

newsletter

No. 83—DECEMBER, 1976

REFLECTIONS

ONCE AGAIN the opportunity arises to reflect on the year that has run its course. Having done that, the opportunity presents itself to contemplate the year ahead.

Many hopes and desires expressed at the end of 1975 were certainly not fulfilled in 1976, that in itself is nothing new, we may be sure that it will continue to be so. Many of those hopes and desires were probably unjustified and did not deserve to be realised. In any event it helps to make life interesting.

We were however justified in hoping for an improvement in the economic field; but this was not to be. There was a drift from one crisis to another and the Pound reached its all-time low. Unemployment figures rose astronomically and the borrowing went on. The Sheiks arrived and bought up our hotels and expensive cars. They came in their thousands from the Continent to buy up our cheap goods, whilst 24 workers in a motor car factory stopped work, put 7,000 workers idle and lost millions of pounds worth of valuable production mostly for the export market. There is now no real incentive to do a day's work—why should it be otherwise. Social Security and unemployment pay has stifled incentive, and we have to foot the bill. Yes 1976 has been a crazy year. We didn't do very well in Montreal—thank goodness we still have the world's best sailors. The Caribbean showed us the way to play cricket, French Owners snaffled our racing prizes, Don Revie is still hoping his team will one day come good, and Virginia Wade and Company said goodbye to the Wightman Cup.

As if all this is not enough we have it seems, another crisis on our hands. The Pearson Smith Football Team (Head Office) has now lost its last three games and a maximum effort is required to restore confidence.

We have survived 1976—we can survive 1977 too and maybe see better times ahead for all who continue to do their best and not count the cost.



A moment in time

"ATLANTIC I"

Picture shows Norwegian Flag flown during building of "ATLANTIC I" being lowered and Red Ensign being raised, prior to leaving Bergen on delivery to Owners.

Football Match at Santos, Brazil

A TEAM drawn from the m.v. *Maria Elisa* and m.v. *Sara Lupe* played a match against local agents, Messrs. Laurits Lachmann on 17th September. It was no easy match as the locals played in the Santos Amateur League.

Captain Lawson of the m.v. *Maria Elisa* who arranged the game, reported a very enjoyable evening and it seems our team acquitted itself very well.

The report accompanying Captain Lawson's letter refers to the presentation of a piece of silver plate neatly embossed with the house flag prior to the kick-off.

The result was five goals to two in favour of the home team.

DRILLING RIGS

Good News

IT has been announced that the Pan-ocean Contract has been extended for the second well.

s.s. "Great Britain"

RULES FOR PASSENGERS

MEALS & BED-TIME

1. Every Passenger to rise at 7 a.m. unless otherwise permitted by the SURGEON.
2. Breakfast from 8 to 9 a.m., Dinner at 1 p.m., Supper at 6 p.m.
3. The Passengers to be in their beds at 10 p.m.

FIRES & LIGHTS

4. Fires to be lighted by the Passenger's Cook at 7 a.m. & kept alight by him till 7 p.m. then to be extinguished, unless otherwise directed by the MASTER, or required for the use of the sick.
5. Three Safety Lamps to be lit at dusk; one to be kept burning all night in the main hatchway, the two others may be extinguished at 10 p.m.
6. No naked lights allowed at any time, or on any account.

CLEANING BERTHS, etc.

7. The Passengers, when dressed to roll up their beds, to sweep the decks, (including the space under the bottom of the berths) & to throw the dirt overboard.
8. Breakfast not to commence till this is done.
9. The sweepers for the day to be taken in rotation from the males above 14, in the proportion of five for every one hundred passengers.
10. Duties of the sweepers to be to clean the Ladders, Hospital & Dining Rooms, to sweep after every meal, & to dryholystone and scrape them after breakfast.
11. But the occupant of each berth to see his own berth is well brushed out; and single women are to keep their own compartment clean.
12. The beds to be well shaken and aired on deck.
13. Mondays and Tuesdays are appointed as washing days, but no clothes are to be washed or dried between decks.
14. The Coppers & Cooking Vessels to be cleaned every day.

VENTILATION

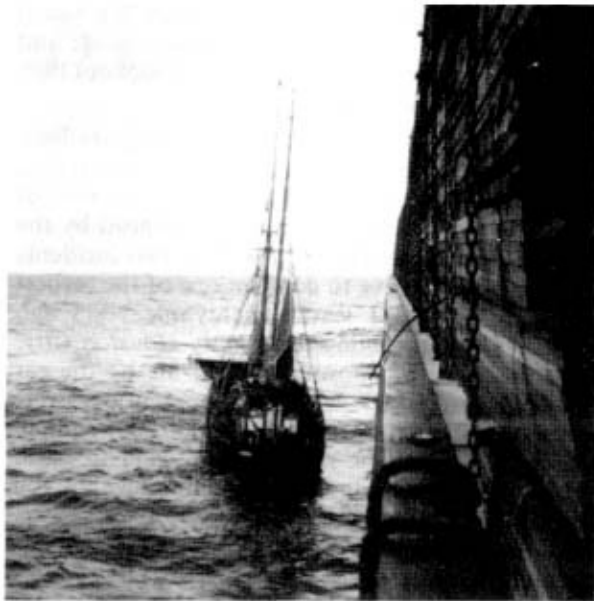
15. The Scuttles & Stern Ports to be kept open (weather permitting) from 7 a.m. to 10 p.m. and the Hatches at all times.
19. On Sunday the Passengers to muster at 10 a.m. when they will be expected to appear in clean and decent apparel. The day to be observed as religiously as circumstances will admit.

MISCELLANEOUS

17. No Spirits or Gunpowder to be brought on board by any passenger. Any that may be discovered will be taken into custody of the Master till the expiration of the voyage.
18. No loose hay or straw allowed below.
19. All gambling, fighting, riotous behaviour or quarrelsome behaviour, swearing, & violent language to be at once put a stop to. Swords and other offensive weapons, as soon as the passengers embark, to be placed in the custody of the Master.
20. No sailors to remain on the passenger deck among the passengers except on duty.
21. No passenger to go to the Ship's Cookhouse without special permission from the Master, nor to remain in the forecabin among the sailors on any account.

BY ORDER OF THE MASTER

(Based upon an abstract of the QUEEN'S ORDER in COUNCIL of the 6th October, 1849 for preserving order and securing Cleanliness and Ventilation on board of "Passenger Ships" proceeding from the UNITED KINGDOM to any of HER MAJESTY'S Possessions abroad.)



m.v.

"PORT ALBERNI CITY"

in distress calls coincidence

The following is an account of two meetings at sea with the German sailing vessel *Nis Puk*. Submitted by Captain B. Boyer.

THE value of maintaining a continuous watch on Channel 16, V.H.F. whilst on passage at sea has been brought home to us on the *Port Alberni City* twice in just over a month and in circumstances involving the same craft, which must rank high in the coincidence league.

Homeward bound on 16th September to Dublin and Tilbury, the *Port Alberni City* was steaming along in fine warm weather conditions, about 450 miles W.S.W. of Fastnet Rock, when a sailing vessel was sighted fine on the bow about 10 miles ahead. No sooner had the sighting been reported, when a female voice was heard on Channel 16, calling to "the ship on my starboard side". No one else around—must be us. We answered, identifying ourselves, and the young lady on the other end proceeded to tell us that they were the German sailing vessel *Nis Puk* of List Sylt (an island in the Friesian group on the German/Danish border). She said they had a crew of three, two men and one girl, which we thought sounded cozy, and had been at sea for over two months, on their way home from the United States of America, where they had been taking part in the Tall Ships Race, and the Bicentennial Celebrations. She went on to say, that they had no food left, and would we stop and give them some provisions. No sooner said than done, and about forty minutes later, we resumed our run to Dublin, after a rapid transfer of supplies to the *Nis Puk*. The operation was carried out very smoothly by our staff, the "P.A.C." was brought to a stop in the water, half a mile to lee-

ward of the *Nis Puk*, who sailed neatly alongside, and Dave Ellis and his merry men swayed the stores down to the yacht from the top of the timber deck cargo. They had apparently no shortage of fresh water, and asked if we would report them to the Coastguard Service, and to a friend in North Germany. This of course we were very pleased to do, our very competent (and well manned radio station!) performing the honours in short order.

So, off we sailed, on our way again to Dublin, feeling a little pleased with ourselves for having been able to help out, never dreaming that the paths of the *Nis Puk* and ourselves would cross again. But they did, and this time in circumstances quite different from the first meeting.

The "P.A.C." having completed discharge of the forest products at Tilbury called at Antwerp to load about twelve and a half thousand tons of steel products for our old friends Seaboard Shipping of Vancouver B.C. After sailing from Antwerp on the 15th October, the "P.A.C." was outbound in the Western approaches to the English Channel, about 40 miles North of the French Coast. The weather was starting to turn dirty. A Southerly wind of about 25 knots was blowing, with continuous rain and drizzle, the visibility was lowering to about three miles, as someone was heard to remark "typical double asterisk English Channel". Our V.H.F. was monitoring Channel 16 as always, and the radar was under

constant surveillance. Suddenly, that voice again, calling to "a ship on our port side". Well our radar showed traffic to the North of us outbound, but I was sure I recognised the voice as the girl crew member of the *Nis Puk*. Anyway, we answered, and established contact with the yacht who gave us a position about 10 miles from our own, and asked for help. They were shipping a lot of water, and asked for our assistance. The outbound vessel shown on our radar must have been very close to the *Nis Puk*, in fact she was the vessel sighted by the yacht, but she steamed away blissfully ignorant of a small craft almost under her bows in trouble and calling for help. We altered course towards the yacht's estimated position, and shortly afterwards a small target was picked up on our radars, which about half-an-hour later turned out to be our yachting friends. This time there were only two on board, one male crew member having left the yacht in Kinsale, Ireland, and the *Nis Puk* was trying to make the Brittany coast, when the weather turned nasty and they were having to run before it.

The crew of the *Nis Puk* were having to pump continuously to get rid of the water they were taking in the worsening conditions, but when we asked if they wished to abandon the yacht and come on board they replied that they wanted to stay with the boat, if we would stand by them as they made their way to the British Coast. Other vessels in the vicinity were also proceeding to assist;

(continued overleaf)

the R.F.A. *Tarbatness* arrived on the scene shortly after ourselves, and the tug *Amsterdam* was on the way from Penzance. We stood by through the night steaming quietly up and down beside the *Nis Puk*, and keeping all concerned advised of the yacht's status. Once again sterling work by our Radio Department.

The *Tarbatness* was released after an hour or so, when it became obvious there was nothing more she could do under the circumstances, and finally the *Amsterdam* arrived on the scene and with her specialised knowledge and equipment soon had a line on the *Nis Puk* and commenced towing her towards Cornwall. Shortly afterwards we were released from our obligation to stand by any further, and with the thanks of both the *Nis Puk* and the *Amsterdam* echoing

in our ears, we turned the "P.A.C." Westward again, and carried on with our passage towards the Canal.

We were all obviously very pleased to have been able to offer help once again to an old friend, and it was very pleasing to note how all on board the "P.A.C." performed splendidly during the operation. A very high standard of seamanship was shown by all concerned with the venture.

Some lessons and morals can be drawn I think. Both these calls for help came via the V.H.F. telephone which on this vessel is monitored continuously at sea, and must be considered as part of keeping a good lookout. Although weather conditions were bad on the second occasion, the *Nis Puk* should

have been easily spotted by the vessel shown to the North on our radar, and one wonders what sort of a lookout they were keeping.

Finally, as far as yachting, sailing, messing about in boats etc. is concerned, and here I stand ready for the coals of fire to be heaped upon my head by the "enthusiasts", the above two incidents only serve to confirm one of the earliest lessons I learnt twenty-one years ago when joining the mighty *Houston City*. The old bosun grabbed me by the ear one day, when we apprentices were sounding off about small boat sailing. "Son," he said, "if you want to go to sea, pick the biggest blooming ship you can find."

Message received at Head Office:—

FM COASTGUARD RESCUE HEADQUARTERS LANDS END

REQUEST CONVEY OUR THANKS TO THE MASTER AND CREW OF THE PORT ALBERNI CITY FOR THEIR RAPID RESPONSE TO THE REQUEST FOR HPP FROM THE GERMAN YACHT 'NISPUK'. WE FEEL SURE THE CREW OF THE YACHT WISH TO BE INCLUDED IN THESE THANKS
SIGNED COASTGUARD LANDS END
ST JUST
CORNWALL

A Walk Thru Old San Juan—A Fortress City

Guarded by Fortress EL MORRO

EL MORRO. In 1539 some minor defence works were built at El Morro, but the great hornwork was not built until 1595 as a protection against invasion from the land. In 1595 Sir Francis Drake attempted to enter the harbour but was forced to retire. In 1598 The Earl of Cumberland approached the fort overland and held it until driven out by an epidemic of dysentery. In 1625 a Dutch fleet entered the harbour and occupied the city but could not force El Morro's surrender and sailed away. In 1765 a major reform of the city's military establishment was undertaken and by 1783 El Morro had become essentially what it is today, a single compact for-

trass with six levels rising 140 ft. above the sea and with a vast field on the land side covering a system of mining tunnels. During the Spanish-American War, Admiral William Sampson attacked San Juan but achieved little damage. Spain's enemies had been capturing islands in the Antilles which could serve as a base from which to attack San Juan, whose South side was virtually unprotected. So in the 1630's work was begun on the city Wall. Massiveness was attained by first building two parallel walls of solid sandstone blocks held together by limestone mortar and water. The space was filled between with sand. The average height of

the wall was 40 ft. but reaches 48 by La Fortaleza Fort. As the exterior face slanted, the wall's width varied from 20 ft. at the base to 10 to 12 ft. at the top. The wall was patrolled day and night.

Although the above is history, Old San Juan has been preserved and has been painstakingly restored to almost its original character so a walk through the old city is a must for any visitor—numerous antique shops and local craftware shops exist in the old city, the streets just being ripe for adventure. However, as usual, it is not advisable to go into this area at night or alone.

STAFF NEWS

NEW STAFF

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

Head Office:

Miss J. Roe (Shorthand Typist, Secretarial Dept.).

London Office:

Miss E. R. McDonald (Telex Operator).

Miss E. A. Bond (Shorthand Typist).

Mrs. M. A. Pulham (Secretary, Drilling Rigs).

Sea Staff:

A. P. Jagers (Second Officer).

N. R. Jackman (Third Officer).

R. H. Harvey (Chief Engineer).

W. R. Goodinson (Chief Engineer).

J. P. Crawford (Electrical Officer).

J. McIver (Electrical Officer).

P. Smithers (Electrical Officer).

C. J. Liddley (Electrical Officer).

A. D. Cowling (Junior Engineer).

N. Watkins (Junior Engineer).

G. G. Waters (Junior Engineer).

W. A. Stone (Junior Engineer).

M. S. Morgan (Deck Cadet).

A. D. Morris (Deck Cadet).

C. S. Weeks (Deck Cadet).

S. J. Voss (Deck Cadet).

J. M. Vincent (Deck Cadet).

B. F. Collings (Deck Cadet).

M. A. Evans (Deck Cadet).

P. R. Cook (Deck Cadet).

C. K. Lee (Engineer Cadet).

D. J. Knox (Engineer Cadet).

B. A. Price (Engineer Cadet).

T. A. Savage (Engineer Cadet).

G. T. McKenzie (Engineer Cadet).

M. Williamson (Engineer Cadet).

M. J. C. Lockwood (Engineer Cadet).

M. P. Owens (Engineer Cadet).

L. Hayward (Catering Officer).

SUCCESSSES

Congratulations to the following on obtaining their Certificates:

J. Ross (Master's Certificate).

D. J. Cooke (1st Mate's Certificate).

K. F. Ballard (2nd Mate's Certificate).

T. J. Newell (1st Class Motor).

BACK TO SEA

Captain Griffith-Jones has taken over command of the m.v. *Eastern City*.

RETIREMENT

Mr. N. J. Parselle, Chief Steward, has retired after serving the Company well for over 30 years. Mr. Parselle joined the Company in 1945.

He has been in indifferent health, but we all hope he will soon be restored to good health, we send him our very best wishes for a long and happy retirement.

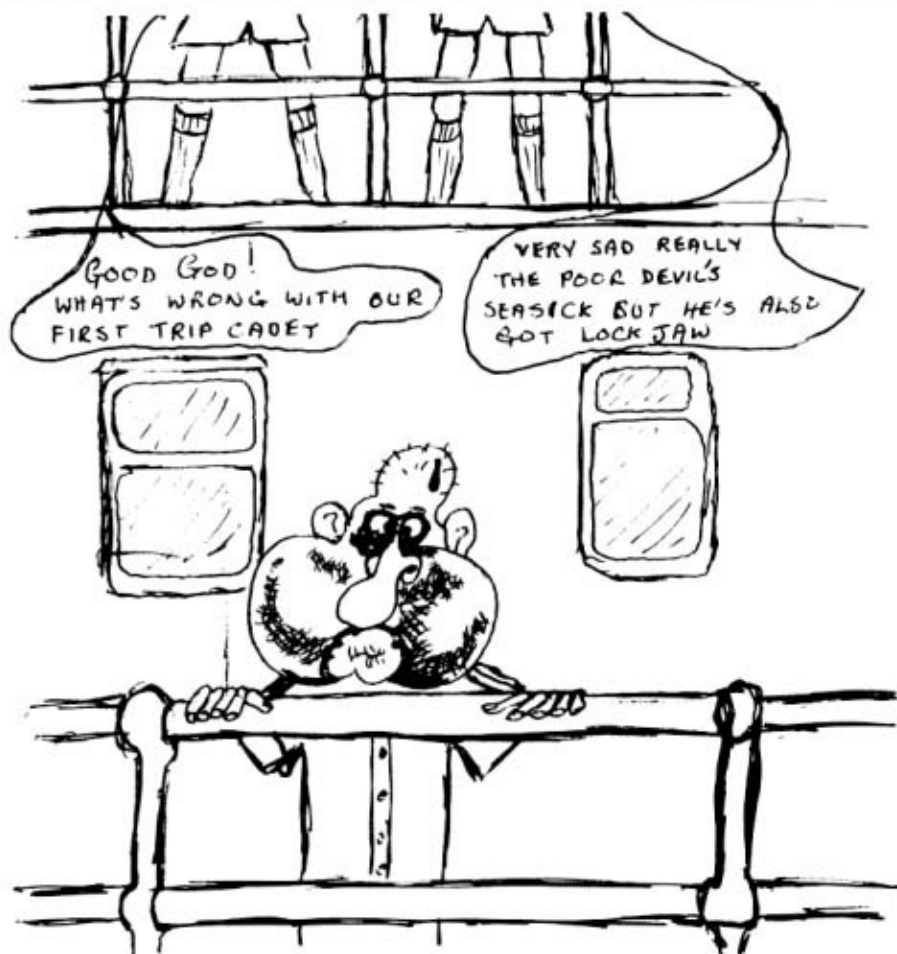
BACK TO UNIVERSITY

Patrick Dunseith has left Head Office for Cape Town to attend a post graduate course in Business Management.

We wish him the best of good fortune in his quest.

MARRIAGE

Congratulations and best wishes to Mr. K. A. Velda on his marriage to Mrs. B. F. Smith on 24th November, 1976 at Cardiff Registry Office.



Naming of New Vessel

THE m.v. *Orient City* was named by Mrs. Lemon the wife of Captain J. B. E. Lemon, Company Director, on Monday, 22nd November.

The Chairman and a small launch party were present at the ceremony at Doxford's Sunderland.

POWDERED MILK

ONE of the farming community's problems in the Common Market was mountains of powdered milk. It wasn't however given to Russia as was the butter mountain, but the farmer is obliged to use it as feed and reduce the consumption of soya bean products and cotton seed cake. However, Ireland has found a good market for powdered milk.

The m.v. *Gela* has loaded 8,000 tonnes valued at £4½ million for shipment to Mexico. Captain Jack reports that the event received a great deal of publicity in Southern Ireland.

A First Hand Account

REFERENCE to the damage caused by enemy action to the *Atlantic City* published in the November edition, revived memories for Captain J. B. S. Lemon. He was invited to write an article for the *Newsletter*.

Captain Lemon joined the vessel at Glasgow on 26th October, 1941—just 35 years ago. On joining, he was given this first hand account:

"The vessel was torpedoed off the northwest coast of Ireland, the torpedo entering through the ship's side into No. 2 hold which was full of coal. The explosive effect was to some extent nullified because the torpedo buried itself in the coal before exploding and at the same time was prevented from penetrating too deeply into the hold. However, a large hole was blown in the ship's side and the vessel sank rapidly by the head. Fortunately, the weather was calm with little wind or sea.

The attack occurred during the night hours and the order to abandon ship was given. Apparently all hands except Captain Thomas had embarked and the boats were lying astern of the vessel moored to the ship's rail awaiting his arrival, knives at the ready prepared to cut the boat ropes immediately the ship showed signs of finally sliding below the still black waters. Thankfully Captain Thomas finally appeared at the ship's rail, having carried out the necessary destruction of secret papers, routing instructions etc. all of which would have been of extreme value to the enemy. When he was safely into one of the lifeboats, they were cast adrift and all hands were soon on board the destroyer which had been cruising nearby ever since the attack.

Enemy successes made every ship invaluable—even the *Atlantic City* was still valuable whilst she remained afloat.

Captain Brice Thomas convinced the Commander of the destroyer that his ship (the *Atlantic City*) was not going to sink and that he wanted to return on board as soon as possible. The Commander listened sympathetically and suggested waiting until daylight when the situation could be assessed.

Daylight was slow to arrive but inevitably it had to come. There the *Atlantic City* lay, not the elegant and proud ship of twenty-four hours before, but in a very unnatural trim and not riding to the

almost calm sea as she should, like a dead water-logged tree, without life. The destroyer kept continually on the move, in case the submarine was still lurking in the vicinity. Captain Thomas and the Commander surveyed the picture, discussed the pros and cons of a rescue operation. Very few ships could withstand a hit by a torpedo and survive, very few ships indeed. But Captain Thomas had unbounded faith and eventually preparations were put in hand for a boarding party. Captain Thomas with a minimum number of volunteers were to return on board, attempt to get the ship under way and proceed slowly toward the nearest land where the ship would be safe from storm and torpedoes.

The plan proceeded smoothly, great care being taken to avoid exposing the destroyer to possible enemy attack, and eventually, Captain Thomas with two mates and two sailors and the Chief Engineer, Mr. Harry Wilson, with two engineers were back on board. An examination of the ship showed the bulkheads at each end of No. 2 hold where the explosion had occurred, to be sound and watertight. It was decided to try and get under way. Only one person was to go below at a time because if either of the No. 2 bulkheads suddenly failed, the ship would surely sink like a stone.

In a comparatively short time, all was ready to start the main engine. This was an extremely critical moment. As soon as the first kick of the engine vibrated through the ship, anything could happen. She could break her back, she could plough straight under the water, a bulkhead may fail but the risk had to be taken. The escorting destroyer was advised of Captain Thomas's intentions and so with himself on the bridge, a sailor at the wheel and Mr. Wilson himself the only person in the engine room at the controls, the order slow ahead was given. Everyone else on board went to the very stern of the ship so that if she did founder, they may be able to scramble into the lifeboat which was tied up astern.

The rest of the story is something of an anti-climax. The engine started at the first movement of the lever, the ship surged slowly ahead, so deep was she at the bow that the sea was sweeping in-board at No. 1 hatch on both port and

starboard sides, she was drawing forty-six feet of water forward at the time, her normal full loaded draft was twenty-five feet six inches.

No-one on board had very much sleep during the next twenty-four hours; the destroyer was relieved of her escort duties by a corvette so that she could return to her main duty with the convoy. The *Atlantic City* slowly proceeded toward the nearest safe haven. There were no incidents. Eventually she came to anchor off Buncrana in Lough Swilly. A few weeks later after emergency repairs the vessel left Buncrana to meet a Naval escort off Iristrahull for the voyage to the Firth of Clyde. A few months later she sailed from the Firth of Forth completely repaired with Captain Thomas still in command and Mr. Wilson still her Chief Engineer, to continue to give her support to the Allied war effort which she did with nothing more than near misses for the rest of the war."

ANY SCOUTS?

MR. S. JOWETT, writing from Clayton, Nr. Bradford, West Yorks, refers to his work with the Bellraven Scout and Guide Group. He is editor of their monthly Newsletter and tries to include a variety of news and views and by doing so endeavours to instil into his young readers the good there is in the grown up world as opposed to the rough stuff that hits the headlines.

He wonders whether any of our sea going staff and retired staff were scouts in their younger days and whether it helped them in the formative years. We shall be delighted to hear from anyone.

The Royal Visit to Cardiff

DURING her visit to Cardiff in October, H.R.H. Princess Margaret was entertained at luncheon in the Coal Exchange Building, Cardiff Docks, by the Local Representatives of the General Council of British Shipping. Whilst the Civic Authority was not responsible for the luncheon, many Civic dignitaries were present as guests.

Our Company was well represented as a member of the General Council, and our representatives also met the Princess.

SHIPS POSITIONS at 17th November, 1976

m.v. Cardiff City. On Time Charter a/c Salen. Arrived Maputo 4th October to load ore. Experienced considerable delay, but now expected to complete loading 25th November, and sail for Wilmington. Arrives Wilmington 17th December to commence discharge completing Baltimore around 24th.

m.v. Cornish City. On Time Charter a/c Saguenay. Arrived London 11th November to complete loading. Sails 19th for Barbados arriving 29th November. Calls Port of Spain 30/4th December, Georgetown 6/8th, Linden 9/10th and Chaguaramas 12/13th. Returns Rotterdam, arriving 24th December, completing 28th.

m.v. Devon City. On Time Charter a/c Motor-tank. Arrived Swinoujscie 4th November to lighten ore cargo. Sails 27th for Szczecin completing discharge 1st December. No further business fixed.

m.v. Eastern City. Sailed Rotterdam 14th November for Key West for orders.

m.v. Fresno City. On Berth Service. Sailed Vancouver 9th November. Transits Panama Canal 21st November. Discharges Dublin 5/10th December, London 12/17th, completing Esbjerg 18th/23rd December.

m.v. Indian City. On Time Charter a/c Yamashita Shinnihon. Sailed Davant 4th November with coal cargo for Japan. Passed Panama 9th November. Arrives Japan 4th December to discharge, then loads cars for East coast U.S.A., sailing 10th December. Transits Panama Canal 3rd January. Arrives U. S. East Coast 9th January and on completion of discharge of cars redelivers from Time Charter around mid January.

m.v. New Westminster City. Presently dry docking at Flushing. On completion 25th proceeds U.S. Gulf to load Grain for Japan. Arrives U.S. Gulf 12th December, sailing 17th. Transits Panama Canal 22nd December. Discharges at up to three ports 19/25th January.

m.v. Port Alberni City. On Time Charter a/c Seaboard. Arrives Vancouver 16th November to load Forest Products for Japan. Sails 25th for Tacoma to complete around 26th. Proceeds to Japan for discharge Sendai, Tokyo, Kawasaki and Nagoya, arriving 10th December, completing 20th. Vessel then dry docks for 6/7 days.

m.v. Prince Rupert City. Sailed Baltimore 8th November with cargo for discharge Bordeaux/Brest Range, arriving 19th November, completing 25/30th November.

m.v. Tacoma City. Arrived London 11th November to commence discharge Forest Products. Sails 19th for Rotterdam 20th/23rd and Esbjerg 24/25th. On completion proceeds River Plate to load Grain Parcels, arriving 14th December sailing 24th. Discharges Antwerp/Hamburg Range (Probably Rotterdam) 13th January, completing about 20th.

m.v. Vancouver City. Sailed Port Elizabeth 23rd October with cargo ore for discharge Toyama-shinko 19th/22nd November and Hososhima 23rd/25th November. Then proceeds on B.C./U.K. Cont. berth service loading Los Angeles 9/10th December, Coos Bay 12/14th, Vancouver (Wash.) 16/18th, Crofton 20th/22nd, and Vancouver B.C. 23rd/29th. Transits Panama Canal 10th January and discharges Dublin 24/29th January. London 31st/4th February, completing Esbjerg 5/8th February.

m.v. Victoria City. On Time Charter a/c Salen. Arrived Baltimore 7th November. Loading cargo Corn, sailing 16th for Emden/Hamburg Range, arriving 28th November. Loads Steel Antwerp for U.S.W.C.

m.v. Welsh City. On Time Charter a/c K.N.S.M. Sailed Charleston 9th November for La Pallice where discharges 19/20th November. Continues discharge Boulogne 23rd November, Antwerp 25th, Rotterdam 26th, completing Hamburg 28/29th where redelivers from Time Charter.

m.v. Amparo. Arrived Acapulco 13th November. Sails 18th for Manzanillo, calling 19/25th November, Salina Cruz 27/29th, Cutuco 30/7th December, Guaymas 11/15th, San Carlos 18th/21st, finally completing Ensenada 22nd/25th December and sailing for Japan. Arrives Yokohama 10th January, sails 11th for Nagoya or Yokkaichi arriving 12th and sailing 15th January for Osaka or Kobe where arrives 16th January, completing 19th.

m.v. Atlantic. On Time Charter a/c Yulsan. Arrived Jeddah 4th September, with very uncertain prospects expected sail sometime in December.

m.v. Elena. Arrived Kobe 16th November. Sails 18th for Fukuyama to complete discharging 19/20th November. Then loads Kobe 21st/26th November, Yokohama 27th/1st December, for Ensenada arriving 16th December. Sails 16th for Acapulco 19/20th December, then Salina Cruz 21st/27th, Central American Port 28th/3rd January, Manzanillo 6/9th, Guaymas 11/13th finally completing Ensenada 16/18th January and returning to Japan. Arrives Yokohama 2nd February, sails 3rd for Nagoya/Yokkaichi 4/8th February and 9/12th at Osaka or Kobe. Vessel then loads further ports Japan for Mexico.

m.v. Gela. Sailed Cork 12th November with cargo Bagged Milk for Vera Cruz. Arrives Vera Cruz 26th November with expected completion discharge 5th December, when returns to usual berth service.

m.v. Maria Elisa. Sailed Tampico 4th November for Recife where arrives and sails 19th November. Calls Rio de Janeiro 22nd/23rd November, Santos 24/29th. Optional Port Brazil 1st/3rd December, Santos 4/10th, Optional Port Central America 21st/24th, Vera Cruz 29/4th January, completing Tampico 6th January. Vessel then loads for a further South American Round.

m.v. Sara Lupe. Sailed Vera Cruz 12th November. Arrives Recife 25th November, sailing same day. Calls Salvador 26/27th November, Rio de Janeiro 29/30th, Santos 1st/7th December, Buenos Aires 10/11th, Santos 14/19th, Optional Port Brazil 21st/22nd. Proceeds to Central America for a call at an optional port 30th December/3rd January then continues to Mexico arriving Vera Cruz 9th January. Sails 14th January for Tampico where arrives 16th, completing 20th January, after which presently scheduled drydock.

Drilling Rigs New Office Opened

A NEW office has been opened at Montrose—it is a shore base to deal with affairs of *Atlantic I* and requirements of Panocean. The office consists of Ian Morrison, Drilling Supt., B. Corey, Materials, Mrs. F. Paton, Materials, Miss P. Cargill, Receptionist/Telex, and Stuart Johnson, Personnel from Head Office on a temporary basis.

Mr. Jack Barnes is now Engineer Supt., for the Sea Conquest Contract and assisting in repairs etc. *Atlantic I*.

Caribbean Frustration *From the Archives* June 1976

*For those who sail in cargo ships
Whate'er before us lies,
One thing is sure, we always find
The element of surprise.*

*With drydock well behind us and
The cargo loading done,
We left the Continent in June
And sailed off to the sun.*

*We crossed the Atlantic, calm and still,
To the isles of Caribbee;
Our first port, Curacao, went well
But then we hit rough sea.*

*We reached our second sunny port,
Santo Domingo, but
It was a public holiday
And everything was shut!*

*The next in line was Port au Prince
Where there was no discord,
But heat and local scents combined
Soon drove us back on board.*

*And then we got to Kingston where
We heard to our dismay
A full State of Emergency
Began the previous day!*

*With troops and roadblocks everywhere
"Stay put" was the advice.
We still had two Bahamas ports
To visit—they'd be nice.*

*However, when we reached Nassau
The weather was not good,
And then they cancelled Freeport. Well,
We might have known they would!*

*Next day they changed their minds again
And said "Yes; Freeport in";
But we sailed not—the pilot failed
To come. We just can't win!*

*So Freeport's cargo was discharged
In Nassau after all.
And now we're heading for the States
And what may, there, befall.*

*We'll miss the Bicentennial fun,
We have to leave before,
But, keeping fingers crossed, who knows
What Fate may have in store?*

D. M. STUTT (Mrs.)
m.v. *Welsh City*

Benjamin Disraeli once said:

"Every woman should marry—and no man."

Emerson once asserted:

"Is not marriage an open question, when it is alleged, from the beginning of the world, that such as are in the institution wish to get out, and such as are out wish to get in?"

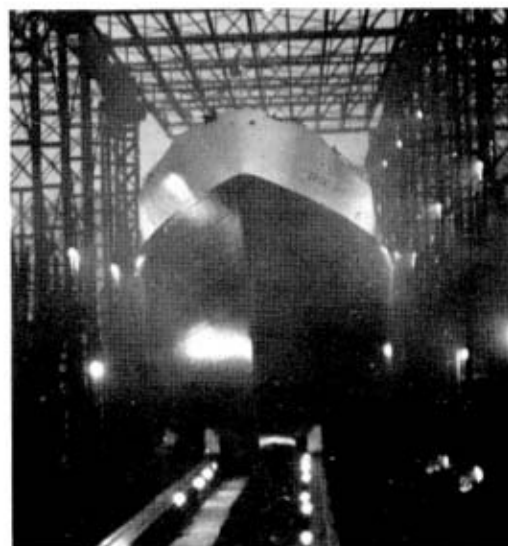
WITH the naming of the *Orient City* (a fuller report next edition) there comes to mind vessels of the past who have carried this name. An interesting story from the Company's archives is unfolded in the following photographs:



s.s. "Orient City" built in 1911. She was mined in Bizerta Harbour and salvaged after 1914/18 war. She is shown entering Cape Town following Cape Horn route passage—with B.C. lumber. Master was the late Captain D. C. Lennie.



Launched April 1940. Eventually sold to an Indian Company and was lost on a sandbank in River Hoogli.



Launched November 1959—this time a motor vessel. A launching ceremony at night! (Very late afternoon). Vessel eventually sold.