for the Greek vessel. The boat was secured and up the gangway the valiant party proceeded together with the cage. On reaching the deck we were met by some quizzical looking crew members who spoke about as much English as we spoke Greek. After much arm waving and gesticulating none of which made any impression on the communications barrier, we decided to throw caution to the wind and proceed to the top Bridge. We located "Cocky" perched on the wheel in the Wheelhouse and looking rather sorry for himself. It may have been our imagination but it seemed as if he perked up a bit when he recognised us. He entered his cage with the minimum of fuss. It appeared the Greek crew were not aware that they had a feathered stowaway on board.

Our retreat to the gangway was put in motion and a puzzled Greek crew were further mystified to see us returning not

only with a cage but we now had a parrot in it. More arm waving, smiles, etc. as we moved *en masse* down the gangway and into the boat. We pulled away with a few parting waves to the Greek sailors who no doubt were suitably entertained for days discussing the vagaries of Englishmen in particular and parrots generally.

"Cocky" was returned in triumph to *New Westminster City* where he was received with open arms by Mrs. Ward apparently none the worse for his aerial adventures. Captain Ward (or Alfie as he was affectionately known behind his back) suitably rewarded us with lavish alcoholic refreshments.

Commodore M. Higgins

#### Editor's Note:

Apparently Commodore Higgins has written the above story with a good deal of modesty. Mr. Alec Osborne, one of our Superintendents, was one of the party in the lifeboat. He recalls that when they came alongside the Greek vessel the first man up the rope ladder was Commodore Higgins armed with the bird cage. After making the perilous ascent, and about to climb over the gunwale, he looked and saw the hideous face of a huge dog looking at him upside. Never has a man descended a rope ladder so quickly and unceremoniously. The situation was saved by the Radio Officer of the Greek ship who saw the performance. The party then proceeded to negotiate the ladder again.

## GUESS WHO?

AMONGST OUR number this voyage is one whose passion when he's home on leave is fishing. It is therefore not surprising that he is given to exaggeration at times, this being a well understood characteristic of fishermen. The fish cannot be shown, but its size can be indicated by hand gestures to show just what size of monster it was that got away.

When the tale is unconnected with fishing the same conditions apply, at least as far as our shipmate is concerned. Everything is twice as big, ten times as high or umpteen times faster than anything you or I have ever witnessed or heard of. For example, take the time he paid off somewhere in the Orient to take voyage leave. He spent a night in a hotel before flying out the next day. Well, this hotel was unbelievable: The carpets were so thick you had to hire a guide at the entrance to lead you to

reception; and there was not merely the danger of getting lost, you might get eaten on the way by the tribesmen who lived in the dense pile in the north-east corner of the foyer.

You might be wondering how the waiters coped in the dining room, but our shipmate reckons they did manage, because he ate the largest prawns any of us have ever seen there. I'm not exaggerating now, but these prawns were so big they must have harpooned them. Each was about the size of a Scottish terrier and it was all he could do to eat three dozen of them. However, it seems he did manage to wolf them down.

Then came the steak. Need I say? It was very big. The waiters cleared the table and laid this enormous piece of meat straight down on the tabletop, and even then it overhung the edges. One immediately thinks of Desperate Dan eating cow pie. It was very fortunate that the Chief Officer happened to have an electric circular saw in his luggage and could cut this vast steak into

manageable pieces. I would imagine that portions about nine inches by twelve would fit quite comfortably into our pal's mouth.

There followed a dustbinful of ice cream with two door-size wafers, after which what's-his-name was satisfied. Remember, he's a fisherman, so everything is large-scale!

He brought the subject around to the waitresses. They were the most beautiful girls in the world, of course, and obviously very conscious of these inflationary times and keeping abreast of events. The next bit was mumbled due to the presence of officers' wives but, anyway, he flew home the next day making the fastest time at the highest altitude and generally breaking all kinds of records for performance, endurance and anything else that most of us haven't done. They flew into Heathrow, where the Customs collared him for having too many cigarettes.

F. SCOTT  
Tacoma City

## Whisky galore!

SOME YEARS ago, whilst Mate of the *New Westminster City* (the previous one), we happened to be in the Caribbean en route to Mobile when a good-sized motor launch was observed flying distress signals. In due course we put our boat down and went over to him and much to our surprise we found he was loaded to the gunwales with cases of Scotch whisky. (Imagine being in distress with all that laying about!) It seems he was out of fresh water; sounded ironical to say the least—maybe the launch crew couldn't take it neat. Some of our engineers examined his power plant and found it beyond repair, so no joy there. The crew of two were then taken on board *New Westminster City* where they were interrogated by the then Master Commodore Lloyd. It was learned from the interrogation that they were contrabandists running stuff between the Islands; we had thought this from the start. They then asked us to contact the Authorities in Trinidad, which we did and were told that a Naval Patrol boat would investigate. The crew were then returned to their boat together with ample supplies of fresh water, for which they invited us to help ourselves to their illicit cargo, which we did with enthusiasm. Farewells were exchanged and we returned to *New Westminster City* where our loot was impounded by Capt. Lloyd, but for the remainder of the voyage our wine bills were not noticeable—happy days!

We heard afterwards that the launch had been brought into Trinidad and the crew members imprisoned for attempted smuggling. We also heard that the cargo or quite a lot of it had mysteriously disappeared before they got them back into port. It is possible that the Naval Patrol boat could unravel that one.

Commodore M. Higgins  
*Tacoma City*

You have six matchsticks, make seven.



Can you push 1 full glass of beer through the handle of another?



## MOMENTS IN HISTORY

PROBABLY ONE of the most dramatic moments in the Company's history was the destruction by fire of Head Office, at Merthyr House, Cardiff Docks, on 17th March 1946.



At a recent conference of Masters and Chief Officers a request was made whether we could publish photographs of particular interest in the Company's past story.

The first pictures on hand are of the attack on the s.s. *King City* by a German surface raider in the Indian Ocean, on 28th August 1940.

The vessel was set on fire and sank with the unfortunate loss of six lives, including all apprentices. Thirty-eight were saved and taken prisoner, including the Master, Captain H. Marshall and third Officer F. J. Johns (now Master).



s.s. "King City" on Fire, and Sinking.



s.s. "Norwich City" (built in 1911) under way in British Columbia waters.



Same ship after contact with unopened second Narrows Bridge, Vancouver.

## PUZZLE CORNER

Bar Puzzles by Mr. C. G. MACEY

You have 10 Coins and 5 moves. Each Coin must jump over 2 other Coins and land on the third, i.e., 1 jumps 2 and 3 and lands on 4; 1 and 4 count as two Coins if another jumps them.



CRYPTARITHM

TEN  
TEN  
FORTY+  
SIXTY

All ten digits are involved.  
Each one represented by a different letter.

A Word Game:

by Mr. C. G. Macey (R./O.), *Tacoma City*.

How many words can be made from "TACOMA CITY" of four letters or more and are in the dictionary?

ANSWERS ON PAGE FIVE

# REARDON SMITH LINE LIMITED

## Notes of Proceedings at a Meeting of Directors held on Tuesday, 2nd March 1976

THE ESTIMATED RESULTS for the year ending 31st March 1976 generally fall in line with the indications given by the Board in their Statement last September. An increase in estimated profits occurred in the second half of the year under review, due mainly to the effect of the weakness of the Pound in relation to the US Dollar, from which latter currency virtually the whole of our income is derived. Because of the recession in world trade, freight rates are at a level at which only the most economical vessels in the Dry Cargo Section, in which we are mainly interested, can operate at better than a lay-up position.

We are pleased to confirm that the rig owned by Celtic Drilling Company, in which your Company has a 53% interest, has been fixed, subject to contract, with British Petroleum at a rate which, in today's market, can be considered satisfactory.

During the year under review, four of the Partners, representing overseas interests in Atlantic Drilling Company, found that they could no longer participate in the Partnership. Consequently, in conjunction with one of the other major Partners, it became necessary, in order to avoid a damaging break-up of the Partnership, for your Company to take up additional shares. The position now is that the Company has a 50% interest in the Atlantic Drilling Company and, because of the release of the overseas Partners, Atlantic Drilling Company is now 89% British owned, with the balance made up principally with Irish interests and a small Norwegian interest.

The Celtic Drilling Company is already 77% British owned and, with the large percentage of British interest in Atlantic Drilling, it is hoped that, as activity increases for the employment of these very sophisticated rigs, the chances of employment in the British Sector must be enhanced. Furthermore, with the advent of new licence issues, we are optimistic for better prospects in the long term. Additionally, there are indications of a greater international interest in semi-submersibles with the higher technical specifications which these particular rigs have, compared with other units of a similar type.

Satisfactory loans have been arranged on the Celtic and first Atlantic rigs while Yard credit is available on delivery of the second Atlantic rig hull.

These arrangements not only assist the Company, but affirm optimism in the future.

We record with pleasure the very close co-operation and assistance that we continue to receive from the Department of Energy in connection with our offshore interests.

It will be recalled that the Company's involvement in the tanker section resulted in very profitable business through the operation of the m.v. *Polysaga*, which charter terminates in April this year. As far as medium-sized tankers are concerned, the future is probably less bleak than for VLCC's. The upturn in economic activity now being seen, particularly in the United States, should result in an earlier improvement in the trading prospects for this class of vessel, with its greater trading flexibility.

Since the publication of our last Accounts, the oldest of our vessels, *Atlantic City*, has been sold at a satisfactory price.

The final accounts will show a reasonable cash position, but it must always be borne in mind that unless the freight and rig markets show an improvement in the not too far distant future, the Shipping Industry could have liquidity problems, which factor is also affecting many other sections of Industry.

The estimated results for the financial year must, in the circumstances currently prevailing, be considered satisfactory and, bearing in mind our previous year's record profit results and dividend restrictions, the same total gross dividend as that paid for the year ended 31st March 1975 is justified this year. The amount of the second dividend declared is 1.1172p per Unit (3.4375% gross). This dividend will be paid on 2nd April 1976 to all Stockholders whose names appear in the Register of Members on 22nd March 1976.

No further dividend will be recommended at the Annual General Meeting.

The Transfer Books and Stock Registers of the Company will be closed from 22nd March to 2nd April 1976, both dates inclusive.

The projected results for the year ending 31st March 1976 are as follows. These are estimates only and are unaudited.

	Estimated Results		Actual Results	
	Year to 31st March 1976		Year to 31st March 1975	
	£	£	£	£
<b>Group Trading Profit</b> (including Investment Income received £426,000)		3,088,000		6,838,433
<b>Interest Payable</b>		1,107,000		546,195
		1,981,000		6,292,238
<b>Depreciation</b>	1,763,000		1,479,277	
<i>Less Investment Grants Credit</i>	378,000	1,385,000	666,773	812,504
		596,000		5,479,734
<b>Surplus on disposal of vessels</b>		4,050,000		688,915
<b>Surplus before taxation</b>		4,646,000		6,168,649
<b>Provision for future taxation</b>		2,416,000		3,798,272
<b>Surplus after taxation</b>		2,230,000		2,370,377
<b>Dividends</b> —for year 2.7422p per Unit (1975—2.8265p) (gross equivalent 8.4375% 1975—8.4375%)		224,000		230,944
<b>Surplus transferred to Revenue Reserve</b>		£2,006,000		£2,139,433

The final results of the financial year will be shown in due course on completion of the Company's Accounts, which it is hoped will be published in June and the Annual General Meeting will then be held in July.

DEVONSHIRE HOUSE  
GREYFRIARS ROAD  
CARDIFF  
2nd March 1976

# STAFF NEWS

## OBITUARY

Passing of Mr. H. Orr.

We regret to record the passing of Mr. H. Orr, one of our retired Chief Engineers on 15th February.

The late Harry Orr joined the s.s. *Siam City* in May 1923 as 2nd Engineer and thus commenced a career with the Company which spanned nearly 31 years.

He was promoted to Chief Engineer and joined the m.v. *Fresno City* in November 1929. His last vessel was the m.v. *Queen City* which he left in May 1954 prior to retirement.

Our deepest sympathy is extended to his family.

## NEW STAFF—HEAD OFFICE

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

- Mrs. M. Cottrell (Catering Staff).
- Mr. Clive Tear (Accounts Department).
- Miss Lynda Clifton (Drilling Rigs, Shorthand Typist).
- Miss Lesley Duncan (Telephonist).

## MARRIAGE

Our congratulations and best wishes are extended to:

Mr. N. G. Whitby (Jr. Engr.) on his marriage to Miss Christine Pope at St. Nicholas-on-the-Hill, Swansea on 14th February 1976.

Mr. K. E. Roberts (Elec.) on his marriage to Miss P. J. Cooper at St. John's Church, Skewen, South Wales on 24th February 1976.

(They wish to express sincere appreciation of the gift from Officers of m.v. *Welsh City*.)

## SUCCESES

Congratulations to Deck Cadet G. P. Eyles on his being prize winner for training vessel work, all Courses, Llandaff College of Technology.

## CERTIFICATE SUCCESSES

- D. E. Stannard (1st Mates Certificate).
- P. J. Walker (2nd Class Motor Certificate).

## BEST WISHES

Our best wishes for the future to Mrs. Frances Jones, telephonist at Head Office for 8 years, on her departure to Mid Wales.

## BACK TO SEA

Our best wishes to Mr. W. Gill on leaving Head Office to resume his career at sea as Chief Engineer. This likeable Scot will be missed by his many friends in Devonshire House.

We'll keep a welcome, Bill.

## FROM SEA TO HEAD OFFICE

Welcome to Captain Griffith-Jones, who has commenced duties in the complex world of Budgetry Control, etc. in the Technical Department.

## NEW STAFF

### Sea-going personnel

We extend a welcome to the following who have joined the Company recently:

- 2nd Mate: Mr. J. W. Gurton.
- 3rd Mates: Mr. G. L. Miller, Mr. R. Morfitt and Mr. S. W. Prescott.
- Deck Cadets: Mr. P. Borley, Mr. M. J. Carey and Mr. G. D. Randall.
- Junior Engineer: Mr. S. G. Morris.
- Electrician: Mr. G. Shaddock.

## PUZZLE CORNER

Answer:



Answer: 7 on to 10, 5 on to 2, 3 on to 8, 9 on to 6, 4 on to 1, in that order.

Answer: place finger through handle and push glass along bar top.

Answer:

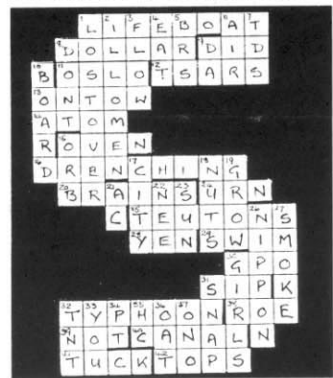
$$\begin{array}{r} 850 \\ 850 \\ 29786 + \\ \hline 31486 \end{array}$$

Answer: 20 Good.  
22 very good or cheat!  
23 one more than the Oxford Pocket Dictionary.

## Words are:

Amity, Atom, Atomy, Attic, City, Coat, Coati, Coca, Coma, Comic, Comity, Matt, Maty, Mica, Mitt, Moat, Omit, Otic, Tacit, Tact, Tactic, Toccata.

## Solution to Last Month's Crossword.



The m.v. *Cornish City* was recently carrying a part cargo of Tobacco amounting to 2,148 long tons, from More Head City to Nagoya.

Based on the fact that the UK Customs allowance is 250 grammes of Tobacco for 200 cigarettes this part cargo could be made up into 1,745,894,400 King Size Cigarettes, at current UK prices of 45p for 20, this cargo will eventually be sold to the public for £39,282,624 sterling.

Assuming that 20% of the population in Japan smokes 20 cigarettes per day, this represents 0.3967941 days consumption of the above-mentioned cigarettes, or in other words the whole lot will go up in smoke in 9½ hours.

## Problem:

If all those Japanese smokers bought their cigs at the Co-op., how much "Divi" would they collect.

## Answer:

Zero, because the Co-op. will not give "Divi" on cigarettes or Tobacco.

D. N. Henry  
Chief Engineer

# SHIPS MOVEMENTS AS AT 20th FEBRUARY 1976

**m.v. Cardiff City.** Arrived South Shields 18th Jan. and drydocked 23rd. Sailed South Shields 3rd Feb. Arrived Flushing and delivered under Time Charter a/c Broken Hill Proprietary 4th Feb. on arrival. Sailed 5th for Nouadhibou (Mauritania) where arrived 11th Feb. and sailed 14th, with cargo of Iron Ore for Bilbao. Arrived Bilbao 20th Feb. and sails 28th Feb. Next business not yet arranged.

**m.v. Cornish City.** On Time Charter to NYK. Sailed Nagoya 21st Jan. Arrived and sailed Hiroshima 23rd Jan. Arrived Onahama 25th Jan. and redelivered from Time Charter 29th, sailing same day. Arrived Yokohama 30th Jan. and drydocked on arrival. Undocked 5th Feb. and delivered under Time Charter a/c Broken Hill Proprietary, sailing same day. Arrived and sailed Susaki 7/8th Feb. after loading cargo of limestone, then arrived and sailed Sasebo 9/11th Feb. for Sydney and Port Kembla. Time Charterers advise vessel loads Port Kembla for Italy.

**m.v. Devon City.** On Time Charter to Motor-tank. Berths Dammam 20th Feb. and hope complete and sail 28th for Khorramshahr to complete. Next business not yet arranged.

**m.v. Fresno City.** Sailed Osaka 22nd Jan. and proceeded to Watson Island to load Forest Products under Berth Service. Arrived and sailed Watson Island 3rd/12th Feb. Arrived and sailed Crofton 13/14th Feb. and arrived and sailed Vancouver 15/18th Feb. for Panama Canal. Transits Canal 1st March. Discharges London 15th/23rd March and Antwerp 24/26th March.

**m.v. Indian City.** On Time Charter to Yamashita Shinnihon. Arrived Yokohama 28th Jan. and sailed Yokosuka 30th Jan. with 2,500 units cars. Arrived Los Angeles 15th Feb. and sailed 18th Feb. for Japan. Arrived and sails Japan 4/9th March, loads cargo of cars for Red Sea 30th March/5th April thence proceeds to Japan to drydock around 26th April.

**m.v. New Westminster City.** On Berth Service BC/UK Cont. Arrived and sailed Balboa 25/28th Jan. Arrived Tilbury 10th Feb. and sails 20th Feb. for Dublin 22nd/26th to complete discharge. Thence loads grain US Gulf 12/20th March and arrives and sails Panama Canal 25th March to discharge Japan. Arrives Japan 20th April and sails 25th April for BC to load Forest Products under Berth Service for discharge UK/Cont.

**m.v. Port Alberni City.** On Berth Service BC/UK Cont. Arrived and sailed Antwerp 21st/23rd Jan. Arrived Tilbury 24th Jan. and sailed 31st Jan. Arrived Antwerp 1st Feb. to load under Steel Service, sailed 7th Feb. Arrived Immingham 16th Feb. to load steel and sails 22nd Feb. Arrives and sails Panama Canal 8/9th March then discharges Los Angeles 19/20th March, Oakland 21st/22nd, Portland 24/26th, and New Westminster 27/28th March. Thence loads Forest Products under Berth Service New Westminster and Cowichan Bay around early April. Transits Panama Canal mid April for discharge Cardiff early May.

**m.v. Prince Rupert City.** Delivered on Time Charter a/c Broken Hill Proprietary on arrival Singapore 21st Jan. sailing same day. Arrived Groote Eylandt 28th Jan., sailed 2nd Feb. after loading cargo of Magnetite ore. Arrived Port Kembla 8th and sails 27th to discharge Immingham 5/12th April and Rostock 14/17th, proceeds via Cape Town. Redelivers from Time Charterers off Brunsbuttel mid-April.

**m.v. Tacoma City.** On Time Charter a/c Japan Line. Arrived Wakayama 21st Jan., redelivered from Time Charterers 26th and sailed 27th. Proceeded to BC to load under Berth Service BC/UK Cont. Arrived and sailed Nanaimo 8/11th Feb., arrived and sailed Portland 12/17th. Arrived and sailed Longview 17/18th, arrived Coos Bay 19th and sails 25th for Panama Canal 8th March. Thence discharged London 22nd/28th March, Esbjerg 29th/31st and completes Zeebrugge 1st/4th April.

**m.v. Vancouver City.** On Steel Service. Arrived Puerto Cabello 18th Jan. and sailed 30th. Arrived and sailed Panama Canal 1st/2nd Feb., Long Beach 10/11th, Oakland 12/14th, Portland 16/18th, for Seattle 19th/21st Feb. and New Westminster 21st/22nd. Thence loads Forest Products under Berth Service BC/UK Cont., Watson Island 25/29th Feb., Crofton 2nd/4th March, Coos Bay 6/8th and completes Vancouver 10/14th. Arrives and sails Panama Canal 26th March for discharge London 9/15th April and Antwerp 16/18th. Thence drydocks in UK mid-April.

**m.v. Victoria City.** Sailed Antwerp 20th Jan., called Falmouth for stores 23rd. Arrived New Orleans 7th Feb., loaded Grain and sailed 20th to discharge Japan. Transits Panama Canal 25th. Arrives and completes Japan 22nd/27th March. Thence loads Forest Products BC under Berth Service 8/25th April and discharges UK/Cont. end-May early-June.

**m.v. Welsh City.** On Time Charter to KNSM. Sailed Bilbao 25th Jan. Thence discharged various ports West Indies early Feb. and also loads West Indies. Sailed Curaçao 20th Feb., arrives and sails Port au Prince 23rd/24th and Nassau 26th. Calls Savannah 28th Feb./1st March and Wilmington 2nd. Discharges London 13th March, Rotterdam, Antwerp, Bremen and Hamburg.

**m.v. Amparo.** Arrived and sailed Yokohama 24/27th Jan., Kobe 28th/31st. Arrived and sailed Ensenada 14/15th Feb., arrives Guaymas 16th and sails 19th for Manzanillo 21st/23rd, Acapulco 24/26th. Champerico 28th Feb./5th March. Manzanillo 6/8th, San Carlos 10/11th completing cargo operations Ensenada 13/16th March.

**m.v. Atlantic.** Delivered to TMM at Cadiz 26th Jan. Sailed Cadiz 27th Jan. Arrived and sailed Vera Cruz 12/15th Feb. Arrived Houston 18th and sails after loading grain 22nd for Destreham 23rd/25th where also loads grain to discharge Europort. Arrives and completes 11/20th March.

**m.v. Elena.** Arrived Stockton 31st Jan. and sailed 1st Feb. Arrived and sailed Ensenada 2nd/10th Feb. for Japan. Calls Yokohama 25th March, Nagoya 26/29th, Kobe 1st/5th March, Tokyo 6/9th, Yokohama (2nd Call) 9/10th, completing and sailing Nagoya (2nd call) 11th March for Ensenada, with arrival 27th March.

**m.v. Gela.** Sailed Rotterdam 24th Jan., arrived and sailed Le Havre for New York 25/27th. Arrived New York 10th Feb. and sailed 12th calling Vera Cruz 18/21st, Coatzacoalcas 22nd/23rd, arrives and completes Tampico 24th Feb./4th March. Arrives Hamburg 18th March.

**m.v. Maria Elisa.** Sailed Tokyo 22nd Jan. Arrived and sailed Ensenada 9/10th Feb., San Carlos 12/14th, Guaymas 16/18th and arrived Manzanillo 20th. Sails 21st for Acapulco 22nd/24th Feb., thence Central American port, Panama Canal and Tampico. Dates for these ports unknown.

**m.v. Sara Lupe.** Arrived and sailed Champerico 10/11th Feb., Salina Cruz 12/13th. Arrived Stockton 19th, sails 23rd for Ensenada. On completion cargo operations Ensenada possibly sails for Yokohama.



## New Year's Day Party at Visakhapatnam

WITH CHRISTMAS and New Year approaching it was decided amongst us to have a fancy-dress party, to be held on New Year's Eve. Unfortunately, as often happens at sea, plans had to be altered as we were due to enter Visakhapatnam during the early hours. We therefore decided to have the party that evening, in the form of a barbecue.

We entered Visakhapatnam just as the mists were rising, unveiling Visak to us. It was everything we had been told and expected. As it was so accurately described by Engineer Cadet Philip Price and Engineer Cadet Alan White in *January's* issue, I need not go into details.

After arriving everybody hurried back to their cabins to put the finishing touches to their costumes. All the way to India there had been a great deal of secrecy about what we all had chosen to be, several people changing their minds and starting again. Borrowing articles of clothing was general practice; however someone borrowed make-up for his costume. I wouldn't have minded, but he did keep it a rather long time... it raises some suspicions.

It was agreed to have a drink in the bar (Dutch courage) before struggling into our costumes. One by one people disappeared to return in their various costumes. Mike Strong (Junior Engineer) and myself dressed up as Big Ears and Noddy respectively, the only real difficulty we had was in manoeuvring our car, which would collapse every few yards, much to everyone's amusement. All the costumes were excellent and a great deal of thought had gone into making them look authentic.

Jeff and Christine Jones (Third Engineer and Wife) came as that Dynamic Duo, Batman and Robin, Jeff suitably attired in black seamed tights and rather tight shorts which could have been causing him pain. Mike Hiscott (Mobil deck cadet) was out for a blood-thirsty evening as Count Dracula (Hence the need for the lipstick and eye make-up). Chas. Macey (Radio Officer) and Justin Schmidt (Electrical Engineer) appeared as the comical pair Laurel and Hardy. Dave Rowlands (Chief Engineer), as a very immoral vicar in true Dick Emery style, added to the throng, while Commodore Higgins dressed as a waiter displayed his ability to barbecue steaks extremely well.

It was generally agreed that it would be far wiser to hold the barbecue on the starboard side, on the deck just below the swimming pool, as we would then be out of sight of the shore and less likely to attract the attention of the locals—who I'm sure would not have missed the opportunity to beg. It was a warm evening without the highly scented breezes, which could have ruined the barbecue or rather our appetites.

A few minutes after going on deck we were joined by Lord of the Rings, alias Dave Carter (Fourth Engineer), Old Father Time, a considerably aged Joe Foots (Second Engineer), and Robinson Crusoe, Andy Staddon (Mobil deck cadet) dressed just right for a hot Indian night. Phil Davies (Junior Engineer) in the form of Tweetie Pie fluttered up, followed by a tailless Red Welsh Dragon, namely Billy Barnes (Third Officer). Only one did I fail to recognise on the spot, and that was Fred Scott (First Officer), who sported a mop on his head. Attached to this was an arrow; we assumed that he was portraying the brave boy who stood before William Tell as a target—unfortunately, he missed the apple.

The evening was a great success and the food provided by the Chief Steward, Pat, was excellent. Music played and people danced, that is those who could without hindrance from their costumes. Cries of distress were heard and we soon discovered their source. Marc Williams-Jones (Junior Fourth Engineer), who excelled himself as a Tennant's beer can, sitting inside his giant can eating his food with great difficulty, was frequently being mistaken for a waste bucket and a few people were putting their empties in the hole designed for his head.

Everyone enjoyed themselves, and with all the food eaten, or as much as we were able to, we decided to clear away and move the party down to the bar. The actual clearing away took less than 10 minutes and it saved getting out of bed early the next morning when I'm sure none of us would have been fit to oblige.

Our only disappointment of the evening was that the Second Mate, Ian Woollard, was unable to join the throng, as he had organised many of the social activities on the ship, and on this occasion was duty officer. The party lasted about an hour or so, everyone slowly heading for their beds having had an excellent first night in Visak.

PAMELA SCHMIDT  
Tacoma City

## Appointments to Superintendents' Department

ON PREVIOUS occasions when we have made appointments to the Superintendents' Department comments have been made that not everybody with the necessary qualifications has been duly considered. We therefore advise the following two vacancies on the Engineering side of the Technical Department.

(1) A senior appointment of an Engineer Superintendent who will presently be a sea-going Chief Engineer who:

- (a) is in the preferred age group 30/40;
- (b) has a retentive memory;
- (c) has good organisational ability;
- (d) can work with and through other people;
- (e) has an ability to deal with considerable volumes of paperwork.

(2) A Technical Assistant who will presently have all or part of his Chief Engineer's Certificate, or a University Degree. He will have good academic qualifications and had little difficulty in obtaining his Certificates. Good Mathematics are essential. He will require the ability to assess considerable technical paperwork picking out salient features, and providing a précis of his assessment.

It is appreciated that not all these qualifications will be immediately available in any particular candidate but the person himself will be aware of his own inclinations, i.e. if he loathes paperwork then he should not consider himself.

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## Sale of m.v. "Atlantic City"

THE SALE of the above-named vessel was arranged last year and it was mutually agreed with purchasers that this sale would be treated with the utmost confidence.

However, we are pleased to say this vessel was transferred to T.M.M. on the 26th January 1976 and renamed *Atlantic*. She is registered in Liberia.

Sir William Reardon Smith & Sons Ltd. is retaining the management of the ship. As is already known, she is still manned by our Officers and Crew.