

newsletter



No. 81—OCTOBER, 1976

The Welsh Folk Museum

THE ABOVE MUSEUM is housed in St. Fagans Castle and grounds, a short distance from Cardiff. This is a museum with a difference.

The history of Wales is preserved here principally in the form of architecture.

If you are a visitor to Wales or for that matter if you live in the Principality itself then a visit to St. Fagans is a must. Old buildings including houses, barns, mills, farmhouses etc., have been re-erected here complete in every detail. The buildings, stone by stone, have been taken down from their ancient location and transported to St. Fagans. In many cases re-erecting these buildings has taken years of skilled work. In fact, at the present time a very old farm building is being dismantled, each little stone being numbered and the task of re-erecting it will take upwards of five years. Such therefore is the skill and meticulous care displayed.

In the pleasant surroundings of St. Fagans Castle, one can see the skills of centuries. Many buildings standing in an environment so much like the one from which it was taken to be preserved here.

A SHEEP SHIP

IT IS REPORTED that The Hamburg-Sued Shipping Line has converted a 52,000 ton oil tanker to carry more than 50,000 live sheep at a time from Australia to Iran.

Automated Mutual Assistance Vessel Rescue (AMVER) System

ONCE AGAIN a number of our vessels have been recognised by the United States Coastguard for Services to AMVER during 1975. It is an honour to be included in such numbers in this international rescue organisation. All credit to our sea-going staff for their efforts.

It is of interest to note a fourth consecutive certificate has been awarded to the *Victoria City*.

We have pleasure in publishing the letter received from United States Coast Guard:—

It is my extreme pleasure to number your company among the over 500 worldwide whose vessels will be receiving annual recognition for outstanding participation in the Coast Guard's Automated Mutual-assistance Vessel Rescue system. Again this year over 1,700 ships will receive AMVER awards. As noted below, your organization merits listing with those whose vessels have unselfishly helped make the oceans safer for all who travel on or over them, following in the ageless tradition of the sea that "no call for help shall go unanswered".

To demonstrate the Coast Guard's appreciation of their support for this international lifesaving program, those vessels qualifying for awards for the first time are being furnished a blue AMVER pennant and a Certificate of Recognition, while those that have previously received an AMVER pennant will be awarded updated certificates. Those vessels that have qualified for an award for five consecutive years will also receive a gold AMVER pennant. The contribution of these vessels to this humanitarian effort justifies proud display of these awards which are a credit both to onboard personnel and to the many vessel operators who encourage participation.

Sincerely,

O. W. SILER
Admiral, U.S. Coast Guard

AMVER Awards to:

- m.v. *Vancouver City*/GZDG, First Award
- m.v. *Sara Lupe*/GJWN, Second Consecutive Award
- m.v. *Indian City*/GVZE, Third Award
- m.v. *Fresno City*/GOND, Third Consecutive Award
- m.v. *Maria Elisa*/GKMA, Third Consecutive Award
- m.v. *New Westminster City*/GOYZ, Third Consecutive Award
- m.v. *Port Alberni City*/GPUQ, Third Consecutive Award
- m.v. *Tacoma City*/GPHR, Third Consecutive Award
- m.v. *Victoria City*/GNEN, Fourth Consecutive Award

Captain O. J. T. Lindsay, Company Representative
receives AMVER Certificates.



A Bit of a Giggle

A. M. BEEVOR-REID
Second Officer
m.v. *Maria Elisa*

AFTER I had been at home a few weeks from my last ship I felt that restless feeling that comes over us all from time to time. In an attempt to overcome this feeling, I made the trip from Worcester to Cardiff to see if Mr. Hardy could give me any news of my next ship. "No, nothing for you yet I'm afraid Mr. Beevor-Reid," he said.

When I returned home I had the idea of hiring a boat and taking a holiday on the river. My wife and I made enquiries at the boatyard in Worcester but unfortunately they were fully booked for the season, however, the proprietor directed us to a firm in Tewkesbury. Later the same afternoon we arrived at the yard of Tewkesbury Marine Services. Luckily this firm had one boat available for one week in July. Needless to say, I immediately booked and paid our deposit. The only cloud on the horizon was the name of our boat, "Gay Giggle II". This caused much amusement amongst our friends.

The next couple of weeks went by quickly enough until two days before the joining date. Then we descended on our favourite supermarket and bought provisions for a week in a manner that suggested that the expression "feeding rate" was rapidly going out of fashion. On the appointed day we arrived bright and eager at the yard and were soon directed to our boat. In a very short time we had stowed away our clothes and stores and were ready to be given a short demonstration run. That formality out of the way we allowed our demonstrator back ashore at the boatyard and headed out onto the unknown waters of the River Avon.

That first afternoon was full of incident as we fought to direct our frail craft over the turbulent waters of the Avon! For half-an-hour all went well until my wife noticed a wasp about to enter my left ear. I instinctively jerked my head away and in doing so caused my sunglasses to fly from my head, over the side and into the water. Obviously I did not find this as funny as any spectator would have done.



Lock at Evesham

Before I had time to recover from this loss my trusty lookout announced that the first lock was looming up. Luckily for us the lock-keeper saw us coming and had the gates open ready for us. Once safely moored in the lock the lock-keeper started closing the gates behind us and then raising the level of the lock to that of the river ahead. Once this was done he opened the forward lock gates, cast us off and away we went. This and the lock at Evesham are the only manned locks on the river, at all the others you must do the work yourself. Far from being a tedious operation this provides an opportunity to meet your fellow travellers on the river, as there is sometimes a short wait while someone else goes through. Apart from the locks there are no other obstacles in your progress leaving you to do as you please.

The rural countryside surrounding the Avon are the counties of Worcestershire, Warwickshire and Gloucestershire which must be some of the most peaceful and beautiful in England. There is no noise, no rush, no dirt or any of the other disadvantages of modern living. Also there is a multitude of riverside wild-life to be seen. One of the most memorable sights that we saw was that of two kingfishers flying low over the water.

Halfway through our week saw us moored in Stratford-upon-Avon, the

home of the Bard himself. Stratford is a very interesting town, with its Royal Shakespeare Theatre, Shakespeare's birthplace and riverside gardens etc. It is, of course, a great tourist attraction and the streets are thronging with people from all over the world. This stretch of the river is also busy with rowing boats, punts and steamers taking people for a trip on the river.

After spending nearly two days in Stratford it was time for us to start retracing our course down-stream. We moored at a different place every night from those we had coming up. The most picturesque mooring we had was the lock-keeper's own mooring in Evesham. We arrived in mid-afternoon and he said that we could stay the night for a charge of 30p. This is a most interesting lock, being built in the 16th century with a sluice-gate alongside it. The lock-keeper's modern house has been most cleverly constructed over the sluice-gates in a manner completely fitting the surroundings.

Alas, all too soon our week was at an end and we were back at Tewkesbury handing over the boat and unloading our gear.

For someone who wants a different sort of holiday I thoroughly recommend them to take a trip on a boat. Given decent weather you cannot fail to have a good time.

REARDON SMITH LINE LIMITED

NOTES OF PROCEEDINGS AT A MEETING OF DIRECTORS HELD ON 29th SEPTEMBER, 1976

IN THE Chairman's Statement issued with our Report and Accounts in June last, it was indicated that the ensuing twelve months would be a difficult period in the Shipping Industry and this position is reflected in our estimated results for the half-year to 30th September, 1976. However, our Bulk Carrier Division is beginning to show an improvement resulting from the relatively small increase in freight rates which took place during the period under review. Bearing in mind that the comparable period last year included a substantial profit from the operation of the Tanker *Polysaga*, which charter terminated in April last, this Section must be considered satisfactory. It is anticipated that trading profits from the operation of our bulk carriers should continue to show a steady improvement for the second half of the year.

The problems surrounding tankers have been frequently mentioned and, during the period under review, the time chartered-in 88,300 tons deadweight tanker *Diana Prosperity*, has operated at a loss. This tanker was the subject of a Law Case concerning the charter and the judgment of an Appeal held in the House of Lords in July is still awaited. In the meantime, however, the operating losses have been included in our estimated figures.

Following our policy of keeping Stockholders completely aware of our activities, the Board has decided to show separately the trading results of all our operations and, therefore, the figures shown below have been divided into separate sections covering the position of bulk carriers, tankers and rigs.

Although the figure for the Rig Division shows a deficit, the second six months of the year to 31st March, 1977 should show a trading profit, as the Rig *Sea Conquest*, owned by the Celtic Drilling Company, in which we have a 53% interest, is expected to be delivered and chartered to the British Petroleum Company shortly.

As already announced, the first Atlantic Drilling Company Rig, *Atlantic I*, in which the Company has a 50% interest and which was laid up at Bergen awaiting employment since January, has, since 1st September, been under charter to the Pan Ocean Oil Corporation (North Sea) for the drilling of a well in the Brae Field, located in the U.K. North Sea. Pan Ocean is a wholly owned subsidiary of Marathon Oil Corporation. We are optimistic regarding future employment for this rig, as well as the second of the Atlantic Drilling Company's rigs, which is due for delivery later this year.

Included in the estimates is a figure showing surplus on disposal of a vessel, as we anticipate the conclusion of a sale for one of our 16,000 ton cargo liners, with the disposal of her sister ship in the second half of the year.

The *Eastern City*, a 59,000 tons deadweight Panamax type bulk carrier, was delivered in July and is presently trading.

The Company's bulk carrier fleet has remained fully employed and its low building cost must, in the long term, be advantageous.

The anticipated up-turn in world trade in the current year is difficult to discern, but nevertheless, the slight and steady improvement in Dry Cargo freight rates indicates that there is a slow movement in the direction of firmer trading conditions.

Although there has been a slight improvement in tanker freight levels over the last twelve months, the large volume of tonnage that remains unemployed suggests that no substantial improvement in trading conditions will occur in the foreseeable future.

After carefully reviewing the estimated results for the first half of the year, taking into consideration the profit prospects for the Bulk Carrier and Rig Divisions and accepting the problems in the Tanker Section, the Board, as a measure of their optimism, declared a moderate interim dividend of

0.8125p per Unit, equivalent to 21% gross, compared with 5% gross interim paid last year. The dividend is payable on the Stock and "A" Non-Voting Stock Units of the Company and is declared in respect of the accounting period ending 31st March, 1977. This payment will be made on 29th October, 1976 to Stockholders whose names appear in the Register of Members on 15th October, 1976.

The Transfer Books and Stock Registers of the Company will be closed from 18th to 29th October, 1976, both dates inclusive.

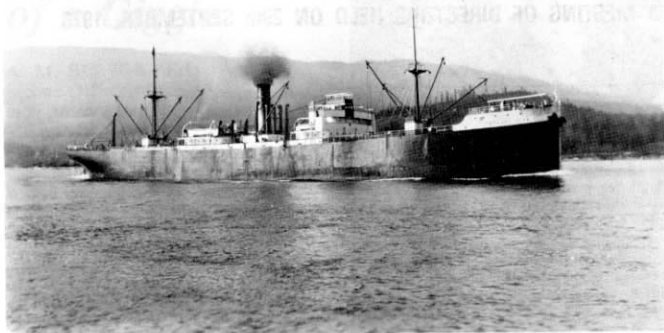
The Board will consider any further dividend at the end of the financial year.

Shown below are the figures for the half year to 30th September, 1976, which are estimates only and are unaudited:—

Estimated Results to 30th September, 1976

	Bulk Carriers £	Tankers £	Rigs £	Total £	Results to 30.9.75 £
TRADING PROFIT (incl. Investment Income received £140,000)	1,303,000	(878,000)	(147,000)	278,000	1,466,000
INTEREST PAYABLE	687,000	—	183,000	870,000	545,000
	616,000	(878,000)	(330,000)	(592,000)	921,000
DEPRECIATION Less Investment Grants Credit	1,011,000 94,000	— —	80,000 —	1,091,000 94,000	840,000 190,000
	917,000	—	80,000	997,000	650,000
	(301,000)	(878,000)	(410,000)	(1,589,000)	271,000
SURPLUS on disposal of vessel	2,380,000	—	—	2,380,000	1,534,000
SURPLUS/(LOSS) BEFORE TAXATION	£2,079,000	(£878,000)	(£410,000)	£791,000	£1,805,000

Note:—"Sea Conquest" was delivered to B.P. on Friday, 1st October, 1976.



It was interesting to hear from Mr. Jake Morgan the other day that he had met Captain C. J. B. Cornwell, who joined our Company as an apprentice more than 57 years ago. He rose to be Master, his first command being the s.s. *Quebec City* on relieving the late Captain Dan Davies.

We send our best wishes to Captain Cornwell who sent us the following interesting photographs:

s.s. "Quebec City" proceeding up the Fraser River.

Transportacion Maritima Mexicana

FOR A NUMBER of years Reardon Smith Line have been associated with Transportacion Maritima Mexicana (TMM) of Mexico City in the management of a number of their ships.

The association began in the late '60s with the *Cardiff City* which was chartered to TMM for their Far East Berth Service. This ship and subsequently the *Houston City* were purchased by TMM and renamed *Sara Lupe* and *Maria Elisa* and continued on their Far East service until this year when they were transferred to the newly opened Mexican Gulf—South American service.

In 1973 the management of the *Gela* (ex *Arlington Court*, ex *Southgate*) was transferred to Reardon Smith Line and continues to operate on the TMM European—Mexican Gulf service.

Then in 1974 TMM acquired the *Elena* (ex *Heering Susan*, ex *Star Procyon*) and the *Amparo* (ex *Heering Lotte*, ex *Star Alcyon*) with Reardon Smith Line manning and managing these two ships on the Far East—Mexico/Central America service.

As a shipping company TMM commenced in 1955 with one ship and have steadily expanded until today they operate a fleet of more than 30 ships, general cargo, bulk carriers and coasters, on a variety of routes to 21 countries in Europe, Africa, North and South America and the Far East.

Capt. R. I. CRAWFORD



H.M. Transport "Langholm", the first ship to load at Geelong, January 1919. Her cargo was bagged wheat for discharge at Trieste.

The voyage from Dartmouth to Geelong in ballast took 63 days via Cape of Good Hope. Two blades of propeller were lost during passage. The ship was under command of Captain Henry Corbett, one of the apprentices being Captain Cornwell. The ship was later renamed "Madras City".



High and dry on mud banks in Garston Channel with full load of lumber from Vancouver, 1926/27.

CHRISTMAS MAIL

We would again remind readers in the United Kingdom that Christmas Mail destined for personnel on our vessels should be received at this Office not later than the undermentioned dates:—

EUROPE

7th December, 1976.

OTHER DESTINATIONS

30th November, 1976.

Please ensure that all mail has sufficient postage affixed to enable it to be sent by Air Mail. If official Air Mail Letter Forms are not used, minimum postage (outside Europe) is 13p per half-ounce (15 grams.). It should be remembered that many Christmas Cards weigh more than a half-ounce.

Newspapers or magazines should have postage at a rate of 6p per half-ounce affixed.

Please note that parcels should **not** be sent to Head Office. Senders should write to the Office for a suitable address and then post in the usual manner, ensuring that a Customs Declaration Form is attached to the parcel—these can be obtained from any Post Office. Finally, please ensure all parcels are very securely packed and correctly addressed.

A considerable amount of mail is being forwarded care of Head Office with insufficient postage affixed. This can delay mail being received by our sea-going staff and result in extra charges being made.

Pigeons

ON SEVERAL OCCASIONS I've seen racing pigeons flop exhaustedly onto the deck after having been blown miles out to sea. Pigeon racing (so I'm told) lies second only to fishing as being Britain's most participated sport. Every Friday evening men take their birds to their respective clubs (I'm talking about pigeon clubs) and every bird that is entered into the race has a numbered rubber ring attached to its foot. On its other leg is already a small aluminium ring put there when the bird was a couple of weeks old. This is the bird's "Passport". Thus with numbered rubber tallied against the passport the bird is popped into a basket and taken by lorry many miles away.

Money is placed on respective birds, some as much as £50, some as little as a penny and races take part from all over the country, with distances ranging from 60 to 550 miles. The distance each pigeon loft lies apart is more accurately worked than the Mate's stars, with velocities playing an important part in final placings.

Saturday morning, weather permitting, the birds are liberated.

Thousands of pigeons take to the air, they wheel round once, wheel round twice and on the third lap they're off, straight as a die, for their homes. The pigeon fancier, knowing the prevailing weather conditions, works out his ETA, goes shopping, calls in for a pint, then settles in the garden with his clock.

Pigeons will race home for love, for their young, or to keep an egg warm. Being gullible birds they are susceptible to tricks, such as a worm put into a hollowed egg so that it wriggles under the hen. Thinking her eggs are ready for hatching she puts zest into her flying. To aid her time the unscrupulous fancier pops his clock into the freezer to slow it down and after timing pops it into the oven to let his clock catch up with Big Ben. Secret recipes, special medicines, exacting diets are administered to the birds and more love and affection is given out than ever a wife got.

The great moment arrives. The pigeon from Thurrock in Scotland glides in after its 540 mile flight. With a following northerly wind it has taken about 9 hours to complete the journey. Precious minutes are now lost as the owner tries to catch the bird to retrieve

that rubber ring. Off the foot, into a small container, into the clock, strike the clock twice, rubber ring is safely inside the clock and your time sheet is pricked to the second. Later that night, over the club, clocks are handed in, timechecked and then the sliderules are out to allow for overfly penalties. The result is often unknown until the Tuesday, particularly after a big race. The money involved is no longer peanuts and a champion bird could fetch up to £500.

So the next time a moth eaten, wind-swept pigeon falls onto your deck handle it with care. It just might be Her Majesty's champion pigeon. "Smith's Man Handles Queen's Favourite Bird", I can see it now.

The pigeon will be in desperate need for water. Don't give it bread, just throw it a handful of rice. The rice will turn to water in its crop. When it gets stronger, feed it some maize from your Sunday corn on the cob. You'll find most pigeon fanciers decent blokes, and for your effort he'll be only too pleased to buy you a pint.

M. W. SLAYMAN

Rio de Janeiro—A Tourist's View (or a day ashore with the Cadets)

FROM THE MOMENT our vessel steamed into Rio harbour, everybody on board had heard that they were under instructions to go touring around and for a change miss out the normal haunts of seafarers, of course a visit to the statue of Jesus Christ which stands on the Corcovado Rock and dominates the City. The Captain assures us that the correct name is Christo Redentor.

So when on the Sunday morning, 1030 came, all except the Duty Officers were at the top of the gangway armed with cameras and for the more hungry some sandwiches. At 1100 hrs. along came the guards to escort us to the micro-buses, which we boarded hastily leaving the Old Man to pay up for the Custom Officer who insisted on telling us where to go. At last we were on our

way up and up in a never ending spiral of road, with more and more traffic as we got nearer the top.

The statue stands on top of a rock 710 metres high, which after a bit of confusion we agreed was 2,329 ft. high. At the base of the statue, there is a small chapel, which had to be closed for services due to the number of tourists. It is not possible to climb to the top of the statue; however there is a magnificent panoramic view of all Rio, a view well worth seeing if you get the chance.

After a few "highballs" in the restaurant we continued our trip through the Tijuco Forest and down to the famous Copacabana Beach. As we travelled along, frustrated grunts and groans came from our coach

as we saw hundreds of dusky maidens frolicking on those lovely golden sands just waiting for the pleasure of our company. All too soon the coaches arrived back at the ship, and after having a cool beer and a sandwich we went to the local zoo. It was like any other zoo except there was only a small moat and concrete wall to separate them from us. Numerous animals and snakes of the tropical variety were to be seen. After a full day ashore we raced back to the ship for the main event of the day, England v. Brazil on the TV only to see us lose in the very last minute! The security guards were over the moon, whilst we were down in the dumps, more so the next day when the stevedores arrived back. A few bets had to be paid up. We would never forget that day out, neither would the stevedores let us forget the night on board.

Cadets FULLER and
MOORE

SHIPS POSITIONS AS AT 20th SEPTEMBER 1976

m.v. Cardiff City. On Time Charter a/c Salen. Arrived Aqaba 27th August. Completion Aqaba not certain.

m.v. Cornish City. On Time Charter a/c Federal Commerce. Sailed Durban 24th August. Arrives St. John N.B. 14th September. Expect complete and redeliver 21st September.

m.v. Devon City. On Time Charter Motorank. Undocked and sailed Skaramanga 11th September. Next employment not yet decided.

m.v. Eastern City. Sailed New Orleans 11th September. Arrived Houston 13th September. Sailed 16th September. Arrives Holland/Belgium 30th September. Next business not decided.

m.v. Fresno City. Sailed Pascagoula 29th August. Sailed Panama Canal 4th September. Arrives Japan 1st October. Sails 5th October. Vessel then proceeds under Berth Service 72. Arrives and sails Crofton 17/19th October, Coos Bay 22nd/25th, Vancouver (Wash.) 26/27th, Vancouver B.C. 29th/31st. Transits Panama Canal 12th November. Arrives and commences discharge Dublin 25th/1st December, London 3rd/9th, completing Esbjerg 10/15th.

m.v. Indian City. On Time Charter a/c Yamashita Shinnihon. Sailed Los Angeles 31st August. Arrived Yokosuka 16th September. Loads cargo for discharge Providence and Newark. Expect sail 24th. Transits canal 18th October. Arrives Providence 24th. Commences discharge of cars. Completes discharge, sails 25th. Arrives Newark to complete discharge 26th. Sails 27th. Arrives Hampton Roads 28th to load coals for discharge Japan. Sails 1st November. Transits Panama Canal 8th November. Arrives Japan 3rd December, completing 5th.

m.v. New Westminster City. Arrived Tachibana 8th September. Sailed 10th. Arrived Niigata 15th. Commenced discharge Ore cargo 16th. Completed 18th. Vessel then proceeded under Time Charter a/c Seaboard. Sailed Niigata for Vancouver B.C. 30th. Sails 6th October. Transits canal 18th October. Arrives U.K./Cont. 1st November. Redelivers Bordeaux-Esbjerg range 11th. Completes 16th.

m.v. Port Alberni City. Vessel proceeds under Berth Service 71. Sailed Vancouver B.C. 22nd August, after loading forest products for Dublin and London. Sailed Cristobal 3rd September. Arrived Dublin 16th. Commenced discharge. Completes and sails 30th. Arrives London 2nd October to complete discharge. Sails 6th.

m.v. Prince Rupert City. Sailed Providence 13th September. Arrives Corpus Christi 28th. Loads Sorghums for discharge Holland or Belgium. Completes and sails 28th. Arrives Holland/Belgium 14th October. Completes 20th October.

m.v. Tacoma City. Vessel proceeds under Steel Berth Service. Sailed Oakland 12th September. Arrived Portland 14th. Commenced discharge steel. Completed and sailed 17th. Arrived New Westminster 18th to complete discharge of steel. Completes 20th. Vessel then proceeds under Berth Service 72. Loads forest products at New Westminster 20/25th, Campbell River 26th, Crofton 27/30th, Coos Bay 2nd/4th October, Longview 5th, Vancouver (Wash.) 6/8th, Vancouver B.C. 10/12th. Transits Panama Canal 24th. Arrives London 7th November. Commences discharge of forest products. Completes and sails 13th. Arrives Rotterdam 14th. Commences discharge. Completes and sails 16th. Arrives Esbjerg 17th. Completes discharge. Sails 18th.

m.v. Vancouver City. On Time Charter a/c Retla. Arrived Le Havre 11th September. Discharge Le Havre 11/14th, Tilbury 15/20th, Amsterdam 21st/22nd, Antwerp 23rd/24th. Arrives Esbjerg 25th. Discharges and redelivers. Completes and sails 27th. Arrives Port Elizabeth 18th October. Loads Manganese Ore for discharge Japan. Completes and sails 22nd. Arrives Singapore 7th November. Sails 8th. Arrives Japan 17th. Commences discharge completes 20th.

m.v. Victoria City. On Time Charter a/c Retla. Loaded Plywood, Timber and Steel Products at Kaohsiung. Completed and sailed 11th September. Arrived Busan 15th. Completed loading. Sailed Busan 19th. Arrives Long Beach 3rd October for bunkering. Sails 4th. Transits Panama Canal 12/13th. Discharges Plywood, Timber and Steel Products at Galveston 17th, New Orleans 19th/21st, Charleston 25/26th, Wilmington N. 27th, Norfolk 28/29th, and Camden 30th/1st November. Then redelivers from Time Charter.

m.v. Welsh City. On Time Charter a/c KNSM. Sailed La Pallice 13th September. Arrived Boulogne 14th. Sailed 15th. Arrived Rotterdam 16th. Sailed 17th. Arrived and sails Bremen 17/20th. Arrives and sails Uddevalla 21st/22nd. Arrives Hamburg 24th. Loads and sails 25th. Arrives and sails Bremen 26/26th, Antwerp 28/29th, Rotterdam 30/30th, Amsterdam 1st/1st October, Bilbao 4/4th, thence Curacao, Bonae, Aruba, San Domingo, Port au Prince, Kingston, and Nassau.

m.v. Amparo. Sailed Manzanillo 11th September. Arrived Ensenada 14th. Sailed 17th. Arrives and sails Kawasaki 30th/2nd October, Yokohama 3rd/4th, Nagoya/Yokkaichi 5/8th, Osaka/Kobe 9/13th. Vessel then proceeds on voyage 10. Arrives and sails Kobe 14/18th October, Nagoya 19/19th, Yokohama 20th/23rd, Ensenada 7/8th November, Manzanillo 11/15th, Acapulco 16/20th, C.A. Port 21st/6th December, Guaymas 10/12th, Ensenada 15/16th, Yokohama 30th/31st Nagoya/Yokkaichi 1st/4th January Osaka/Kobe 5/7th. Vessel then proceeds on voyage 11. Arrives and sails Kobe 8/12th January, Nagoya 13/17th, Yokohama 18th/22nd Ensenada 5/6th February, Manzanillo 9/12th, Acapulco 13/16th, C. America 17/27th, Guaymas 3rd/4th March and Ensenada 7/8th.

m.v. Atlantic. On Time Charter a/c Yulsan. Arrived Jeddah 4th September. Expect 3 months delay.

m.v. Elena. Sailed Hitachi 10th September. Arrives and sails Ensenada 23rd/24th September, Salina Cruz 29th/3rd October, Acapulco 4/6th Manzanillo 10/13th, Other Port 14/18th, Guaymas 19th/21st, Ensenada 24/25th, Yokohama 9/10th November, Nagoya/Yokkaichi 11/15th, Osaka/Kobe 16/19th. Vessel then proceeds under Voyage 11. Arrives and sails Kobe 20/24th November, Nagoya 25/25th, Yokohama 26/30th, Ensenada 15/16th December, Manzanillo 19/24th, Acapulco 25/29th, C.A. Port 30/10th January, Guaymas 14/16th, Ensenada 19/20th, Yokohama 4/5th February, Nagoya/Yokkaichi 6/9th, Osaka/Kobe 10/12th, Kobe 13/17th, Nagoya 18/18th and Yokohama 6/9th.

m.v. Gela. Sailed Le Havre 3rd September. Arrived Vera Cruz 18th. Sailed 21st. Arrives and sails Tampico 22nd/25th, Coatzacoalcas 27/28th, Progreso 29th/1st October, for Hamburg and Bremen.

m.v. Maria Elisa. Arrives Santos 8th September. Sails 19th. Arrived Itajai 19th. Sails 20th. Arrives and sails Santos 21st/25th, Rio 26/28th, Belem 5/7th October, San Juan 14/17th, Tomas De Castilla/Vera Cruz 21st/23rd and Tampico 2/2nd November.

m.v. Sara Lupe. Arrived Santos 10th September. Sailed 18th. Arrives and sails Rio 18/19th, San Juan 30/4th October, Vera Cruz 10/15th, Tampico 17/17th. Vessel then proceeds on voyage 2. Arrives and sails Vera Cruz 16/16th, Tampico 18/25th, Houston 27/27th, New Orleans 30/30th, Opt. Port Brazil 13/15th November, Rio 17/19th, Santos 20/25th, Opt. Port Brazil 27/29th, Santos 1st/6th December, Opt. Port C.A. 17/20th, Vera Cruz 25/30th, Tampico 31/31st.

OFFICERS DISPOSITIONS AS AT 31.10.76

VESSEL	CARMEF CITY	CORNISH CITY	DEVON CITY	EASTERN CITY	FRESNO CITY	INDIAN CITY
MASTER	O.J.T. LINDSAY	A.B. FARLOUSE	J. FORBES	N.J. HIGGINS	J. VAUGHAN	J.S. MURRAY
CHIEF OFFICER	P.P. BAKERSTOCK	M.C. BOST	I.G. SMIT	M.J. BELLAMY	R.S. MCKAY	W.G. WOOD
SECOND OFFICER	A.M. YOUNG	J.P. ANDREWS	W.D. HOWELL	J.P. ASLEY	J.G. SHIBLEY	T. BAXELL
THIRD OFFICER	J.M. SMITH	I.M. STEWART	T.H. JOWETT	A. ADEL	T.A. HURLEY	S.W. PHIBBS
FOURTH OFFICER						A. POWELL
ELECTRONICS OFFICER			D.P. BIDEAD	A.J.I. GOTTLE		
RADIO OFFICER	E.A. WILCOES	I.F. DULLOCK			C.J. BERTRAM	C.J. BURT
JUNIOR RADIO OFFICER			J.M.A. CLARK	P.J. FARREES		
CHIEF ENGINEER	J. FITTSIMONS	M.E. RAYNER	L.G.I. TAYLOR	W.J. GILL	J. McVAY	J. SCOTT
JUNIOR CHIEF ENGINEER						
SECOND ENGINEER	D.P. JONES	M. NESBITT	R.A. REES	C.J. GRIFFITHS	J. FOSTON	J.I. HOCKING
JUNIOR SECOND ENGINEER			K.I. DAVIES	K. BOWNEY		
THIRD ENGINEER	C.C. FRENCH	M.B. PERROTT			J.H. DAVIES	C.J. BUCKLE
JUNIOR THIRD ENGINEER						
FOURTH ENGINEER	D.E. REES	W.D. JACK	R.J. BELL	R.S. ALLEN	D.G. WELLAKE	
JUNIOR ENGINEER	B.R. JONES J/4	A.D. COWLING J/4	D.M. ELEY J/4	N.G. WILLIAMS-JONES J/4	G.F. RUSSELL	I.A. SELBY
JUNIOR ENGINEER	C.A. DAVIES J/4	P.R. DAVIES J/4	J.C. HIXTABLE J/4	K.R. NEGRIE J/4	D.C. HULLEY	A.G. VINCENT
JUNIOR ENGINEER			R.D. SCANNELLS	P.J. RIGBY		F.W. NEWTON
ELECTRICAL ENGINEER	P. SMITHERS	J. McIVER	M.F. LAMBERT	G. SHADDOCK	J.T. LORRAINE	A.E. DAVIDSON
JUNIOR ELECTRICAL ENGINEER						
CATERING OFFICER	A.H. FOX	C.J. HARRY	A.P. HUGHES	D.C.N. TRINICK	A.G. PECK	R.G. PIERCE
DECK CADET			K.G. WHITTINGHAM	T.J. TUDFALL	M.R. LOVIBOND	A. NEIGHAN
DECK CADET					G.R. GARLAND	S.F. LOWRY
DECK CADET					T.J. WART	
DECK CADET						
DECK CADET						
DECK CADET						
ENGINEER CADET					A. SEAST	D.R. FOSTER

VESSEL	NEW WESTMINSTER CITY	PORT ALBERNI CITY	PRINCE RUPEL CITY	TACOMA CITY	VANGOUVER CITY	VICTORIA CITY
MASTER	T.W.D. JOHN	E.A.C. BOYER	D.L.G. JONES	R.K. STUART	L.R. STAINES	K.S. WHITIN
CHIEF OFFICER	K. JONES	D.M. ELLIS	D.R. HOFFER	D.C. TOON	J.E.S. YORK	R.V. DUNCAN
SECOND OFFICER	M.R.F. UNDERWOOD	P.F. MATHEWS	E.J. DUNK	B.T. ALFORD	P.P. LEWIS	J. STABURY
THIRD OFFICER	N.S. RIGG	P.C. ROBERTS	N.R. JACKMAN	A. THOMPSON	M.J. CLARKE	C. SWINDELLS
FOURTH OFFICER						
ELECTRONICS OFFICER	P. BRADY		D.R. APPLETON			
RADIO OFFICER		D.C. SHORT		R.J. FREECE	E.G. BROMHAM	L.M. CAMPBELL
JUNIOR RADIO OFFICER		R.C. CHURCH				
CHIEF ENGINEER	R.K. BINNS	B.M. DRAPER	T.A. ROGERS	D. ARCHOLD	R. CHARLESWORTH	D.G. POWLAND
JUNIOR CHIEF ENGINEER						
SECOND ENGINEER	R.U. ELL	R.E. DIAMOND	W.A. BRUCE	F. DURWARD	F. CLARK	M.F. GREEN
JUNIOR SECOND ENGINEER			P.J. WALKER			
THIRD ENGINEER	R.M. MORGAN	H.N. PINKNEY		W.H. TUCKER	J.R. GLEESON	J.L. MAGILL
JUNIOR THIRD ENGINEER						
FOURTH ENGINEER	D.A. ROBERTS	R.M.B. JENKINS	J. KING	S.W. PHILLIPS	R.S. DUNBAR	G. MATHAN
JUNIOR ENGINEER	S.J. PHILLIPS J/4	P.B. WILLIAMS J/4	C. REES J/4	M.D.W. EVANS	J. FRASER J/4	R.L. ASHLIN
JUNIOR ENGINEER	K.R. WAPLER	A.J. BUDGE J/4	A. PRICE J/4	S.G. MORRIS	P.A. WEEBE	F.J. HUNT
JUNIOR ENGINEER						
ELECTRICAL ENGINEER	J.P. CRAWFORD	C.C. SEATON	M.G. DAVIES	J.D.W. McLAREN	M.G. YOUNG	J.P. MCKENZIE
JUNIOR ELECTRICAL ENGINEER						
CATERING OFFICER	R.G. MOYLAN	L.P. SEASPOOKE	R.C. WEBBER		D.D. ARNOTT	A.A. GONLIE
DECK CADET		R.J. ELLIOTT		P.D. ODD		
DECK CADET	S.L. WARD	R.W. DAVIES		R.P. SWIGGINS	G.A. FERGOTT	
DECK CADET		P.C. HARDING		A.P. COLES	S.R. DAVIES	
DECK CADET		D.J. HEPBURN				
DECK CADET						
DECK CADET						
ENGINEER CADET	N.C. WILLIAMS			P.M. DESCHAMPS	R.I. HALL	
ENGINEER CADET	A.P. BRADSHAW-JONES					

The Captain's Nightmare

Last night Captain dreamt that to Heaven he went straight,
"Where are you from?" they asked at the gate,
And when he said "Smithcraft", how Peter did stare,
"Come right inside, you're the first one from there."

"The first one from there?" he cried with alarm,
Thinking the others had come to some harm,
"I'd better go back and look for them quick, or, knowing that lot, they'll be down with Old Nick."

"On leaving the ship, they were sure of the drill,
Right down to the deck cadets—John, Tim and Will,"
"You can't leave here now" said St. Pete in dismay
"You know that your tickets are only one way."

"But what of the Mates and the Chief down below,
Are they still cleaning engines and loading cargo?
Then there's Sparky, Chief Steward and all the Engineers,
I'll bet my last dollar they're still sinking beers."

St. Peter could see that the Captain was worried,
So o'er to the windows of Heaven he hurried,
And there, in the distance, just down by the jetty,
He could see all the others with Malcolm, the Lecky.

St. Peter called the Captain, who visibly paled,
That mad electrician would get them all jailed,
He shouldn't have got them all tanked up like that,
It was clear that the man was as daft as a bat.

A long while went by and they eventually came,
Shuffling in the door—faces covered in shame,
St. Peter heard stories, the best they could invent,
And informed them the morrow was the day of judgement.

The judgement began, the Engineers were first,
Chief looked at his men and feared the worst,

The verdict was certain, they would all be found guilty,
And then they'd be down to the real nitty gritty.

Sure enough, he was right and the sentence was passed,
The engineers were smitten, their faces aghast,
First thing in the morning they'd start on their chores,
They'd continue e'en when the sweat ran from their pores.

To begin, they must stoke up the sun every day,
Replenish the boilers, give strength to each ray,
Then the trumpets and harps, they would learn how to tune,
And each evening they'd maintain the glow of the moon.

The cadets and the mates were next called to the stand,
and were found to be guilty, as the previous band,
Their chances were nil, as they all knew full well,
And expected their next resting place to be Hell.

But no, they were spared, like the poor old engineers,
Who were now so repentant, their eyes poured with tears,
They felt much the same, when they heard of their fate,
What an end to the life of a poor, honest mate.

Theirs was the task to polish the stars,
No time for relaxing, or bettering their pars,
Then the clouds must be shaken and freed from all dust,
And the rain water checked to make sure of no rust.

The next in the stand—What a motley crew!
There was Sparks and Chief Steward and the mad Lecky too,
Such innocent faces, you'd never suspect,
But all their bad ways the judge did detect.

But instead of being sent to that eternal fire,
They were recruited to sing with the Heavenly Choir,
Each day they would practise their scales with intent
And lovingly play on the harps they were sent.

One man remained, who was yet to be tried,
He came to the stand and quietly sighed,
He was guilty, he knew—as guilty as sin,
The cause of his troubles—the bottle of gin.

The Captain stood there, amid the suspense,
Awaiting the verdict, the atmosphere tense,
When far in the distance he heard a faint call,
And all things grew dim in the great Judgement Hall.

"You were having a dream" said a voice nearby,
And the Captain peeped out of a bloodshot eye,
He stared at the voice, and out of the haze,
He realised the steward was meeting his gaze.

He gulped down the coffee, put right at his side,
Then under the blankets, his head he hid hide,
And after some hours, he arose—a new man,
—On the bottle of gin was a permanent ban.

And now for the moral, for my story is true,
Take heed, for you know, it could happen to you,
Moderation in all things, is the answer, you see,
Especially in the case of old Doctor G.

By Mrs. JEAN BUTCHER
(3rd Engineer's Wife)

m.v. "Indian City" Games

by Vessel's Sports Correspondent

ONCE AGAIN the sport loving fraternity on board the above vessel have been engaged in a varied programme. The North Pacific games went ahead as scheduled on the 10th July.

Three teams entered these games which it seems were a follow up of the "Asian games" in Singapore and reported on in the June Newsletter. The teams had very interesting names—such as Vanner's Vics, Thomson Terrors and Roberts Rogues. A varied programme ended with Thomson Terrors taking the honours.

The "Datsun Trophy" and a case of Kirin were presented to the winning team. Some people were heard to mutter (when they had recovered from the Obstacle Course) that it was a good thing it only happened every "four years".

STAFF NEWS

BIRTH

Congratulations to Mr. and Mrs. D. P. Bidmead (Electronics Officer) on the arrival of Caroline Gemma on 31st August.

CERTIFICATE SUCCESSES

Congratulations to Mr. T. A. Price on obtaining his 1st Mate's Certificate.

Congratulations to Mr. Richard A. Sewell, Drilling Rigs Department, Head Office, on obtaining the final O.N.C. in Business Studies.

NEW STAFF

We extend a welcome to Miss J. Frost, Clerk/Typist, Drilling Rigs Department, Head Office.

MARRIAGE

Congratulations and best wishes to Mr. Richard Sewell, Head Office on his marriage to Miss Teresa Wiltshire on 2nd October. We wish them both every happiness for the future.

ENGAGEMENT

Our congratulations and best wishes to two of Head Office Staff who announce their engagement on 31st October.

Miss L. C. Dalby of the Accounts Department and Mr. M. P. Beattie, Chartering Department.

OBITUARY

The late Mr. G. S. Davies.

We deeply regret to report the passing of Gwilym Davies. Gwilym, as he was known to everyone, joined the company in 1920 and retired some seven years ago. He had been in indifferent health for a number of years.

He was one of the "characters" who served the company so well, and who was a colleague with whom it was easy to work.

He was a bachelor and as far as we know leaves no very close family connections.

Retirement of Captain J. R. Smith on 30th September

CAPTAIN JACK SMITH joined the Company in 1926 and served at sea until 1946. During this time he saw service with the Royal Navy. On coming ashore after the war he joined the Stores Dept., at Head Office as Stores Superintendent. The department is now the Purchasing Dept., where Captain Smith remained until his retirement. His paternal grandfather was Captain John Smith who was the elder brother of the founder of the Company.

During the last war Captain Smith was Chief Officer of the s.s. *Botusk* when she was sunk in convoy in the North Atlantic as the result of enemy action.

We wish Captain and Mrs. Smith every happiness and many years of enjoyable retirement.

WHEN I was asked to join the m.v. *Elena* I hadn't a clue what sort of ship I was letting myself in for. I knew that she wasn't like anything I had been on before and that's as far as it went.

For some unknown reason I conjured up in my mind a vessel with midship accommodation with large saloon windows below the bridge. An ex-passenger liner.

On arrival at Heathrow for the flight out to Japan I discovered that some of the lads had been on the *Amparo* the previous trip. My curiosity got the better of me and I immediately asked what the *Elena* was like. "Oh, she looks good, great." "Is she all aft?" I asked. "What,—oh yea, yea." I was getting nowhere fast with my description so I gave up but at least I knew she was all aft. My passenger liner image went out the window.

Two days later we joined her in Yokohama. Two days which I spent in conjuring up all shapes and sizes of all aft general cargo ships. Naturally she

didn't look a bit like I finally decided she must look like.

It is interesting to note that all the officers' cabins which are on the three decks below the bridge are forward facing, except for the third engineer, fourth engineer and two juniors which have the starboard alleyway to themselves.

The bridge is nicely panelled out with wood and the whole layout is very similar to that onboard the *Maria Elisa* and *Sarah Lupe* with the chartroom separate from the wheelhouse. The wheelhouse is dominated by two large writing desk type consols which house all the switches and warning lights for steering gears, navigation lights, crew alarms etc. The piece of equipment that most intrigued me when I joined was the engine control unit. It seems strange not to hear a mighty buzzing when the telegraph is moved. It's so quiet and peaceful going in and out of port.

The only real problem I've encountered so far is that most of the

switches are labelled in German. I've managed to figure out what "Rudder-winkle" Bb. means on the autopilot but the switches marked "Beleuchtung" and "Gierung" have still got me foxed.

The most interesting section of the ship for me is the cargo handling equipment. She has six wire pull main deck hatches and folding wire pull type between deck hatches. There are three masts, the forward mast has four 5 tonne derricks and a 30 tonne heavy lift derrick clustered around it. The mainmast and after mast have the same number of 5 tonne derricks but the mainmast has in addition a 100 tonne heavy lift derrick. Two 10 tonne Asea cranes have been fitted between the masts by T.M.M.

Finally I think I should mention in this brief description that the main propelling machinery is a Krupp B & W single acting 7 cylinder diesel. The alternators are powered by M.A.N. diesels.

B. T. HERNAMAN
2nd Officer m.v. *Elena*