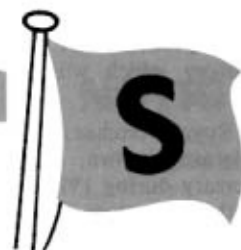


newsletter



No. 97 — FEBRUARY, 1978

An Appeal

CONTRIBUTIONS ARE REQUIRED

OUR RESOURCES of suitable material for the *Newsletter* are getting very strained. Voluntary contributions are limited and it is in this direction that a special appeal is made.

It is essential that a fairly high standard is maintained. It costs a lot of money to produce the *Newsletter* each month and its continuance depends to a very large extent on the practical interest shown by readers.

We would welcome a greatly increased supply of material—such as articles on various subjects of interest etc., photographs and also suggestions.

Your co-operation is invited—*Editor*.

THE ROYAL MERCHANT NAVY SCHOOL

PRIOR TO the State taking over the responsibility for providing education, it had been left to private sources to provide such necessary facilities.

The Church was one of the first institutions in history to provide the where-with-all for acquiring knowledge.

Down through the history of our nation men and institutions have constantly played their part in the provision of education. Industry has always been to the fore-front. Many benefactors have channelled their wealth into endowing and supporting establishments of learning. The shipping industry has been quite prominent in this field. Our own company has played an important role in the provision of educational facilities. The Reardon Smith Nautical College in Cardiff, favoured by the first Sir William Reardon Smith, provided many first class officers for the Merchant Service. The functions of the college are now performed by the Nautical Studies Section of the Glamorgan Institute of Higher Education. The old college is now the residential section, known as the Reardon Smith Annexe.

The Royal Merchant Navy School was another Institution within the industry which has grown over the years. Our Company maintains a relationship with the school through Mr. Anthony Reardon Smith of London Office who is Vice-Chairman of the Committee of Management.

The battle of Navarino in 1827 was the last fought between sailing ships, and began a period when change and development became the order of the day. It was 1827 that the foundation of the school was laid and known as Merchant's Seaman's Orphan Asylum. The School's history for

—continued overleaf

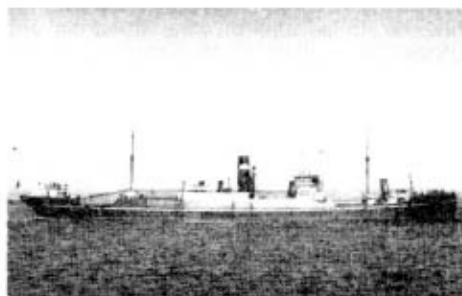
From the Archives



Above: s.s. General Smuts ex French "Phoebus". Builders: Hull and Engines Palmers 1921. Initial Trading "Wine Carrier" later seized for debt. Auctioned and purchased in U.S.A. Legal sanctions necessitated avoiding French ports thereafter until sold 1932.

Right: s.s. Buchaness. Built 1909 Northumberland. N.E. Marine Engines. Post-war purchase with "Dungeness", "Hurliness", "Skegness". Wrecked on Casquets 12.4.24.

Above right: s.s. Barrdale ex Barr-Crombie. Torpedoed S. Atlantic 17.5.42.



The Royal Merchant Navy School—continued
the next 150 years to 1977 makes interesting reading. There are special periods in this history which will appear in future Newsletters.

The Royal Merchant Navy School, as it later became known, celebrated its 150th Anniversary during 1977 and it was rather late in the year when all ships in the British Merchant Marine owned or managed by British Companies were circulated in respect of this Anniversary.

Contributions from vessels are greatly appreciated. It is most pleasing to note that contributions have already been received from m.v. *Elena* (via Captain Lawson) £20, m.v. *Gela* £21, m.v. *Amparo* £16. We have waited with a keen sense of anticipation for the result of the officers sponsored "Slim In" on the *Prince Rupert City*, the proceeds to be donated to the school.

Just before we went to press news has been received that the "Slim In" realised a contribution of £116. The news was conveyed by Captain Lightfoot who reported that in all a total of 45 lb. in weight was lost. This is a record contribution to be received by the school from any British ship, and what a novel idea which did so well.

It is interesting to read that, looking to the future, Richard and David Wootton will be educated out of the Royal Merchant Navy School funds at the age of 11, commencing in September 1979 and January 1981 respectively.

Time to Risk

*To laugh is to risk appearing the fool,
To weep is to risk appearing sentimental,
To reach out for another is to risk
involvement,
To expose feelings is to risk exposing your
true self,
To place your ideas, your dreams before the
crowd is to risk loss,
To love is to risk not being loved in return.
To live is to risk dying,
To hope is to risk despair,
To try at all is to risk failure.
But risk we must
Because the greatest hazard to life is to risk
nothing.
The man who risks nothing does nothing,
has nothing, is nothing.
He may avoid suffering . . . but
He simply cannot learn, feel, change, grow,
love, live.
Chained by his attitudes, he is a slave, he
has forfeited freedom.
Only the person who risks can be called a
free man.*

J.R.D.

Many thanks to Mrs. Jean Swindells for the following account of a visit to Kyoto when she was on the m.v. "Amparo".

KYOTO

—The Ancient Capital of Japan

RECENTLY, WHILST accompanying my husband on the m.v. *Amparo*, we called at Kobe, Japan. I was the only wife on board at the time, but the ship was carrying three passengers, and the four of us decided to visit the ancient capital of Japan, Kyoto.

We were quite an international party. Two of the passengers were Swiss boys en route round the world, whilst the other passenger was a Mexican man on his way to do missionary work in India. We travelled the sixty miles to Kyoto by train. There are three types of railway in Japan: the private lines; the express lines run by the Japanese National Railway; and the bullet trains, and most routes are covered by all three. We chose the private railway as, although the bullet train did the journey in forty-five minutes and the private train took nearly two hours, the difference in fares was four pounds!

Kyoto had grown into a bustling modern town and the treasured relics of the past were scattered throughout the surrounding area. At first we tried to use buses and "Shanks's Pony" but none of us could speak Japanese and the routes were so complex, that we found this very time consuming and instead pooled our yen and hailed taxis. We had acquired a tourist map of the places of interest and, as there were so many historical buildings in the area, by reading the adjoining literature, worked out which buildings were of most interest to us and in what order to visit them.

Our first destination was Heian Shrine, which had been constructed in 1895 to commemorate the 1,100th anniversary of the founding of Kyoto. Most of its buildings were modelled, on a reduced scale, after the First Imperial Palace of AD 794. The Shrine was entered through a building which was two floors high, the top floor being smaller than the bottom one. A roof, held up by pillars, covered the walkway around the first floor and another roof, overhanging a fenced balcony, topped the whole building. These roofs were curved up at the edges in true oriental style and held there by carved wooden eaves. The main part of the building was painted white but the eaves, the pillars, the decorative doors and fencework were bright vermilion red edged with yellow.

The Shrine itself was situated opposite the entrance building across a wide gravelled area which had fences running along either side. It was very similar in design to the gatehouse although larger and more decorative, with a flight of steps lead-

ing up to it. On either side there was another red and white building separating the gravelled area from the gardens. We were allowed to approach the Shrine up the steps but only practising Buddhists were allowed inside. However, from the top of the steps, we could see the ceremony that was taking place inside. A shaven priest was chanting the writings from a scroll as he waved tiny silver bells over the heads of a row of young children dressed in brightly coloured kimonos.

Here and there around the Shrine, were bushes, their branches covered with pieces of paper. Apparently prayers were printed on these papers and we saw several people buying them for a few yen, before tying them to the already overcrowded branches.

We had read that the gardens of Japanese Shrines and Temples were famous for their beauty and designed for the specific purpose of putting the visitor in a peaceful, quiet frame of mind before entering the temple. The designers of the gardens at Heian certainly achieved their purpose. Immediately on entering the gardens I felt an atmosphere of calm and coolness created by the wide umbrella-like branches of fir trees and the little clear ponds fed by trickling streams. There were no flowers as it was too late in the year, but the colours of the deciduous trees that were planted here and there, were fabulous, ranging from russet to bright yellow. As we walked through the gardens the little ponds became large ponds and eventually the water flowed into a lake, stocked with goldfish the size of mackerel, and crossed by a wooden bridge which had a thatched roof. The reflection of the bridge, buildings and gardens, in the water, was breathtaking.

If anything, the next temple that we visited was even more spectacular than the first. It was called Kinkaku ji Temple (or the Gold Pavilion) and was originally the mountain villa of Ashikaga Shogun, a generalissimo of the Muromachi period (1336-1573). After his death, it was converted into a temple. The building was completely surrounded by fir-tree woods and water gardens which again created the tranquil atmosphere that we had experienced before. It was built on the far banks of a large still lake and had three

Department of Trade PRESS NOTICE

13th January, 1978

BETTER SEARCH AND RESCUE FACILITIES FOR SHIPS AT SEA

MERCHANT VESSELS on the high seas will in future benefit from improved arrangements for assistance in distress. On 1st February, 1978 the United Kingdom will become a full member of the Automated Mutual-assistance Vessel Rescue (AMVER) System.

The AMVER system, which is operated by the U.S. Coastguard, is an international programme which maintains vital ship information and positions on a computer data base for instant retrieval and transmission to search and rescue agencies all over the world.

Merchant vessels on offshore passages are encouraged to send sailing plans on departure and position reports en route to co-operating radio stations who will forward them to the AMVER centre on Governors Island in lower New York Harbour. The AMVER computer calculates positions by dead reckoning for reporting ships throughout their voyages. A computer-predicted listing of ships in the vicinity of any vessel in distress is thus readily available to search and rescue organisations anywhere in the world.

From 1st February, a total of 12 British coast radio stations will accept AMVER reports from ships for transmission to New York. There will be no charge to ships using the facility, the extra cost of Post Office transmissions being paid by the Department of Trade.

Notes to Editors

1. This new development was announced in New York today by Mr. John Archer, Head of Marine Division, Department of Trade.

2. The Post Office coast radio stations which will participate in the scheme are:

Portishead Radio	Niton Radio
Anglesey Radio	Northforeland Radio
Cullercoats Radio	Oban Radio
Humber Radio	Portpatrick Radio
Ilfracombe Radio	Stonehaven Radio
Lands End Radio	Wick Radio

3. Over 800 British ships—about half of the U.K. fleet—Participated in the AMVER programme in 1976 through foreign radio stations.

floors, each representing a different type of architecture. The ground floor, raised above the lake on stilts and surrounded by a fenced walkway, was built in the palace style of the Fujiwara period and made of dark wood. From one side a small roofed jetty jutted out into the lake. The second floor was larger than the first, its excess being held up by a number of pillars sunk in the foundations. This floor was fashioned in the Samurai house style of the Kamakura period. It also had a fenced balcony running around it but its walls were painted gold on lacquer and shone brilliantly in the afternoon sun. More pillars rose from the balcony and held up a thick curved roof. The top floor, built in the Karayo (Chinese) style or Zen temple style was much smaller and sat in the middle of the second floor's roof. Its walls were also golden but there were two oval windows, like eyes, and a pair of doors set into each wall. The whole building was topped with a shingle-thatched roof, curved up at the edges, and a splendid golden phoenix.

Unfortunately, we weren't allowed inside this temple either, but we were able to wander through the gardens where, amongst the fir trees and autumn-tinted deciduous trees, we found Kyoko-chi (The Mirror Pond) and a tea ceremony house where Emperor Gominoo drank tea in olden days. We also passed a small Fudodo shrine which held an imposing stone buddha as guardian.

Our next stop was Toji temple, which was built within high walls and behind heavy, carved wooden doors. There were several ancient buildings in the walled area but no gardens as such, the large expanses between the buildings just gravelled courtyards with a few trees planted here and there. The temple itself was massive and constructed of heavy dark wood. It was simple in design although it had expertly carved eaves holding up its massive roof and huge gold bells hung at the corners. Within the grounds there were many little shrines, decorated with ornate statues and pots of flowers and a one hundred and eighty-four foot high pagoda with characteristic tiers, many roofs and a high spire structure on top.

Although, when we left Toji temple, it was only 4.00 p.m., it was already getting dark and we hurriedly made our way to the next place on our list. Nishi Hogangi temple had been built in 1272 but not moved to Kyoto until 1591. The guide map stated that it was revered by adherents to Jodo Shinsku, one of the largest Buddhist denominations in Japan, so we were delighted when we discovered that we were allowed inside. The outside of the building had looked massive but inside it was cavernous and felt empty and eerie. We had left our shoes outside, which is a

Japanese custom, but the floor was completely covered by padded, bamboo mats and therefore comfortable to walk on. The whole length of one wall was cut off by a huge screen on rollers but this had been drawn back in one place, to reveal an altar bedecked with gold buddhas and images which reflected the dull light from a row of candles. Behind the largest Buddha, was a gold cupboard which contained the most valued treasures of the temple.

By now it was completely dark outside and we reluctantly agreed that we would have to return to the ship. We would have needed at least a week to see the hundreds of National Treasures, temples, castles and buddhas on our list but I was very pleased that I'd at least had the opportunity to see a few.

A TREE WORTH GROWING

OF CONSIDERABLE interest when I was reading some Canadian industrial literature concerning an arboriculture report recently was that there appears to be the introduction of a new tree into the Western hemisphere called the Neem tree or otherwise known as the "tree of life". What is intriguing about this tree is its various properties, for example, its fast growth, it is drought hardy and can be established without irrigation. It can grow in any kind of soil and in virtually any part of the world.

The tree itself springs from Burma. Of its properties, medicine seems to be one of its main uses. The Neem oil, sap, leaf and bark all contribute to medical practice in eastern countries. Oil from the Neem tree is also used for making soap and its use is expected to release edible oils to replace imports in a number of countries. As a fast grower, the tree is important both for acceptable lumber and firewood. The seed kernels in particular contain 45% oil and the leaves are burned to produce a vapour which is fatal to insects.

One can see therefore that this introduction could have long term effects in the western world where over recent years various species have been decimated, e.g. the elm tree with Dutch Elm disease, and therefore the Neem tree seems particularly appropriate at this time having so many useful properties.

J. R. DANN

Mother: "Don't you think it's about time we took Billy to the Zoo?"

Father: "Why? If they want him bad enough, they will come and get him."

CURRY RECIPES

The following curries and garnishes appear frequently on the m.v. "Elena" menu:

- Bombay Curry.** Diced lean beef and potatoes, garnished with toasted coconut.
Madras Curry. Diced lean beef, cooked in butter and garnished with fried onions.
Goa Curry. Chicken and chicken livers buttered, tomatoes with fried sweet capsicums.
Ceylon Curry. Beef, currants, raisins, garnish with fried aubergines.
Bengal Curry. Large cut lean beef, garnished with fried button onions.
Singapore Curry. Lean mutton with fresh pineapple (if possible).
Calcutta Curry. Mutton, carrots, swedes and turnips.
Country Captain Curry. Chicken drum sticks, french fried onions, garnish with sieved hard boiled eggs/yolks and sieved egg whites, deep fried sultanas and raisins, grilled small tomatoes—serve garnish separate with rice.
Penang Curry. Diced lean mutton with sweet gerkins.
Cawnapore Curry. Mutton, onions and parsnips.
Kashmir Curry. Beef, tomatoes, top lightly with fried rock melon.
Rawalpindi Curry. Mutton, potatoes, onions, garnish with fried leeks.
Bangalore Curry. Curried fruit—dried, no garnish.
Lord Clive Curry. Lean beef, chopped apples, with green ginger.
Mysore Curry. Lean pork, apples and tomatoes, garnished with fried capsicums.
Himalaya Curry. Large cuts of lean mutton, garnished with new small carrots.

Serve all with rice and condiments. Fresh green ginger, finely chopped tomatoes/onions, fresh coconut, currants/raisins/chutney.

FRIENDS

*Life is sweet just because of the friends we have made,
And the things which in common we share,
We want to live on, not because of ourselves,
But because of the people who care.
It's giving and doing for somebody else
On which all life's splendour depends.
And the joy of this world, when you've summed it all up
Is found in the making of friends.*

Wheat was unknown in the New World until introduced into Mexico in 1530 by the Spaniards. In Canada, it was first grown in 1604 by a small group of French colonists led by Samuel de Champlain.

It matters not what you are thought to be, but what you are.

The true test of civilization is not the census, nor the size of cities or crops—but the kind of man the country turns out.

NOT MUCH LEFT

A wife went to the missing persons bureau to report her husband had mysteriously vanished. "He's short and thin," she told the desk sergeant, "and bald and has no teeth. In fact most of him was missing before he was."

A Stranger to Wales

Next of Kin: "When will the Officer changeover take place please?"

Reply: "At 14.00 hours on 7th at Port Talbot, Madam."

Next of Kin: "Oh good, what time will they arrive in the U.K.?"

T. ROSSER

Why

"all the rest have 31"

"THIRTY DAYS hath September, April, June and November,"—so runs the children's chant — "all the rest have 31, except February which has 28." The reason for months having different numbers of days is that when the Romans under Julius Caesar invented the Julian calendar they decided to give months with special religious significance 31 days and the ones of lesser importance 30 days. Thus January, named after the god Janus, March after Mars, and July in honour of Caesar himself, and naturally gave it 31 days. The Julian months of September (7th month) and October (8th month) became the 9th and 10th months when in 1582 Pope Gregory changed the New Year from the Julian date of 25th March to 1st January.

A Retired Director and Victualling Costs

MR. H. A. E. CASWELL was for many years head of the old Stores Department (now known as the Purchasing Department). Victualling of the Reardon Smith fleet was an important function of the department.

We were pleased to hear from Mr. Caswell recently and are sure readers, especially all those who remember him well, will find his remarks interesting—he goes on to say:—

"I read with great interest Mr. Burston's article. Ah me! As one of the 'predecessors' I wonder what I should make of things to-day. It was the custom of some Shipowners after World War I to give their Captains a sum of money for Victualling. The amount? One and sixpence (7½p) per man per day. But we did not follow this practice. One of the 'musts' to be produced at the Captain's 'visit' to the office, in addition to the Black Book—shades of John Wilkins—was the Victualling cost for the voyage. One could use much of your space writing on this subject, but one cannot let the opportunity pass without quoting the case of a well-known Master, buying a huge quantity of first class Salmon and Plaice in China at a very cheap price, his costs came out at 11d. (5p) per man per day. Needless to say there were many comments on the ship, even to the extent of 'showing' where Dorsal fins and the like, were growing. I hope the 'successors' are able to 'satisfy' all concerned. What tales could be told on this subject!"

HAVING LIVED and worked in London all my life, I was asked a question the other day to which I could not reply. The question was "How many roads are there in the City of London". The answer I was given was "None". This amazing fact is, of course, quite true. There are plenty of streets, lanes, avenues, squares and even rows and mews, but there are no roads.

Mrs. Joyce Johnson
London Office

A defendant's lawyer told a police witness: "But if a man is down on his hands and knees in the middle of the road, that does not prove he is intoxicated."

The officer said, "No sir, it does not, but this one was trying to roll up the white line."

STAFF NEWS

MARRIAGE

Congratulations to Mr. G. M. Cuthbertson, Chief Engineer, on his marriage to Mrs. J. E. Evans on 31st December, 1977 at Sunderland.

ENGAGED

Congratulations to Mr. M. J. Clarke, Third Officer, on his engagement to Miss Anita Taylor on 25th December last.

MR. GRAHAM HARDY—Head Office

Mr. Hardy has commenced work after a period in hospital and convalescence.

ENGAGEMENTS—Head Office

Congratulations to Miss Lynn Peters, Miss Jackie Lockett and Miss Kim Wellfare on their recent engagements.

CERTIFICATE SUCCESSES

Congratulations to the undermentioned:

- I. Stewart, 1st Mate's Certificate.
- R. M. Paddock, 1st Class Certificate.
- G. D. Morgan, 2nd Class Certificate.
- D. E. Hornes, 2nd Class Certificate.

CAPTAIN PETER BURROUGHS

The following appeared in Radio Australia News, 27th December, 1977:

"Ship Diverted through Illness of Captain"—A bulk carrier laden with Queensland coal bound for the United Kingdom has been diverted to Esperance in Western Australia with her Captain suffering from suspected appendicitis. The 75 thousand tonne *Oriental City* is anchored at the entrance to Esperance Harbour. Captain Burroughs is in a satisfactory condition in hospital after being brought ashore by launch."

All readers of the *Newsletter* wish Captain Burroughs a speedy recovery.

RETIREMENT—London Office

All readers wish Mr. H. Boxall a very happy retirement and good health.

ON A VISIT TO HEAD OFFICE

We were pleased to see Mr. Patrick Dunseith on a visit to the office recently.

tional Hawaiian band, Honolulu's farewell consisted of a pipe band in full regalia formed from expatriate Scotsmen, Australians, New Zealanders and Americans who played on board before sailing. As *Oronsay* sailed, a single piper played a lament—a poignant reminder to passengers and crew that this was her last voyage.

There were official ceremonies at Auckland and Sydney when *Oronsay* departed on the last leg of her voyage with seven hundred passengers bound for Hong Kong. Many passengers were travelling for old times' sake and, with each day, the festive atmosphere intensified. Every night was a gala night and the last one before docking in Hong Kong was a special *Oronsay* night complete with a haggis dinner and ending with Auld Lang Syne in the small hours.

Meanwhile the mammoth operation of destoring *Oronsay* had already begun and, being abroad, everything had to be crated for shipment to the U.K. and Australia. Kleptomania became rife as the ship's company became fervently engaged in the collection of mementos and artefacts, soon stripping *Oronsay* bare of many valuable brass plates and other venerable objects.

On the last days of September, over three hundred European crew and one hundred and sixty Goanese crew flew home leaving about fifty of us to continue the destoring at Kellettbank, after leaving the berth alongside Ocean Terminal for the last time.

Finally, as a skeletal reminder of former splendour, *Oronsay* unobtrusively made her way round Hong Kong Island and at a sedate twelve knots set course for the Kaoshiung graveyard of scrapped tonnage in Taiwan. Her last gesture was to go aground within yards of her final resting place and when eventually being refloated, she violently collided with another scrapped passenger liner, the *Ocean Monarch*. In this position *Oronsay* was moored and "finished with engines" was rung up on the telegraph for the very last time. Within ten days of flying back to the U.K., I was once again departing from Southampton on the same voyage out to Australia, this time on the younger luxury liner *Oriana*. But for all the maidenly panache of *Oriana* nothing could compare with the exhilaration and sorrow of a matriarch's final voyage.

* FOOTNOTE

Oronsay was built at Barrow by Vickers Armstrong and launched in 1950. One of three similar vessels built to re-establish the former Orient Line's U.K.—Australia service after the second World War, *Oronsay* opened the trans-Pacific service from Sydney to Auckland, Suva, Honolulu, Vancouver and San Francisco which began in 1954. She recorded her fastest speed over twenty four hours in 1967—24.34 knots—and her fastest time between two ports—Southampton and Le Havre—was 24 knots.

MR. ANGUS GRAHAM thought the following contribution would be of interest to readers. It was written by Neil Luxford, a recent recruit of our London Office. Neil was on the "Oronsay" on her last voyage. It is always a sad occasion to see a fine old ship making her last voyage only to end up as it were in the "Knackers Yard".

FIRST and LAST VOYAGE

Certain farewells are a mixture of sadness and the hope of a meeting somewhere in the distant future; few can be more contradictory in nature than the last voyage of a grandiose passenger liner before meeting her ultimate demolition in the breakers yard. In the August of 1975 I had the fortune of combining my first trip to sea with the farewell voyage of P. and O's s.s. *Oronsay*. Whilst a Royal Marines band played her away from Southampton dock for the fifty-seventh and last time, I was quickly learning how sufficient steam pressure was produced in the boiler room for the required manoeuvres. It seemed far removed from the student existence I had recently relinquished but at least I was on my way to fulfil my ambition of travelling.

By the time of our arrival in Port Everglades, oil, grease, cockroaches and frequent scalds on my arms had become part of my routine existence which

blanketed any prior aversion to these hazards. *Oronsay's* midnight sailing from Port Everglades brought out the reverential American romantic passion for all things old and British (although it could have been in lament of *Oronsay's* Hebridean ancestry!). To the clamorous din of horns and hooters, it sounded as though the state of Florida had turned out to pay respects to the ancient lady on her funereal voyage. The city law against non-essential noise after 10 p.m. was contravened when the residents of high rise apartments at the entrance to the channel sounded klaxons, blew trumpets, clashed bells and flashed lights on and off in their homes, while *Oronsay* replied with piercing whistle and wailing siren.

The following days brought ports of call in the Bahamas, Panama, Mexico and more frenetic send offs from Los Angeles and San Francisco. Instead of the tradi-

SHIPS POSITIONS AT 24th JANUARY, 1978

Cardiff City. On Time Charter a/c Salen. Sailed Charleston 11th January with a cargo of bagged rice, generals and explosives for discharge Dubai, Dammam, Bandar Abbas and/or Bandar Shahpour. Calls Gibraltar en route for officer change arriving 25th January and sailing same day for Port Said arriving 30th and sailing 30th for Dubai arriving 9th February to commence discharge. Next business not yet known.

Devon City. On Time Charter a/c Motortank. Sailed Taranto 7th January with a cargo of steel pipes for discharge Coatzacoalcos where arrives 28th January and completing 5/10th February.

Eastern City. On time Charter a/c Japan Line. Sailed Hay Point with a cargo of coal for discharge Chiba or Mizushima arriving Japan 1st February and re-delivering 3rd February. Next business vessel delivers onto Time Charter a/c Showa loading coal at Port Moody arriving 18th February and sailing 23rd and loading Pet Coke at Long Beach arriving 27th and sailing 4th March for Fukuyama or Kawasaki to discharge cargo arriving 19th and completing and re-delivering 20/25th March.

Fresno City. On Time Charter a/c Seaboard. Sailed Vancouver 12th December with a cargo of Forest Products and lead ingots. Arrived Balboa 26th December and sailed 11th January for Liverpool to commence discharge arriving 25th and sailing 7th February for Dublin 8/9th, Cardiff 10/14th and Antwerp where arrives 16th and completing and re-delivering 18th February. Next business not yet known.

New Westminster City. On Time Charter a/c Alianca. Sailed Casablanca 15th January with a cargo of Phosphate, arrived Las Palmas 16th January to bunker and sailed 17th for Santos to commence discharge, arriving 26th January and sailing 1st February for Rio Grande/Porto Alegre arriving 3rd and sailing 10th February. Next business not yet known.

Orient City. On Time Charter a/c Tschudi et Eitzen. Sailed Hay Point 17th December with a cargo of Saraji Coal. Arrives Tenerife 27th January to bunker and sailing same day for Port Talbot to discharge cargo arriving 1st February and completing 5th February. Next business not yet known.

Port Alberni City. On Steel Service ST.55. Arrived Antwerp 21st January to load a cargo of steel and then sail 27th for Middlesbrough, arriving 28th to complete loading steel and then sail 7th February. Arriving Cristobal 22nd February and sailing Balboa after transit same day for Long Beach to commence discharge, arriving 7th March and sailing 9th for Oakland 10/13th, Portland 15/16th, Seattle 17/18th and New Westminster arriving 19th and sailing 24th March. Next business not yet known.

Prince Rupert City. On Berth Service BS.86. Arrived Tilbury 20th January to discharge part of the Forest Products cargo and then sails 6th February for Brake 7/10th, Rotterdam 11/14th and Zeebrugge 15/17th February. Next business vessel has been nominated to proceed on Steel Service ST.56 to load a cargo of steel at Antwerp where arrives 18th February and sailing 24th for the Panama Canal, arriving 11th March and sailing same day for Long Beach to commence discharge, arriving 20th sailing 23rd for Oakland 24/25th, Portland 27/30th, Seattle 31/1st April and New Westminster 2nd/5th April.

Tacoma City. On Steel Service ST.54. Sailed Antwerp 14th January with a cargo of steel. Arrives Cristobal 29th January and sails Balboa after transit same day for Long Beach to commence discharge, arriving 7th February and sailing 12th for Oakland 13/16th and New Westminster. Next business vessel has been nominated to proceed on Berth Service BS.89 to load a cargo of Forest Products in the U.S.W.C./B.C. arriving 17th February and sailing 8th March, arriving Balboa 20th and sailing Cristobal same day for London to commence discharge, arriving 3rd April and sailing 9th for Rotterdam 10/13th and Brake 14/16th April.

Vancouver City. On Time Charter a/c Atlantic Lines. Sails Fos on 26th January with a cargo of steel products. Arrives Cristobal 9th February and sails Balboa same day. Arrives Los Angeles 17th to commence discharge and sails 22nd for Portland 24th/1st March. Next business not yet known.

Victoria City. On Steel Service ST.52. Arrived Long Beach 17th January and commenced discharge part of the steel products cargo. Sails 25th for Oakland arriving 26th January and sailing 29th for Portland 31/1st February, Seattle 2nd/4th and New Westminster 5/11th February. Next business vessel has been nominated to proceed on Time Charter a/c Yulsan Industries to load a cargo of grain U.S.N.P./B.C. and then sails 18th February for South Korea to discharge, arriving 5th March and re-delivering 15th March.

Welsh City. Sailed Destraban 9th December with a cargo of corn for discharge London. Arrived Queens Channel (off Margate) 23rd December and awaits berth Tilbury. Vessel is expected to berth 9th February to commence discharge and hopes to complete 15th. Next business not yet known.

Amparo. Sailed Mazatlan 23rd January for Guaymas and is expected to sail 25th for Ensenada, arriving 26th and sailing 27th. Thence Yokohama arriving and sailing 12th February for Nagoya/Yokkaichi 13/15th, Osaka/Kobe 16/18th, Kanda 19/20th, Keelung 22nd/23rd, Hong Kong 24/27th, Kobe 2nd/3rd March,

Nagoya 4/5th, Yokohama 6/8th, Ensenada 22nd/23rd, Manzanillo 26/28th, Acapulco 29th/1st April and Puntarenas 4/6th April.

Atlantic. On Time Charter a/c Yulsan. Arrived Jeddah 16th January with cargo of cement, and expected to complete 17th February.

Elena. Arrived at Kobe 25th January and expected to sail the next day to arrive Ensenada 11th February, sailing 15th February thence Manzanillo 18/20th, Acapulco 21st/23rd, Puntarenas 25/26th, Corinto 27th/1st March, Acajutla 1st/2nd, San Jose 2nd/3rd, Champerico 3rd/4th, Manzanillo 5/6th, Mazatlan/Guaymas 8/11th, Ensenada 14/15th, Yokohama 31/1st April, Nagoya/Yokkaichi 2nd/4th April.

Gela. Arrived Progreso 23rd January and sailed 24th for St. Tomas 26/27th, Porto Cortes 28/30th, New Orleans 3rd/4th February, Baton Rouge 5/6th, Las Palmas 18/19th, Barcelona 23rd/25th, Leghorn 1st/5th March, Genoa 6/9th, Marseilles 10/11th, Valencia 12/15th, Vera Cruz 1st/4th April.

Maria Elisa. Arrived Valencia 23rd January and expected to sail 26th, thence Genoa 28th/31st, Marseilles 1st/2nd February, Vera Cruz 19th/22nd, Tampico 23rd/24th.

Sara Lupe. Sailed Lake Charles 24th January and expected to arrive Las Palmas 6th February, sailing the next day thence Barcelona 11/12th, Naples 7/9th, Leghorn 14/18th, Genoa 19/22nd, Marseilles 23rd/24th, Valencia 25/28th and arriving Vera Cruz 16th March for Possible dry docking.

Jnr. Chief Engineer M. G. Sleaman

THE INSTITUTE of Marine Engineers, on information supplied by the Department of Trade, has advised Mr. Sleaman that in the period ended 30th September, 1977, he obtained the highest marks in the Department's First Class Certificate examinations. We congratulate Mr. Sleaman on this notable achievement.

The Institute administers an Award called the W. T. Barker Award, which offers £100 to the best First Class Certificate candidate who undertakes a course for the Extra First Class Certificate.

A Series of Photographs with a Story

By Captain W. Lawday

IN 1923 THE s.s. *Quebec City*, previously the ex German s.s. *Haiman*, one of the vessels taken over after the first World War, was on passage from Port Arthur and Beaumont, Texas to Melbourne, Australia and Beauty Point, Tasmania with a cargo of lubricating oil and asphalt. Captain G. D. Rees of St. Dogmaels in command.



No. 1

Whilst en route from Port Arthur to the Panama Canal we sighted in the forenoon an American schooner disabled. She proved to be the *Florence B. Phillips* out of Belize and had lost all sails during a gale the previous night.



No. 2

Her master wished to be towed back to Belize, about 300 miles to the West, but he was advised we could only agree to tow him to Cristobal, 600 miles South. He eventually agreed and we proceeded on voyage with the schooner in tow.

The following photographs were taken at the time.

No. 1 The schooner when first sighted.



No. 3

No. 2 Lowering our lifeboat to make contact.

No. 3 The schooner minus bowsprit and jibs.

We got a bit too close in the general manoeuvring.

The day before sighting the schooner the *Quebec City* had stopped for E.R.P. and we did some fishing. The photograph shows a sail fish (for want of a better name) 135 lb. in weight caught with a good hook made by Chippy and an old white shirt for bait.



Sail Fish 130 lb.

m.v. "Victoria City" A bottle, a note and a letter

RADIO OFFICER J. Clark was sailing as Junior Radio Officer on the m.v. *Victoria City* on passage from Panama Canal to Japan on the 1st March, 1976. He dropped a bottle containing a note into the sea, the sequel being the contents of the following letter he received from San Francisco.

Dear Jonathan,

The note you tossed into the sea on 1st March, 1976, was found on the island of North Loi in the atoll of Kwajalein, Marshall Islands on 31st July, 1977. It was found by my daughter while she, my wife and myself were exploring this small island some 6 miles north of where we presently live.

Your note said you dropped it overboard at:

Lat. 9 Deg. 46 min. North
Long. 98 Deg. 25 min. West

We found it at:

Lat. 8 Deg. 48.5 min. North
Long. 167 Deg. 44 min. West

So, it drifted some 4,000 miles as the crow flies.

For years I have been picking up bottles expecting to find a note and now it's finally happened. Write and tell us something about yourself, your job, your town, how many bottles you have dropped and how many you have heard from.

We are temporarily assigned to Kwajalein and actually live on the east coast of the United States, near Boston. My daughter Cindy is just out here visiting for the summer and is going to college at the University of New Mexico in Albuquerque.

Dan, Helen and Cindy Page
P.O. Box 1422
APO San Francisco Cal.
96555

Radio Officer Clark received the letter in November 1977, and has since rejoined the firm in January 1978.

He is now in correspondence with the family and hopes to see them sometime in the States.

Contribution to R.N.L.I.

A SUM OF £24 has been collected and forwarded to the Institution by Captain Vanner, m.v. *Victoria City*.

1978—Further Progress in Channel Safety

Anglo-French Safety of Navigation Group

THE NUMBER of "rogue" ships in the Dover Strait has decreased noticeably since the International Collision Regulations came into force in July 1977, the Anglo-French Safety of Navigation Group was told at its annual meeting in Paris recently.

They fell from around 29 prior to the introduction of the new regulations to 20 afterwards and are on a declining trend.

Contravening vessels now represent only about 4% of the 500 traffic movements per day, compared with some 7% in 1973.

Efforts to identify "rogue" vessels by the UK and French authorities have also been stepped up and a higher proportion is now being identified.

Only 3 collisions occurred in the Dover Strait in 1977 compared with the average of about 12 a year in the period 1963-71. Since 1972 only 4 ships have sunk as a result of 30 collisions and only two collisions resulted in deaths.

Up-to-date information on traffic movements was obtained from a joint shipping survey carried out in mid-1977. This will be valuable in considering the effectiveness of the present arrangements and any further developments which may seem necessary. A new Dover Strait Operations centre at Langdon Bay should be ready for use early in 1979.

The French delegation announced that it proposed to establish a radar surveillance system off Ushant and gave information about new methods of pollution control of using an infra red remote control system of detection.

In order to raise the level of Channel safety the group agreed to sponsor:

1. another test of "MANCHEPLAN" by the UK and French administrations (a joint plan for dealing with any disaster in the Channel) in May 1978;
2. a manual of joint operating instructions;
3. a report on developments in Channel safety and anti-pollution arrangements since the Channel Navigation Information Service was first established in 1972.

Notes

1. The Anglo-French Safety of Navigation Group, set up in 1973, comprises representatives of the Marine Division of the Department of Trade, Ministry of Defence, the Foreign and Commonwealth Office and Trinity House and a comparable delegation from the French administration. It meets alternately in France and the United Kingdom.

2. The Channel Navigation Information Service is operated by H.M. Coastguard

from St. Margaret's Bay Operations Centre and by their French counterpart at Cap Gris Nez.

3. "Rogue" vessels are those which contravene the traffic separation schemes in the Channel. These schemes lay down separate lanes for vessels travelling in opposite directions; an inshore area for coastal traffic travelling in either direction, and an instruction that vessels crossing the Channel must do so as near as possible at right angles to the traffic flow.

4. "MANCHEPLAN" provides that in a serious incident either the UK or France takes the lead role, and the other country the supporting role according to which side of an agreed demarcation line the incident occurs. Resources deployed are under the tactical control of their respective national authorities but are co-ordinated by the lead country. Lines of communication have been established at all appropriate levels.

5. The communications and decision making procedures of "MANCHEPLAN" were tested in a communications exercise during June 1977. For the next exercise (MANCHEX 78) some ships and aircraft will be deployed. It is designed to test various aspects of the emergency arrangements, including life-saving and major oil spill clearance.

GUINNESS IS GOOD FOR YOU

WELL THAT'S what the advertisements say and this statement was enforced by the film show we enjoyed at the Guinness brewery at St. James Gate, Dublin.

The 53A bus takes you to the Liberty building, and then there is a short walk south across O'Connell Street bridge to Trinity College. Here you can catch the No. 21 bus to the brewery.

We found the attractive visitors reception and at 14.00 hours we were ushered into a small plush cinema to watch the film. After the film show we went into the lounge for a nice cool black creamy Guinness.

Some facts about Guinness

The Guinness brew was founded by Arthur Guinness in 1759, with the building of the brewery at St. James Gate. Twenty-three years later it was so well established that Henry Grattan, one of Ireland's leading politicians, called it "The nurse of the people".

Now the brewery covers 59 acres with six additional breweries throughout Asia, North Africa and Jamaica and Guinness is brewed under contract in ten other countries. It is exported from Ireland to London in three Guinness ships the *Lady Patricia*, *Gwendolen* and *Gronia* and distributed to 148 countries.

Guinness is made from barley, hops, yeast which is derived from the same strain as Arthur Guinness used in 1759, and of course water, not from the River Liffey as so many Dubliners tell you but from springs in Co. Kildare.

The brewery process is done in five main stages:—

1. Barley is steeped in water and put on a malting floor, it is then left to sprout, and then it is dried in a kiln.

2. "Wart" is then made when barley is taken to the brew house and is mixed with roasted barley, it is then fed into kieves which with the aid of hot water "mash" the barley, the result is this strain called "Wart" which is now put into boilers.

3. Hops are then added to capture and conserve the flavour, again the "Wart" is strained after boiling the hops until they give off a resin.

The fourth stage is the most important which is the fermenting. A small quantity of yeast is added to break down the sugar leaving the alcohol and carbon dioxide. Froth begins to form, thus when the fermented liquid is put to storage tanks the yeast is drawn off.

Guinness is then stored for specific periods in vats. Some can hold as much as 95,000 gallons. It is tested regularly to suit different brands and is then bottled, tanked or casked.

I hope this is of some interest to the Guinness drinkers and other readers.

G. GARLAND

Accompanied by S. Voss and P. Cook

Staff News Continued

BIRTHS

Congratulations to the following—and there is no particular significance in the fact that both fathers are at Head Office:—

Mr. and Mrs. Frank Leavers on the arrival of James Thomas on 30th January, 1978.

Mr. and Mrs. Graham Johnson on the arrival of a son, Mark Hamlyn, on 26th November, 1977.