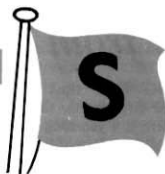


newsletter



No. 96—JANUARY, 1978

ANOTHER YEAR!

THE FIRST MONTH of the New Year will have nearly passed by the time this edition of the Newsletter reaches the majority of readers. Even so, a new year lies ahead, with all its vicissitudes and surprises. The unexpected can happen, denying success to the prophet.

One wonders sometimes whether it is wise to look ahead. Look ahead we must. A battle fought tomorrow must be planned today. That's it—that word planned. It was so typical of the year 1977. So many planners—each one with a blue-print for success. The old, old story repeating itself—the best laid plans of mice and men...

The past year, however, had much to offer. It was, of course, a year of royal progress—celebrating twenty-five eventful years. The Queen's Jubilee Year will long be remembered. Perhaps the Hamiltons will now be convinced they are on the wrong tack. Shipowning was, unfortunately, one sphere that felt the impact of world depression in trade. The year began with the hope that the recession would begin to give way to more buoyancy. That hope did not materialise and it remained at the end of the year in depression.

The world of sport saw the folding up of the Reardon Smith F.C. at Head Office.

The summer, however, saw the resurgence of the noble art of wielding the willow and twirling the leather. The cricket team at Cardiff went on from strength to strength. No depression here. Several old-timers came out of retirement and found that chasing the ball was now a major task. They stuck to it with perseverance and very soon felt the blood flowing in the veins again. Roy Burston hurled his thunderbolts and John C. Williams turned his tweakers. The remainder were a year or two younger—what they lacked in experience they more than made up in enthusiasm. The future looks good—a general Club meeting has been held. Officers elected under the chairmanship of John P. Reardon Smith: John Jones is secretary, Paul Elias treasurer, Frank Leavers captain; in addition, Graham Johnson and Paul Beaty selectors. The impact of the world of cricket will be far more beneficial than the antics of Kerry Packer and his boys.

I have been asked specially to mention that any sea-going staff who happen to be home on leave and would like to enjoy a game of cricket are asked to contact the cricket secretary at Head Office. It is assured there will be a good welcome for them. It is a pleasant thought to plan ahead for sunshine days.

Looking ahead is, at best, a well tried pastime. If we don't keep looking ahead there is a danger that we may hit some rocks. They are there all right and can be avoided providing we continue to be watchful and keep looking ahead.

What then 1978? One thing is certain—time itself will wait for no man. It presses on inexorably, taking account of no-one, rich or poor, chairman or office boy, saint or sinner. Time is the leveller of all human aspirations. Let's not waste it then. If time is used to its fullest advantage other things will fall into line.

The time has arrived at last when London Office takes over the contributors' role to the Newsletter. We look forward to the February Edition.

To all readers we wish all that's best in 1978.

HEAD OFFICE—ANNUAL DINNER

ANOTHER successful event was held on 13th December at the Angel Hotel, Cardiff.

The Chairman extended a warm welcome to everyone and was particularly pleased to see so many sea-going staff present.

During the course of the evening the Chairman was presented with a silver bowl in commemoration of Jubilee Year and all that this year has meant to him personally, especially his celebrating his Ruby Wedding Anniversary.

From the Archives



m.s. "King City", Open Shelter Deck Vessel, Identical sister ship to "Queen City", second Company vessel manned by Indian/Pakistani ratings in all three departments.



s.s. "Jersey City" arriving in San Francisco Harbour with sister ship s.s. "Indian City" in tow.

Success Story

Mr. Patrick Duseith left Head Office twelve months ago returning to South Africa to undertake a Post Graduate Course in Management Studies. News has now been received that Patrick has passed with distinction. We hasten to extend to him our congratulations.

Getting away from it all

DURING THIS time of the year, with crowded city streets, the weather cold and wet, there is a yearning desire to "get away from it all". It would be a welcome relief to get away from strikes, politicians, hooligans and crazy motor car drivers—to mention but a few.

Browsing through inviting holiday brochures whiles away many an hour during a winter's evening. Relaxing and pipe-dreaming of some exotic island in the sun, one feels the warmth of those lazy days as if penetrating the chilly atmosphere when the central heating has broken down, the wind is howling outside, the rain spattering against the windows...and you are oblivious to all this, having arrived on your dream holiday.

If you like to spend hours soaking up the sun where balmy breezes blow and the pounding surf lulls you to a state of complete contentment then this place in your pipe dream is the place for you. There you can enjoy all the outdoor activities of surfing on distinctive volcanic sands. You can play tennis in the towering shadows of a volcano. There is magnificent sailing on lakes with spectacular vistas. Fishing in waters abounding in fish of all sizes and species.

Back to reality—we soon realise that all that is needed is a bank balance that could afford it. It is however a great game to play, a soothing and relaxing moment on a chilly winter's evening.

HOPING FOR A CURE

DUTCH ELM disease is gradually robbing our country of one of its natural beauties—the Elm tree. The stately elm has been held in high esteem down through the ages and with the oak helped to create the ships of war of long ago.

The disease which has ravaged so much of the elm in recent years has not been successfully arrested. In fact it is now reported moving Northwards. It is most desirable that this disease is soon eradicated, and we hope our botanists, scientists and tree experts will come up with something soon.

It never troubles the wolf how many the sheep may be.

—Virgil

The Attractions of Saudi Arabia

FOR MANY years this country of ours has been "haunted" by the "brain drain". Attention was drawn to this exodus some years ago. The disappearance of one of the nation's institutions—the family doctor—drew attention to the fact that many of our medical men had turned to greener pastures in other climes. Education suffered the same fate—many a potential brilliant has settled in countries prepared to pay for the "know-how" obtained at the expense of the British Taxpayer.

In recent years there is another development which is escalating day by day. The wealth-crazy nations of the Middle Eastern Oil Empires are attracting our industrial brains. With so much wealth at their disposal grandiose schemes of development are being undertaken. Skilled Planners, Engineers, Builders are being lured by high financial rewards. The brain drain is on in no uncertain measure. As the planners produce the blue-prints, the Architects produce the results of their deliberations. The skills of our Engineers and Builders are soon employed with the cream of our workforce being depleted daily by the recruiting offices of various firms and highly specialised industrial concerns.

One such country presently attractive to this industrial "drain" of our labour is Saudi Arabia. This is a Kingdom which has long ties of friendship with our country. It covers more than a million square miles and has a variety of scenery. Perhaps we have conjured up an idea that it was one great desert. It has a range of mountains in the S.W. and contrasts sharply with arid desert of the S.E.

Great schemes of irrigation are being undertaken to highlight the agricultural potential. Occasionally rainfall stocks up the many oases and wells which have been the main life-giving source for centuries.

The country is not only rich in oil deposits. It has rich deposits of minerals such as gold, silver, lead, nickel, zinc, copper, iron and uranium.

Undoubtedly it is a country of great potential, and with the immense revenue from oil behind it, is ready and is expanding. British skill and technology is going out there to implement grandiose schemes of new towns, roads and railways—it must be the British Planners' dream come true.

El Salvador— a Country with a Heart

NATURE HAS been generous to this tiny bean-shaped land no larger than Wales. Pleasant eye rests dance serenely throughout El Salvador's exotic tropical gardens, a pungent mixture of jasmine, bougainvillea, lavender orchids, pastel wildflowers and strident yellow, red, orange and green sprays.

Seven volcanoes rim the palm and pine horizon; they rest like giant mushrooms beside lush velvet-lined valleys, where a surprising array of cotton fields, rice paddies and sugar cane lie side by side in patchwork quilt fashion.

More than 300 pre-Colombian ruin hide, practically unnoticed, in E. Salvador's soil. More than eight have been excavated—the rest are merely map dots. Ruins, ceremonial temples, pyramids, ball courts and quaint bee-hive ancient community housing can be seen.

El Salvador is a cornucopia of melons, mameys, bananas, tropical fruits, waterfalls, springs, a verdant cloud forest, a mangrove swamp, mountain peak views cascading down to the sea like a stair-case, four-five dimensions black and white sand beaches rimmed with coconut trees, banana palms, legendary amate, ceiba, ombu trees and perfumed balsamo forests within minutes of Acajutla and San Salvador, the capital.

To describe El Salvador would be to call it more a country of lost cities, ancient cultures, history, art, legends as yet fully undiscovered. The earliest known civilisations in El Salvador were the Maya. Pipiles, Lenca, Nahuas and Olmecs—each left an indelible mark. These were magnificent civilisations—they developed an accurate calendar, made astronomical observations without precision instruments, began an advanced system of writing and were the first to employ the mathematical concept of Zero. Throughout the country are scattered the remains of these ancient peoples—their ruins, temples, pyramids, courts and museums—the captivating ghosts of centuries long past. After the arrival of the Spaniards culture came from the very corners of the earth with beautiful architecture, colonial churches with their magnificent altars—all fruits of the perfect blend of diverse cultures.

All these may be easily reached from the sea ports of Acajutla and Cutuco, ports of call of Lejano Oriente de Mexico, otherwise known as the TMM Far East Service.

A PLACE TO EAT

Very few recommendations have come in so far. Captain Lawson did send in a publication advertising various places in Mazatlan. At least it appears that was the intention of the paper. One article dealt with the opening of a new complex—and its make up was interesting:

OCEANO FINALLY OPENS

MAZATLAN, SINALOA. Amid ringing hammers, splashing paint brushes and curses, the first guests of the Oceano Palace registered at the handsome black marble reception desk. *Dracina marginata* and philodendrons waved in the tropical breeze around the free-form pool. It looked much improved without the cement sacks and two-bys floating on the surface.

Beyond the smell of drying shellac and plaster, one could see the potential of Mazatlan's newest hotel complex. The Colonial lobby is complete with a hand-carved fountain and a stoned street winding through a number of quaint shops offering jewelry, clothing, beauty services and I-forgot-to-bring necessities.

Chuy, Jaime, Quirino, Gilberto and innumerable international lending banks sighed in concert, "Open for business!" The Gran Central Bar, with its stained glass and genuine antique bar lends the weary guest a place to recharge in an inimitable atmosphere.

The Roxy Discotheque (we finally settled on the name) is fantabulous! Plucked from the imagination wrought by many highballs, the interior design is truly unique. The mini theatre is complete with balcony box seats, and hundreds of sparkling lights that dance to the rhythm of the latest beat. Sound that softly permeates the room, without cracking your cochlea. The eatery, Chuy's Chew Choo, is chooper. Yep, there is a scale train that rails around the room, now and then, smoking (non-carcinogenic). (One of the guests was so mesmerized by the moving train, he kept stuffing spinach in his ear!). You can expect the same fine service and food that made the El Shrimp Bucket internationally famous. The menu is complete, and offers a wide variety of vittles not found in other quality restaurants. Note: In season, Chuy will offer the best damned Carnitas Tacos available in Mexico. They are prepared right from scratch on the premises, so don't think they are purchased at the local Mercado.

As a whole, it's terrific (as wholes go). Oh! The beach is an invitation even to those who don't swim. The Song of the Siren. Ed's note: Chuy is so optimistic, he has no complaint department.

Also, for you business execs, the Oceano Palace offers a Convention Hall, soon to be ready. It'll hold some 200 people (312 standing). Why not plan on Mazatlan? Call Señor del Toro (no Bull) at 2-31-11.

Another PLACE TO EAT

BEING MINDFUL of the fact that you expurgated the prose of my last submission to the Newsletter, I have decided this time only to report my findings—complying with a recent request asking for an exchange of information about good eating places at home and abroad—and letting you glean any facts you may find useful.

The Tacoma City recently visited Eureka, set in the heart of Redwood country, Northern California. This seems to be a port being used more frequently these days.

The 'Eureka Inn' has a very well executed 'Olde English' façade which gives way to a pleasant foyer and cocktail bar in the older not olde sense. Direct Dialling to

the U.K. was available from coin boxes and reception was better than between Cardiff and Newport. I did not eat there though because I had an appointment at 'Lasio'.

Situated on the waterfront alongside the fish quay it has I'm sure the finest seafood in town. A small bar decked out with nautical artifacts and Abalone shells was where I spent the peak period (1900-2100) waiting time of 30 to 40 minutes.

Lasio's ran almost the whole gamut of the sartorial range, from suits and ties to jeans and sweaters, no one seemed to take any notice. Local beer was 50 cents a bottle and the imported \$1.00. Most mixed drinks were between \$1.00 and \$1.50, were a healthy measure, and as long as you specified 'easy on the ice' you got value for money.

American wine—Californian in particular but others in general—is a subject on its own worthy of a longer discourse than I

have paper available, suffice to say it was there and very good too.

I had Lox and Cream Cheese to start and followed it with Crabs Legs Lasio. Lox is rather like thinly sliced Smoked Salmon sprinkled with freshly ground black pepper, salt and lemon juice. They were both excellent. As usual they were accompanied with mixed salad and choice of dressing, rice or baked or french-fried potatoes. I found I was rather intrigued by their description of Lasio's Skin Diver, however, I chose to ignore the slur.

Although it must be appreciated that you at home might find this menu expensive, we at sea, knowing that the pound does not go very far in the U.K., realise that it goes even less distance abroad. Therefore, by American standards this is not expensive and also in keeping with American tradition you always get far more than you want or can eat. They take Diners Club, American Express cards, etc.

Yours sincerely,
E. J. DUNK,
Tacoma City.

p.s. Merry Christmas.

Mr. Dunk also sent a menu for Lasio's and a very comprehensive one it is. The prices quoted are comparable with those of our average good eating places.

There is nothing in the world worth your while unless you are.

The Preservation of Man

*The horse and mule live 30 years
and nothing know of Wines and Beers
the goat and sheep at twenty die—
with never a taste of scotch and rye
the cow drinks water by the ton
and at 18 is mostly done
the dog at 16 cashes in
without the aid of Rum or Gin
the cat in milk and water soaks
and then in twelve short years it crouks
the modest, sober, bone dry hen
lays eggs for nogs, then dies at 10
all animals are strictly dry
they sinless live and swiftly die
but sinful, Ginful, Rum soaked men
survive for three score years and ten
and some of us, the mighty few
stay pickled till we're 92*

*Seen in a local Hong Kong Ale House:
WALTZING MATILDA ARMS*

REARDON SMITH LINE LIMITED

Notes of Proceedings at a Meeting of Directors held on Tuesday, 10th January, 1978

The estimated results for the half-year ended 30th September, 1977 are shown below. Because of the protracted negotiations in which the Company has been engaged, and to which are referred below, it was decided to delay the issue of these results so that a more up-to-date position could be presented to Stockholders.

The Tramp Shipping and Tanker Sectors of the Industry remain in a depressed condition. Taking all factors into account, the Directors considered it imprudent to declare an interim dividend in respect of the half-year to 30th September, 1977, but further consideration will be given to the payment of a dividend when the results for the full financial year are available.

Regarding the announcement in October that The Ben Line Steamers Limited were acquiring the semi-submersible rig "ATLANTIC I", the Board is now able to advise that this matter has been finalised. Consequently, the Company has no further interest in this rig.

The Company has also entered into arrangements which will dramatically reduce the Tanker losses to a near break-even position, at least.

Whilst the results for the period under review are most depressing, the transactions referred to above, together with other avenues being explored, will produce a much more stable structure for the Company. The Board, therefore, consider that the future can be faced with greater confidence and the last quarter of the financial year will produce substantially improved results.

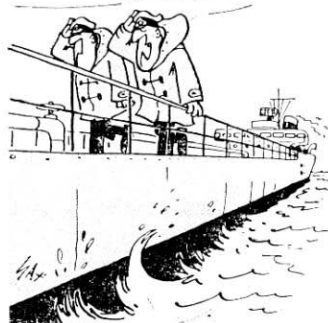
The Board also announce that the Company has acquired from Charterhouse Japhet Limited the whole of the Issued Share Capital of North British and General Investment Trust Limited, which recently made an offer for Trust and Agency Company of Australasia Limited, which has been accepted in respect of 97.65 per cent of the Ordinary Shares and 93.01 per cent of Preference Shares and has become unconditional. Securities held by Trust and Agency Company of Australasia Limited have been disposed of by reference to the prices ruling on 3rd January, 1978 and the transaction will result in improving the cash flow of Reardon Smith Line Limited by more than £2 million.

The Group results for the two half-years are based on unaudited accounts and estimates, prepared in the format adopted in the last annual report.

INTERIM UNAUDITED GROUP RESULTS FOR THE HALF-YEAR ENDED 30th SEPTEMBER, 1977

Year ended 31st March		Half year ended 30th September	
		1977	1976
£'000		£'000	£'000
£27,481	GROUP TURNOVER	£12,780	£13,741
GROUP RESULTS derived from:			
3,923	TRADING—Bulk Carriers	1,077	1,163
(2,928)	Tankers	(1,643)	(878)
1,482	Rigs	535	(147)
10,575	SHIP SALE PROCEEDS	2,987	3,562
387	INVESTMENT INCOME & SALES	177	140
13,439		3,133	3,840
2,938	INTEREST PAYABLE	1,682	870
10,501		1,451	2,970
DEPRECIATION			
3,485	Charged	2,373	1,091
(188)	Investment grants credit	(10)	(94)
362	Currency loan losses	81	—
6,339	Ship disposal book value	1,834	1,182
9,998		4,278	2,179
503	PROFIT/(LOSS) before taxation	(2,827)	791
77	TAXATION	1,553	(411)
£580	PROFIT (LOSS) after taxation	£(1,274)	£380
7p	Earnings per unit of 50p	(16p)	5p

Devonshire House, Greyfriars Road, Cardiff.



"Whose bright idea was it to put the toilet at the other end?"

"TACOMA CITY" ARROWS' SUPERB WIN

DURING THE ship's stay in Coos Bay recently, Alec Whalen of Jones Oregon Agency organised a darts match with the local team, Coos Bay Javelins, a young but thriving club, who welcomed the opportunity to test themselves against class opposition.

The first match was played in the Station Hostelry in Coos Bay, 9—7. The next evening, after liveners, a return match on board resulted in another close match in favour of the ship, 8—6. Our thanks to our friends in Coos Bay for their hospitality, and we look forward to playing them again.

In the Tacoma City Indoor Crick League (in which the young single Deck and Engineering Officers competed to see who could bowl the most local maidens over) a thrilling contest ended in Vancouver with the Engineers ahead by one over, 9—8.

A. P. JAGGERS, C/O

A faithful member of Head Office Staff lays down his pen and pencil

AFTER ALMOST 32 years with the Company, Mr. Jim Rambridge retired at the end of 1977. The whole of his Service had been in the Accounts Department. He was both conscientious and efficient and his great experience will be missed.

We wish Mr. and Mrs. Rambridge the best of good health and many years of happy retirement.

10th January, 1978

STAFF NEWS

Birth

Congratulations to Mr. and Mrs. Ian McCann on the arrival of a daughter.

OUT OF HOSPITAL

We are pleased to hear that Mr. Graham Hardy, of the Personnel Department, Head Office, has returned home following a period in hospital.

ELECTRICAL SUPERINTENDENT

Mr. K. E. Roberts has commenced duties in the Technical Department, Head Office, as Electrical Superintendent. We wish him every success in his new post.

MR. JIM HARRISON, RADIO DEPARTMENT

Everyone at Head Office was delighted to see Jim in the office once more. It was good to know that he had recovered strength sufficiently to make a part-time start. All hope the steady recovery will continue and with that hope goes our best wishes.

SYMPATHY

We extend our deepest sympathy to Mr. John Thorne, of the Personnel Department, on the passing of his mother-in-law.

LONDON OFFICE

We extend a welcome to Mr. G. W. Romeiser, Messenger/General Duties.

The Recollections of a Respected Associate

MR. HARRY GIBSON was one of those figures at Cardiff Docks well known to everyone in the shipping fraternity. He was associated with our Company for well over fifty years through his company, Frazer & Co., suppliers of ships stores. They supplied stores to the Reardon Smith Line before World War One. It is not surprising, therefore, that the Newsletter is a source of reading pleasure to him. The Chairman has arranged to have his own copy sent to Mr. Gibson each month after having read it himself.

In the previous edition, November, the contribution on the storing of vessels provided a sense of nostalgia and pleasure. He recollects being sent in the early twenties to those in charge of stores humbly soliciting "the crumbs that fell from the rich man's table".

Mr. Gibson goes on to say:

"There have been great changes in both victualling and Deck and Engine supplies. I can remember the time when ships' stewards were given a bonus if they kept the cost of feeding the crew down to 1s. 6d. per day per man—in today's money that would be 7½p. What would be today's cost?

"Storing of ships has always been of a complex nature—perhaps it is more so today. The shiphandler's lot was never an easy one. He was always expected to keep prices down to rock bottom. Qualities had to be better than first class and deliveries were usually required 'yesterday'.

"Although my visits to Devonshire House are now infrequent, mainly limited to A.G.M.s, it is always a pleasure to call. One can be confident of a friendly reception and meeting old friends.

"It is with nostalgia I pen these words, and recall a saying of the first Sir William (of whom I stood in great awe), 'Count your blessings'."

We send our best wishes to Mr. and Mrs. Gibson.

Editor

Typhoons ravage port facilities

TWO TYPHOONS, namely Thelma and Vera, which ravaged Taiwan towards the end of July, caused considerable damage to both industrial and residential areas including port facilities at Keelung and Kaohsiung. In particular container handling facilities at Keelung were disrupted and practically all container services into the island were suspended. At Keelung, Typhoon Vera 'virtually uprooted' three of the port's four container cranes and left them toppling in the harbour. The fourth, which was undamaged, is still functioning but it was the only crane within the four international port zones available for handling containers. In the first week of August some 35 containerships were expected in Keelung and the Harbour Bureau advised all vessels to divert unless they were equipped with their own cranes. In the local shipyard of the Taiwan Shipbuilding Corporation one crane was reported to be down.

Earlier, Typhoon Thelma hit Kaohsiung and caused all the port's tugs to be put out of action hindering attempts to recover about 50 drifting vessels. The port was closed for a few days and eight gantry cranes were reported to have fallen while another one under construction was also damaged. The Harbour Bureau said it would be at least a week before any degree of normality returned to the port and probably over a year before full repairs had been carried out. The facilities of the China Shipbuilding Corporation escaped any major damage although some piers were smashed by drifting ships bashing into them. By August 2 clearance work on the port channel had been 90% completed including the salvage of 17 vessels.

(Extract from *Seatrade*, August 1977.)

Dog-Gone!

IT HAD been a long and tiring day and the American business man wasn't at all pleased to find that practically all the seats on the 5.40 from Leeds to London had been taken. He pushed his way along the corridor peering into each compartment but without success until he reached the very last carriage. He glanced inside and noted that five of the six seats were occupied by passengers but that the sixth seat had been taken over by a small dog with a ribbon round its neck, displaying itself on a velvet cushion. The American addressed himself to the formidable looking lady who appeared to be the dog's owner: "Excuse me, Ma'am. I've had one helluva day and I'm whacked. Hows about moving your little dawg and letting me have that seat." The lady surveyed him coldly and declared "Certainly not."

Somewhat baffled the American withdrew to the corridor but after half-an-hour of acute discomfort decided to have another go. "Believe me, Ma'am, but I really am darn tuckered. My ticker and varicose veins are playing up. Please lemme sit down." Once again the lady gave him a frosty stare and replied "Certainly not." After another twenty minutes of corridor travel the American had had enough.

He wrenched open the carriage door, burst into the compartment, grabbed the little dawg and flung it out the window. The lady screamed and the other passengers exhibited mild embarrassment. One of them, a bowler-hatted, monocled gentleman in a dark business suit, slowly emerged from behind his copy of *The Times* "Really, my dear Sir" he remonstrated "You Americans are a drole lot. You prefer your 'Cawfee' to our Earl Grey; you drive on the wrong side of the road; you don't play cricket and now you barge in here like John Wayne at a 'shoot up' and throw the wrong bitch out of the window."

SHIPS POSITIONS AT 14th DECEMBER 1977

Cardiff City. On Time Charter a/c Salen. Arrived Galveston 13th December load Rice for Middle East.

Devon City. On Time Charter a/c Motortank. Arrived Mostaganem 30th November to complete discharge of wheat cargo. Expect sail 22nd December when possibly loads steel Mediterranean for Mexico.

Eastern City. On Time Charter a/c Yamashita Shinnihon. Sailed Fukuyama 9th December. Arrives Hay Point (Queensland) 21st December to load coal for Japan. Sails 24th, arriving Sakai 5th January to discharge, completing and redelivering from Time Charter 7th January.

Fresno City. On Time Charter a/c Seaboard. Sailed Vancouver with full cargo Forest Products. Transits Panama Canal 11th January. Discharges Liverpool 24/30th January. Dublin 31st January/1st February. Cardiff 2nd/5th February, completing and redelivering Antwerp 7th/9th February.

New Westminster City. On Time Charter a/c Alianca. Arrived Malta 12th December for dry-docking and painting. Completes 20th December. Next business not yet disclosed.

Orient City. On Time Charter a/c Tschudi et Eitzen. Sailed Tokuyama 4th December for Hay Point (Queensland) arrives 17th December, loads coal cargo and sails 18th. Proceeds homewards via Cape of Good Hope, arriving Port Talbot 26th January completing discharge 31st January when redelivers from Time Charter.

Port Alberni City. Sailed Bombay 11th December for Richards Bay. On arrival 22nd December delivers under Time Charter to Shell. Loads coal cargo and sails Richards Bay 24th December. Vessel has wide discharging options, but likely discharge will be Studstrup (Denmark) arriving 14th January, completing and redelivering 20th January.

Prince Rupert City. On B.C./U.K.-Cont. Berth Service. Sailed Coos Bay 11th December for Crofton where continues loading Forest Products 13/14th December completing Vancouver 15/20th December. Transits Panama Canal 1st January. Arrives London 16th January to commence discharge. Sails 22nd and continues discharge Brake 23rd/24th, Rotterdam 25/27th completing Zeebrugge 28/30th January.

Tacoma City. Arrived Dublin 3rd December to commence discharge of Forest Products cargo. Vessel was unable to berth until 8th due to heavy weather and now expects to sail 15th December. Arrives London 17th to continue discharge. Sails 23rd for Brake 24/29th December completing discharge Rotterdam 30th/3rd January. Vessel then proceeds to Antwerp to load steel, sailing 8th January. Transits Panama Canal 24th January. Discharges Long Beach 3rd/6th February and Oakland 7/9th February. On completion vessel loads B.C. and U.S.W.C. ports for U.K. Cont.

Vancouver City. On Time Charter a/c B.H.P. Arrived Colombo 29th December to discharge part steel cargo. Sails 16th December. Transits Suez Canal 24/25th December and arrives Ravenna to discharge remainder cargo 30th December. Completes and sails 9th January redelivering passing Cape Passero 11th January.

Victoria City. Arrived Middlesbrough 11th December to complete loading steel cargo, sailing 21st. Transits Panama Canal 4th January and commences discharge Long Beach 12th January. Sails 14th and continues discharge Oakland 15/17th, Seattle 19/20th completing New Westminster 21st/22nd January.

Welsh City. Sailed Drestrehan 9th December with cargo of corn. Arrives Tilbury 23rd December and anchors awaiting discharge, which is unlikely to commence before mid February completing perhaps end February.

Amparo. Arrived Yokohama 11th December and sailed 13th with a cargo of generals for Kudamatsu where arrives 15th and sails 16th for Kanda 17/18th, Ensenada 1st/2nd January, Manzanillo 5/7th, Acapulco 8/11th, Puntarenas 14/16th, Corinto 17/19th, Cutuco/Acajutla 20th/22nd, Champerico/San Jose 23rd/26th, Manzanillo 28/29th, Mazatlan/Guaymas 31st/3rd February, Ensenada 6/7th, Yokohama 23rd/24th, Nagoya/Yokkaichi 25/27th, Osaka/Kobe 28th/2nd March, Kanda 3rd/4th, Keelung 6/7th and Hong Kong 8/10th March.

Atlantic. On Time Charter a/c Yulsan. Arrived 9th November and commenced loading 22nd, hopefully sails on 26th December with a cargo of cement for discharge Dammam via Singapore arriving 4th January and sailing 5th for Dammam arriving 18th January.

Elena. Sailed Ensenada 10th December with a cargo of generals for discharge Yokkaichi where arrives 25th and sails 27th for optional ports Osaka/Kobe 29/30th, Keelung 2nd/3rd January, Hong Kong 4/5th, Busan 8/9th, Kanda 10/11th, Kobe 12/14th, Nagoya 15/16th, Yokohama 17/19th, Ensenada 2nd/3rd February, Manzanillo 6/8th, Acapulco 9/12th, Puntarenas 15/17th, Corinto 18/20th, Cutuco/Acajutla 21st/24th, Champerico/San Jose 25/28th, Manzanillo 2nd/3rd March, Mazatlan/Guaymas 5/8th and Ensenada 11/12th March.

Gela. Arrived Rotterdam 11th December and is expected to sail 14th for Copenhagen arriving 16th and sailing 17th for Gothenburg 19/20th, Le Havre 23rd/26th, Vera Cruz 9/17th January, Tampico 18/19th, Coatzacoalcos 20th/21st, Progreso 22nd/23rd, Porto Cortes 25/26th, Baton Rouge 29/30th, New Orleans 31/1st February, San Domingo 5/6th, Tenerife 15/16th, Las Palmas 16/17th, Valencia 21st/22nd, Naples, 24/25th, Leghorn 26/27th, Genoa 28th/2nd March, Marseilles 3rd/4th, Barcelona 5/6th and Vera Cruz 22nd/26th March.

Maria Elisa. Arrived Mobile 6th December, sailing was delayed due to a breakdown of the number 3 generator. Sailed 9th for San Domingo where arrives 14th and sails 15th for Las Palmas 24/26th, Valencia 30th/31st, Barcelona 1st/2nd January, Leghorn 4/5th, Genoa 6/7th, Marseilles 8/9th, Avileo 13/14th, Coatzacoalcos 30th/31st, Vera Cruz 1st/4th February and Tampico 5/6th February.

Sara Lupe. Arrived Barcelona 13th December and is expected to sail 14th for Vera Cruz arriving 30th and sailing 2nd January for Tampico 3rd/4th, Coatzacoalcos 5/6th, Progreso 7/8th, Porto Cortes 10/12th, Baton Rouge 14/16th, New Orleans 17/18th, San Domingo 22nd/23rd, Tenerife 1st/2nd February, Las Palmas 2nd/3rd, Valencia 7/8th, Naples 10/11th, Legho. 12/13th, Genoa 14/16th, Marseilles 17/18th, Barcelona 19/20th and Vera Cruz 8/9th March.

SHIPS MAIL

THE COMPANY has decided to introduce a system of free mail from Devonshire House (Head Office) to the ships anywhere in the world. Masters will also be accepting mail in the reverse direction.

Will Officers please inform their relatives and friends that as and from 1st January, 1978, mail may be posted at the internal U.K. postal rate to Devonshire House for onward posting by the quickest possible means. We will accept all letters. However, there has to be an exception and that is that *no* parcels, circulars, papers, journals, greeting cards in boxes or recorded tapes will be posted free of charge. These will be accepted by the old method, that is before posting the sender should ascertain the correct postage from the Post Office for onward posting.

Masters from 1st January will accept all letters handed to them by Officers for onward posting to their friends and relatives. The above exceptions (parcels, circulars, etc.) will not form part of the free service. Masters should account for these through their Portage Accounts.

The Indian crew will also receive a free letter service from 1st January. This will be slightly different to that which the Officers have, in that the Masters should buy at the appropriate port Air letters for the country in question which should be handed to Indians, limiting them to two letters per week, so that abuse cannot be taken of this concession. A similar procedure for accounting should apply as above.



THE NEST shown in the photograph was sighted on the shallow side of a typical village pond. It is a classical example of how wonderful nature is.

These two swans spent many patient weeks carrying the materials and manipulating them into a strong tightly knit construction. It was so strong that it easily held both swans; materials used were varied—such as dried reed stalks, grass, live reed, a certain texture of mud which is used to bind the various stalks and twigs together.

A clutch of six eggs was laid and it was a wonderful sight to see the patience displayed when the "sitting" commenced.

For several years this had been an annual event on this particular village pond. It has now come to an end. The swans have left their habitat where they delighted many thousands of passers-by with a scene of great beauty. The vandals came by one night and the craft and artistry of the swans was destroyed. Their peace and quiet shattered, their family exterminated, the pair left and never returned.

Such is the price we pay for the actions of fools who have no time nor the sense to appreciate the wonderful world of nature. The sad thing is that actions of this kind deny others great pleasure.

BEGIN TODAY

Dream not too much of what you'll do tomorrow,
How well you'll work perhaps another year;
Tomorrow's chance you do not need to borrow—
Today is here.

Boast not too much of mountains you will master,
The while you linger in the vale below;
To dream is well, but plodding brings us faster—
To where we go.

Talk not too much about some new endeavour,
You mean to make a little later on;
Who idles now will idle on forever—
Till life is gone.

Swear not some day to break some habit's fetter,
When this old year is dead and passed away;
If you have need of living, wiser, better—
Begin today!

—Anonymous

If one should fall . . .

(i)

Melancholy and glowing, e'er staring at your eyes,
her beauty like diamonds uncovers her disguise,
all shining like sunlight she beckons to the way,
and you follow, once smitten with sweet disarray.

(ii)

The pathway through laden with jewels and with lights,
enlightens your memory with far-reaching sights,
and on reaching the doorway in haste you decide,
regardless of heart touching feelings you hide.

(iii)

She waves but a hand clasped in white velvet glove,
and showers your being with joy from above,
you stand as anointed, in awe, as in wonder,
as though being worshipped in glory thereunder.

(iv)

And yet you are wary,
you hold back your soul—is giving the answer to sight?
she offers her splendour,
as one with desire—cascading with all-seeing light.

(v)

In moments of distance you reel to the blow,
it counters your conscience with all that you know,
have you any feelings left inside to show?
are you hearing?

(vi)

Then once with such force you are silent yet still,
realising your destiny as touching your will,
you are wondrous yet cold at the sight of this thrill,
have you heard?

(vii)

Like sun you are worshipped, and yet you remain;
you cannot find reason to be,
is all that your being realised in such motion
to call to your eyes but to see.

(viii)

And then, as if by chance, you're discovered,
the world spins, as if hazy, and tells you,
you're charged with emotion and with new-found direction,
and there's a horizon,
near to your point of no-return;
and it calls you,
and you hear it like thunder,
being caught up in splendour you ride on forever
and ever . . . till the sun dies.

Paul Elias
17/11/77

Country Life

THE INCURSION of vast urban developments into the rural areas of our country is causing grave concern to those who love the rural areas.

It has been realised, almost too late, that the preservation of our countryside is a pressing problem.

The British Isles have long been recognised as areas of great beauty and wild life unsurpassed anywhere in the world. The gradual erosion of these areas by industrial and town developments have had a marked effect on the countryside. Not only has it diminished considerably in extent, its immunity to town and country planning has been shattered.

The subject is vast and varied, nevertheless, it is full of interest. The countryside is always full of interest. Sadly these days, very few areas remain inaccessible. The i.c. engine has a lot to answer for.

It is, however, amazing how nature in her great wisdom adjusts to changing environment. Observations confirm that nature in the form of birds and animals adjust more readily than humans.

Take for instance the fox. This is one of our most well-known dwellers of the countryside. His domain is getting less and less and he has adapted his mode of living to meet this change in environment. It is not uncommon to see a fox actually in an urbanised area.

An interesting article entitled "All About Foxes" written by a keeper over forty years ago gives the reader an insight into the make-up of this creature which is fast becoming a victim of the erosion of our countryside.

Maybe the article will make refreshing reading from the world of Technology and world trade, etc.:

A fox frequently goes abroad by day, but if it is with the idea of catching some wild, defenceless creature it is a pretty forlorn one. In the first instance a fox abroad by day cannot devote its whole attention to hunting as it has to be more on guard over its own safety. Dangers prevail by day which it does not meet with at night, man being perhaps the greatest in the fox's estimation. Neither is the whole world open to Reynard by day for he must creep about in concealment. All creation is in league against the daylight fox, from the smallest wren to the jay and magpie; and one all give vent to harsh cries of warning which cannot be mistaken; cries of alarm being a kind of Esperanto understood by every defenceless bird and beast. With this chorus accompanying his every movement how can a fox surprise anything, for surprise is what he mostly depends upon! A fox must secure his provender by night or starve except in the nesting season of the game, and at night his menu is greatly reduced, so many wild things being out of his reach.

Foxes were ever poultry thieves if they had the opportunity. Some foxes appear to make a study of it, being clever at locating fowl-pens, at breaking through a wire-netting fence, and they finally become so depraved that they steal fowls in broad daylight. Once Reynard falls as low as this he is better destroyed in the interests of the local hunt poultry fund.

The most destructive fox of all is an old one which has learned that cunning will effectually take the place of energy, or perhaps he has become slightly decrepit and is compelled to resort to wile and stratagem. The habit of such a fox is to lie in wait and spring on passing game. I do not think a fox lying perfectly still emits any scent for how often do hounds overdraw one which adopts such tactics! If able to creep beneath cover a fox is little likely to be seen or scented. Experience teaches it to locate the used runs of rabbits and hares and tracks through woodland along which pheasants pass, and so it learns to get an easy living by day or night. When a fox reaches this stage its life is not protracted for it becomes incapable of much effort and

cannot run far before hounds. I have known a fox of this description to have a favourite ivory-covered bough a few feet above ground on which it lay like a boa constrictor ready to pounce on anything passing beneath. How could anything escape this bolt from the blue?

Other foxes develop the art of stalking and this may be the way in which the majority of foxes obtain food. Shallow ditches are a great help to them in stalking game and they have been observed crawling almost on their stomachs along a deep furrow left by a plough.

The most cunning trick a lying-in-wait fox adopts is to curl up on the snow among a cluster of mole-heaps on its surface. Lying there it very much resembles another mole heap, at which partridges and many other birds come to scratch for insect food when supplies are scarce in winter.

In very cold, frosty, snowy weather the fox partially hibernates and may not leave its earth for several days, but hunger at last brings him out and a very poor chance he stands of surprising anything on the white surface. He is just a black blob by night or day, plainly to be seen. How the fox secures food under such circumstances I cannot explain, but have an idea that he does not enjoy a very brilliant time. I do know that his tracks are frequently seen near hen-houses during snow and if the reader cares to follow out a fox's wanderings in snow it will be seen that he goes far and fares badly. Everything he does is plainly to be seen, and his every action is as readable as a book. No doubt when continued hard weather begins to tell on bird-life the fox fares better, for nearly everything alive is fish to Reynard's net.

Reynard is a wanton destroyer if he gets the chance as we see if he breaks into fowl-house or pheasant-pen, but usually he is not inclined to waste food. Any remnants left from a meal are carefully buried with the full intention of returning for a further feed; but a fox must be very hungry if he does. Warm blood is always his preference and is necessary to his health. Occasionally a fox develops a morbid craving for rotten carrion and then it ends in an attack of mange.

No fox cares for immersion in water, be very different to the dog in that respect, but cleanly all the same. His idea of a bath is a dust bath, the drier the material the better and in this he will wallow and roll with very evident enjoyment. A good shake follows and the fox is clean. Even a slight wound is a bad thing for a fox as its flesh is slow to heal if it ever does. I never saw or heard of foxes fighting even in their mating season and possibly they avoid a scrap, realising what a bite inflicted may mean. A vixen will snap at a too persistent dog fox, but he is too quick for her teeth to get home. Foxes are interesting subjects and I shall continue to study their habits.

A FISHING MATCH

WHILST the *Elena* was at anchor off Manzanillo a fishing competition was organised between the Asian crew and the Officers. Although M. H. Miajan, Seaman/Helmsman, is photographed with his fish during the afternoon (weight 12 lb.) he was not the winner. Seaman I Govindb. Tandel caught a fish at 10 p.m. which was 18 lb. 6 oz. (Tarpin). Even this was not



enough to enable the deck crew to win as the saloon crew caught during the time allowed 55 lb. of fish, making them the winners. The prize was a case of beer and 200 cigarettes for the individual prize. The Officers were not lacking either, their total putting them in third place with 21 lb. of fish. The engine crew were only 2 lb. less. If any more fish goes in the meat or fish rooms then we will have to indent for another fridge. In San Carlos we have set a total of 100 lb. to catch for officers and 150/90/70 for the deck crew/saloon crew/engine crew. All the fish hooks are being supplied by the vessel as we are not purchasing fish at the present time.

T. LAWSON, Master