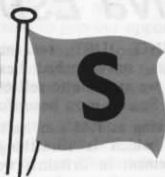


REARDON SMITH LINE LIMITED

newsletter



No. 93—OCTOBER, 1977

Another new vessel joins the fleet

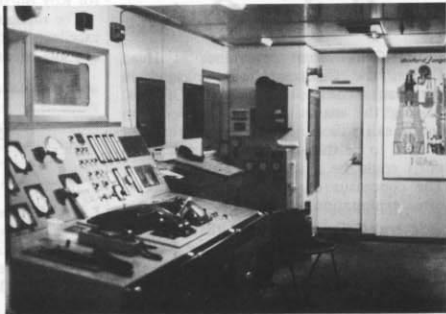
THE m.v. *Welsh City* was handed over at 11.45 hours 27.9.77 at Southampton. She is a sister ship to the m.v. *Orient City*.



Ships bell—still necessary even in this sophisticated day and age.

◀ m.v. *Welsh City* on her trials.

Engine control room. ▶



MEMBERS OF THE ACCOUNTS DEPARTMENT, Head Office, are the main contributors to this month's edition of the *Newsletter*.

In common with other departments within the company, this department has been subjected to considerable change over the years. Its numbers have increased and it is now computerised. The Accounts Department is in step with the demands of an age where speed and quick appraisals are essential.

Bunkers and stores, repairs, wages, disbursements to name only a few have still to be paid. Freights and Hires have still to be collected. Every loading and discharge port's massive expense bill has to be analysed, recorded and settled. These things are just the basics leading up to the end of every financial year. The final tailing off is then done and the boffins come in to play their annual games.

The Accounts Department is one of the most important cogs in the company's wheel of fortune. It functions through co-operation and a willingness to acquire expertise through practise and experience.

Viva Espana?

HAVING JUST returned from the glorious, sun-drenched beaches of Benidorm, we are able to reflect on 14 days in one of Spain's most beautiful resorts!

Arriving at 1.45 a.m. (after a 40 minute delay, which is something of a major achievement in Britain!) we were able to leave our suitcases in our luxurious room at our 2-star hotel (three beds cramped into 12' x 10' plus a hole in the wall for a wardrobe!) from where we visited a fabulous local attraction—a Spanish bar frequented by people from many lands (Dino's—"English breakfasts 40 Pesetas," and visitors from as far afield as Barnsley, Portsmouth and Ellesmere Port) where we proceeded to taste the delicious local wines (Vodka and Orange, Gin and Tonic, Bacardi and Coke) in an atmosphere of typical Spanish entertainment (a party from London singing "I'm forever blowing bubbles"). The next fourteen days and nights were spent in a similar way—relaxing on miles of uncluttered, sandy beaches, swimming in crystal clear water, savouring the delights of Spanish cuisine and racing upstairs from the dining-room to see who could gain access to the bathroom first! The nights were spent relaxing by the pool listening to the open-air entertainment supplied by courtesy of the hotel management (and when this finished at 12.00, we invariably found our way to a cosy little bar, which was open till 6.00 a.m. Needless to say we all usually managed to find our way back to our hotel—how we did, we'll never know!).

Such a holiday can only be described as both rewarding and exciting—so much so that we all need an extra two weeks to get over it!

P.S. We're all going again next year!

LYNDON SOTERO
and PAUL ELIAS

Eating Out

DURING A recent conference at Head Office, the Chairman was engaged in numerous conversations with Officers. Among the many topics of conversation was meals ashore. The general complaint seemed to be that "eating out" at various ports could be a very expensive business. The consensus of opinion was that very often exploitation was evident.

Several Officers suggested that a list of recommended "eating places" at various well known ports might be compiled and published in the *Newsletter*. The main consideration being that these places are reli-

able, reasonable in price and where there is less risk of being exploited.

This is a tall order, but the Chairman is most anxious to assist and we will set the wheels in motion and gather as much information as possible. It does occur to us that maybe some Masters and Officers could also recommend places, and we hope they will send us lists as soon as possible. We would also welcome the co-operation of other readers.

Mr. Roy Burston Wins Single Wicket Competition

ON SUNDAY, 4th September, one of the few summer days this year, the Reardon Smith Cricket Club held a single wicket tournament at the Penarth Athletic Club Ground. Each match consisted of 4 overs per man.

The competition attracted an entry of 16 with pre-tournament favourites being Richard Sewell, Denis Matthews and Frank Leavers, all of whom had shown good form with bat and ball in matches throughout the season.

In the event, Frank Leavers lost to Mike Cross in the first round, but Richard Sewell and Denis Matthews reached the semi-finals and faced each other. In a high scoring game, despite a well balanced innings by Richard, Denis's superior hitting saw him through to the final in 2.4 overs.

The other finalist was Roy Burston whose progress to the final was not entirely unexpected, particularly with Frank Leavers' early dismissal, the pre-tournament favourite in the bottom half of the draw, had three close matches beating Nick Knight 29—27, Mike Cross 8—2, and Graham Johnson in the semi-final 24—23.

The final in fact, was an anti-climax when to the delight of the Burston family Denis was bowled third ball for 2 runs, and it took only 8 balls with the help of a wide for Roy Burston to win.

The success of the day was helped by the excellent refreshments provided by wives and girl friends.

CAR WASH CATASTROPHE

I HAVE recently come to the conclusion that a car wash is a beastly mechanical monster, whose sole aim in life is to trap the unwary female motorist into displaying some of the less dazzling points of driving skill.

I had become uncomfortably aware that the car was in need of a thorough clean, after reading a few unflattering remarks scrawled on the bodywork by a certain number of the local residents' children (bless them!). Having neither the energy nor the inclination to tackle the chore myself, I took the easy (so I thought) way out, and drove around to the local car wash. "Easy," I thought, after reading the instructions and confidently inserting the necessary coins, I drove to my destruction!

I settled down to finish the closing chapters of the book I had brought with me. The first hint of calamity came when I looked up and, horrorstruck, realised that the car aerial, which had been placed centrally over the windscreen, was now dangling down in front of me, mangled and twisted beyond recognition.

Whilst I was frantically thinking of plausible explanation to give to my husband, disaster struck again! I had neglected to close my window and what felt like Niagara Falls came pouring over me. I dimly surveyed myself in the driving mirror, and began to wonder whether I had made a ghastly mistake. My troubles, however, were not yet over. The car wash cycle completed, I thankfully started the car and began to drive out. Halfway to safety, I heard a dreadful scraping noise, but by now, thoroughly cowed, I headed for home. My heart sank when I inspected the damage. The offside rear door was a complete mess and looked as though the "Lions of Longleat" had been let loose on it. Never one to put off the evil moment, I telephoned my husband, and asked him if he wanted the good news first or the bad. Naturally he opted for the bad. After he'd used up all his Merchant Navy expletives, he asked for the good news. I told him that the garage car wash was giving quarter to Green Shield Stamps that week!

P.S. I no longer save Green Shield Stamps!

FRANCES BELLENIE

ROYAL HUMANE SOCIETY AWARD

THE ABOVE Society's Testimonial on Parchment has been awarded to Mr. Frank Leavers, Purchasing Department, Head Office, following the rescue of his brother-in-law. News of the rescue was featured in a recent edition of the *Newsletter*. All readers congratulate Frank on his award.

Beware of using sharp words; you may have to eat them.

R.S.C.C. 1977

NOW THAT winter is quickly engulfing us "Shoresiders" it may prove warming to reflect on the office cricket team's performance in the past summer.

Tremendous interest was displayed with 25 people appearing during the 12 matches (not to mention the enthusiastic support from the clubhouse). Fortunately, and gratefully, the interest was also shown by the Company and we began the season with a full set of equipment which, no doubt, contributed to our first few victories.

Graham Johnson was quick to establish himself as a batsman with 30 and an unbeaten 58 in the first two games. The second game against Maritime Studies Department of UWIST was won by 35 runs, one of our biggest wins of the season.

Graig Shipping, our third opponents, proved much tougher and we began the last over with our shipping adversaries needing 7 runs with 2 wickets remaining, Mr. J. C. Williams, in his infinite wisdom, called upon the "Secretary" to bowl and 2 balls later we had won by 6 runs! Our return game was just as close, winning by 5

runs—the secretary getting 4 wickets for 12 runs (four of which came from A. Osborne deserting the ranks to join our opponents).

Against Gibbs we lost the toss (first time in five games) and were set 85 to win off 20 overs. Thanks mainly to Frank Leavers, 33 (some say he ran himself out to save himself further punishment, Graham J. seems to think John Radcliffe had a hand in it!) we won with just 3 balls left.

Our luck had to change and we left St. Fagans for an uncultivated strip at Penarth and with 5 ducks and only Frank L's 22 and 10 extras to thank managed to scrape together 50. With Dow Corning on 29 for 8 (Frank again with 3 for 3) all was not lost. However, as everyone keeps reminding me I was hoisted out of sight into someone's back garden for 6 and a few balls later we had lost by 2 wickets.

It was now time for our Captain to show us the way, and Richard Sewell's 50 not out helped us beat Hope Athletic by 45 runs. Also worth a mention was Graham's kamikaze bowling—3 wickets for 2 runs as the batsmen lost the ball coming out of the sun and had their stumps knocked deeper into the ground, not, as with conventional bowlers, out of the ground.

To prove we weren't as good as we thought we were we took on Nat. West., they barely managed 140 for 4 off 20 overs, with a left handed batsman completely baffling both bowlers and fielders, so much so that he scored 65 and would still be there now if the umpire hadn't had enough and gave him out L.B.W. We almost batted out the 20 overs, only scoring 58 runs, undoubtedly our most decisive hammering of the summer.

Our return with UWIST saw us remove them for 39, the lowest score of the season. Paul Beattie 3 for 6, R. Sewell 2 for 1, Dennis "The Menace" Matthews came into his own smashing 22 (including three 4's and one 6) as we won by 3 wickets.

Our last game found Dow Corning looking for the double, holding them to 49 for 8 off the allotted 16 overs we were quite confident going out to bat. At 18 for 4 we weren't quite so sure, Dennis came to the rescue again with another 22 giving us our 9th victory from 12 games.

Paul Elias deserves a mention for his constant banter and consistent performance (maybe it should be the other way around) behind the stumps, feeling the full force of Dennis's bouncers (we kept telling him they were only friendly matches!).

Any seastaff who have struggled through this eulogy this far, who live locally, are welcome to play next year should they be on leave. Just give us a ring around May or June and we shall be pleased to advise you of our fixture list.

J.R.J.

Self Styled Secretary

Good Morning Campers

PHONE RINGS . . .

A typical query from one of our many customers.

Me—Hello!

Person on other end—Good morning, about these outstanding invoices.

Me—Yes!

Person on other end—Well you still haven't paid.

Me—I see. Um . . . who are you by the way?

Clown on other end—Oh, sorry! "U.Sless Costumes Ltd."

Me—I'm sorry!

Strange character on other end—We supplied you with two dozen Bengal Lancers outfits in June, and 16 Bolivian Monk's Habits in July and you still haven't paid for them!

Me—(Slightly bemused). This is Reardon Smith Shipping Co. Ltd.

Nit—Yes, that's right Reid and Smith Ltd. I rang you last Wednesday and you said you'd pay up!

Me—(Totally mystified). Well, I'm sorry to disappoint you sir, but . . .

Adolf Hitler impersonator—Now look here, we have ways of making you pay!

Me—(Given up). We're a shipping company sir! And we have never dealt with

Adolf—Thinks. (And if I had my way we wouldn't ever deal with you!).

The moment of realisation on other end—Shipping company?

Me—Yes.

Harry Worth type—Oh, I'm terribly sorry, I didn't realise although you did say Reid and Smith didn't you?

Me—(Slightly annoyed). No, Reardon Smith!

Other end—(Must be Irish). Yes, Reid and Smith. Now about the costumes, if you won't pay for them, send them back.

Me—(Very annoyed). Look! One, we haven't any costumes.

It—Oh, lost them have you?

Me—And two, we never have!

Idiot—Oh, I see, I get the picture, you're pretending you haven't had them so that you don't have to pay. Well, I don't think that's very wise, I mean, we could take you to court over this you know! I remember a case back in '67 when we took Bell Asrung Ltd. to court over 25 Sioux Indian Outfits and 150 Cavalry suits. We nailed them for a grand you know.

Me—Well, I.

Tape recorder type—And then there was D. Vice Ltd. in '71 when we got 'em for hoarding 200 of our special Mahatma Gandhi Outfits—rainproof of course.

Me—(Worn out by now). Well thank you for calling, we'll let you know. Goodbye!

Now totally frustrated customer—But.

CLICK!

PAUL ELIAS

STAFF NEWS

BIRTHS

Congratulations to Mr. and Mrs. J. Ross on the arrival of Neil on 4th August, 1977. Captain and Officers of m.v. *Eastern City* are thanked for their generous gift to mark the occasion.

Captain and Mrs. R. Stuart on the arrival of Keith Martin (5 lb 10 oz) at Freedom Fields Hospital, Plymouth on 23rd July, 1977.

EXAMINATION SUCCESSES

Congratulations to the following on obtaining certificates:

Deck Cadets

- A. P. Collis, ONC/Class 4.
- K. G. Whittingham, ONC/Class 4.
- G. P. Eyles, Class 4.

Engineer Cadets

- J. A. Akhurst, OND.
- K. J. Ayres, METC.
- M. P. Henry, METC.
- A. J. Ketcher, OND.
- P. W. Kribbs, OND.
- T. C. Larsdell, OND.
- H. D. McLundie, METC.
- M. R. Preece, OND.
- M. Richards, OND.
- A. J. F. Tuck, OND.

Mr. John R. Jones, Accounts Department, Head Office, on obtaining ONC in Business Studies, also Steven Donovan, Purchasing Department, Head Office.

house. Having first made the initial climb, it was then decided who could climb the highest. In the meantime we had not noticed the herd of cows gathered around the tree. The fun ceased, panic crept in and our young minds took over. We imagined ourselves being marooned up the tree all night and those big creatures down below waiting for a meal. Rescue came after much shouting and the cows driven away. We saw some distance away my friend's mother hanging washing on the line and she heard the plaintiff cries for help. It certainly pays to keep your eyes open in the country.

As Autumn arrives, the fields have been harvested and the hay stored away. The hay barns become another source of fun for the young. The farmers are not normally kindly disposed to this kind of fun. It soon becomes a daring exploit to hoodwink the farmer and the excitement intense in avoiding detection. On reaching the barn it is a race to the top. On one occasion whilst enjoying the fun, my leg disappeared down a hole and I was minus a shoe when I extricated it and hundreds of thistle needles had attached themselves to my leg. In the act of attempting to recover my shoe, my arm also became covered with thistle needles. The fun had ceased and sometime was spent instead in removing the needles. The experience reminds us that very often we need prodding to a realisation that life is not all fun.

J. M. BRAMHALL



No! it is not the end of a Cross-Country run, neither is it a dash to the bar, etc., by Mr. Richard Reardon Smith. It is a valiant chase to prevent a boundary.
(Photograph taken by Mr. Carl Olsen).

TOP TWELVE

AT THE start of each year the American show business magazine "Variety" publishes a revised list of the highest grossing films of all time (which incidentally applies to the North American market only). The list was headed for many years by "Gone With the Wind." "The Sound of Music" came along and both films swapped positions at the top of the table as each film was re-issued. Now that inflation has rocketed cinema admission prices the two have been knocked from the top. The 1977 list has as its top twelve:

Film	Total Dollars Grossed
"Jaws"	118,727,000
"The Godfather"	85,747,184
"The Exorcist"	82,015,000
"The Sound of Music"	78,400,000
"Gone With the Wind"	76,700,000
"The Sting"	72,160,000
"One Flew Over The Cuckoo's Nest"	56,500,000
"The Towering Inferno"	55,000,000
"Love Story"	50,000,000
"The Graduate"	49,978,000
"American Graffiti"	47,308,000
"Doctor Zhivago"	46,550,000

CARL OLSEN

COUNTRY LESSONS

As a child living in the country, there was always plenty to do. One could walk for miles over the hills. There was the delight of collecting mushrooms, water cress and newts (not all in the same bag of course). Paddling in mucky ditches following heavy rain was also popular in the Summer.

Each village held its Fetes and Gymkhanas. We thought ourselves especially fortunate one year when the Gymkhana was held in a field adjacent to my Grandmother's garden. The feeling that this was something to boast about prompted me to invite my friends around

so that we all could just jump over the fence and gain free entry to the Gymkhana. One by one they climbed over and landed safely on the other side of a four foot drop. My turn came, I jumped, my dress flew up around my ears. I landed awkwardly and fell prostrate into a thick bed of stinging nettles. My escapade ended in a coating of calamine lotion and the first lesson at an early age that crime doesn't pay.

On a fine summer's day my friends and I decided to climb a particular tree situated halfway up the hillside from my friend's

IN SCENE

IF YOU have ever visited one of the Rank Organisation's cinemas you will know that during their preview of coming films, the phrase "for entertainment you can't beat a good film" is used. I totally agree with this sentiment, yet throughout the nineteen-sixties and early seventies cinema queues dwindled all over the world in spite of the occasional "blockbuster" film such as "The Sound of Music," "The Graduate" and "Doctor Zhivago." Since the release of the two highest grossing films "Jaws" and "The Godfather" the film industry has been re-vitalised, and once again the queues are forming at the box office.

Hollywood remains the industry's capital, but Britain has always had a fine tradition of Film making. It was particularly sad therefore to see such a small number of films being made here in the late nineteen-sixties and early seventies. As the world plunged head first into the present economic recession we keep hearing about, it looked as if the end was in sight for the British film industry. Surprisingly it had the opposite effect. As the sterling rate of exchange fell it became cheaper to make films in this country.

Huge sound stages at Elstree and Pinewood Studios which for so long stood silent and empty, were now bustling with film crews and echoing to the noises of scenery construction. Soon films were being churned out such as "The Omen," which was one of the biggest money spinners of 1976. Although made in Britain, "The Omen" was financed with American money, consequently all the profits from the film went abroad. However it did prove that a British crew could make a successful film.

It was television mogul Sir Lew Grade who gave the industry a strong boost by investing millions of pounds in several film projects. The most notable of these being the enormously successful "Pink Panther" sequels and the war film "The Eagle Has Landed" starring Michael Caine. Other films financed by Sir Lew Grade's ITC Company and awaiting release include "Voyage of the Damned," a drama set aboard a luxury liner transporting Jews from Germany to Cuba in 1939, "The Domino Principle" set inside an American prison and "March or Die" a Foreign Legion adventure.

Even Sir Lew Grade's investment was not as good as it sounds for the directors and majority of the stars were American. Perhaps the best news for the British film fan is the recent announcement that the Rank Organisation intends to spend at least four million pounds a year on new film productions, with an emphasis on enticing young directors and actors away from television. Already in front of the cameras

is a remake of the Raymond Chandler novel "The Big Sleep" and soon to go into production will be the first screen adaptation of Agatha Christie's "Death on the Nile."

It seems now that the British film industry is staging a recovery. Another aspect of the cinema world making a comeback is the "Family film." Not only are the "Pink Panther" films making a lot of money but re-issues of "The Sound of Music" and Walt Disney's "The Jungle Book" are also popular at the box office. "Bugsy Malone," the highly British musical set in the gangster era in Chicago of the 1920's, in which all the parts were acted by children, was the talking point of last year's Cannes Film Festival and was a big hit in America and on the Continent. The public are willing to pay to see family entertainment, but it seems that the public may not be given the choice to do so.

The screen version of Stephen Sondheim's delightful musical "A Little Night Music" starring Elizabeth Taylor has failed to win a distribution contract in America. All the major cinema chains in the United States have turned down the chance of having this film play in their theatres because it has no sex or violence. They feel that this is all that the public wish to see, and fail to be swayed by the argument that this stage musical has had a highly successful run in London's West End and on Broadway. In an effort to save the film, producer Elliot Kastner has hired a New York cinema and will screen it independently to show that it can draw a good audience.

This unusual action by the American distributors appears all the more strange when you consider the runaway success of a science fiction film suitable for all the family called "Star Wars." George Lucas wrote and directed this high adventure story, set in another galaxy, which many predict will gross even more than the phenomenal "Jaws." As a matter of interest this American backed film was made partly on location in Tunisia, but mainly at Pinewood Studios in England, and will open in London on the 27th December, 1977.

CARL OLSEN

A flight with a difference

IT IS quite possible that many of our readers have flown at least once and can recall how really uneventful the whole thing was.

Having flown several times my own personal feelings on the subject were, "a flight is a flight" and that was that. This

attitude remained with me when an opportunity came my way to make a flight in a light aeroplane.

This particular flight was in a twin seater Cessna. The pilot was a neighbour of mine, and we both set off from Radyr, near Cardiff to Rhosneig Airport. We duly boarded the Cessna and after obtaining flight clearance we moved to the runway and prepared for the take off. The noise had increased to such an extent that anything below a good shout was inaudible. I was therefore content to sit and wait as we began our ascent.

A characteristic I noticed when taking off was the plane tended to "crab," the result being a sideways take off. This is apparently caused by the wind blowing across the front of the plane when taking off into it. It can be alarming if you are not expecting it.

Once airborne I had the feeling that probably most light aircraft enthusiasts get—the feeling of complete freedom. The view was indescribable and far superior to that from a conventional aeroplane. The advantage in a small aircraft is that you can see over both sides.

The flight, although a full hour in duration, seemed to be over in no time at all. Prior to making our approach for landing we were forced to wait for a Boeing 727 to land and then given the O.K. to come in. The landing itself seemed simple (although I am sure it wasn't simple at all). It demanded concentration and an expertise of its own.

On the way home I reflected on my flight in a light aircraft and could not help but feel slightly envious of our feathered friends, the birds, who can at will take to the air—such is their environment.

My feet firmly on the ground, I would urge anyone to try and obtain this experience—one that should never be missed. I look forward to my next trip with a good deal more enthusiasm than the first one.

L. SOTERO

KIDDIES KAPERS

I HEARD a very funny story recently, which gave me heart as a sometimes exhausted and near hysterical parent.

A friend of a friend has a young son who it appears is something of a horror. The parents were told that a school trip had been arranged to Bristol Zoo, the boy naturally enough was most keen to go. This of course gave the parents two weeks of peace and quiet with the threat of "If you don't behave, you don't go!"

(continued overleaf)

Well the day arrived and off the boy went equipped with sarnies etc., in a large duffle bag.

The parents met the coach when it returned and anxiously asked the teacher if their son had behaved. "Absolutely marvellous," the teacher said, "He's been sat at the back of the coach laughing with the other children all the way home."

The parents were even more delighted when they arrived home, their son who was not too keen on washing requested a bath. After some considerable time, they went

upstairs and enquired why the boy was taking so long to wash, he shouted that he'd be out shortly. After waiting a few more minutes the mother tried to open the door only to find it locked. Dad was called and told his son in no uncertain terms to open the door. When they finally gained access, to their absolute horror they discovered a baby penguin splashing merrily in the bath.

The distraught parents phoned Bristol Zoo and spoke to a most agreeable gentleman who said not to worry they would

collect the bird in the morning. True enough a car equipped with tank arrived and took the penguin away.

The parents were tremendously relieved that everything had gone so well, but this was short-lived as a few days later they received a bill for £68.00 cost incurred for recovery of one baby penguin. So as someone remarked when I told them this tale don't let your child pick up a penguin!

JUNE SANDERS

SHIPS POSITIONS AT 26TH SEPTEMBER, 1977

Cardiff City. On Time Charter a/c Salen. Arrived Alexandria 25th September to discharge cargo of corn. No discharge prospects or future movements known.

Devon City. On Time Charter a/c Motortank. Arrived Algiers 13th September to discharge grain cargo. Again no prospects or itinerary known.

Eastern City. On Time Charter a/c Showa. Arrived Fukuyama 24th September. Completed coal discharge and sailed 26th. Drydocked Kobe for 5 days, sailing 2nd October. Vessel then proceeds to Newcastle N.S.W. to load further coal cargo arriving 14th October, sailing 16th. Discharges Fukuyama or Kawasaki, arriving 29th, completing 1st November.

Fresno City. On Time Charter a/c Yamashita Shinnihon. Sailed Kimitsu 6th September with cargo steel products. Called Singapore 16/17th September for repairs and transits Suez Canal 1st October. Arrives Setubal to commence discharge 7th October, completing and redelivering 13th October.

New Westminster City. On Time Charter a/c Alianza. Arrived Puerto Cabello 4th August for discharge. Expected complete around 15th October with future movements not yet known.

Orient City. Arrived Dairen 4th September to discharge grain cargo. Expects complete 27th sailing for Moji for bunkers and stores. At Moji 27/28th September and sails for British Columbia for a repeat cargo. Arrives B.C. 13th October, loads cargo of wheat and sails 20th October. Discharges at undisclosed Chinese port 4/24th November.

Port Alberni City. On Time Charter a/c Oetker. Arrived Montoire 22nd September to lighten Soya Bean cargo. Completes St. Nazaire 24/29th September when redelivers from Time Charter. Next business not yet fixed.

Prince Rupert City. Arrived Rotterdam 23rd September to complete discharge of Forest Products. Sails 27th September for Antwerp and Steel Berth Service. Loads steel Antwerp 28/30th September, completing Middlesbrough 1st/7th October. Transits Panama Canal 21st October and arrives Long Beach 29th to commence discharge. Sails 2nd November discharging Oakland 3rd/4th November, Portland 6/8th and New Westminster 9/12th November.

Tacoma City. On Steel Berth Service. Sailed Middlesbrough 13th September. Transits Panama Canal 27/28th September discharging Long Beach 6/9th October. Oakland 10/12th, Portland 14/15th, completing New Westminster 16/18th October. Vessel then commences load Forest Products calling Nanaimo 20/24th October, Crofton 25/28th, Eureka 30th/1st November, Coos Bay 2nd/5th, completing 6/8th November at Vancouver. Vessel transits Panama Canal 20th November. Arrives Dublin to commence discharge 3rd December sailing 7th for London. Continues London 9/13th, Brake 14/16th, Rotterdam 17/19th and completes Antwerp 20th/22nd December.

Vancouver City. Arrived Kobe 22nd September and drydocked. Undocks 30th September with next business not yet arranged.

Victoria City. On Berth Service. Loading Forest Products Eureka 22nd/26th September, Coos Bay 27/29th, Ketchikan 2nd/5th October, Crofton 6/8th and Vancouver 8/10th. Transits Panama Canal 22nd October and discharges London 6/12th November, Brake 14/16th and Rotterdam 17/19th November.

Welsh City. Hands over from builders 26th September at Southampton and proceeds to St. Lawrence to load grain cargo arriving 5th October, sailing 12th for U.K. Continent where arrives 18th October completing 28th.

Amparo. Arrived Manzanillo 20th September, sailing 23rd September for Acapulco, arriving 25th and sailing 27th for Salina Cruz 28/29th, Punta Arenas 1st/2nd October, Corinto 3rd/4th, Acapulco 5/6th, San Jose 7/8th, Manzanillo 10/11th, Mazatlan 12/14th, Guaymas 15/18th, Ensenada 21st/22nd, Yokohama 7/8th November, Nagoya/Yokkaichi 9/11th, Osaka/Kobe 12/14th, Kanda 15/16th, Keelung 18/19th and Hong Kong 20/20th November.

Atlantic. On Time Charter a/c Yulsan. Arrived Dammam 5th August. Completes and sails 29th September for Goa. Arriving Goa 4th October and sailing 9th for Pohang arriving 23rd and sailing 30th October.

Elena. Sailed Hong Kong 20th September. Arrived Nagasaki 25th September, sails 27th for Kobe arriving 28th and sailing 30th for Nagoya 1st/2nd October, Yokohama 3rd/5th, Ensenada 19/20th, Manzanillo 20th/22nd, Acapulco 23rd/25th, Salina Cruz 27/28th, Punta Arenas 30th/31st and Corinto 1st/3rd November.

Gela. Arrived Leghorn 23rd September, sails 26th for Genoa 27/29th, Marseilles 30/30th, Le Havre 6/7th October, Antwerp 8/10th and Vera Cruz 26/27th October.

Maria Elisa. Arrived Las Palmas 21st September for Catania sailing 26th and sailing 28th for Naples 28/29th, Savona 30th/31st, Leghorn 2nd/3rd November, Genoa 4/6th, Marseilles 7/8th, Palamos 9/10th, Barcelona 11/12th, Three Rivers 21st/24th and Vera Cruz 6/7th November.

Sara Lupe. Sailed Liverpool 15th September for Vera Cruz arriving 29th September and sailing 1st October for Tampico 2nd/3rd October, Coatzacoalcos 4/5th, Progreso 6/7th, Porto Cortes 9/11th, New Orleans 14/15th, Baton Rouge 16/17th, Santo Domingo 22nd/23rd, Tenerife 31/1st November and Las Palmas 1st/2nd November.

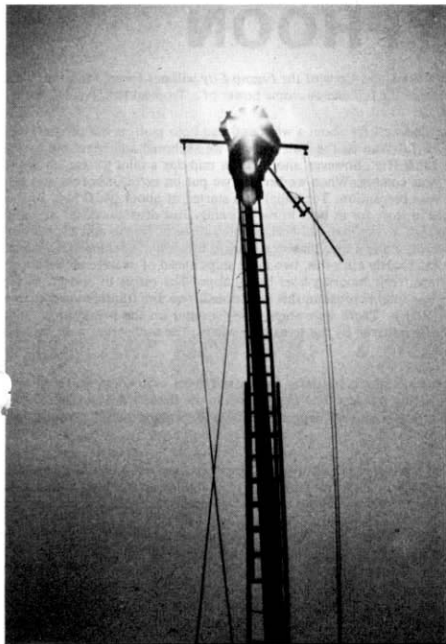
GRADE	BRIDGE CITY	BIRMINGHAM CITY	MOBILE CITY	PRICHARD CITY	PRICHARD CITY	MOBILE CITY	MOBILE CITY
MASTER	D.L. HULL	C.W. ELLERBY	W.G. JONES	W.G. JONES	W.G. JONES	W.G. JONES	W.G. JONES
CHIEF OFFICER	J. BRIDGEMAN	J.C. SMITH	G.H. HENDER	G.H. HENDER	G.H. HENDER	G.H. HENDER	G.H. HENDER
SECOND OFFICER	F. HIGLEY	G.R. GIBSON	G.R. GIBSON	G.R. GIBSON	G.R. GIBSON	G.R. GIBSON	G.R. GIBSON
THIRD OFFICER	L.W. SMITH	A.L. BRIDGEMAN	T. LINDSAY	A.H. JONES	A.H. JONES	A.H. JONES	A.H. JONES
FOURTH OFFICER							
ELECTRICIAN OFFICER							
RADIO OFFICER	R.L. McLEOD	W.P. BURTON	G.L. WELBY	G.F. LINDEN	G.F. LINDEN	G.F. LINDEN	G.F. LINDEN
JUNIOR RADIO OFFICER							
CHIEF ENGINEER	R. BRIDGEMAN	N.L. BRIDGEMAN	W.G. BRIDGEMAN	N.W. BRIDGEMAN	J. BRIDGEMAN	R.W. BRIDGEMAN	R.W. BRIDGEMAN
JUNIOR CHIEF ENGINEER	T.J. MULLIN		W.G. BRIDGEMAN	W.G. BRIDGEMAN			
SECOND ENGINEER		G.L. BRIDGEMAN					
JUNIOR SECOND ENGINEER	D.J. CARTER						
THIRD ENGINEER		C.E. FRESH	R.D. GIBSON	R.W. GIBSON			
JUNIOR THIRD ENGINEER							
ENGINEER OFFICER	R.W. PETER	R. JONES	R.W. BRIDGEMAN	R.W. BRIDGEMAN	R.W. BRIDGEMAN	R.W. BRIDGEMAN	R.W. BRIDGEMAN
JUNIOR ENGINEER	R.W. STANLEY	R.W. STANLEY	T.C. BRIDGEMAN 3/4	G. BRIDGEMAN	J. BRIDGEMAN	R.W. BRIDGEMAN	R.W. BRIDGEMAN
JUNIOR ENGINEER	A.P. BRIDGEMAN	R.W. BRIDGEMAN	R.W. BRIDGEMAN	P. BRIDGEMAN	P. BRIDGEMAN	R.W. BRIDGEMAN 3/4	R.W. BRIDGEMAN
JUNIOR ENGINEER		B.P. BRIDGEMAN				R.W. BRIDGEMAN 3/4	R.W. BRIDGEMAN
ELECTRICIAN ENGINEER	D.P. BRIDGEMAN	J.W. BRIDGEMAN	R.W. BRIDGEMAN	R. BRIDGEMAN	G.C. BRIDGEMAN	P. BRIDGEMAN	P. BRIDGEMAN
SENIOR ELECTRICAL ENGINEER							
OFFICER OFFICER	L.V. BRIDGEMAN	R.W. BRIDGEMAN	A. BRIDGEMAN	R.W. BRIDGEMAN	G.R. BRIDGEMAN	R.W. BRIDGEMAN	R.W. BRIDGEMAN
DECK GARD	R.F. BRIDGEMAN		A.P. BRIDGEMAN	G.P. BRIDGEMAN	G.P. BRIDGEMAN		
DECK GARD							
DECK GARD	G.W. BRIDGEMAN		R. BRIDGEMAN	G.W. BRIDGEMAN			G.W. BRIDGEMAN
DECK GARD							
DECK GARD							
DECK GARD							
ENGINEER CADET	C.J. BRIDGEMAN	A.J.F. BRIDGEMAN					
ENGINEER CADET		H.D. BRIDGEMAN					R.S. BRIDGEMAN

GRADE	MOBILE CITY	MOBILE CITY	MOBILE CITY	MOBILE CITY	MOBILE CITY	MOBILE CITY
MASTER	L.R. BRIDGEMAN	A.D. BRIDGEMAN	R.L. BRIDGEMAN	J. BRIDGEMAN	R.W. BRIDGEMAN	R.W. BRIDGEMAN
CHIEF OFFICER	J.F. BRIDGEMAN	T.J. BRIDGEMAN	A.P. BRIDGEMAN	D.J. BRIDGEMAN	K. BRIDGEMAN	R.J. BRIDGEMAN
SECOND OFFICER	D.J. BRIDGEMAN	G.R. BRIDGEMAN	T.J. BRIDGEMAN	J. BRIDGEMAN	G.L. BRIDGEMAN	J. BRIDGEMAN
THIRD OFFICER	R.W. BRIDGEMAN	D.P. BRIDGEMAN	G.P. BRIDGEMAN	G.P. BRIDGEMAN	T.W. BRIDGEMAN	P.C. BRIDGEMAN
FOURTH OFFICER						
ELECTRICIAN OFFICER						
RADIO OFFICER	S.G.W. BRIDGEMAN	G.P. BRIDGEMAN	R.P. BRIDGEMAN	R.P. BRIDGEMAN		
JUNIOR RADIO OFFICER						
CHIEF ENGINEER	J. BRIDGEMAN	C.E. BRIDGEMAN	L.W. BRIDGEMAN	G.R. BRIDGEMAN	G. BRIDGEMAN	R.J. BRIDGEMAN
JUNIOR CHIEF ENGINEER						
SECOND ENGINEER	R.P. BRIDGEMAN	C.J. BRIDGEMAN	R.W. BRIDGEMAN	T. BRIDGEMAN	R.F. BRIDGEMAN	T.W. BRIDGEMAN
JUNIOR SECOND ENGINEER	R.W. BRIDGEMAN					
THIRD ENGINEER		A.C. BRIDGEMAN	A. BRIDGEMAN	R.C. BRIDGEMAN	G.L. BRIDGEMAN	R.D. BRIDGEMAN
JUNIOR THIRD ENGINEER						
FOURTH ENGINEER	T.E.J. BRIDGEMAN	R.W.P. BRIDGEMAN	L.T. BRIDGEMAN	L.S. BRIDGEMAN	P.W. BRIDGEMAN	G.L. BRIDGEMAN
JUNIOR ENGINEER	R.J. BRIDGEMAN	D. BRIDGEMAN	R.W. BRIDGEMAN	G.C. BRIDGEMAN	G.W. BRIDGEMAN 4/4	R.J. BRIDGEMAN
JUNIOR ENGINEER	R.G. BRIDGEMAN		A.J. BRIDGEMAN 3/4	R.J. BRIDGEMAN		
JUNIOR ENGINEER		C.F. BRIDGEMAN 3/4				
ELECTRICIAN ENGINEER	R.G. BRIDGEMAN	R.F. BRIDGEMAN	R.G. BRIDGEMAN	R. BRIDGEMAN	T. BRIDGEMAN	G.W. BRIDGEMAN
SENIOR ELECTRICAL ENGINEER						
CATERING OFFICER	J.A. BRIDGEMAN	N. BRIDGEMAN	L.W. BRIDGEMAN	R.C.R. BRIDGEMAN	R.D. BRIDGEMAN	R.C. BRIDGEMAN
DECK GARD		R.S. BRIDGEMAN	G.R. BRIDGEMAN			
DECK GARD	R.A. BRIDGEMAN	J.D. BRIDGEMAN	G.J. BRIDGEMAN	R.W. BRIDGEMAN	R.W. BRIDGEMAN	R.W. BRIDGEMAN
DECK GARD	B.F. BRIDGEMAN	R.J. BRIDGEMAN	R.W. BRIDGEMAN			
DECK GARD			S.F. BRIDGEMAN			
DECK GARD						
ENGINEER CADET	T.C. BRIDGEMAN					
ENGINEER CADET						

YESSIE	DELA	AMPAIRO	ELENA	ATLANTIC	MARIA ELISA	SARA LOPE
MASTER	D.J.T. LINDSAY	J. BORTIUS	T. LAUNDON	J.J. KALINOV	M.L. JONES	K.B. FURBER
CHIEF OFFICER	R.T. ALFORD	R.W. SLAYMON	D.H. AUMERY	D.C. TOWN	M.D. GRAMER	F. SCOTT
SECOND OFFICER	H.G. MAYHIN	P.F. WATHUS	K.J. CHISHIN	G. WELZ	M.F. MABED	A.K. SMITH
THIRD OFFICER	A. THOMPSON	E. SHIMBLEAS	S.R. HAYTHIN	R.L. BRIDGES	G.D. EVANS	K.F. BARLEAD
FOURTH OFFICER						
ELECTRICIAN OFFICER						
RADIO OFFICER	R.J. PRICE	G.J. BURT	I.F. HULLOCK	M.V. GARDY	W.P. COLEMAN	P. BRADLEY
JUNIOR RADIO OFFICER						
CHIEF ENGINEER	R. CHARLESWORTH	E.W. BOWMAN	D.H. HENRY	R.J. TRIGG	J.F. HEDSON	D.J. SIMMONDS
JUNIOR CHIEF ENGINEER						
SECOND ENGINEER	P.H. BRYANT	P.W. EVANS		J.J. BACHMIST		
JUNIOR SECOND ENGINEER	K. ROWLEY		H.C. CUNNEY		D. EMMY	F. CLARK
THIRD ENGINEER		D.H. DAVIES	E.J. BURTON		J.N. HAUGH	
JUNIOR THIRD ENGINEER						
FOURTH ENGINEER	M.J. YATES	R.J. TRITCHETT	S.C. DARD	A. DOUBLER	D.M. ELEY	R. THOMAS
JUNIOR ENGINEER	D.J. COODRS 3/4	A.P. KNIGHT	M.R. SMITH 3/4	M.J. HUNT 3/4	J. METCALICK	P.D. SEARTELL
JUNIOR ENGINEER	M.D.B. EVANS 3/4	K.C. NEUTON 3/4	W.J. LEIT 3/4	J.R. DAVIES		
JUNIOR ENGINEER						
ELECTRICAL ENGINEER	B.R. BATEY	P. WILLROTT	R.J. SCHMIDT	D.G. GRANT	K.W.G. HAMPTON	L.M. REYNOLDS
JUNIOR ELECTRICAL ENGINEER						
CATERING OFFICER	G.J. LYONS	N.H. FROST	J. HUCKMASTER	J. BOMER	L. HAYWARD	G.J.
DECK CADET	P.C. HARDING				T.J. FULLER	S.L. GARD
DECK CADET					G.E. FRODD	J.B. DUNVILLE
DECK CADET					P. COLLINS	
DECK CADET					G.G. EVERETT	
DECK CADET					P. MARTIN	
DECK CADET						
ENGINEER CADET		K.J. AYRES	A.J. KETCHEN		J.A. AKHURST	K.R. PRELLE
ENGINEER CADET						M. RICHARDS

Names are listed Officers and Cadets presently at home either on leave, study leave or under rank heading and in alphabetical order. An effort has been made to correspond concerning Officers whose names appear on this list. Every endeavor is made to ensure that the list is as accurate as possible at the time of printing.

<u>MASTERS</u>	<u>THIRD OFFICERS</u>	<u>CHIEF ENGINEERS</u>	<u>FOURTH ENGINEERS</u>	<u>ELECTRICIANS</u>	<u>DECK CADETS</u>
R.A.C. ROYER	A. REEL	D. ARCHIBUD	M. COMBIE 3/3	A.E. DAVIDSON	J.C. BRIDG
G.J. CROSS	P.A. BULLARD	R. CHAMBERS	R.S. DUNBAR	A. HARTLON	P.D. COLE
W.S. GARLICK	T.A. HURLEY	R. CUTHBERTSON	D.E. MORSE	E.F. LARBERT	S.R. DAVIES
M.J. HIGGINS	S.J. CLARKE	D. HARRISON	J.R. JONES	J.T. LINDAINE	S.R. DAVIES
D.B. JENK	N. DAVIES	J. MEVAY	J. KING	J. REYER	G.P. EYLES
T.R. PENULTY	J.R. DODDY	R.E. RAYNER	G. BURGAN	D. DUBOINE	T.J. FULLER
J.S. SUPRAY	F.L. PRAYER 4/0	D.C. HULLANDS	G.D. MORGAN	G. CHADWICK	H.D. JONES
R.K. STUART	P.J. GIDDING	D. SCOTT	W.R. POLLELL		A.P. MORRIS
J. VAUGHAN	K. HART	N.B. SHILSTONE	R.C. QUAYE		C.H. PRELDTT
K.B. WHITTING	L.J. HICKS		D.E. REES		R.D. REYNOLDS
	N. SPURRO	<u>SECOND ENGINEERS</u>	D.A. ROBERTS 3/3	<u>JUNIOR ENGINEERS</u>	J.P. ACLE
	T.H. JOHNETT	R.J. ALLEGRO		A.P. BACHMIST-JONES	G.A. BRIDGS
<u>CHIEF OFFICERS</u>	R. HOFFITT	K. DUFFINHO		P.M. DESCHAMPS	R.W. PRICE
R.T. ALFORD	J.C. PAGLER	J. FOOTS	<u>JUNIOR ENGINEERS</u>	D.E. FOSTER	G.D. RAMELL
P.H. BAVENSTOCK	S.D. PRESCOTT	C. GRABARGE	G.E. ASHON 3/4	A.M. FRANCIS	T.J. TOWNELL
R.V. DUNCAN	I.R. STEWART	M.R. GREEN	A.M. BRATER 3/4	H.I. HULL	T.J. WARD
M.C. HURST		J.B. HICKING	A.J. BUDGE	L.P. JASPER	A. WILLIAMSON
M.C. INGRAM		A.G. HODSON 3/0	D. CAFFRY	A. KRST	
R.S. MEAY		T.J. LANGRAT	R. CAUSER	D.J. KNOX	
R.H.W. MITCHELL		R.A. REES	A.D. COLLING	C.W. LEE	
G.T. PARKER		R.A. REES	P.R. DAVIES 3/4	M.J. LOCKWOOD	
J.S. PEARSELL		N. RESHITT	G. GAYWOOD	R.L. MANSON	
N.P. REDMOND		R.M. PRODDOCK	R. GODSALL	G.J. McKEENZIE	
W.G. WOOD		R.A. REES	M.J. HUGILL	R.J. MELLARD	
		R.J. WALKER	B.R. JONES 3/4	P.P. OLEMS	
			P. MEVAY	S.G. MORRIS	
<u>SECOND OFFICERS</u>		<u>THIRD ENGINEERS</u>		K.H. TIDELL 3/4	
J.P. ADDELS		A. COCHRAN 3/2		D.R. PARKIN 3/4	
R.J. DAVIS		D.C. LEWIS		A. PRICE 3/4	
P. GAFFNEY		H.N. PIRANEY		G.B. PUGH 3/4	
S.P. GIFFORD		R.E. HUSSELL		D.C. PURLEY 3/4	
T. HALL		D.G. SIMONS		G. REES 3/4	
R.G. HAYTON		W.H. TUCKER		C.F. RUSSELL	
B.T. HERMANAN		K.J. WALSHLEY		S.J. STRIKES	
W.D. HODGILL		D.G. WEDLAKE 3/2		N. THOMAS 3/4	
K.T. CHIGGINGS	<u>CATERING OFFICERS</u>			R.G. WELLS 3/4	
T.A. PRICE	P.F. AKERS				
R.G. HAYTON	W.J. BURT				
B.T. HERMANAN	P.P. KELANEY				
W.D. HODGILL	A.H. FOX				
K.T. CHIGGINGS	A.A. GOULDIE				
T.A. PRICE	C.J. HARRIS				
R.G. HAYTON	F.W. LEVER				
B.T. HERMANAN	G.J. LYONS				
W.D. HODGILL	G.J. PUCRELY				



No Prizes for Guessing What This Is!

THIS PHOTOGRAPH was taken by Mr. Grove of the Port Eynon lifeboat. It is a remarkable photograph as it was taken facing a full sun, which appeared in the centre of the cross piece and the wireless mast.

Mr. Gordon Walker of the Radio/Electronics Department, and Mr. Kerry Thomas of the Purchasing Department, Head Office are shown fixing an aerial accessory, which will improve communications for the lifeboat station.

When the plumber arrived late, he inquired, "How have you managed?"

The householder replied, "Not badly—while we were waiting for you to arrive, I taught the children how to swim."

You'll never lose your shirt when the sleeves are rolled up.

If you are standing upright, don't worry if your shadow is crooked.

THE SALVAGE ASSOCIATION

THE ASSOCIATION exists to protect, when requested, the interests of those involved in maritime casualties.

The Association was founded in 1856 by Underwriting members of Lloyd's and representatives of marine insurance companies practising in London. In 1867 it was incorporated by Royal charter. A new charter was granted in October 1971 under the name of "The Salvage Association." The previous title was "The Association for the Protection of Commercial Interest as respects Wrecked and Damaged Property."

The Association is controlled from London by a Committee with both Lloyd's and insurance companies being represented equally. There are separate Hull and Cargo

Departments, and Technical and Information Departments. Throughout the world there are 25 branches of the Association staffed by experienced and fully qualified surveyors.

The main function of the Association is to deal with damaged vessels and cargo, and to investigate frauds. It does *not* operate Ships, Salvage Plants, etc. It provides expert knowledge, assistance and advice based on vast experience. It acts for whoever instructs it and charges fees for its services on a time and trouble basis. As the Association is non-profit making its fees are kept to a minimum.

It is an independent organisation and accepts instructions not only from Underwriters, both British and Foreign, but also

from Ship Owners, P&I Clubs, Average Adjusters, Solicitors acting for interested parties, Government Departments, Merchants and Manufacturers, whether they be insured or not. Wherever the casualty may be a surveyor will soon be on spot, whether sent from London, the nearest branch office or from the nearest Lloyd's Agent. The work is divided broadly into five classes: (1) Salvage, (2) Ship repairs, (3) Cargo, (4) Loss Prevention and (5) Miscellaneous.

Salvage

The Association frequently assists, when a vessel is in distress, by contacting tugs and arranging towage terms. When a vessel has sunk or is ashore, a Salvage Officer may be appointed to advise on the best method of raising or refloating and will advise on the availability of Salvors and appropriate forms of contract. The Association has five Salvage Officers.

Ship Repairs

Ship repairs form a large part of the Association's work. A Salvage Association Ship Surveyor notes extent of damage to the vessel, agrees cost of repairs and establishes the cause of damage so that it can be apportioned between accident and wear and tear. This often involves considerable negotiations between owner's superintendents and repairers. Through its Surveyors the Association is kept informed of the relative cost of repairs throughout the world.

Cargoes

The Association Surveyors advise what should be done with damaged cargo, they agree allowances for depreciation where required, arrange reconditioning where possible or arrange sale in damaged condition. They also establish the cause of the loss or damage.

Loss Prevention

The Association is often asked to approve preparation for particular voyages and to assess fitness for voyages of vessels in tow, method of loading, stowing and securing of cargo.

Miscellaneous

A considerable amount of information is received daily by the Association concerning marine casualties, much of which is passed to the Intelligence Department at Lloyd's. The Information Department of the Association keeps many important statistics and maintains records of laws governing removal of wrecks throughout the world and handles on average two queries per day about wrecks from people wishing to buy whatever may remain in known wrecks.

The activities of the Association have now extended to embrace power stations, electrical plant, damaged wharves, locks, drilling rigs, pipelines and underwater cables when requested.

F.W.T.

A Day in the Life of the Accounts Department

(To be sung to the tune of Molly Malone)

*First thing Monday morning,
a new day is dawning,
and all of the staff are trudging to work.
And it soon won't be long,
when this great, milling, throng,
will be moaning and doing their utmost to
shirk!*

*First in is Mr. Rambridge,
with his "Express" and sandwich,
and next is Glyn Taylor, fresh(!) off the
train.
Chris John and "Western Mail,"
following Clive Stockdale,
and young Graham Johnson who is late
again!*

*Bob Lewis and page three,
John Jones with no TY,
Frank Thomas who's just shaved his beard
off again,
Nick Knight, who's the office flirt,
and Carl with his pink shirt,
and Lyndon Sotero who's bought cakes
again!*

*John Williams limps in,
(but he might just play again!),
Our cricket team will never be quite the
same,
there's Jenny and Julie,
who creep in so quietly,
after Roger and Mike there are few who
remain.*

*Arthur Locke and Havannah,
in aristocratic manner,
and Linda Davies has "Checked" in once
more,
Frances and "Woman's Own,"
June Sanders still half-stoned,
and Mary comes Rocketing in through the
door!*

*Margaret from Swansea,
with a "good morning butty,"
and Lynn from New Zealand with a shy
"Goodday Mate!"
and that just leaves me,
and it's quite plain to see,
after all this I'd better leave before it's too
late!*

PAUL ELIAS

*Every argument has two sides, but some
have no ends.*

TYPHOON

THE 25th of July is a day that the Officers and Crew of the *Fresno City* will not forget for a long time to come, for on this day they experienced the full and awesome power of a Tropical Revolving Storm.

We had been aware of "Typhoon Thelma" for about a week and had been plotting her progress and position. On arrival at Kao-Hsiung in Tai-Wan on the 24th of July, we anchored and were told by the agent that we would be berthing at 18.00 Hrs., however, shortly after mid-day a pilot arrived on board to berth us as "Typhoon Thelma" was coming. When we berthed we put on extra lines fore and aft, which as it turned out was a very wise precaution. Torrential rain started at about 04.00 Hrs. on the 25th but little did we know what was in store for us later in the morning. Just after breakfast the wind really started to blow, and at 08.30 Hrs. a ship that had been moored three or four berths up from us was blown across the dock as if it were literally a toy. This ship crashed into a line of ships that were all close together and made fast to buoys. Shortly after this, two more ships ahead of us were blown across the dock into the line of moored ships, their mooring lines had snapped like pieces of cotton. In the meantime it was obvious that there was total confusion, this we learned from the frantic messages that were flying back and forth on the V.H.F. There were ships going around on the breakwater, ships sinking, and others being remorselessly battered by the screaming winds. The authorities were helpless and it was every man for himself.

It was impossible to estimate the wind speed, but later we learned from ashore that gusts of over 110 knots had been recorded, the visibility was less than thirty yards in the fiercely driven rain. The air was filled with flying debris and it was positively dangerous to stand in an exposed position, not that that was possible anyway.

After about an hour the "eye" of the storm passed over us, this was a textbook typhoon situation and gave us a fifteen minute respite which we took full advantage of to tighten up our lines and make a few adjustments. After fifteen minutes the sky again darkened and a wall of rain bore down on us, the winds this time from the N.W., and if anything stronger than before. This blew all the drifting ships back where they started from, also it blew all the ships that had been moored to the buoys across to our side of the dock. Here they all ended up against the quay wall banging helplessly into each other.

The Chief Officer, Mr. Peter Baverstock, was by this time taking refuge in the "chippies" shop, suddenly, as he later reported, a dark shadow loomed up at No. 2 hatch and a heavy bump was felt throughout the ship. This as it turned out was a vessel that had been moored ahead of us. She had been blown down one end of the dock and was now making the return journey, causing a large deep indentation in our hull not to mention the smashed rails and air-pipes.

A few minutes later a large bulk carrier that had been double banked astern of us broke free from her moorings and scraped and banged her way up our starboard side. In doing so she took a large piece out of the lifeboat and badly bent and twisted the davits, the wing of the bridge was caught by the flare of her bows and was folded in like a piece of wrapping paper.

In the meantime the storm was raging on with everyone helpless to do anything except keep their fingers crossed and hope for the best keeping well under cover. At about 11.30 Hrs., very gradually the wind began to abate and the visibility to improve. By 12.15 Hrs. it was possible to venture on the deck again and start taking up the slack in the lines and make a preliminary assessment of the damage, despite the still torrential rain. By 15.00 Hrs. the rain began to ease off and walk up the quay was possible. This revealed a scene of unbelievable devastation and chaos, and also how lucky we had been in sustaining a relatively small amount of damage. There were ships the whole length of the three-quarter mile long quay two and three deep tied up to each other at crazy angles, the best they could with the tattered remains of their mooring lines. Every ship suffered damage, ranging from battered bridge wings and lifeboats to crunched up bows, holed hulls and gangways that were smashed like matchwood. The buildings and sheds on the quay also suffered with parts of roofs lifted off and walls blown in. A large new container crane lay a mass of crumpled metal on the quay.

Later in the afternoon our Chief Engineer, Mr. D. Archbald ventured ashore with his wife and young son. They returned with the story of a city that had been struck by a holocaust, telling us of trees ripped up by their roots, telegraph poles scattered like ninepins across the road, brick walls blown down and roofless houses. There was no electricity, water or other services, but despite this Mr. Archbald reported that the inscrutable Chinese people were attempting to get back to normal and repair their shattered lives and businesses. The next day we began to receive reports that many people had lost their lives and millions of pounds worth of damage had been done as "Typhoon Thelma" wrought a path of destruction across the island.

At the time of writing we still have not been visited by the agents or authorities and are being left to our own devices with no idea what our prospects are.

To armchair sailors sitting at home or even real sailors having a beer in the bar, the above account may seem melodramatic and exaggerated; to those aboard the *Fresno City* "Typhoon Thelma" will serve as a salutary reminder of the incredible power, nature has at her disposal, and how puny man's efforts are by comparison.

A. M. BEEVOR-REID
Second Officer