

newsletter

No. 94—NOVEMBER, 1977

CARRY ON OFFICER LIST

Chairman's Christmas Message

IT HAS BEEN my pleasure for some years to greet all staff, ashore and afloat and all retired staff at this time of the year.

As I write these few words, I realise that Christmas is not far away. Its approach heralds a period of joy and hope. It also provides an opportunity for us all to reflect on the year that is so quickly nearing its end and to hope for the year about to begin.

The past year has been a difficult one for our Shipping Industry, probably one of the most difficult. I can only repeat what I said last year—"It has been a hard year." I am confident, however, our resolve to accept the challenge still remains to spur us on to hope for better days ahead.

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

THE PURCHASING DEPARTMENT, HEAD OFFICE

WE ARE grateful to the above Department for various contributions to this month's edition.

In keeping with the trend, following the demands of a new age, this department has also undergone a change. Previously known as the Stores Department, it looked after the needs of crew and ship. Its functions are basically the same today. A technological age has brought with it the requirement of a new expertise. The Stores gave way to Purchasing and with it a new dimension.

This department has a large part to play in the efficient day to day running of the fleet.

CHRISTMAS MAIL

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

EUROPE

10th December, 1977.

OTHER DESTINATIONS

3rd December, 1977.

Please ensure that all mail has sufficient postage affixed to enable it to be sent by Air Mail. If official Air Mail Letter Forms are not used, minimum postage (outside Europe) is 13p per 10 grams. It should be remembered that many Christmas Cards weigh more than 10 grams. However, these may be posted at the Air Printed Paper rate but only if they contain not more than 5 handwritten words of conventional greeting and are sent in unsealed envelopes.

Newspapers or magazines should have postage at a rate of 6p per 10 grams affixed.

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

A considerable amount of mail is being forwarded care of Head Office with insufficient postage affixed. Please ensure that sufficient postage is affixed to all letters.

If there is no room at the top, build a bigger top.

Choice, not chance determines destiny.
We are shaped and fashioned by what we love.

Happiness is one of the few things that doesn't go up in price during inflation.

All the world loves a lover, unless he is in a telephone kiosk.

Marriage is a romance in which the hero dies in the first chapter.

Mr. J. H. Underwood, left, Chairman of Reardon Smith Coggins Ltd., congratulates **Mr. Sidney Barrett** on his retirement as Executive Director of Archibald Young (Warehousing) Ltd. with them is **Mrs. Jean Barrett**.



John Barleycorn

THE FOLLOWING is a true story of the "spirit" which helped so much to eventually overcome the threat of a Nazi invasion.

During the height of the blitz, when night after night towns and cities became constant targets for hordes of enemy bombers, no-one played a more heroic part than the A.R.P. and Home Guard. Many a heroic deed was performed and by now gone un-chronicled. Many a humorous tale is told, the action of which helped to pass many a bleak and foreboding hour.

It happened one night when Swansea was receiving the Luftwaffe's undivided attention. A small village some twenty or thirty miles away retired to bed during a lull in the proceedings. The A.R.P. post was situated in a room at the Fox & Hounds pub. The wardens on duty that eventful night were the landlord of the pub, a rotund, jovial, benevolent character, a local farm worker of Gloucestershire extraction, hard working, a perpetual smoker and a faithful devotee of a good few pints of strong. The third was a local of no mean ability in cadging the odd few pints from farmers and other well knowns of the locality. He was an expert in the art of appearing to be earning a living by doing something—but not too often.

In the early hours of the morning the roar of aeroplane engines was heard and now and then the staccato sound of gunfire. One of our night fighters was hot on the tail of a German bomber. The action forced the bomber to jettison his bombs, and four screeching bombs fell, piercing the ground with heavy thuds. The reverberations from the hillside were felt in the village. Villagers were awakened and soon gathered to investigate.

Our intrepid warriors were at their post, but did not put in an appearance. Half-an-hour passed and into the village a farmer's daughter arrived in night attire and almost breathless with the news that the bombs had dropped near the farmhouse and buildings. The farmhouse overlooked the village a mile or so distant and it was a possibility that had even one bomb exploded the village would have been in great danger. Action was swift. Police and army arrived, the farm was evacuated of everything that was valuable, stock and personnel. It was many weeks before the last bomb was made harmless and raised. They had pierced deeply into very soft ground.

Our three friends were completely oblivious of the "goings on" that night and were amazed to hear the tale of the bombs that dropped in their area. They apparently never lived the incident down and consoled themselves with the knowledge that John Barleycorn, and his plentiful supply of "old and mild" was always a welcomed visitor at the A.R.P. post in the Fox & Hounds.

letters and filing. He recalls "there was a sliding wooden hatch and people would come up the backstairs and knock." Sometimes I'd be confronted by some strong scented Arabs or Somalis asking if there were any firemen's jobs going, or young men for A.B.'s, Deck Boys or Cabin Boys. One day a lady knocked and asked which dock a vessel was in, and on enquiry from the Chartering Department I was told to tell her the vessel was in a miscarriage berth. The hatch was also handy for staff who were late and did not wish to be seen coming through the front office. It was also useful as a quick shortcut to the Gents.

I met most of the Masters when they called at the office from time to time to pick up their crew mail. The only one I had not met was Captain Henry Paul. I was told he was a tall man with black curly hair, but when I eventually met him I found Captain Paul to be short and bald.

Another task was to make the tea each morning and distribute it around the Accounts Department. After they had finished, I collected the cups and washed them in the toilet washbasins, made tea again and distributed it around the Super's Department in the same cups. Before lunch I washed them all again, as this ritual was repeated in the afternoons, and in those days we paid 1d. a cup for it, and brought our own sugar.

At one time I used to make out the Apprentices Indentures, the first being for a young man named Oliver John Thomas Lindsay, now Captain Lindsay.

Telegrams had to be taken to the Exchange or Bute Dock Post Offices for despatch, handing over the counter in payment. When you got back to the Office you would often find another one ready to be taken over. No Telex in those days.

Circular letters had to be stenciled and rolled off on the Gestetner machine, and if an invoice needed copying—we had to type it. No photocopying machines then.

At 5.00 p.m. the mail would be assembled in the General Office and got ready for despatch by three lads on a rota system. The senior boy would read the letters and look for any enclosures. He passed them to the second boy who would place them in the envelopes provided, if the typist had remembered to do them. Then the junior boy would seal it, weigh it, stamp it and enter it in the postage book, and at 5.30 p.m. or later, post them on his way home, or at 1.00 o'clock on his Saturdays.

A senior member of the Superintendent's Department once told me—"Son, all the time you've got a job of work to do get on with it, then when you've finished it you've earned your rest." Advice which still applies today—and tomorrow.



Electronics Officer, A. J. Cottle at work in the radio room of m.v. "Orient City." The radio room on the "Welsh City" was similarly appointed.

Looking back...

TIMES HAVE CHANGED considerably since Mr. Ronald Hunt of the Purchasing Department joined the Company in November 1934 as a clerk in the Superintendent's Department.

The contribution he has sent in for the *Newsletter* contains many interesting anecdotes. He recalls the bad times of the thirties and remembers in 1933 he was employed by another shipping firm and had a 10% cut in wages—his wage at the time was 10/- per week.

He recalls the years he worked in the "black hole" where there was very little daylight, attending to the crew mail, typing

Ship Adoption

by

Barry Lambert, Elec. Engr.

MR. LAMBERT is involved with a ship adoption society and writes as follows:—

Recently the teachers at my adopted school and I dreamed up a scheme to promote children's essays. We decided to offer R.S.L. "T" Shirts as prizes. The essays were sent to me when I was on the m.v. *Elena*. I had to judge them and select 7 winners.

The photograph of 4 of the winners was taken, developed and enlarged by the children and appeared on the front page of our local paper at Hoyland Common, Barnsley. The children are nine and ten-years-old.



An example of a child's imagination is prominent in the following received by Mr. Lambert:—

THE GHOST SHIP

by

Michelle Hawley

LONG AGO a ship called the *Devon City* disappeared in the middle of the Atlantic Ocean, this was the Ghost Ship.

One afternoon in the town of Ealmarnik a ship called the *Mayflower* set off on a voyage across the Atlantic Ocean. On the ship were thirty crew men, a cook and a captain. The captain of the ship left behind him his wife (Anne) and their daughter Meggan.

They were going to see if they could find the remains of the *Devon City*. All his crew were thieves and murderers, as none of the townsmen would go because they were scared. His crew had been in prison and the captain said they could have their freedom if they went with him. The oldest of the crew was seventy, his name was Joe. The Captain's name was Thomas, he was a young man of twenty-eight.

It was a sunny afternoon when they set off. All went well, but after a few days, unknown to the Captain, a few of the crew decided on mutiny, these were mostly the murderers. Soon the Captain found out and gave the mutineers fifty lashes each.

Lots of ships had disappeared in the Atlantic Ocean, the people called it the ships' graveyard.

One night Joe saw a white ghostly object that looked like a ship. Someone let out a scream, the Captain found a girl of about sixteen hiding behind some boxes. He calmed her and gave her some food, she was dressed in a shabby dress. He gave her his cabin for the night. Then he looked across the sea, the ghostly object had gone forever, well that is what he hoped. Next day we saw a strange island; on it were lots of wrecked ships.

We walked on the island, we saw a white painted ship. I called Mr. Harris who was a drunkard, I said to him get the girl some food. The next minute I walked up to the ship, I said to myself "so this is the famous ghost ship, nothing more than a ship painted white to scare people off." They had done this because they had found gold and they didn't want other people to know about it.

So all my crew captured the *Devon City* and its crew and took them back to Calmarnik.

THE OCTOPUS

by Sandra Lyle

*The Octopus has eight long arms,
That wave about like trees,
He's green and brown,
And wears a frown,
He's not got any knees.*

*The Octopus has little sacks,
Upon his arms, that stick,
To rocks and weed,
And then he'll feed,
On weed and little fish.*

*The Octopus is called for short,
"Occi" by his mates.
They play about,
And sing and shout,
And hide in old tin crates.*

Reflections of Head Office Telephone Operators

21st OCTOBER was approaching and still we did not know what we could write for the November issue of the monthly *Newsletter*. Mr. Burston, the Director of the Purchasing Department had asked us if we would like to join with the Purchasing Department in contributing something. We thought and thought. What did we three have in common that we could write about? Not one of us look alike. Jayne is blonde and slim and however much she eats just does not put on weight. Gill on the other hand has fair hair and is continually slimming, or should we say, tries to slim, but with Gill any excuse is good enough to disregard her good intentions. Now Mary who is a red head does not seem to have any problem where food is concerned. So that put paid to the idea that we could write about slimming clubs or food or the lack of it.

Was there anything we had in common? Reading; what sort of books did we like, well once again we all three differed in our tastes. We tried a simple questionnaire to determine what sort of reading matter we preferred above all else. Jayne decided that the sloslier the love story the better she liked it. Gill was in like mind except she liked a bit of spice added as well. Mary on the other hand liked a dash of spice, a few murders and a dirty double crossing espionage agent for good measure.

Hobbies? Well that seemed another good starting point. Jayne, Keep-fit, Chess and Anthony, Gill, Boys, Dancing and drinking. Mary, Welsh Language, Badminton and she also stated that she was not averse to a good night out with the boys (sorry girls). Well that was that. The only thing we all had in common was we all seemed to enjoy the company of the opposite sex, which makes not one of us any different from any other normal female.

We all sat very quietly for a few minutes, trying to think of at least one other thing we had in common. We thought and thought and we came to the conclusion that really we didn't have anything in the least bit interesting to write about. By this time we were becoming quite frustrated over what makes each of us tick and why we should get on so well with each other, when we are all obviously so different.

The first flour mill in Canada was built at Port Royal, Nova Scotia in 1608. Wheat had been grown in Quebec as far back as 1542.

STAFF NEWS

BIRTH

Congratulations to Chief Officer Slayman and Mrs. Slayman on the arrival of Natalie Sarah Gemme (8 lb. 7 oz.) on 19th September, 1977.

MARRIAGE

Congratulations to Mr. Paul Beattie of the Personnel Department, Head Office, on his marriage to Miss Linda Dalby at Tongwynlais, near Cardiff, on Saturday, 22nd October, 1977.

MR. MATTHEW DAWSON

We are pleased to hear Mr. Dawson is improving after an operation in July.

PROMOTION

We congratulate Mr. Ray Skinner on his promotion to Master. He has been appointed to command the m.v. *Gela* and will be joining towards the end of the month. (October).

After a period on the *Gela*, Captain Skinner will return to Head Office and resume his normal duties as Marine Superintendent.

mainly due to a cutback of capital expenditure by manufacturers. Our own progress chasing desperately attempts to curtail long lead times and the frustration, both ashore and afloat, eventually experienced. More and more through these delays, we have to rely on expensive air-freighting to catch vessels at particular ports.

Victualling standards are continually being improved, although one hesitates at times to know where further improvements can be made. Such is the standard presently achieved. "Weight-watchers" would have a field day if they were to concentrate on some of the portly figures afloat. Menus are varied, well presented and of good quality. Our predecessors in the pre-war and early post-war periods would turn pale were they to contemplate the present victualling standards and daily rates.

Deck and engine departments have also seen vast changes. Modern equipment, increased importance on safety standards and fire protection, have brought new dimensions to sea-going life. Man-made synthetics have virtually eclipsed natural fibres whilst the epoxy-resins, chlorinated rubber and fire retardant paints have superseded the old conventional coatings.

Developments in ship engines and machinery have produced a galaxy of specialised lubricants, all endowed with descriptions which oil companies endeavour to baffle mere mortals.

Sea-going staff enjoy more freedom in purchasing than ever before, brought about by the almost daily fluctuations in itineraries and world prices. Storing ships has become a complex business for both Owner and supplier, with the chandler becoming almost a "universal provider." High interest charges and the need to make better use of capital prevents the chandler from holding large stocks as they did in the past.

More and more one realises the teamwork necessary to achieve efficiency in purchasing and storing. The chain is only as strong as its weakest link. There will always be room for improvement and there will always be the need for confidence and trust between shore staff, sea-going staff, and likewise between purchaser and supplier. Times and conditions have changed and will change, but the basics will not. There has to be a certain basic good old "horse-sense" if each of us is to be representative of our particular segment of the industry.

The years ahead will present us with many revolutionary changes as well as a challenge. How well we tackle these changes and the challenge could mean our ultimate survival.

R. S. BURSTON



"Looks like we're goin' into airlines... that's the board of directors meetin' up there today!"

STORING SHIPS IS TEAMWORK

AS WE ENTER the last quarter of the 20th Century we can look back over the last decade and the changes that have taken place. All of us have seen these changes through either, economic, political or technological reasons, or a combination of all three. Our own trading pattern has changed compelling us to purchase in areas otherwise avoided. High prices, poor quality or lack of continuity of supply are all factors with which we have to contend. Equally so, our introduction into other trading areas have allowed us to take advantage of U.K./Cont. storings. Europe is now literally a "stones throw" with the advent of containerised refrigerated units. Distances hitherto considered impractical

have now become economically possible, particularly with the U.K. still the cheapest "buyers" market. Shipchandlers operating refrigerated road transport units have drastically reduced freight charges by, where possible, securing return loads, benefiting Owners who wish to supply their vessels from the U.K.

With the delivery of each new vessel, sophisticated equipment has become commonplace and with planned maintenance and continuous surveys a programme of spares replacement is essential. Delivery of machinery and equipment spares is always a problem and "off the shelf" items are extremely limited,

PERSONAL TAXATION

Note—New rules relating to claims for exemption of payment of United Kingdom tax based on continuous absence from the U.K. for 365 days which are more complicated and less favourable than those they replace; formerly you could wait until your final return home to see if your days in the U.K. totalled more than one sixth of the days in the whole period. Now you must check every time you come back to the U.K. on work or leave and once the chain of qualifying periods has been broken it cannot be rejoined. So you must be more careful than in the past.

1.1 Absent from the U.K. for continuous period of 365 days not necessarily in one tax year.

1.2. Sometimes you can link up your period abroad into one qualifying period. This can be done if not more than 62 days separate the two periods. Additionally, the new combined qualifying period must not exceed one sixth of the total number of days in the period:

e.g. away Sept. 1st—Jan 31st
home Feb. 1st—Feb. 15th
away Feb. 16th—June 30th
home July 1st—July 31st
away Aug. 1st—Oct. 31st

i.e. less than 62 days between each period

Although the Revenue will allow your employer to adjust your PAYE coding where it is likely that you will qualify for a deduction, in every case the onus is on you to claim your allowance in your tax return.

Information based on various sources and every effort has been made to ensure accuracy.

and as the total number of days in the U.K. is less than one sixth of the total at June 30th and October 31st you have a single qualifying period and can claim 100 per cent deduction for the part of your total income in the two tax years.

An added bonus; any leave which immediately follows the end of the last period will be treated as part of it, whether it is spent in or out of the United Kingdom.

1.3. If this is beyond your grasp you probably would qualify for the 25% deduction of tax subject to the 30 day qualifying period in any one tax year. The criterion being that you are absent from the country at midnight on the day being claimed.

O.R.J.

IF GOD WENT ON STRIKE

*It's just a good thing God above,
Has never gone on strike,
Because He wasn't treated fair,
Or things He didn't like.
If He had ever once sat down,
And said, "That's it, I'm through,
I've had enough of those on earth,
So this is what I'll do."*

*"I'll give my orders to the sun,
Cut off your heat supply,
And to the moon, give no more light,
And run those oceans dry.
Then just to really make it tough,
And put the pressure on,
Turn off the air and oxygen,
Till every breath is gone."*

*Men say they want a better deal,
And so on strike they go,
But what a deal we've given God,
To whom everything we owe.
We don't care whom we hurt or harm,
To gain the things we like,
But what a mess we'd all be in,
If God should go on strike.*

Anonymous

AMVER Awards for Some of Our Vessels

THIS YEAR AGAIN a number of our vessels have received awards for outstanding participation in the U.S. Coast Guard's Automated Mutual Assistance Vessel Rescue system.

On the 13th October, Captain Whiting attended at the American Embassy in London to receive awards to eight vessels of the fleet. This was the seventh Annual AMVER presentation ceremony.

All vessels are to be congratulated on the excellent results achieved and mention must especially be made of the m.v. *Victoria City* on being awarded a Gold Pennant in recognition of the fifth consecutive award.

In addition, the *Fresno City*, *New Westminster City* and *Port Alberni City* all have four consecutive awards—let us hope they will be honoured with gold AMVER pennants next year. The *Gela* received a third award and the *Vancouver City*, *Indian City* and *Prince Rupert City* received a second award.

Was it Fate or Coincidence?

THE ASSASSINATIONS of Presidents Abraham Lincoln and John F. Kennedy were linked by an amazing series of coincidences.

Abraham Lincoln was first elected to Congress in 1846, John Kennedy followed exactly 100 years later. Lincoln was elected as the 16th President on 6th November, 1860. Kennedy was elected to be the United States' 35th President on 8th November, 1960.

After their deaths they were both succeeded by Southerners named Johnson. Andrew Johnson was born in 1808, Lyndon Johnson in 1908.

John Wilkes Booth, the man who killed Lincoln, was born in 1839, while Lee Harvey Oswald, Kennedy's killer, was born in 1939. Both men were Southerners and both were themselves shot before they could come to trial.

Booth committed his crime in a theatre and then ran to a warehouse. Oswald shot Kennedy from the window of a warehouse and ran to a theatre.

On the day he was assassinated, Lincoln told a guard, William H. Crook: "I believe there are men who want to take my life . . . and I have no doubt they will do it . . . if it is to be done, it is impossible to prevent it."

Kennedy unsuspectingly told his wife and his personal adviser Ken O'Donnell: "If anyone really wanted to shoot the President of the United States it's not a very hard job. All that one has to do is to get to a high building someday, with a telescopic rifle, and there is nothing anybody can do."

"Someday was that day, he was dead 3 hours later."

Lincoln and Kennedy were both historical civil rights campaigners, both were shot on a Friday, in the back of the head and both had their wives with them.

Lincoln was shot in Ford's Theatre. Kennedy was shot in a car manufactured by the Ford Motor Company—a Lincoln.

A further coincidence is that Lincoln had a secretary named Kennedy, who advised him not to go to the theatre in Washington on that fatal day.

Kennedy had a secretary named Lincoln, who strongly advised him against going to Dallas.

Well was it fate or coincidence?

D. GRAINGER

SHIPS POSITIONS AT 24th OCTOBER, 1977

Cardiff City. On Time Charter a/c Salen. Arrived Alexandria 25th September to discharge grain cargo. Possibly berths 8th November with uncertain completion. Next business not yet known.

Devon City. On Time Charter a/c Motortank. Arrived Algiers 13th September to discharge grain cargo. Possibly berths 25th October completing around 10th November? Future movements unknown.

Eastern City. On Time Charter a/c Showa. Sailed Newcastle 22nd October with cargo coal for Japan. Discharges Fukuyama arriving 6th November. Sails 8th for Newcastle to load further coal cargo arriving 22nd and sailing 27th. Returns to Japan to discharge arriving 12th December, completing 15th.

Fresno City. Arrived Antwerp 19th October to load steel for U.S.W.C. Sails 28th and transits Panama Canal 12th November. Arrives Long Beach to commence discharge 21st November, sailing 24th. Calls Portland 27/28th November and completes discharge Vancouver 29/30th November.

New Westminster City. On Time Charter a/c Alianca. Arrived Puerto Cabello 4th August. With protracted discharge now expects to complete discharge mid November.

Orient City. Arrived Vancouver 12th October to load wheat for China. Sails 30th October, arriving China 15th November, completing discharge early December.

Port Alberni City. On Time Charter a/c Moller. Sailed Hamina with lumber cargo 22nd October. Transits Kiel Canal 24th October and calls Flushing for bunkers 26th. Transits Suez Canal 4th November. Arrives Basrah 14th November and completes discharge 2nd December. Sails on completion and redelivers from Time Charter passing Muscat 4th December.

Prince Rupert City. On Steel Service. Sailed Middlesbrough 14th October with steel cargo for U.S.W.C. Transits Panama Canal 29th October. Discharges Long Beach 8/10th November.

Oakland 11/12th, Portland 14/15th and New Westminster 16/19th November. Vessel then proceeds on B.C.—U.K. Cont. Berth Service loading B.C./U.S.W.C. 19th November through 9th December. Passes Panama Canal 21st December, discharging London 4/10th January, Brake 11/12th, Rotterdam 14/16th and Zeebrugge 18/20th January.

Tacoma City. Commenced loading Forest Products New Westminster 20th October. Sailed same day for Eureka to continue loading; calling Eureka 22nd/24th October, Coos Bay 25/28th, Crofton 30th/1st November and Vancouver 2nd/6th November. Transits Panama Canal 18th November. Discharges Dublin 3rd/7th December, London 9/13th, Brake 14/16th, Rotterdam 17/19th and Antwerp 20th/22nd December.

Vancouver City. On Time Charter a/c B.H.P. Arrived Port Kembla 20th October. Berths 20th to load steel. Sails 4th November for Westernport (Victoria) to complete loading 6/10th November. Arrives Colombo to discharge cargo 25th November, sailing 2nd December. Transits Suez Canal 11th December and arrives Ravenna 16th December and redelivers from Time Charter passing Cape Passero 31st December.

Victoria City. On B.C.—U.K. Cont. Berth Service. Sailed Tahsis 21st October with full cargo Forest Products, Transits Panama Canal 2nd November. Arrives London to commence discharge 15th November. Sails for Brake 22nd arriving 23rd and sailing again 25th. Arrives Rotterdam 26th and completes 28th November.

Welsh City. Sailed Baie Comeau 12th October with wheat cargo. Arrived Southend for Customs Clearance 21st October. Returned Margate to anchor due congestion at Tilbury. Expect berth Tilbury 2nd/4th November, completing discharge around 15/20th November.

Amparo. Sailed Guaymas 22nd October for Manzanillo, arriving 24th and sailing 25th for Salina Cruz 26/28th, Ensenada 29th/31st, Yokohama 16/17th November, Nagoya/Yokkaichi 18/20th, Osaka/Kobe 21st/23rd, Kanda 24/25th, Keelung 27/28th, Hong Kong 29/29th, Kobe 2nd/4th December.

Nagoya 5/6th, Yokohama 7/8th, Ensenada 22/22nd, Manzanillo 25/27th, Acapulco 28th/31st, Puntarenas 3rd/4th January and Corinto 5/7th.

Atlantic. On Time Charter a/c Yulsan. Completed loading Goa 16th October. Sailed 16th October with a cargo of ore for discharge Pohang where arrives 2nd November and is expected to sail 9th. Next business not yet known.

Elena. Sailed Yokohama 12th October with a cargo of Generals for discharge Ensenada where arrives 26th October. Stopped on route for seven hours due to trouble with exhaust gas boiler. Sails Ensenada 26th October for Mazatlan arriving 28th and sailing 30th for Guaymas 31st/2nd November, Manzanillo 2nd/4th, Acapulco 5/6th, Puntarenas 9/10th, Corinto 11/12th, Cutuco/Acajutla 13/14th, Champerico/San Jose 15/17th, Manzanillo 19/20th, Mazatlan/Guaymas 21st/25th, Ensenada 28/29th, Osaka/Kobe 15/17th December, Nagoya/Yokkaichi 18th/21st and Yokohama 22nd/23rd December.

Gela. Sailed Antwerp 11th October with a cargo of Generals for discharge Vera Cruz where arrives 25th October and sails 28th for Tampico arriving 29th and sailing 30th for Coatzacoalcos 31/1st November, Progreso 3rd/5th, Houston 7/8th and Hamburg where she arrives on the 26th November.

Maria Elisa. Sailed Barcelona 13th October with a cargo of Generals for discharge Three Rivers where arrives 26th and sails 28th for Vera Cruz, arriving 5th November and sailing 7th for Tampico 8/9th, Coatzacoalcos 10/11th, Progreso 12/13th, Porto Cortes 15/16th, Baton Rouge 19/20th, New Orleans 21st/22nd, San Domingo 27/28th, Tenerife 8/9th December, Las Palmas 9/10th and Valencia 14/15th.

Sara Lupe. Sailed Tampico 18th October for Porto Cortes where arrived 21st and is expected to sail 22nd October for Pascagoula 25/26th, San Domingo 31/1st November, Tenerife 10th, Las Palmas 11th, Alicante 15th, Lephorn 19th/21st, Genoa 22nd/24th, Marseilles 25/26th, Barcelona 27/28th and Vera Cruz where is expected to arrive 14th December and sail 15th.

A RECIPE—CORNED BEEF HASH SLICE

1 13 oz. block frozen Puff Pastry.
1 15 oz. tin Corned Beef Hash (Marks & Spencers) or equivalent amount of home-made hash.
4 oz. small Mushrooms (Scalded and thinly sliced).
3 medium Tomatoes (Thinly sliced).
1 small Onion (thinly sliced).
4 oz. grated Cheddar Cheese.
Cooking utensil: Standard baking sheet (about 9' x 13').

Roll out Puff Pastry to a neat rectangle about 8' x 12' x mean 1/2" thick. Crimp up edges slightly with finger and thumb; prick all over with a fork to within 1/2" of the edge (going right through pastry) this is to prevent the pastry rising in the centre.

Run baking tray under the cold tap and shake off surplus water. Place pastry on tray and bake, centre shelf, Gas mark 7 (Reg. 425°F/220°C) until golden brown. If the centre rises too much push down gently. Cool on wire rack.

Return cooked pastry to (dry) baking tray, spread with hash, arrange sliced mushrooms, tomatoes and onion rings on top, sprinkle grated cheese over all and place in oven again until heated through and topping is cooked (take care that the edges don't get too brown).

Can be served hot but is easier to cut (into squares) when cold.

RICHARD HUDSON

FLYING RADIO CONTROLLED AEROPLANE MODELS

ONE OF MY earliest ambitions was to be a Spitfire pilot. Living near Rhoose, Cardiff airport in those days probably aroused my interest in aircraft.

I did not realise my ambition however because when I served my National Service in the R.A.F. the spitfire was already obsolete.

In my youth I was an enthusiastic aeromodeller so about 5 years ago I took my son to Llandow, near Cardiff to see the radio controlled models of the South Wales Radio Control Society being flown which he and I enjoyed very much. I was again bitten by the bug and am currently the P.R.O. and a committee member of the S.W.R.C.S.

A radio controlled model is controlled in exactly the same way as any full size aircraft, i.e. the elevator on the tailplane when raised pushes the tail down making the aircraft climb and vice versa. The rudder works in a similar manner pushing the tail left and right. The ailerons are on the trailing edge of each wing and operate so that when one is raised the other is lowered. If the left wing aileron is raised this pushes that wing down and the right aileron then being lowered raises that wing. If held on in that position the aircraft will of course do a full roll to the left. The pilot usually banks the aircraft with ailerons to knife edge (one wing pointing at the ground the other skywards) then pulls up elevator which now acts as a rudder to pull the plane around in a tight turn. Opposite aileron is then applied to level the aircraft. "Flying any R/C model is about 20 times more difficult than driving a car and more difficult than flying a full size light aircraft." These are the words of 3 British Airways engineers at Rhoose Airport who also fly full size light aircraft, and are modellers and members of the S.W.R.C.S.

It is difficult because the modeller flies from the ground with only the transmitter in his hands and when the model is going away from him left is left and right is right, but when the model is coming towards him left is right and right is left, think about it. He can also get disorientated when the plane is about half a mile away and not be certain which way it is banking, i.e. is he looking at the underside of the plane or the topside. No pilot of a full size aircraft is ever faced with these problems. Although I build scale models such as the 64 inch span Spitfire and 74 inch span Cessna shown in my photographs my real interest is in flying fully aerobatic planes which fly in excess of 100 m.p.h. and perform all the manoeuvres such as loops inside and outside, Cuban



eights, rolls 4 point and 8 point, double immelmans, etc. Building a scale model is a real pleasure but flying aerobatics turns ones tummy over, dries out the mouth, is not relaxing in any way, but is highly exciting.

My Spitfire and Cessna both won competition prizes but the best compliment the Spitfire received came on its maiden flight when a fellow driving along the road saw it in the sky and thought from there it was a real one until he drove out our runway and watched me land it.

Modelling is reproducing anything in miniature and trying to achieve authenticity with realism which is the difficult part of the trick.

After winning the scale competition, and only on its 7th flight I had radio interference which smashed my Spitfire to pieces. To say I was upset would underestimate my feelings particularly as I had spent over a month on building the cockpit detail alone and six months completing the aircraft. However, the chairman of our Society said afterwards, you must laugh or you will cry, and he should know, he had a twin engine bomber crash from 500 feet smashing the two engines worth £80 and £150 worth of radio equipment and of course the plane which was only worth about 8 months work, plus £40. This is what separates the R/C aircraft modeller from all other modellers in that he is prepared to put his creation 1,000 feet or more up in the air at the risk of turbulent winds, radio interference, etc. Also if his model is not finished very accurately with no wing warp, and balanced correctly it will not fly 30 yards. It is a hobby when building, but when you go out on a week-



end it becomes a sport which is very stimulating, because different wind conditions make it different almost every time you fly, and we fly in near gale force winds, yes I have been flying when literally leaning into the wind in order to stand up on the runway. The most difficult thing to learn is landing the model, and the average person is not happy doing this even after 100—15 minute lessons.

It requires perseverance and sustained application to become an efficient R/C aircraft flyer (come to think of it those are the only requirements to achieve anything worthwhile in life) and obtain the full reward and pleasure which this hobby/sport has to offer. So I suppose you can say I went some way to realising my ambition, I built the Spitfire, owned it and piloted it albeit a smaller version.

KERRY THOMAS

Our Corner

*You sit in our Pink corner smoking a cigarette,
Running a finger around the rim of a glass,
So simple,
So defined,
Manufactured like a smile it touches me,
And I feel near you,
Again.*

*You stand in our Blue corner head down determined,
Fiddling with a pulled thread on your jumper,
So intent,
Blurred,
Clenched like a fist it touches me,
And I feel near you,
Once again.*

ROGER WHIELDON

