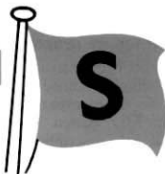


NOT TO BE REMOVED FROM SMOKE ROOM.

REARDON SMITH LINE LIMITED

# newsletter



No. 82—NOVEMBER, 1976

## A Success Story

Many Members of R.S.L. Staff, including John Wheaton, Gough Griffiths, Gerry and Glyn Taylor, our Superintendents and Chief Engineers, whose generous and constructive help has resulted in our producing one of the most advanced Planned Maintenance Systems in use anywhere in the U.K., will be interested in the following contribution to a Paper recently read at the Institute of Marine Engineers on "A NEW APPROACH TO SHIPS MAINTENANCE", by B. K. Batten, M.Sc., C.Eng., F.I.Mar.E.

Since our contribution to the Paper, a further development is, a proposal with a Classification Society that we test a system where R.S.L.'s Planned Maintenance is used as the basis of the Continuous Survey Cycle. We expect to be able to implement this shortly.

**Institute of Marine Engineers, Vol. 88, 1976.**

### Paper: A New Approach to Ships' Maintenance.

MR. G. TAYLOR, F.I.Mar.E., in his contribution said: planned maintenance systems were many and varied, with the more complex ones involving the exchange of an immense number of cards or forms between head office and ship, whereas what was required was a simple flexible system, with the minimum exchange of paper between ship and office, and run by the minimum of staff.

Having said this, the simplest system he had seen so far, involved a planned maintenance programme stored in a computer: the facility of the massive memory bank available in the computer allowed overhaul and maintenance schedules to be varied as required and provided great flexibility.

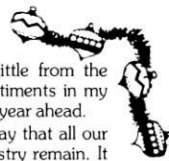
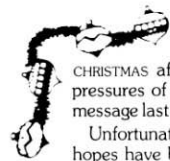
## A Christmas Message from our Chairman

CHRISTMAS affords us all an opportunity to relax a little from the pressures of troublesome days. I expressed these sentiments in my message last year with the hope for better tidings in the year ahead.

Unfortunately, at this time it would not be true to say that all our hopes have been realised. Difficult times for our Industry remain. It has been a hard year, but, our resolve to accept the challenge still spurs us on to hope for better days ahead. It is always darkest before the dawn.

Once again it gives me particular pleasure to express my appreciation to all staff—ashore and afloat—for unwavering support during these times.

I wish everyone, including retired staff and all families, a very Happy Christmas, good health and happiness for the New Year.



The author's mention of avoiding the term "computer controlled" was heartily endorsed—one must avoid any connotation of "big brother was watching" for any measure of success in operating an ocean-going fleet of ships must be a co-operative effort dependent on intelligent inter-flow of information of all sorts between the ship's staff and shore.

Due to the present day conditions of short tours of duty, it was no longer possible to ensure continuity of ship maintenance by the individual chief and/or second engineers, they seldom returned to the same ship at the conclusion of their leave. However, the necessary continuity and progression of various maintenance jobs at their planned frequency was readily and accurately produced by the computer in the form of a "print-out" and the work load spread evenly. It was important to record the computer never forgot a schedule—provided it had been correctly programmed by the planning team.

Mr. Taylor went on to describe the programme in more detail. Prior to joining his ship, a chief engineer visited head office for the usual briefing on his coming tour of duty, at the same time receiving and discussing a copy of the print-out of main-

tenance schedule—which was personal to him, even to bearing his name—and covered only his particular tour of duty: precisely what items were due for maintenance and/or survey during that tour, and detailing the amount of work involved in each schedule.

On joining his ship, the chief engineer was able to refer to the schedule and ensure all necessary spares and materials were on board prior to sailing, and plan with his engineering staff how they would progress with the maintenance schedule through the voyage: reasonable tolerances were allowed within the schedule to give the chief ample flexibility to satisfy cargo and charter requirements.

As the voyage and the work progressed, a single pre-printed sheet, was filled in (a carbon copy being filed on board) noting the maintenance items completed, the spare gear used and recording essential calibrations and where necessary, spares or special attention required at the next scheduled planned maintenance on any particular unit.

Each sheet was mailed to head office where it was carefully analysed by the fleet superintendent and by the maintenance

(continued on page 7)

As this type of information built up in the computer memory bank, so the usefulness of this facility would increase and would be available for new design in the future.

As experience increased in the operation of this simple planned maintenance system it was hoped to expand in very much the manner Mr. Batten suggested, with individual job description cards for major essential schedules—and, perhaps—the ultimate provision of complete voyage budgets for chief engineers.

Referring now to Mr. Batten's concluding paragraph, Mr. Taylor agreed it was essential that classification societies should take a look at planned maintenance systems being developed by shipping companies, for these were often more comprehensive and stringent than class requirements.

For example, in operating the simple system briefly outlined above, Mr. Taylor's own company:

- (a) calibrated main engine crankshaft deflexions ten times during a five year cycle although this in itself was not a class requirement;
- (b) took main bearing readings (by poker gauge) five times more frequently than required by class;
- (c) overhauled fuel injectors ten times more frequently;
- (d) opened up for inspection main engine pistons and liners three times more frequently;
- (e) took megger readings of all electric circuits 12 times as frequently;
- (f) opened for inspection sea pumps five times as frequently;
- (g) opened for inspection boiler feed pumps ten times as frequently.

It was suggested that in the case of a shipping company operating an approved planned maintenance system and with closer liaison between the company and classification local office, would be progress towards safer operation, safer maintenance—safer, surely, than the present irregular visits by different surveyors in many different world ports.

Such closer liaison could include perusal of chief engineer's reports and logs, and would enable classification to gain a more intimate knowledge of the owner's operations which surely would be of advantage to the marine insurers.

## Daily dose?

A FILM POSTER showing Moses coming down from Mount Sinai bears the admirably literate graffiti: 'Take the Tablets Twice a Day.'

—Peterborough, *Daily Telegraph*, 6.4.76.



m.v. "Atlantic City"  
Damaged by Enemy Action 26/7/1941

*In Rothesay Dock, Glasgow, discharging. View showing breach in ship's side.*

## ECHOES from the past

THE gaping hole in the *Atlantic City's* side was caused by a torpedo. Apparently, it was decided during the hours of darkness to abandon ship. However the Master, Captain Brice Thomas, had other ideas and was very reluctant to leave.

It is believed the half submerged vessel is the *Germiston*, herself a victim of enemy attentions.

On the back of another photograph the following narrative appears:

*Atlantic City* Torpedoed, Saturday, 26th July, 1941, Portside No. 2 Hold Lat. 55.45 N Long. 9.47 W 3.25 a.m. D.B.S. time. Draught 42' 0" ford. 23' 0" aft.

11.15 a.m. got main engines underway. H.M.S. *Walker* standing by. 5 p.m. Sloops *Speedy* and *Harrier* standing by (keeping close to pick up crew in event foundering). 7 p.m. Tug *Zwarta Zee* arrived and assisted vessel put her big towing wire from our starboard bow preventing vessel making big sheers—hence making better time.



*A close-up of the damage to "Atlantic City"*

Sunday, 27th July, 1941, 9.35 a.m. anchored Lough Swilly close to Ben-crane, vessel's bow in mud.

It is interesting to record that this vessel served the Company well for many years until she was sold in October 1962.

## A ROYAL VISIT TO SOUTH WALES

ON 13th October, 1976, Her Royal Highness Princess Margaret visited Cardiff to open the new School of Maritime Studies at the South Glamorgan Institute of Higher Education.

The building, costing approximately £420,000, caters for nautical students studying navigation, engineering, radio and electronics.

The Princess unveiled a plaque to commemorate the opening, she then toured the building visiting the specialist rooms. She displayed a keen interest in the many items of nautical equipment which were on display. These ranged from a main propulsion engine of the m.v. *Welsh City*, to a demonstration of a portable lifeboat radio transmitter. The Princess, together with other dignitaries, visited the planetarium to view a short astronomy programme. (This latest teaching aid will enable navigation cadets to learn the basic principles of celestial navigation during their College-based training!)

H.R.H. was then driven to Cardiff Docks where she boarded the College training vessel m.v. *Margherita*, a 136 ton ex inshore minesweeper. Whilst on board, Princess Margaret spoke to cadets representing the navigation, engineering and radio sections.

The Princess was then a guest of honour at a civic luncheon held in the Coal Exchange Building near the Cardiff Docks.

In the afternoon, Princess Margaret attended the Annual Service for Seafarers at Llandaff Cathedral. During the service, the Ensign and ship's bell of *H.M.S. Llandaff* were laid up, as the vessel has reached the end of her service career.

After the service, the Princess visited the Reardon Smith Annexe (this is the Hall of Residence for all three nautical disciplines); the Princess had tea with members of staff.

Princess Margaret was then driven back to Rhoose Airport to board her flight back to London.



*When the Chairman recently visited our Agents during his stay at Portland, Oregon, he was very pleased to see the above picture in one of the Brokers' offices.*

*Captain Lindsay is seen in the background with our Agent at Portland, Jim Haynes, front left, and Mrs. Nicholson, an associate of Transversal International Corporation, Portland, right.*

## STAFF NEWS

### OUT OF HOSPITAL

We are pleased to hear that Mr. Tim Hancock, London Office, is making good progress following an operation in October.

### MARRIAGE

Congratulations and best wishes to Mr. D. E. Stannard, 2nd Officer on his marriage to Miss Geraldine M. Street on 6th November, 1976.

Congratulations and best wishes to 2nd Engineer Mr. P. R. Bryant on his marriage to Miss Lynda Christine Jenkins at St. Mary's Church, Marshfield on 16th October last.

### BIRTHS

Congratulations to Mr. & Mrs. Stewart Johnson on the arrival of their second daughter on 13th October, 1976, Mia Hamlyn weighed 10lb. 2oz.

Congratulations to Mr. and Mrs. Ian Jones on the arrival of Clare Elizabeth on 14th October, 1976.

### NEW STAFF

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

#### Head Office:

Mrs. M. V. Ashfield (Shorthand Typist, Personnel).  
Mrs. J. Sanders (Accounts Clerk).

#### London Office:

Mrs. G. M. Avery (Filing Clerk, Drilling Rigs).

### CAPTAIN J. B. LEMON

We are glad to hear that Captain Lemon has made such good progress that he is able to resume his office duties.

### OBITUARY

We regret to report the passing of Mr. Leslie E. Howells, a retired Director and former Head of London Office, Chartering Department.

Mr. Howells joined the Company in December, 1923 and retired in September, 1969.

Practically the whole of his career was spent in London. He was appointed a Director in August, 1961.

**Chief Officer  
K. Milburn**

IN FEBRUARY of this year Mr. Milburn was involved in a serious accident when a parcel of steel plates was being discharged from his vessel. One of his legs was almost severed and since then he has undergone a series of operations. In his letter of the fourteenth of October he reports on his visit to hospital for a check-up. Progress is slow and he must remain in the full length cast for another month, then another visit to decide whether he will have a below the knee cast or a set of calipers for a further month before starting physiotherapy.

As the months have passed Mr. Milburn has had time to reflect on his accident. In an article to the *Newsletter* he says—"During that period I have had plenty of time to think about the accident and also the times I have had near misses, or as some say, a bit of luck. I have come to the conclusion that a lot of us rely too much on this so called luck and not enough on what is called common sense.

"We live in a very mechanised world now with standards increasing all the time but it would seem we are not increasing our safety standards along with it".

Concluding his remarks Mr. Milburn wrote:—"I think we all have room to better our standards. We will never stop accidents completely, but with a little thought we can stop a lot of them. Just think how much pain, regret and lost time we could stop if each one of us managed to prevent just one accident. Remember the next time you go to your work—is your luck running out, like it has for a lot of us?"

We all hope that a "good bit of luck" will return to Mr. Milburn so that still more encouraging news will be forthcoming on his next visit to hospital.

**Disarming humour**

SIGN OVER A CHINA FIGURE of a small boy with one arm broken off, seen on a junk stall in a London street market: 'The Infant Nelson.'

—Peterborough, *Daily Telegraph*, 12.5.76.

**A Future Telephonist?  
with an outsize in telephones**



*Daughter of Mr. Clive Moore, Head Office at a recent exhibition.*

**OVERWORKED**

In view of the current financial crisis the following figures may be of interest

Population of the country	46,000,000
People aged 65 and over	12,000,000
Balance left to do the work	34,000,000
People aged 18 and under	16,000,000
Balance left to do the work	18,000,000
People working for the government	9,000,000
Balance left to do the work	9,000,000
People in the armed forces	2,000,000
Balance left to do the work	7,000,000
Local council and government officials	6,800,000
Balance left to do the work	200,000
People in hospitals, asylums, pools and dogs	126,000
Balance left to do the work	74,000
Spivs and others who won't work	62,000
Balance left to do the work	12,000
People in prison	11,998
Balance left to do the work	2

**You and I must, therefore, work much harder, especially you, as I am fed up running this place on my own.**

*From the "BLOATER", October 1976.*

# NANTGARW PORCELAIN

THE LATE Mr. John Ward, F.S.A. writing on the above subject in 1896 said:

"At the present day, porcelain finds no place among the products of the Principality, but during the first quarter of the present century, (nineteenth) its manufacture gave promise of becoming, at no distant date one of the Chief Welsh Industries."

Whether that statement has proved correct is today (1976) open to conjecture. However, we do know that Swansea and Nantgarw China is today much sought after by collectors.

Ward continued:—

"During that first quarter of the 19th Century two factories were established, one at the hill-girt village of Nantgarw, 7½ miles N.W. of Cardiff and the other at Swansea, at that time the commercial Capital of Wales. Although these factories were small and short-lived their products equalled those of the chief English works and are now highly prized by the connoisseur. From a commercial point of view, the Swansea factory was the more important of the two; but that of Nantgarw appeals with greater interest to the lover of old porcelain; in fact it holds an important place in the history of English ceramics. The two factories had much in common. It is difficult to say whether the chief interest of Nantgarw lies in the excellence of its porcelain or its connection with a remarkable man—Billingsley of Derby. As the history of the factory should precede the description of its wares, a brief sketch of his career will be necessary.

William Billingsley was apprenticed at the celebrated porcelain works of Derby, his native town, in 1774, and he soon distinguished himself as a talented flower painter; but it was not so much his art as a painter, as his persevering researches as a potter, that shaped his after course, and led up to Nantgarw. He early turned his thoughts to the production of a porcelain comparable to that of Sevres and other Continental factories; and with such success that he secured, in 1796, the patronage of a Derbyshire gentleman, Mr. John Coke, under whom he opened a small factory at Pinxton, in that county. Here a porcelain approaching in beauty that afterwards made at Nantgarw was manufactured; but disagreeing with Mr. Coke, Billingsley left him and opened a small concern in 1800 at Mansfield, in Nottinghamshire, for the decoration of porcelain, which he purchased in the white state from Staffordshire. This not proving a success, he removed, in two years' time, to Torksey, in Lincolnshire, where he both manufactured earthenware and decorated porcelain.

Here he was unfortunate, or brought misfortune upon himself, for in 1808 he found it necessary to leave that part of the country under an assumed name. Between that year and 1813, he and his son-in-law, Samuel Walker, were engaged at Worcester and Coalport in building kilns of an improved type, and otherwise in the manufacture of porcelain; but by the latter year they had determined to commence the manufacture on their own account.

For this purpose they selected Nantgarw—why, is uncertain, but its position on the Glamorgan Canal rendered it very suitable. Their slender capital of £250, augmented by £600 advanced by a public-spirited and versatile land-surveyor of the county, William Weston Young, who devoted much of his leisure to the painting of natural history objects on Swansea earthenware, was soon used up. They, with Young's concurrence, made an appeal for Government patronage, submitting to that end examples of their work to the Board of Trade. This, through a member of that board, Sir Joseph Banks, led to a visit from Mr. Dillwyn, the proprietor of the Cambrian Pottery at Swansea. This gentleman being favourably impressed, made an arrangement with Billingsley (or "Beeley," as he now called himself) and Walker, under which they removed to the above-mentioned pottery, and thus was introduced the manufacture of porcelain into Swansea. Disagreements between them and the proprietor, however, led to their return to Nantgarw in 1816 or 1817.

With pecuniary aid rendered by various local gentlemen, but by none more freely than Mr. Young, the resuscitated works rapidly became so far a success that there was a considerable demand for the porcelain in the London market. Nevertheless, in 1820, the partners were compelled to relinquish the concern through want of capital. This was followed by a sale, in which Mr. Young purchased all or nearly all of the plant and stock; and for two years longer he continued the manufacture on the spot under the management of Thomas Pardoe, a talented painter, who, like Billingsley, was a native of Derby, and had learned his art there, and who, probably, had already worked at Nantgarw under him. Young, in his turn, found that his means were inadequate to make the manufacture a financial success, and after a spirited but fruitless appeal for local help in 1822, was reluctantly compelled to close the works. Thus ended the manufacture of porcelain at Nantgarw.

There is little doubt that Billingsley and Walker were in some measure influenced to take the above step by Mr. Rose of Coalport, who certainly had felt the pressure of their competition. Whether this was so or not, he afforded them immediate employment at his works,—Billingsley, until his death in 1828; and there are grounds for believing that he tried the Nantgarw receipt at Coalport, but found it too costly for practical purposes. Billingsley's was a chequered career, and it is to be feared that he himself was responsible for much of his ill-fortune; but it should not be forgotten that he willingly sacrificed everything to an attainment which, if never commercially successful, resulted, at all events, in the most beautiful porcelain hitherto made in Great Britain, and some experts have affirmed, one that has not been surpassed since.

The manufacture of porcelain at Nantgarw thus falls into three periods, the first from its com-

mencement about 1813 to its removal to Swansea; the second, from the return to Nantgarw (about 1817) to the departure of Billingsley and Walker in 1820 and the third, with Young as proprietor (1820 to 1822).

The typical product of Nantgarw had a soft frit body of fine granular texture, closely resembling the celebrated *pate tendre* of Sevres; and the glaze was thick and glassy, not given to crazing, and having to the touch an ivory-like smoothness and warmth. The whiteness of its surface was mellowed by its extreme translucency and an almost imperceptible rosy or violet tinge, which together rendered this ware superior to the cold opaque blue-tinged products of the English factories of the time. The pieces are usually rather thick, probably in order to withstand the danger of distortion in the firing, a liability which Billingsley never succeeded in remedying, and in consequence of which the manufacture was commercially a failure. The articles made at Nantgarw were, as a rule, of a useful rather than ornamental character, consisting of dinner, dessert, and tea services, and such other forms as were likely to meet with a rapid sale. Simple spill vases are occasionally met with; but the elaborate vases and other ornaments frequently offered by dealers as "genuine Nantgarw" should always be regarded with suspicion. The mark, which is by no means always present, consists of the impressed words NANT GARW [C. W.] (the C. W. standing for "china works.") This mark is subject to few modifications: a cursive B is occasionally found incised below; and in one specimen in the Cardiff collection the C. W. is omitted. In the same collection the following marks occur:—[NANT GARW] impressed in larger letters; the same word in very large red printed letters; and another carelessly written in gold. The specimens to which the first two appertain are undoubtedly forgeries, that is, they were made in other factories with a view to being sold as Nantgarw; that to which the last appertains is probably genuine, a similar gold mark occurs on pieces in a private collection at Derby.

The Nantgarw folk naturally relied upon the excellence of their porcelain body for success and fame. The decoration of their more perfect articles was almost invariably of a sort to accentuate the beauty of the surface. One favourite pattern (copied from Sevres) consisted of small daintily-painted bouquets strewn over the white ground; another—and it represents their best decorative work—consisted of large garden flowers, "blotted in," so to speak, with a charming decision as to form and absence of labour, rich in colour, and soft and velvety in general effect. The flowers were usually disposed in a free and unconventional manner,—a loose group or two, and a few detached flowers being irregularly scattered over the ground. But sometimes they received a certain amount of arrangement: in the Cardiff collection, for instance, they take the form of a rich wreath or border upon the bevells of two plates; while in a third they fill the hollow as a loosely spread-out group with a classical ewer in their midst. The gold-work in these rarely exceeds a simple plain or created edging. Some of the less perfect pieces—that is, those which were more or less damaged in the firing—were similarly decorated, only with less care, and the gold was replaced by brownish red. Most of these, however, bore the usual patterns of the cheaper wares of the day, as a powdering of "Bourbon sprigs," etc.

The decoration executed at London and elsewhere on Nantgarw porcelain, may generally be distinguished from the better work executed at the factory, by its greater sumptuousness. The artists,

having no particular interest in or regard for the factory and its products, naturally only had "eyes" for what they themselves put on; hence their work was not calculated to show off the white porcelain to the best advantage, on the contrary it often wholly covered it. Probably about a quarter of the specimens at Cardiff were decorated away from Nantgarw; but the finest examples under this head are to be seen in the Jermy Street and South Kensington Museums.

The decoration at Nantgarw was not always floral. In the Cardiff collection are several pieces, apparently all by the same artist, with landscapes, some with figures in their foregrounds. They are painted in a slight and sketchy manner, so much so in fact, as to have an unfinished appearance; and their figures are sketched in with a vigour that betokens a skilful and practised hand. In the same collection are several badly fired plates, which are roughly decorated with geometrical patterns and conventional foliage, such as might have been done by apprentices.

As already intimated the identification of the different Nantgarw artists' works has not been satisfactorily determined. Certain of the choicest flower-paintings executed at that factory have been attributed to Billingsley, but they are very different in touch and style from work attributed to him when at Derby and Pinxton. It is, indeed, quite open to question whether this man's artistic abilities continued into his later life. Altogether, Nantgarw porcelain is a puzzling and complicated subject. There is some reason to think that not only did Billingsley make his favourite porcelain at Swansea, but also used the Nantgarw moulds and mark at that place; this certainly would be decorated there. We also know that Mr. Rose purchased much of the stock at Nantgarw and removed it to Coalport; this would presumably be decorated at that factory.

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## Spindrift

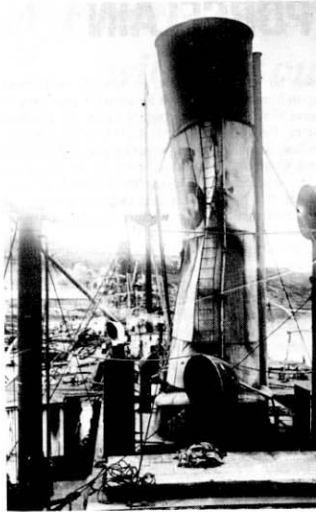
### Melonious

THERE WAS ONCE a melon tree, and all the melons were round and smooth except one, which was very hairy. The smooth melons took a dislike to the hairy one, and decided to get rid of it by shaking the tree. The hairy melon was caught off guard and fell. It rolled to a standstill at the feet of a lamb. 'Hello, lamb, how are you?' asked the melon. No reply. 'Come on,' persisted the melon, 'why not be friendly?' At which, the lamb broke into song: 'Cos I'm shy, hairy melon, I'm shy . . .'  
—*Observer, Financial Times, 30.3.76.*

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### Shorry!

SIGN in a Putney secondhand shop: 'Junk 'n' disorderly.'  
—*Observer, Financial Times, 26.4.76.*



## s.s. "Indian City"

ON BOARD the s.s. *Indian City* in July 1929 was a crew member by the name of Mr. Little. His son has sent in a newspaper cutting dated 14th September, 1929 with a report of the vessel's experience in a typhoon in the Formosa Strait.

The report refers to the vessel proceeding along the more dangerous side of the typhoon, 30 miles south of Shanghai, for several hours, bound for Vladivostok with salt from Black Sea ports. Most of the heavy damage done to the vessel was caused by a wave over 50 feet high. It struck the ship on the starboard side and raked her from fore to poop.

In addition to Mr. Little on the bridge was the Master Captain Hellings and the 3rd Mate Mr. S. Wheaton and three of the crew.

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## Royal Alfred Merchant Seamen's Society

Officers of the m.v. *Devon City* have contributed the sum of £21.00 to the above Society. Advised by Captain Porteous.

## The Brush

Now darts is a game played by men of great fame, and also by people like me, Who can barely just count, the scores as they mount, provided its not more than three.

The Chief Engineer and the "Lecky", at darts they were both quite adept, challenged the four to eight watch to a game, so all we could do was accept.

The chief was nearer the bull than my watchmate, Big Will, so up for a double he went, Got two rubber tyres and one on the wires, and said "I think these darts are quite bent."

Willy let his dart go, 'twas an accurate throw, A spectator nearby gave a belch, Leck said "Fair do's, you're away on two twos" and the chief muttered something in Welsh.

The lecky tried hard, and the chief he despaired, These doubles are scarce as hens' teeth, and remarked "What a pity" as I scored a rare eighty, "I think you've got S\_\_\_\_\_t on your feet."

Oh how they ranted and roared, but eighty I'd definitely scored, left my partner on a double nineteen, whilst they needed a double to start, and the tension could almost be seen.

Big Will stepped to the line, with one thing on his mind, and over the bar spread a hush, the rest need I tell? We've been living in hell, Since the "lecky and chief got the BRUSH!"

By the gallant eight to eight watch, ex four to eight watch.

N. NESBITT  
(2nd Engineer)

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## Typist Error

Extract from instructions to Builders: "On for'd bulkhead, which is presently blank, next to rape recorder table."



# SHIPS POSITIONS at 20th October, 1976

**m.v. Cardiff City.** On Time Charter a/c Salen. Arrived Maputo 4th October to load cargo ore. Sailing date uncertain, but basis sailing around 4th November, should arrive U.S.A. to discharge early December.

**m.v. Cornish City.** Sailed Thunder Bay with cargo Oats 9th October. Sailed Montreal 14th October. Arrives Hamburg to commence discharge 25th October. Sails 27th for Bremen to complete discharge arriving 28th, and completing 30th.

**m.v. Devon City.** On Time Charter a/c Motor-tank. Sailed Port Kaiser 3rd October with cargo Alumina. Arrives Sundsvall 20th October. Completes discharge 27th October. Next business unfixed.

**m.v. Eastern City.** Sailed Ghent 8th October in Ballast for Philadelphia. Arrives 21st and loads cargo grain sailing 28th October. Arrives Antwerp/Hamburg Range for discharge 8th November, completing 10/15th.

**m.v. Fresno City.** Sailed Kagohsima 7th October to load B.C./U.S.W.C. under Berth Service. Loads Crofton 20th/22nd October, Coos Bay 24/30th, Vancouver (Wash.) 31st/2nd November, completing Vancouver B.C. 3rd/5th November. Transits Panama Canal 17th November. Arrives Dublin 1st December to commence discharge. Sails for London 7th arriving 9th. Sails London 14th December, arrives Esbjerg 15th and completes 20th December.

**m.v. Indian City.** On Time Charter a/c Yamashita Shinnihon. Sailed Yokosuka 24th September with cargo cars for U.S.E.C. Passed Panama Canal 16th October. Discharges Providence 23rd/25th October and Newark 26/27th, then proceeds Hampton Roads to load cargo coal, arriving 28th October, sailing 1st November. Transits Panama Canal 8th November, arriving Japan 3rd December, completing 5th December.

**m.v. New Westminster City.** On Time Charter a/c Seaboard. Sailed Vancouver B.C. 9th October. Arrives Panama Canal 20th October. Sailing 21st. Discharges London 4/7th November, Bremen 9/11th, Velsen 12/13th, Antwerp 14/15th and Ghent 16/18th where redelivers from Time Charter. Vessel then drydocks, completing 25/30th November.

**m.v. Port Alberni City.** On Time Charter a/c Seaboard. Sailed Antwerp 15th October with cargo steel and cars for U.S.W.C. Transits Panama Canal 29th October for discharge Los Angeles 7/9th November, Oakland 10th and Seattle 12/13th November. Then loads Forest Products Vancouver 14/20th November for discharge S. Japan, arriving 3rd December, completing and redelivering 15th December.

**m.v. Prince Rupert City.** Sailed Ghent 14th October. Arrives U.S.N.H. 27th October to load cargo grain. Sails 31st October for Bordeaux/Brest Range, arriving 10th November, completing 20/25th.

**m.v. Tacoma City.** Presently on B.C./U.K. Cont. Berth Service. Sailed Vancouver 15th October. Transits Panama Canal 26th October. Arrives London 10th November to commence discharge, sailing 16th for Rotterdam. Arrives Rotterdam 17th November sailing 20th for Esbjerg to complete, arriving 21st completing 22nd November.

**m.v. Vancouver City.** Sailed Esbjerg 30th September. Arrives Port Elizabeth 21st October to load cargo ore for Japan. Sails 26th October arriving Toyama Shinko 21st November, completing Hosohsima (in either order) 24th November. Vessel then proceeds on Berth Service, arriving Coos Bay to commence loading 6th December. Sails 8th for Crofton 12/14th and completes Vancouver 16/18th December. Transits Panama Canal 30th December. Arrives Dublin 12th January to commence discharge, sails 17th for London, arriving 25th January and completes 1st February.

**m.v. Victoria City.** On Time Charter a/c Retla. Sailed Longbeach after bunkering 9th October. Passed Panama Canal 19th October. Discharges Galveston 23rd October, New Orleans 24/25th, Savannah 29th, Charleston 30th/1st November, Norfolk 2nd/3rd, Camden 4/5th November. Redelivers from Retla, and delivers under Time Charter a/c Salen. Loads U.S.N.H. 7/13th November, for discharge Emden/Hamburg Range 25/30th November. Redelivers from Time Charter and drydocks U.K./Cont. completing 5th December.

**m.v. Welsh City.** On Time Charter a/c K.N.S.M. Sailed Bilbao 8th October. Arrived Curacao 19th October, sailing 20th October. Calls Aruba 21st October, San Juan 23rd, San Domingo 24th, Port au Prince 26th, Kingston 27/28th, Nassau 30th. Then loads Charleston 1st November, and Morehead City 2nd, when returns to Continent.

**m.v. Amparo.** Arrived Kobe 17th. Sails 21st for Nagoya 22nd October and Yokohama 23rd/27th October. Proceeds Ensenada arriving 10th November, sailing 11th. Calls Acapulco 14/17th, Manzanillo 18th/21st, a Central American Port 22nd/7th December, Guaymas 11/14th December. Ensenada 17/19th December. Returns to Japan arriving Yokohama 3rd January.

**m.v. Atlantic.** Time Chartered to Yulsan. Arrived Jeddah 4th September. Discharge very uncertain with completion around November/December.

**m.v. Elena.** Arrived Guaymas 18th October. Sails for Ensenada 20th, where completes loading 23rd/29th October. Proceeds Japan calling Yokohama 8/9th November, Nagoya/Yokkaichi 10/13th November, Osaka/Kobe 14/17th November. Then loads Kobe 18th/22nd November, Nagoya 23rd, and Yokohama 24/28th for Mexico. Arrives Ensenada 13th December, Sails 14th for Manzanillo. Arrives Manzanillo 17th, sailing 20th, Acapulco 21st/24th, Central American Port 25/29th January, Guaymas 10/13th January and Ensenada 16/18th January. Returns to Japan arriving Yokohama 2nd February.

**m.v. Gela.** Sailed Vera Cruz 5th October. Arrives Hamburg 20th October to commence discharge. Sails 23rd for Antwerp. Arrives Antwerp 25th October completing 26th. Next business not yet fixed.

**m.v. Maria Elisa.** Discharging Vera Cruz, having arrived 16th October, sailing 21st for Tampico to complete discharging 23rd. Loads Vera Cruz 23rd October, and Tampico 25th/2nd November for Brazil calling at an optional Port 13/15th November, Rio 17/19th, Santos 1st/7th December before returning to an optional Port Central America 17/20th December, Vera Cruz 26th/1st January and Tampico 3rd/5th January.

**m.v. Sara Lupe.** Arrived Vera Cruz 10th October to commence discharge completing 20th. Arrives Tampico 21st October, sailing 29th and returning to Vera Cruz 30th/31st October. Calls Houston 2nd/3rd November, New Orleans 5/6th and proceeds to Rio arriving 17th November. Sails 18th for Santos 19/24th, Buenos Aires 27th, Santos 29/4th December, Rio 5/6th, optional port Brazil 7/8th December, optional port Central America 18th/21st December. Arrives Vera Cruz 27th December to discharge. Sailing 1st January for Tampico where completes 3rd January.

(Institute of Marine Engineers—continued)

superintendent and then transferred to the machine for use in the next print-out or enquiry report.

Mr. Taylor believed the above scheme had the essence of simplicity. It was most satisfying to note the acceptance of the scheme by fleet chief engineers, as was shown by the fact that originally, some 30 sheets per year were sent from ship to office, now with increasing demand from chief engineers for more knowledge and a greater involvement in ship management procedures, which his company welcomed,

about 52 sheets per year were received from each ship.

Furthermore, Mr. Taylor's company have found when chief engineers reported personally, they described how they were able to involve all their engineering staff in planning discussions and how junior engineers showed greater enthusiasm and interest in completing the practical work content involved, recording and documenting spares used and required, which, he said, surely brought a dividend of one sort or another.

To assist the office based management team there was an added bonus, for it was

possible to obtain very quickly from the computer helpful summarized reports whenever required on subjects such as:

- (1) warnings of overdue maintenance;
- (2) comparisons of breakdown of a unit or units across a class of ships;
- (3) analysis of breakdowns;
- (4) warnings of repetitive breakdowns;
- (5) complete history of any particular unit across a class of ships;
- (6) the situation of survey cycle;
- (7) index of machinery units with details of maker, type, number, etc.

# YOU SPEAK DA LINGO

R.S.L. BEING a world-wide trading organisation must no doubt come up against great problems when the language barrier is reached.

All seamen adapt themselves when in foreign lands to get the message across—particularly for beer:—

In Japan (a note here that all translated Japanese words end in a vowel, the most used one being “o”) it becomes Beero and a scratch of the knee cap (itchi nee) ends up with 1, 2 or 12 beers depending on how much money you have in your pocket.

In German a touch of quick snapping JaGuttenHabbenBerronWantonSnell-DankeShen usually does the trick or results in a thick ear from a big buxom barmaid.

In Italian it's we likea da iceda berra, with everyone in unison raising imaginary glasses to their lips and looking like the London Philharmonic Orchestra on a Saturday night booze-up.

In Spanish it is “una cerveza por favor” and one for me friend (if it's your round) or “dos cerveza” if he's paying.

It is Spanish in particular that interests everyone on board. Everyone is trying to pick up scraps of Spanish to explain that should you forget to put the winch in double gear for the Jumbo Derrick you are liable to have a load crashing through the “tank top” or “If you don't make sure that the Bridge controlled Engine Telegraph is switched over to Engine Room while you are testing the Gear then you'll be half way to Mexico City before you can say ‘Mucho Problemo’.”

Also in true life when a frantic foreman came hurrying up to the Mate during cargo watch and started babbling away, then going as stiff as a log he fell flat on his face. This the Mate took to mean that “the dunnage for the steel bulkheads keeps falling down so can we have some tape, when in actual fact what he really meant was “that one of the stevedores had collapsed with cramp in the Mid-day sun”. But the problem was solved when the Mate started running up and down the deck looking like the “Hunchback of Notre Dame” with two heavy suitcases going da la, da la, which roughly translated

meant we'll get a stretcher, you get an ambulance.

The 2nd and 3rd Mates soon learn “what time do you knock off?”, “when do you start?” and “will it rain?” in any language (in Spanish the answer to all those is “always”).

We have a Mexican 2nd Engineer on board learning the ropes, and who after a week of working with our lads produced a list of words which he had picked up and wasn't sure of. As it turned out 90% of them were swear words, and what was the “ROAD-SHOW” and why isn't it going right.

But with Spanish speakers on board learning English and English speakers on board learning Spanish (apart from the mate who is learning German) and all the instructions for using the ships gear in Swedish the handover should indeed go smoothly. By which time I shall be fluent in 3 languages, English, Spanish and Rubbish which just about sums it all up.

G. SIZER, 3/O

## m.v. “AMPARO”

### *A visitor on rudder inspection!*



Thanks to Captain Jones for the above interesting photograph of a seal on vessel's rudder.

## No hands!

THE FIRST OIL TANKER to tie up on the Anglesey marine oil terminal single-buoy mooring two miles off the Anglesey coast completed the operation in 45 minutes yesterday.

Watched by hundreds of people on the cliffs the Shell tanker *Miralda*, 207,000 tons, tied up on the buoy under ideal weather conditions.

But there was no one involved in the trials which will continue for five days and nights. The 1,065 ft tanker was in ballast and although she was low in the water there was still more than 50 ft beneath her keel.

—*Daily Telegraph*, 2.3.76.

In a juvenile court a young boy had been found guilty of stealing something of small value.

Fatherly magistrate: “You want to be careful my boy, the next thing you know you'll be robbing a bank”.

“I couldn't”, replied the lad, “I don't get out of school till 4”.