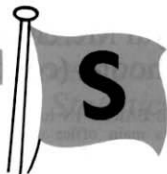


newsletter



No. 100—MAY, 1978

BRITISH SHIPPING IS VITAL TO THE U.K.

BY WEIGHT 99% of the U.K.'s external trade moved by sea in 1976.

By value 55% of the U.K.'s seaborne exports and 46% of her imports were carried in U.K. ships in 1976.

Capital expenditure by British Shipping Companies in the 10 years to 1976 was £4,100 million or over £1 million per day.

In 1976 capital expenditure fell to £393 million reflecting the surplus in world shipping but still equal to nearly 10% of the investment by the whole U.K. manufacturing industry.

British shipping as a customer of U.K. yards

Last year, 77 per cent of orders by British owners were placed in domestic yards (1976—40 per cent). At end December, 1977, 64 per cent of ships under construction in U.K. yards were for British owners.

Value to the economy

U.K. owned and registered ships are among the country's biggest "invisible" earners.

Their gross earnings in 1976 amounted to nearly £2,500 million.

Their contribution to the balance of payments in net direct foreign exchange earnings was £1,014 million. In addition they accounted for gross import savings of £478 million.

Why British shipping must remain competitive

Every ton of cargo is won in competition with rivals.

The ports and trades of the U.K. are open to all comers—there is no cabotage.

British shipping has no protected home market and operates world-wide.

Some competitors pay no taxes either on a corporate or a personal basis.

British ships compete not only with established maritime countries, but also with developing countries which generally have significantly lower crew costs.

Our safety record

Based on total tonnage lost, the safety record of British ships over the five years to 1976 was three times better than the world average.

Efforts to keep the seas clean

British owners pioneered operating techniques to prevent oil pollution, in particular the "load-on-top" system and crude oil washing of cargo tanks in oil tankers.

British owners helped to develop voluntary measures ahead of international oil pollution regulations.

British shipping as an employer

British shipping companies employ about 78,000 U.K. nationals afloat and directly or indirectly provide employment for many thousands ashore.

Average earnings regularly increase; leave is longer and at more frequent intervals.

Amenities are steadily improving: more single cabins, more air conditioning; more facilities for leisure; greater opportunities for wives to accompany their husbands on voyages.

Shipping companies through individual and corporate effort make a high investment in training and education. This both helps efficiency and safety and enables seafarers to develop their qualifications and potentials.

(From facts and figures 1978, published by General Council of British Shipping.)

The Newsletter's 100th Edition

FOR OVER EIGHT YEARS the "Newsletter" has established itself as an integral part of the domestic life of our company. It was never intended that its circulation would be other than within the company itself and, therefore, its circulation turnover was not important. Its main aim was to be an interesting company monthly letter of company news and views with a variety of articles to make up.

The popularity of the "Newsletter" has grown with each edition. The first one was published in December 1969 and was well received.

It has never been easy to produce it month by month. Some editions have been more interesting than others and its contents have reflected the interest shown by staff ashore and afloat including retired staff.

What of the future? The consensus of opinion is that it should continue towards its second century. Inevitably change must come, but the aims and aspirations which prompted the first edition will remain as pronounced as ever.

LUNCHEON FOR RETIRED STAFF

THE CHAIRMAN, Mr. C. R. Chatterton presided recently at a reception and luncheon given to three members of the staff who had retired.

He paid tribute to their long and faithful service to the Company and wished them well in the years ahead.

Mr. Lionel Wainwright was accompanied by his sister, Mr. Jim Rambridge was accompanied by Mrs. Rambridge and Mr. W. South of London Office was accompanied by Mrs. South.

A History of the Royal Merchant Navy School—(continued)

QUITE EARLY in its history, the school had its main office among the shipping interests in the city.

In 1862 Earl Russell opened the school at Snaresbrook and it remained there until 1920.

It seemed to have been a cloistered existence as is confirmed by Mr. H. W. Gibson of Cardiff (and now a member of the present governing body).

"When I arrived at the school, my hot hand clutching the hand of my mother, I felt I was about to be 'abandoned' for life." However, he survived very much a school-boy: "The girls and their building was completely out of bounds. We had, however, two of our more adventurous youths who defied authority and decided to explore the female sleeping quarters in the early hours of one morning with disastrous results. They were caught in the act and, in consequence, had their stay at Snaresbrook abruptly terminated. . . . The visit of old boys always gave us great pleasure. . . . I am sure it was through one of them that I learned to smoke! . . . Mr. Douglald Nichol (6th form and navigation and seamanship master) was a great asset. He was interested in us and helped a lot out of school hours. His wife, who also taught, was also most kind and helpful."

Looking back some 58 years, Mr. Gibson recalls that it was a cloistered existence, enlivened perhaps by the odd outing such as to St. Paul's Cathedral for the annual seafarers' service, where the school was led by the band—a very good one. As with many another Old Royal he recalls his last day, the friends he made and the feeling that all that happened to him was worthwhile, fitting him for his career (a most successful one in the shipping community in Cardiff).

The 1914-18 war did not make the same impact on the life of the school as the 1939-1945 war. It was not until 1916 that "stations of refuge from hostile aircraft" were organised but were rarely needed. Six boys per week worked full time in the garden, and the football field was dug up in order to grow potatoes.

When the war ended, a troublesome time began. The Board of Management was faced with the fact that at Snaresbrook the dormitories were overcrowded; there was lack of staff accommodation; the classrooms were now inadequate; and the drains were obsolete. There was also criticism that numbers were falling because of the low standard of education, and the loss of the old uniform. In addition, the

Office of Works, the Ministry of Pensions, and the American Red Cross began to be interested in commandeering the building; furthermore, ever since 1908 there had been talk of "crumbling bricks"! The governor's report was that the cheapest estimate to put things right was £13,800, so there began a search for other premises. Eventually, in September, 1919, Sir Thomas Lane Devitt, Bart, and Sir Alfred F. Yarrow, Bart, bought the estate at Bearwood, some 500 acres in Berkshire, and offered it to the Institution. Bearwood had been the seat of the Walter family which owned and managed "The Times" newspaper founded by the first John Walter at the end of the eighteenth century.

The 30's was the period of Captain Edwards, R.N. (Retired). He based the school routine on that of the Royal Navy, movement regulated by the duty bugler. Existence at the school seemed to be run on Naval lines with a strict adherence to discipline.

So on to the second world war years.

The 1939-1945 war had an immediate effect on life at the school, and straight away sandbags, gas-masks, stirrup-pumps and black-outs were much in evidence. To a generation brought up to believe that Britannia did rule the waves, our early losses of capital ships made a profound impression.

Before long the school was receiving children who had lost one or more parents as the result of enemy action. And at the upper end of the school, boys were leaving, going to sea, and maybe on their first voyage being in vessels torpedoed. The Merchant Navy was in the front line, and so our band and senior girls and boys were in constant demand to put on a show at "War Weapons Week" parades.

After the German "blitzkrieg" in Western Europe in 1940, there was the danger that the enemy might invade the country with airborne troops, so Bearwood main tower was used as an observation post, and was connected by telephone to the masters' common room and by a direct line to Arborfield Garrison. The senior boys manned the tower during the day and the Home Guard took over during the hours of darkness.

As regards air-raids, the school was fortunate. Only once did the school suffer any enemy action, and that was when a German bomber dropped a stick of fire-bombs around the building but not one on it.

Of course old scholars were always appearing at odd times, and many were stationed in the vicinity. They all had tales to tell, but the school was really very proud when Lt.-Cdr. R. B. Stannard, RNR, an old scholar, was awarded the second naval VC of the war for his "outstanding valour

and devotion to duty" in command of the *Arab* (HM trawler) at Namsos.

There was one special occasion. Because of the important part being played by the Merchant Navy, visits by important people were frequent, and so no one was impressed when it was announced that an important visitor would be arriving on the morrow. On the Friday evening, there was a special clean ship. On the Saturday the school was assembled in the gymnasium and given one hour's notice of the arrival of our distinguished visitors—none other than the King and Queen. From the early years, the school had enjoyed royal patronage, but to be honoured by this visit was taken as a special recognition of the vital work of the Merchant Navy.

(To be continued)

STAFF NEWS

MARRIED

Congratulations to Miss Sharon Cornish, Technical Department, Head Office on her marriage to Mr. Stephen Green on 15th April, 1978, at Tonyrefail, Mid Glamorgan.

MAKING PROGRESS

Mr. Evan Walmsley continues to make good progress and we wish him well.

ILLNESS

We wish Mr. Purnell, General Office, Head Office, a speedy recovery.

SUCCESSSES

Congratulations to the following:

Mr. T. Haxell, on obtaining his Master's Certificate.

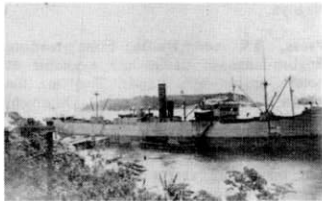
Mr. W. D. Howell, on obtaining his Master's Certificate.

Mr. D. M. Eley, on obtaining his Part B, 2nd Class.

LOOKING AHEAD TO THE CRICKET SEASON

Head Office Cricket Team enthusiasts have already spent many evenings at the indoor practice nets in the Sports Centre at Cardiff. By the time this edition of the *Newsletter* is published the first few matches will have been played, and we hope prevailing enthusiasm will be rewarded with success.

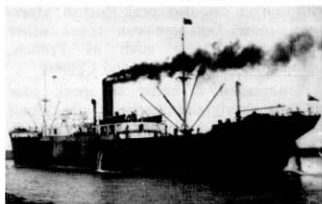
From the Archives



s.s. JERSEY CITY
Built Ropner, 1920. Discharging Coal at
Rio de Janeiro.



m.v. BRADFORD CITY



s.s. FALLS CITY
Built Ropner, 1913. Mined and disabled in
1915.



m.v. BRADFORD CITY
Captain J. D. Lloyd, Chief Engineer
Arthur Thompson and Japanese Agents on
board at Muroran, December 1953.

An Idealist?

One who concludes because a rose smells better than a cabbage it must make better soup.

A Simple Quiz

1. What does A.S.T.A. stand for?
Is it
(a) American Society of Travel Agents.
(b) Anglo-Spanish Trade Agreement.
(c) Amalgamated Society of Transatlantic Architects.
2. A few years ago, industrialists were telling each other that "exporting is fun". Who in fact coined this famous phrase?
Was it
(a) The Duke of Edinburgh.
(b) Harold MacMillan.
(c) John Lennon.
3. How's your geography? Where is Dundonald?
Is it in
(a) Faroes.
(b) The Balearics.
(c) Northern Ireland.
4. "Come fly with me". The opening words of a well-known song. Who is best known as the singer?
Is it
(a) Frank Sinatra.
(b) Sandie Shaw.
(c) Moira Anderson.
5. A certain well-known writer always expressed a wish to die in Manchester. He died in 1910 in Connecticut, U.S.A. Was he
(a) Oscar Wilde.
(b) Mark Twain.
(c) W. S. Gilbert.
6. When it's 2 a.m. here, what is happening in Tokyo?
Are they
(a) Going to bed.
(b) Taking an after luncheon snooze.
(c) Getting down to the morning's work.
7. What is a "Charisma"?
Is it
(a) A deep crack.
(b) A talent or personality.
(c) The noise made by a pop singer.

See page 8 for answers.

Over 7,000 People Rescued H.M. Coastguard Incident Statistics

A TOTAL OF 7,433 people were rescued on and around the coasts of Britain in 1977 according to the annual incident statistics of H.M. Coastguard published today. This compares with a figure of 7,684 in the previous year. H.M. Coastguard co-ordinated search and rescue efforts in 4,030 incidents, a fall of 331 compared with 1976. 208 lives were lost in 1977 compared with 239 in 1976.

The fall in numbers of incidents, rescues and deaths in 1977 reflects the fact that the summer was less fine than those of 1975 and 1976 and so attracted fewer people to the water, cliffs and shores for recreational purposes. The number of cliff/shore rescues fell by nearly one quarter to 485 and incidents involving dinghies and inflatable boats by nearly one-fifth to 220. Incidents involving recreational sailing and powered crafts numbered 1,117, a fall of less than 5 per cent.

Winter storm conditions meant that the number of casualties involving merchant vessels (100) remained the same as in 1976. There was a fall in the number of incidents involving commercial fishing vessels but 47 fishermen died—the highest for any one category of vessel. The number of deaths on merchant vessels numbered 26.

Deaths on pleasure crafts numbered 38, half of them resulting from capsizing. Two people died of exposure or drowning after being carried out to sea on airbeds.

Commenting on the figures Commander John Douglas, Chief Inspector, H.M. Coastguard, said "The fall in the number of incidents involving recreational crafts must be seen as encouraging. People seemed to have the sense not to go out in bad weather and H.M. Coastguard tries to encourage this sense of responsibility. One way is by the Coastguard Small Boat and Yacht Safety Scheme, which is being adopted by increasing numbers of amateur sailors."

Another safety measure strongly recommended by H.M. Coastguard is the installation of VHF radio equipment. Commander Douglas said, "Coastguards monitor Channel 16 (the calling, safety and distress frequency) round the clock. If a boat is in trouble it is almost 100 per cent certain that a Channel 16 call will be heard and answered; the success of flares in attracting help depends on visual sighting and this is a far less reliable method."

True or False?

If you look like your passport photo you aren't fit to travel.

A personality—one who contracts a virus infection while the rest of us catch cold.

Success—the fine art of making mistakes when nobody is looking.

A poem written by Miss Nicola Robinson
voyaging on m.v. "Port Alberni City",
April 1978—Nicola is aged Nine.

Crossing the Line

I hid in my desk
And waited so long
I heard heavy footsteps
Then a Policeman came along.

They caught me at last
And then it began
My Statement was read
Everyone cheered, down to the last man.

The crime I committed was crossing the line
King Neptune looked fierce and very big
He had long golden hair
That looked so false, just like a wig.

His Queen and three Mermaids came all
aboard
Dancing and giggling on their own accord
The Doctor, the Barber, the Executioner too
I was found guilty, and everyone roared.

They washed my hair with pink goo
King Neptune called it shampoo
They rubbed it all over and then in my hair
And then with a cheer I flew through the air
Splash into the pool.

For once he is right?

"The profits of private industry are the main source for financing the social services and much of the capital assets of publicly-owned enterprises and services."

(Mr. Harold Lever, M.P.).

Put your thinking cap on!

You are only young once—after that you have to think up some other excuse.

How the Japanese make travel easy for visitors to their country.

Information issued to visitors:—

Making travel easy . . .

Tipping: You need not worry about tipping in Japan. Tipping is not common on trains, in taxicabs or at a barber shop or beauty salon. Even at hotels, *ryokan*, restaurants and similar establishments, it is not necessary to tip the servants individually, except when you ask for special service. At these establishments a 10 to 20 per cent service charge is usually added to the bill in place of such tips.

Photography: There are thousands of camera shops in Japan. You will find plenty of films. The camera shops do good and quick developing, printing and enlarging of black and white or color films at moderate prices.

Largest film makers in Japan are Fuji and Sakura which produce films of good quality. Imported films, such as Kodak and Agfa, are also available at leading camera shops.

Churches: Japan is a religious country. Leading groups are Shintoist, Buddhist, Protestant, Roman Catholic, Eastern Orthodox and others. Although the number of Christians is small when compared to the Japanese population, you will find churches throughout the country.

The location and service time are available at the JNTO Tourist Information Centers.

Barber Shops and Beauty Parlors: The barber shops and beauty parlors in major hotels are recommendable, as they are accustomed to non-Japanese hair. English is understood. In large cities, you can also find other first-class barber shops and beauty parlors.

Medical Service: Japan's medical service and facilities are of the highest standard. Most of the advanced methods and treatments developed in America and Europe have been adopted here. There are many doctors and dentists who understand English or German, although French-speaking practitioners are rare. Protestant and Catholic hospitals in larger cities are recommendable.

Pharmacy: Japanese pharmaceutical products are widely used throughout the world, being of the highest quality. Medicines are available, not only at hospitals where treatment is being received, but also at pharmacies which can fill doctors' prescriptions. Japanese pharmacies are similar to drugstores in the United States and chemists in the United Kingdom, but unlike drugstores they are usually not provided with any soda fountain.

Water, Milk and Tea: Waterworks are common in most cities or towns, and Japan is favored almost everywhere with an abundant flow of fresh water which is safe.

All milk sold commercially is served to you under sanitary conditions. There are generally two kinds of tea in Japan. One is Japanese green tea and the other is black tea. Green tea is served free at restaurants or Japanese-style hotels, but there is a charge for black tea.

Emergency Calls: If you wish to call an ambulance or report a fire, call 119. For the police, dial 110. There are usually policemen on the streets to aid visitors. If you need a doctor or first-aid outside the hotel, call your hotel or ask any Japanese for assistance.

Electricity: The electric current in Japan is generally 100 volts AC, 50 cycles in the eastern half of the country and 60 cycles in

the western half. The dividing line is approximately halfway between Tokyo and Nagoya.

Press, TV and Radio: Four leading English-language dailies are available at hotel's or railway's stands. They are the Japan Times (Y70 per copy), Mainichi Daily News (Y70), the Daily Yomiuri (Y40), and Asahi Evening News (Y70). International news magazines, periodicals and books are also available at hotel's newsstands and major bookstores.

All TV programs are broadcast in Japanese and you can enjoy them in most hotel rooms in Japan. As for radio, the only network broadcast in English is the Far East Network (FEN, 810 KHz) maintained by the U.S. Security Forces stationed in Japan. Information on TV channels, radio frequencies and their programs is provided in the above-mentioned English newspapers.

Language: You need not worry about the language, because there are a large number of licensed guides and many Japanese have a working knowledge of English. Especially students are probably the best equipped to answer your questions. Those concerned with tourism can also speak English. Moreover, some Japanese can speak other foreign languages, such as French, German, Spanish, Russian and Chinese.

However, it is better to speak your language slowly and clearly. If you cannot make yourself understood, write it down. This may often solve your language problem.

Food: At middle- and higher-class restaurants such as those on the membership of the Japan Restaurant Association, meals are served both à la carte and table d'hôte. Menus are written usually in Japanese and English and sometimes in French. The prices range from Y800 and up for lunch and Y3,000 and up for dinner at establishments of the Japan Restaurant Association members. All beverages, excepting green tea, are extra. No tax is levied on charges below Y1,200 but a 10 per cent tax is added from Y1,201. Moreover, a 10 per cent service charge is usually included in the bill at first-class restaurants making individual tipping unnecessary.

For budget-minded tourists, it is advisable to use the dining rooms of department stores, or other reasonably priced restaurants which are found on the streets, in downtown arcades and in large office buildings. At any of these establishments, you can have a fine meal for a couple of dollars. Language need not be a problem in venturing from the tourist-populated hotel dining rooms, because plastic models of the dishes are displayed at the entrance with the prices for all to see. Simply pointing to the item will do the trick.

Useful Japanese . . .

Greetings

How do you do? *Hajime-mashite.*
How are you? *Gokigen ikaga desuka?*
Good morning. *Ohayō gozaimasu.*
Good afternoon. *Kon-nichi-wa.*
Good evening. *Komban-wa.*
Good night. *Oyasuminasai.*
Good-bye. *Sayōnara.*

Phrases

Please. *Dōzo.*
Thank you. *Arigatō (gozaimasu).*
You're welcome. *Dō-itashi-mashite.*
I am sorry. *Sumi-masen.*
Excuse me. *Gomen-nasai; Shitsurei.*
Do you understand? *Wakarimasuka?*
Yes, I understand. *Hai, wakarimasu.*
No, I don't understand. *Ii-e, wakarimasen.*
Just a moment, please. *Chotto matte kudasai.*
Can you—? —*ga dekimasuka?*
Please bring—, —*wo motte kite kudasai.*
Please call Mr. (Mrs., Miss)—, —*san wo yonde kudasai.*
Please hurry up. *Isoide kudasai.*

Shopping

Please show me—. —*wo misete kudasai.*
Please show me a cheeper (better) one. —*Motto yasui (ii) no wo misete kudasai.*
What is this? *Kore wa nandesuka?*
How much? *Ikura desuka?*
I will take this. *Kore wo kudasai.*

In a Hotel

Please take this to my room. *Kore wo watakushi no heya ni todokete kudasai.*
Please have this pressed. *Kore wo puresu shite kudasai.*
Please have this washed. *Kore wo sentaku shite kudasai.*
Please call a taxi. *Takushii wo yonde kudasai.*
Please mail these letters. *Kono tegami wo dashite kudasai.*
I will leave tomorrow. *Ashita tachimasu.*

To Taxi Drivers

Please take me to—. —*made itte kudasai.*
Please turn right (left). *Migi (Hidari) e magatte kudasai.*
Please go straight ahead. *Massugu itte kudasai.*
Please stop there. *Soko de tomatte kudasai.*

Please wait for me here. *Kokode matteite kudasai.*

Asking the Way

Please show me the way to—. —*yuku michi wo oshiete kudasai.*
Where is—? —*wa doko desuka?*
Where is the taxi stand? *Takushi noriba wa doko desuka?*
Where is the bus stop? *Basu noriba wa doko desuka?*
Where is the railway station? *(Tetsudō no) eki wa doko desuka?*
Where is the subway station? *Chikatetsu no eki wa doko desuka?*
Where is the department store? *Depaato wa doko desuka?*
Where is the post office? *Yūbinkyoku wa doko desuka?*
Where is the police box? *Kōban wa doko desuka?*
Where is the washroom? *Toire (or Toilet) wa doko desuka?*
Where is the museum? *Hakubutsukan wa doko desuka?*
Where is the temple? *Otera wa doko desuka?*
Where is the shrine? *Jinja wa doko desuka?*

THE ERM STORY

ELMER FORTESQUE-O'HALLORAN led a boring existence, he needed some excitement to inject a little joie-de-vivre into his mean and banal, day-to-day routine. Whilst reading his local evening newspaper he came upon an unusual advert:—

"WEST HINKELY-ON-SEA ERM APPRECIATION SOCIETY"

"Join our society and see the world! Go to exotic places in search of the rare and exciting Erm! Send £5 for details."

This aroused his taste-buds for the challenge of a new life. He sent off his £5 and a week later was invited to the bi-annual meeting of W.H.E.A.S. in Crickhowell. He was also given a list of requirements, in order that he could become a fully-fledged member:—

1. Safari hat.
2. Plastic mac.
3. Wellies (Spiked if possible).
4. Blunderbuss.
5. Compass.
6. Biro.
7. Binoculars.

So, he managed to scrape together these articles and attended the meeting as instructed. At the meeting he was given an up-to-date list of Erm sightings plus local weather reports. He was also advised to keep an eye on the stop-press.

Upon returning home, a feeling of excitement and anticipation of the un-

known suddenly took over. He picked up his evening paper and, much to his disappointment, there was no advert in the stop press! Days, weeks, months went by when suddenly, one Thursday evening, late in May the stop press read as follows:—

"Erm sighted in Nigeria, West Africa (remember to take suntan lotion and anti-insect repellent)."

Brimming with enthusiasm, and new-found youth, Elmer set off and arrived two days later. After weeks of searching and endless sleepless nights he received a telegram saying that the Erm had migrated!

He returned home disgruntled, almost a broken man, had this venture been a waste of time? should he go back to his job putting sticky labels on condensed milk tins saying "Unfit for babies"? He bombarded his conscience with questions, and every time he came up with the same answer—NO! "Fight on!" he thought, and so he went back to the stop press and after another fruitless mission to the Marshfields of Ethiopia he eventually saw an announcement informing the Erm Society that a lesser-spotted Erm had been sighted in the outback of Australia. He realised that this maybe was his last chance and caught a plane to Australia where he hired sunglasses and a team of dingoes and set off in the direction of the Erm sighting.

For days and nights he followed the trail and, one morning, he awoke early and walked to a stream for a wash, when, suddenly he saw the Erm skipping across the rocks in the slow-moving stream. A sudden upsurge of sheer human joy enveloped his whole body, and he raced

back to his tent for his blunderbuss. He dived into the fresh Australian air and raced down to the stream where the Erm had, by now, leapt the hedge into the field nearby.

His pulse racing and beads of sweat appearing on his furrowed brow, he stormed after the Erm. For seven and a half hours he followed wolf-like in his pursuit until he finally cornered the Erm in a clearing. He knelt to the floor, took one last glance, a deep breath and carefully took aim. . . . Suddenly, before he could fire, a helicopter swooped down and snatched the Erm from Elmer's clutches, leaving him stunned by the sheer speed of it all!

And the moral of this story, as if you didn't know, is "THE WHIRLYBIRD CATCHES THE ERM!"

PAUL ELIAS

A DESCRIPTIVE ACCOUNT

FOSSIL POINT NEAR Departure Bay was found during explorations done under the supervision of Captain Palliser during his explorations of British Columbia during 1857-60. The find was described as "beds of spherical masses of greenstone, cemented by felspathic matrix, covered by a tuffaceous bed of imperfectly formed crystals five to six feet long and partly fused."

With acknowledgement to *Nanaimo Harbour News*.

SHIPS POSITIONS AT 25th APRIL, 1978

Cardiff City. On Time Charter a/c Salen. Sailed Bandar Shahpour 12th April, and expected to arrive at Maputo (Lourenco Marques) on 28th sailing the same day for Durban. Loads Steel/Ore-Minerals for Port Nickel, Burnside, Baltimore and Bridgeport.

Devon City. On Time Charter a/c Motortank. Sailed from Taranto on 20th April with steel plate for discharge at Hong Kong and Bangkok, where ETA 15th and 23rd May respectively.

Eastern City. Completes and re-delivers from Time Charter a/c Shinwa on 26th April. Fixed Time Charter a/c Yamashita Shinnihon, sailing from Hibikinada 26th April for one Australian or Pacific round voyage. Loads Newcastle N.S.W. sailing on 15th May for Higashiharima for completion on 1st June.

Fresno City. On Steel run. Sailed Long Beach 21st April and arrived Oakland 23rd, completing on 25th. Discharges Oakland/Seattle and New Westminster, and on completion to be delivered under Time Charter a/c Gearbulk on 2nd May. Loads Crofton/Vancouver (Wash.)/Vancouver, B.C./Crofton and possibly Port Alberni for Port Elizabeth, N.Y., Brunsbuttel, Antwerp and Avonmouth.

New Westminster City. On Time Charter a/c Alianca. Sailed Aarhus 25th April for Port Cartier where expected to arrive 5th May to load wheat for Maceio and Rio.

Orient City. Arrived S.W. Passage (Mississippi) 23rd April. Loads yellow corn in Ama, sailing

on 4th May for ports in Antwerp/Hamburg range completing about 25th May.

Port Alberni City. On Time Charter a/c D'Amico. Loads Coos Bay and Los Angeles sailing on 29th April for discharge of cargo Genoa 24th May and other Mediterranean ports.

Prince Rupert City. Drydocked Hakodate and expects to sail on 27th April. Nominated on Berth Service loading in Eureka 8/10th May, Coos Bay, New Westminster, Crofton and Vancouver B.C. expecting to sail on 18th May for discharge London, Boulogne, Rotterdam and Brake.

Tacoma City. On Berth Service. Sailed from London on 19th April for further discharge at Boulogne, Rotterdam and Brake. Next business Steel run, sailing from Antwerp on 9th May for Long Beach where expected to arrive 1st June.

Vancouver City. On Berth Service. Expected to arrive in Dublin 28th to discharge, followed by London 6/10th May and Rotterdam 11/14th May.

Victoria City. On Berth Service. Sailed from Vancouver B.C. on 23rd April, transiting Panama Canal 7th May to discharge at Tilbury 21st/26th May, Boulogne 27/29th, Rotterdam 30th/31st and Brake 1st/3rd June.

Welsh City. Expected to sail from Le Havre 26th April for U.S.N.H. port arriving 6th May. Sailing 12th May for Ghent/Hamburg range expecting to arrive at first port on 23rd May.

Amparo. Expected to sail from Champerico 27th April for Manzanillo where arrives 29th and sails on 1st May. Then Guaymas 2nd/4th, Yokohama 22nd/23rd, Nagoya 24/25th, Osaka 26/27th and Kanda 28/30th May.

Atlantic. Direct continuation Yulsan T/C Transpacific round U.S.W.C. (probably Seattle) to Inchon. Sailed from Seattle 22nd April, expects to arrive Inchon 9th May and sail for Ulsan on 17th May for drydocking.

Elena. Sailed from Kobe 25th April. Arrives and sails Fukuyama 26/27th, Chiba 28/29th, Yokohama 30th/1st May, Nagoya 2nd/3rd, Kobe 4/5th, Ensenada 21st/22nd, Manzanillo 25/27th, Acapulco 28/30th.

Gela. Sailed Vera Cruz 24th April. Arrives and sails Hamburg 9/16th May, Bremen 17/20th, Antwerp 21st/22nd, Le Havre 23rd/25th, Liverpool 27th/31st.

Maria Elisa. Sailed from Le Havre 25th April and expects to arrive and sail Liverpool 27th April/2nd May. Then sails for Vera Cruz arriving 16th May. Sails the next day for Tampico, then Progreso 21st/22nd, Coatzacoalcos 23rd/24th, Vera Cruz 25/26th and an optional port in U.S. Gulf 27/29th May.

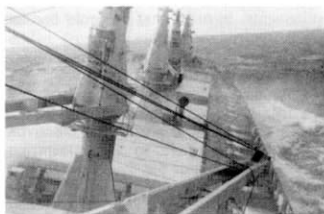
Sara Lupe. Sailed from Morehead City 25th April. Arrives and sails Naples 7/12th May, Leghorn 13/16th, Genoa 17/19th and drydocks until 30th May.



"The skipper likes to be on a first-name basis with new crew members . . . even if he can't meet 'em face-to-face for a few days!"

Present Day

m.v. *Port Alberni City*—Bay of Biscay, January 1978:—



T. R. McNULTY
Master

He gives little who gives much with a frown; he gives much who gives a little with a smile.

VESSEL	CARDIFF CITY	DEVON CITY	EASTERN CITY	FRESHO CITY	NEW WESTMINSTER CITY	ORIENT CITY
MASTER	J. VAUGHAN	F.J. BOLINGHUS	D.B. JACK	L.R. STAINES	R.L. CRAWFORD	R.R. STUART
CHIEF OFFICER	J.P. ANDREWS	F. SCOTT	J.P. ASHLEY	D.J.A. NICHOLL	R.P. GRAMAM	P. JONES
SECOND OFFICER	A.L. BRUCE-SMITH	A.A. FIELD	S.P. GOSFORD	I.M. STEWART	M. JERLIM	A. THOMSON
THIRD OFFICER	M.J. CLARKE	K.F. BALLARD	P.A. DORGAN	G. O'CONNOR	H.D. JOHNSON	D.P. KIRLEY
FOURTH OFFICER						
ELECTRONICS OFFICER		P. BRADLEY	D.R. APPLETON	R.W. SMITH		R.G. CHESO
RADIO OFFICER	K.H. SELLAR				N.P. CAMERON	
JUNIOR RADIO OFFICER				S.J. CARTER	P.D. HARTWELL	
CHIEF ENGINEER	N.L. FLETCHER	D.M. PARSONS	D.H. HENRY	D.R. INGLIS	D.J. JENNINGS	L.G.I. TAYLOR
JUNIOR CHIEF ENGINEER			D.P. WOOD	M.G. SEAMAN	T.J. NEWELL	
SECOND ENGINEER	K. DURWARD	G.J. MORRIS				G.J. GRIFFITHS
JUNIOR SECOND ENGINEER	G.D. MORGAN					
THIRD ENGINEER		R.N.S. JENKINS	M.J. YATES	A. MCCALLY		M.W. POWELL
JUNIOR THIRD ENGINEER				S.J. DAVIES		
FIFTH ENGINEER	P. JOHN	A.D. GUNLING	A.J. BUDGE		I.G. FEARDE	D.J. COOMBS
JUNIOR ENGINEER	B.J. FEXTON J/A	D. WRIGHT	G.C. WATERS	M.D.J. EVANS	G.J. BRONN J/A	R. BRONN
JUNIOR ENGINEER		P.J. COLE	H.B. STAINES	D.F. BARKNESS	B.L. AHERN	M.W. CROSSLEY
JUNIOR ENGINEER			K.D. HILL			
ELECTRICAL ENGINEER	C. CAUDY	K.F. DEAN	J.A. GRANGER	P.J. FOALE	M.W.G. HAMPTON	P.G. STOWER
JUNIOR ELECTRICAL ENGINEER				N.J. DOWLE		
CATERING OFFICER	D.J.S. DYCE	F.J. KEORH	L. SLAWINSKI	D.C.M. EPINICK	A.P. HUGHES	L.B. SURRY
DECK CADET		G.D. RANDELL		A.R. RIDMAN	P. RORLEY	G.R.J. FAULKNER
DECK CADET				R.W. PRICE	R.W. DAVIES	D.T. SHORTHOUSE
DECK CADET						R.J. TAYLOR
DECK CADET						
DECK CADET						
ENGINEER CADET	R.T. HALL					N.G. WILLIAMS
ENGINEER CADET	A. KEAST					

VESSEL	PORT ALBERTA CITY	PRINCE RUPERT CITY	TACOMA CITY	VANCOUVER CITY	VICTORIA CITY	WELSH CITY
MASTER	R.A.H. VANNER	A.D. LIGHTFOOT	J.J. KALINHS	T.W.D. JOHN	J. PERICONS	D.L.L. LINDSAY
CHIEF OFFICER	I. ACDLAND	K. HILMREN	M.D. HOWELL	T. IARELL	M.W. SLAYMAN	J.R.S. YORK
SECOND OFFICER	A.C. PROSSER	E. SINGLEY	K.J. CRIBBIN	D.H. SMITH	N. DAVIES	J. HENNINGSON
THIRD OFFICER	C.A. FRESCOIT	A.P. MORRIS	T.J. WARD	M. KAVANAH	A. APPEL	P.D. COOD
FOURTH OFFICER						
ELECTRONICS OFFICER	D.C. SHORT			P.P. EVERETT		
RADIO OFFICER		J.W.A. CLARK	V.P. CULLEN		I.F. BULLOCK	G.P.S. WATTS
JUNIOR RADIO OFFICER						
CHIEF ENGINEER	J.J. BAGHUST	T.W. DAVIES	R. CHAMBERS	J.C. CULLEN	E.R. NORGAN	G.J.H. MERRICE
JUNIOR CHIEF ENGINEER					C.H. TROIT	R.E. CLANND
SECOND ENGINEER	J. KING	T. GRAHAM-RUSSELL	N. NESSITT	J.N. BAUGH		
JUNIOR SECOND ENGINEER						
THIRD ENGINEER	C.C. FRENCH	C. NORGAN	K.A. VELDA	J.H. DAVIES	C. HUGHES	J.L. INGILL
JUNIOR THIRD ENGINEER						
FIFTH ENGINEER	M.J. TRIGGITT	K.W. NEWTON J/A	P.W. PLACE	M.G. SMITH	M.C. EVANS	A.H. FAXIER
JUNIOR ENGINEER	C.L. TAYLOR J/A	K.J. GRACE	K.R. WARNER J/A	R.H. STEAD J/A	D.C. DAVIES	J. FEUTALLON
JUNIOR ENGINEER	R.A. TARBON	P.H. MUNRO	P. CURRAN	C.B. FRENAN	F. WILSHIRE	N. BEYNER
JUNIOR ENGINEER						S.R.M. JENKINS
ELECTRICAL ENGINEER	E.W. DENNINGTON	J.D.W. MCLAREN	J.P. CRAWFORD	D.C. GRANT	J. NEIVER	F. TYRMAN
JUNIOR ELECTRICAL ENGINEER						
CATERING OFFICER	L.F. SEABROCKE	G.J. LYONS	R.G. NOYLEN	C.R. PANDRE	D. GOSWELL	P.G. THARGE
DECK CADET		M.R. HAFE			R.K. VILLARS	R.E. SPICINGS
DECK CADET		J.S. DINDALE			C.E. ERICAD	L.D. HIRD
DECK CADET		G.R. GALLAND			P. COLLINS	J.D. LATHMAN
DECK CADET						
DECK CADET						
ENGINEER CADET					A.P. FRANKLIN-JONES	
ENGINEER CADET						

VEHICLE	CELA	AMFARO	ELENA	ATLANTIC	MARIA FLORIS	SAPA LIFE
MASTER	W.D. JONES	J. GANN	M.E. JONES	G.F.P. ELLERY	D.L. BELL	K.W. FLEMING
CHIEF OFFICER	A.P. JAGGERS	M.C. INGRAM	I.C. STUTT	R.T. ALFORD	D.H. AUBREY	D.C. TOWN
SECOND OFFICER	G.D. EVANS	A.K. SMITH	P.J. GODDING	J.W. GIBSON	I. GOWAN	R.M. RICHARDS
THIRD OFFICER	G.P. EYLES	S.R. BREEDON	J. FLAHERTY	J.M. SMITH	P.C. HARDING	T.H. JONES
FOURTH OFFICER						
ELECTRONICS OFFICER						
RADIO OFFICER	M.W. SAVORY	R.W. MCINNES	S.G.W. WHITHORE	R.J. PREECE	E.G. BROMHAM	A.J. COO
JUNIOR RADIO OFFICER						
CHIEF ENGINEER	P.W. EVANS	L.H. WILLIAMSON	G.M. OUTHBERTON	J. FITZSIMONS	B.M. DRAPER	M. Mc G
JUNIOR CHIEF ENGINEER						
SECOND ENGINEER	K.D. MORGAN	W.A. BRUCE	P.R. BRYANT	D.P. JONES	P.J. PRENDERGAST	M. MURFEL
JUNIOR SECOND ENGINEER						
THIRD ENGINEER	A.C. COONS	C.J. BURTON	R.J.D. SPENCE	A. HOBIN	D.B. EVANS	
JUNIOR THIRD ENGINEER			T.F.J. SPERRING	I.S. EXTON J/3		D.H. ELEY
FOURTH ENGINEER	N. CAUSER	J.A. JONES			P.J. RIGBY	A. PRICE
JUNIOR FOURTH ENGINEER	H.W. DAVIES J/4	A.J. WHITE J/4	M.A. STONE J/4	G. REYNOLDS	E.P. MORSE	E.L. LLOYD
JUNIOR ENGINEER	W.J. LAIT	M.W. GARLAND	K.R. TONNS	J.W. CARLE	P.N. MCCORMACK	
JUNIOR ENGINEER						
ELECTRICAL ENGINEER	M.G. DAVIES	M.G. YOUNG	B. CANTHERELY	J.T. LORRAINE	T. WILLYGHEY	J.P. PHEAST
JUNIOR ELECTRICAL ENGINEER		I.M. WAUGHAN				
CATERING OFFICER	J. BONNER	L. HAYWARD	A.H. FOX	J.A. PATRICK	D. MacPHAIL	J. LUGNAN
DECK CABET	G.M. KIVELL					
DECK CABET					J.G. KEYTE	
DECK CABET					S.J. LANS	
DECK CABET					M.P. DUNSTALL	
DECK CABET					J.J. HUDSON	
DECK CABET					R. HUGHES-JENKINS	
ENGINEER CABET					S.J. SMITH	
ENGINEER CABET						

Below are listed Officers and Cadets presently at home either on leave, study leave; under rank heading and in alphabetical order. We cannot enter into any correspondence concerning Officers whose names appear on this list. Every endeavour is made to ensure that the list is as accurate as possible at the time of printing.

MASTERS	SECOND OFFICERS CONT	CATERING OFFICERS CONT	THIRD ENGINEERS CONT	JUNIOR ENGINEERS CONT	ENGINEER CADETS CONT
F.A.G. BOYER	I.N. SILWAT	R.G. PIERCE	D. SIMONS	K.J. O'BRIEN	M.P. OWENS
W.J. CROSS	I.W. WOOLLEY	P.D. SMITH	P.D. SLADE	R.P. PHILLIPS J/4	R.E. PARSONS
C.S. CARLICK			C.E. STEVENSON	P. PRICE J/4	M.R. PARCEE
A.L.G. GUSSET	<u>THIRD OFFICERS</u>	<u>CHIEF ENGINEERS</u>	W.H. TUCKER	R.H. REED	H. RICHARDS
H.J. HIGGINS	W.P. FARNES	D.N. AHEY		S.J. STAINES	T.M. SAVAGE
D.L.C. JONES	P.A. HULLARD	D. ARCHIBOLD	<u>FOURTH ENGINEERS</u>	R.N. STRONG	J.A. THOMAS
T. LARSON	T.A. BIRLEY	R. CHARLESWORTH	R.H. ASHLIN		A.J.F. TUCK
J.S. MURRAY	J.A. DOODY	J. COSSACK	S.J. DAVIES	<u>ELECTRICIANS</u>	N. WILLIAMSON
T.R. MCNULTY	N.L. FRASER	W.J. GILL	A. DOUBLER	B.W. BATEY	
K.B. WHITTING	G.R. GARLAND	D. HARRISON	N.H. FROST	A.E. DAVIDSON	<u>DECK CADETS</u>
	I.J. HICKS	J. McVAY	G. GAYWOOD	K. EVANS	J.C. ERWIN
<u>CHIEF OFFICERS</u>	M.R. JACOBSON	R.H. PARDOCK	M.J. HUGILL	A. HAMILTON	T.C. CARTER
R.E. FAKER	T.L. LAWRENCE	M.R. RAYNER	R.W. MOORE	D.G. JARVIS	R.F. COLLINGS
P. FAVERSTOCK	J.C. PAGLER	J. SCOTT	G. MORGAN	D. OSBORNE	R.J. ELLIOTT
M.J. BELLAMY	P.G. ROBERTS	N. SHILSTONE	K.R. NEGLE	R.D. PARKER	M.A. EVANS
D.M. ELLIS	I.A. SMITH	R.J. TRIGG	W.R. PARKIN	D.E. REES	C.C. EVERETT
B.R. HOPPER	C. SWINDLELLS		J.B. PUGH	M.J. SCHMIDT	T.J. FULLER
T.J. HUNTER	K. WHITTINGHAM	<u>SECOND ENGINEERS</u>	D.C. PELLEY	G.C. SEATON	D.J. HERRING
M.C. MURRY		E.J. ALLSOPP	C. REES	G. SHADDOCK	S.G. HUGHES
A.P. JAGGERS	<u>RADIO OFFICERS</u>	R.V. BELL	R. THOMAS	J. WAUGHAN	M.R. LEVYDON
A.H.W. MITCHELL	P. BARKER	H.C. CONVERY	A.G. VINCENT	P. WILLNOTT	S.F. LOVRY
R.S. MCKAY	D. BIDEAD	P.H. EVANS	S.G. WARD		P. MARTIN
G.T. PARKER	W.P. BUDDEN	J. FOOTS	R.G. WELLS	<u>ENGINEER CADETS</u>	A.F. MILLER
J.S. PEARSTALL	W.P. HERWARD	M.R. GREEN		J.A. AKHURST	I.C. MILLER
P.C. COLES	J.A. HESLOP	J.B. HOCKING	<u>JUNIOR ENGINEERS</u>	K.J. AYRES	J.J. MOORE
B.R. HOPPER	C.G. MACEY	A.C. HOGGSON	G.E. ASHTON J/4	G.A. BROOKS	M.S. MORGAN
T.J. HUNTER	J.R. MATHEWS	R.A. REES	D. CAFFIN	F.M. BUCHAMPS	M.S. EARNE
M.C. MURRY	N.C. SANDERS	K. ROONEY	J.H. CAVANAGH J/4	G.M. EVANS	M.D. FOSTER
A.N. FEEVER-REID	D.S.H. THOMPSON	P.J. WALKER	J.A. COLERICK J/4	J.H. DAVIES	A.H. FRANCIS
P.C. COLES	D.R. WILKINSON	D.G. WEDLAK	A.D. COULING J/4	J.M. LAYNES	R.I. BALL
R.V. DUNGAN	M. WILKINSON		J.H. DAVIES	G. DOBBS	W.P. HENRY
E.J. DIXON	E.A. WILCOCKS	<u>THIRD ENGINEERS</u>	G. DOBBS	L.P. JASPER	M.P. SHALEY
R.C. HAYTON		R.S. ALLEN	M.C. EVANS	A.J. KETCHEN	A.M. TANNER
P. HERNIMAN	<u>CATERING OFFICERS</u>	C.C. ANDERSON	R. GOSGALL	P.W. KNIBBS	T.J. TUGGELL
P. P. LEVIS	P.F. ARENS	K.D. MUST	N.J. HUNT J/4	D.J. KNIX	J.M. VINCENT
M.F. HARGO	P. DELANEY	R.J. PURNUP	K.J. JARVIS	T.C. LAMSELL	C.S. WEEKS
P.F. MATHEWS	A.A. GOUNDIE	R.C. BUTCHER	P.M. JENKINS	C.K. LEE	A. WILLIAMSON
R. NORFITT	R. HOPFITY	D.J. CARTER	B.R. JONES J/4	M.J.C. LOCKWOOD	
K.T. O'NEILL	D.R. PARSFORTH	A. EDWARDS J/2	D.R. MORNE	R.L. MANSON	
T.A. PRICE	F.M. LEVER	D.C. LEVIS	M. MORGAN	G.J. HENKENS	
J. ROSS	J. LYONS	M.B. PERROTT	S.E. MORRIS	H.D. McINDIE	
J.C. SHIRLEY	R.A. PEACH	R.E. RUSSELL	K.W. NEWTON J/4	N.J. MILLWARD	
G. SIZER	G.J. PEACH				



A FORD ESCORT?

THE ABOVE PHOTO shows the remains of a car owned by Paul Elias, one of our Accounting Staff at Head Office. It was the result of the car being rolled four times on a stretch of the M4 Motorway between Cardiff and Newport last month. Fortunately, no one was hurt but the car was declared a "write-off" by the Insurance Company. You may notice the absence of a tyre at the rear of the vehicle and on inspection of the other side one would also have found those tyres missing. These were stolen only 48 hours after the incident but the culprits were later apprehended by the police.

Travelling Hopefully . . .

The coloured gentleman walked into Wolverhampton High Level Station and asked for a ticket to Karachi. The clerk was unable to oblige. "Karachi," he said, "that's Pakistan isn't it? Sorry, sir, you'll have to get your ticket at Low Level Station."

But at Low Level Station the booking clerk explained that he couldn't issue a ticket to Karachi. "Tell you what," he said, "I'll give you a ticket to Dover. They'll be able to fix you up." But Dover officials weren't of much help to our friend. They sent him across the Channel to Ostend where a voluble gentleman issued him with a ticket to Istanbul in Turkey. From there the continental officials supplied him with a ticket to Ankara, then Baghdad and eventually to Basra where he was given a boat ticket to Abadan. After this travelling marathon the final stage—through the Persian Gulf to Karachi—was an easy trip.

After a pleasant month with his family and numerous friends he decided to return to England. So he marched up to the railway booking office in Karachi and asked—not very hopefully—for a ticket to Wolverhampton, England. The clerk beamed, "Yes, sir, certainly, High Level or Low Level Station?"

FOOD

Some information on Specialities in Japan.

(Captain T. Lawson)

SUSHI

The thought of eating raw fish frightens many visitors, but there are others who recognise it as a rare delicacy instantly with their first bite of sushi.

Sliced raw fish is placed on top of slightly vinegared boiled rice moulded into mouthful slabs. Shellfish, shrimp, octopus, etc. are also used.

The way to eat sushi is to pick it up with the first three fingers of the hand, dip the fish side in soy sauce and transfer to mouth. In between morsels, eat thinly sliced ginger—also with your fingers.

Hot green tea in large cups is a must because it adds flavour to the sushi.

You will be charged by the number of pieces you eat, the minimum being two because whatever you order will be always served in a pair. There are places which still sell Y50 sushi and others which charge upwards of more than Y200 a piece.

SAKE

Sake (pronounced sah-keh without accentuation), the Japanese national rice wine, is traditionally taken warm. An increasing number of people, however, are beginning to drink it cold—even "sake on the rocks".

It is drunk from thimble-size cups called "cho-ko" because it is a mood drink to be enjoyed in sips rather than downed in gulps.

SUKIYAKI

No one can vouch for it, but it is generally believed that sukiyaki originated from the practice of cooking (yaki) meat and vegetables on the blade of a plow (suki) in the open field. Suki-yaki as a recognised dish is only about a hundred years old, but in that period it has become not only a Japanese national dish but also an international favourite.

Suki-yaki is universal because its main ingredient is beef. It is cooked together with vegetables such as green onion, seasonal greens, grilled bean curd and devil's tongue. It is uniquely Japanese because it is cooked in soy bean sauce with sweet sake.

There are many variations of cooking sukiyaki because the diner cooks it himself right on the dining table. Some people first melt a piece of fat on the heated pan and cook the thin slices of beef first, adding specially prepared stock and vegetables later. Others pour the stock in

the pan first and then add the other ingredients.

As each item is cooked, you pick it up with your own chopstick, dip it in a bowl of lightly beaten raw egg and eat it. The raw egg serves to cool the hot morsel and to prevent it from burning your tongue. It also makes the sukiyaki taste better. If you do not relish raw egg, just take the morsels directly from the cooking pan to your mouth.

As you eat the cooked morsels, add fresh ingredients to the pan.

TEMPURA

It is said that the Japanese learned to make tempura, deep-fried fish, prawn and vegetables, from European missionaries in the 16th Century. It is commonly believed that the name was derived from the Portuguese word meaning temple or templar. Today, tempura is known as the Japanese dish which is sure to appeal to people from any part of the world.

Tempura, to be appreciated, must be eaten hot—as soon as it comes out of the deep-fry.

Usually, the morsels are dipped in a specially made sauce containing soy bean sauce, mirin sweet wine, seasonings and grated radish before eating. Some people eat it with only salt.

SHABU SHABU

If you must, you can translate shabu shabu as swish swash. Paper thin slices of the best Kobe or Matsuzaka beef are held at the end of chopsticks and swished, as if rinsing, in a pot of boiling hot water on the table.

It is then dipped in a specially prepared sauce before eating. There are two types of sauce. One is a sesame oil base mixed with miso bean paste, ground peanuts and seasoning. The other is the spicy "ponzu" citrus juice mixed with grated radish and bits of Welsh onion.

After the swishing of meat has imparted flavour to the boiling water, vegetables such as Chinese cabbage, green onions, dried mushroom and tofu bean curd are cooked in it.

Management Consultants

People who borrow your watch to tell you what time it is—and then walk off with it.

Answers to Simple Quiz

1. American Society of Travel Agents.
2. Harold MacMillan (in fact he did not say it; it was in the press hand out of his speech, but when he came to speak he omitted it).
3. Northern Ireland.
4. Frank Sinatra.
5. Mark Twain.
6. Getting down to the morning's work.
7. A talent or personality.

Take Aways

ONE OF THE developments of present day eating habits is the phenomenal increase in the numbers of Chinese "Take Away" establishments springing up in our towns.

Is it perhaps a reflection on the present day way of life that the family meal is prepared in a shop in the side street and carried home in a little plastic bag?

Whatever the reasons, there is still a lot to be said for good home cooking or a quality meal in a quality establishment—it's a matter of taste maybe.

It will soon become necessary, if the present trend continues, to acquire the art of using chopsticks.

Captain T. Lawson has sent in an article on this subject which should be of interest—

How to use Chopsticks

Think of the chopstick as a pair of prongs, the only difference being that there are two separate parts or sticks. One stick is held in stationary position and the other is moved.

(1) Take one stick first and hold it in your right hand in the way you would normally hold a pencil. If the stick has a thick and a thin end, hold it so that the thick end is on top.

(2) Keeping the fingers in this position, turn your hand inward until the stick is horizontal to the table and parallel to your body.

(3) Relax your fingers slightly and slide the stick to the left until your thumb and forefinger are clamping the stick at about its mid-point. The thumb should not be bent nor rigidly straight. All your fingers should be curved slightly inwards with the middle finger in contact with the underside of the stick and the nail of the middle finger protruding towards your body. The third (ring) finger should be in line with the

middle finger but its nail should protrude beyond the middle finger towards your body.

(4) Now, take the other stick with your left hand and let the thick end rest on the protruding part of the ring finger of your right hand. Slide the stick towards the right, touching the tip of the middle finger and passing under the thumb until the thick end rests at the base joint of your forefinger. This is the stationary position of this stick, and it should be roughly parallel to the first stick.

(5) Alternately bend and extend your forefinger and middle finger, letting the first stick PIVOT at the thumb. The thin tip of the moving stick will touch that of the stationary stick when you bend the two fingers and the tips will separate when you extend the two fingers. Don't hold the sticks rigidly. Hardly any pressure or strength is needed to grasp things at the tip of the chopsticks.

The chopstick is multipurpose: it serves the Japanese as fork, knife and spoon. They eat soup with it; they cut food into small morsels with it; and they use it to pick up food and carry it from the plate to the mouth. You can do it, too.

Heard in Court

A certain lady was driving her car and knitting at the same time. A Police Officer came up alongside and the Officer leaned out of the window and said, "pull over, Madam!"

The woman smiled at him and said, "no, actually it's a pair of socks."

Destination No Object

AIR MAILED FROM Jakarta recently an envelope reached its intended destination, Head Office, Cardiff, in spite of troubles with the address.

Full marks to the Postal Services.

MESSRS: SMITH & CRAFT
SIR WILLIAM ROAD & ANDONS LTD
P.O. BOX 90 Dwon Shine House
Grey Friars Road Canfire Goaddiff
CF. 1. RT. Wales-UK.

"What is a Friend"?

A friend is a person of great understanding,
Who shares all our hopes and our schemes.
A companion who listens with infinite patience
To all of our plans and our dreams.
A true friend can make all our cares melt away,
With a touch of a hand or a smile,
And with calm reassurance make everything brighter
And life always seem more worthwhile.
A friend shares so many bright moments of laughter
At even the tiniest thing—
And what memorable hours of lighthearted gladness
And pleasure this sharing can bring.

T. LAWSON
Master



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