

newsletter

No. 102—JULY, 1978

Indian City

This name has figured prominently in the history of the Company.

It appears the first *Indian City* was completed in January 1915 by Doxfords of Sunderland. She was sunk by enemy action 18th March, 1915.



Being secured alongside fitting-out quay after launching at Fairfields, Glasgow, 11th July, 1967.

Built by Ropner 1920. Shown on maiden voyage. Company paint colours continuing post-war until 1923—topsidings and superstructure all Admiralty Grey.



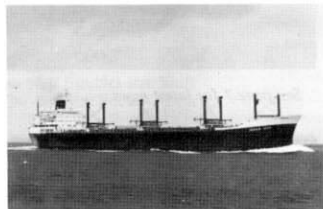
Built Bertram Sunderland 1944, with armament removed at Karachi and Ministry of War Transport Service completed. Photographed entering Durban harbour.



Thought for the Month

(Submitted by Mr. J. L. Sanday)

*Whenever you're feeling important,
Whenever your ego's in bloom,
Whenever you take it for granted
you're the best qualified in the room.
Whenever you feel that your going
would leave an unfillable hole,
Just follow this simple instruction
and see how it humbles your soul:
Take a bucket and fill it with water,
put your hand in it up to the wrist.
Pull it out and the hole that's remaining
Is a measure of how you'll be missed.
You can splash all you please when you
enter,
you can stir up the water galore,
But stop, and you'll find in a moment,
That it looks quite the same as before.
The moral in this quaint example,
Is to do just the best as you can.
Be proud of yourself, but remember
There is no indispensable man.*



Commencing maiden voyage from the Clyde, October 1967—Captain George Harvey, Master.

Maximum dwt. 47,170. Lightship 9,510 tons with draft 7' 8" (empty of cargo, fuel, water and stores).

WHEAT

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.

Life's meaning

*These things make life worthwhile to me;
A sunset sky, a maple tree,
A mountain standing grim and gray,
Against the skyline far away,
A baby's laugh, a summer breeze,
A roadway winding 'neath the trees,
A friend to trust, a book to read,
And work that meets some human need,
And through it all, a sense of God,
Lifting my soul above the sod,
The hope and peace which He can give—
To make it worth my while to live.*

A company is known by the people it employs.

An Award from the Weathermen

WE ARE ADVISED that Captain B. A. G. Boyer has received from the Meteorological Office at Bracknell, an Award in the form of a copy of the University Atlas, as an acknowledgment of a high standard of Meteorological Logbooks sent to them from the vessels under his command during 1977.

Captain Boyer particularly wishes to be placed on record his own acknowledgment of the painstaking efforts of those Officers on the vessels in question, whose diligence in observing and recording the weather gained recognition of the Meteorological Office.

We offer Captain Boyer and all the Officers concerned our sincere congratulations.

World Cup Madness— Brazilian Style

IF YOU HAVE suffered through the World Cup on TV spare a thought for the Brazilian TV viewer. In the 25 days of the World Cup in Argentina each and every match from the Opening Ceremony to the Final were shown complete. This amounted to only a total of 57 hours football.

However, with the pre-match build up, half-time highlights, post-match analysis and repeats of all Brazilian team games the total came to a staggering 131 hours football.

On certain days with four matches being played it was possible, if you had the stamina, to watch 11 hours football on the one and only channel.

Cargo operations came to a complete halt during all of the Brazilian team games. However, no complaints were heard about the amount of football shown on TV, the selection of the Brazilian team and their abilities were far more important.

For independent sports coverage the BBC/ITV take a lot of beating.

Captain R. I. CRAWFORD

*Just wealth enough to give and spare
Just health enough to banish care
Just friends enough sincere and true
What more want I? What more want you?*

With my kind regards to all my old colleagues,

Sincerely,

H. A. E. CASWELL

UNMANIFESTED CARGO

CAPTAIN JOHN CANN on m.v. *Amparo* reporting from Guaymas on the third of May, referred to the following incident:—

Whilst the *Amparo* was loading cotton at Acajutla, stevedores working in No. 3 hold reported to the Chief Officer that a venomous snake was coiled up on a beam knee beneath the tweendeck, starboard side. All stevedores evacuated the hold poste haste, whilst the Chief Officer attempted to kill it with an iron bar. He succeeded in striking it but the snake slid off the beam and dropped down the ship's side to the bottom of the hold.

At this state, the hold was more or less full, and the stevedores resumed work, completing the hold and tweendeck and the hatch was battened down ready for sea.

The hold was fumigated with methyl bromide in an attempt to dispose of the snake. The hold was sealed by experts and will be under gas for 24 hours. It is intended to open the hatch cover and run the hold ventilation system in order to ensure the compartment is gas free prior to discharge operations.



See page 7 for latest news.

A patient returned home after a highly successful transplant operation. He visited his doctor after the first week and asked for some guidance on smoking. "Just do the normal," said the doctor, "but if you were smoking say 30 a day previously, try and cut it down to 15."

"And what about drinking?" said the patient. "Well the same goes for that. If you always enjoy a whisky when you come home from work, carry on as before, but try and cut out the one before you go to bed."

Delicately the patient approached the subject of sex. "That's all right," said the doctor, "as before, but I must make one qualification. It must be with your wife because we daren't risk your getting excited."

Captain Cross takes Issue with Newsletter

IN A RECENT letter from Captain Cross he writes:—

Your photographs "From the Archives" are much appreciated, but I would take issue with you on the photograph of the m.v. "Homer City", with the "Eastern City" astern of her, dated December 1946, at Vancouver.

I served on the m.v. "Eastern City" from October 1947 to November 1948, and again from September 1959 to June 1961, and the vessel you show appears to have a counter stern, also a much taller funnel than I remember.

The "Homer City" appears to have stokehold ventilators showing above the bridge, and therefore not a motor vessel. Could this photo belong to a decade or two earlier?

Referring to our records we find as follows:—

The caption in the album of photographs refers to "s.s. *Eastern City* crossing astern".

Records were checked and it was discovered that reference was made to m.s. *Eastern City* completed June 1941—First Master Captain Shotton, Chief Engineer H. Orr. Unfortunately no photograph appears with this information. This vessel was sold in August 1962 and renamed *Helmas*. It would appear, therefore, this is the *Eastern City* Captain Cross sailed on.

His reference to *Homer City* could well be correct. The caption in the album refers to s.s. *Homer City* and not m.s. and 1946 is incorrect.

The *Homer City* of 1946 was the ex *Empire Rangoon*. She was built in 1944 and purchased November 1946.

Note:

We are grateful to Captain Cross for his interest in the foregoing.

Anniversary Wish

At the request of Miss Pauline Willoughby of Belfast, we announce the Silver Wedding Anniversary of her parents, Mr. & Mrs. Willoughby on 14th July. Congratulations and best wishes to you both.

Mr. Willoughby is one of our Senior Electricians.

STAFF NEWS

MR. EVAN WALMSLEY

Mr. Walmsley continues to make slow progress towards complete recovery. Slow but sure, we hope.

MR. DENIS MATTHEWS

Mr. Matthews continues to make satisfactory progress and hope to see him before long.

SUCCESS

We congratulate the following:—
O.N.C. Passes—H. D. Johnson, P. C. Harding, A. P. Morris, C. A. Prescott.
Class 4 DOT—H. D. Johnson (Prize for Phase 3 Progress O.N.C.), A. P. Morris, P. D. Codd, I. C. Miller, J. C. Neale.
O.N.D. Passes—I. C. Miller, J. C. Neale.
1st Class Motor—R. E. Diamond.

PROMOTION

2nd Engineer to Chief Engineer—J. C. Cullen.
2nd Engineer to Chief Engineer—P. W. Evans.

MARRIAGE

The marriage took place on the 12th June, 1978, between Chief Officer Mr. R. S. McKay and Miss Ella Wood.

NEW STAFF

We have published from time to time names of sea-going staff on joining the Company. Sometimes it was not possible to publish a list due to circumstances prevailing—nevertheless, although the names did not appear the welcome remained.

The same welcome is extended to the following on joining the Company:—

2nd Engineer, M. Murrell; 3rd Officer, N. B. Howard.

Catering Officers, D. Kelly, G. R. Passmore.

3rd Engineers, R. Taylor, E. L. Mallett.

Junior Engineers, E. L. Lloyd, M. McDonald, K. Wiltshire, B. Metcalfe, R. Man, J. J. Jones, D. A. Hayden, C. R. Brennen, G. N. Trott, D. G. Davies.

Electricians, J. R. Preston, J. P. O'Mahoney, P. D. Kyle.

RE-JOINED COMPANY

Catering Officer, D. Gowsell, 3rd Officer, C. B. A. Tay, 3rd Engineer, C. D. Hughes.

EASTERN BLOC THREAT

(General Council British Shipping—
May '78)

THE EASTERN BLOC and, in particular, the Soviet challenge to Western liner shipping continues to give cause for anxiety, not because it is competition but because the Soviet system makes it unfair.

The Soviet liner deadweight tonnage is now the largest in the world with 9.7 million (8 per cent of world cargo liner tonnage) and with a capacity of at least four times that required to carry its own foreign liner trade.

Further container and roll on-roll off ships are expected to become available by the end of 1980. There will be very little Soviet national trade to give them employment.

Western shipowners are principally concerned about the increased activity of the Soviet liner fleet in the major trunk routes. Soviet vessels operate as outsiders at rates between 15 per cent and 30 per cent below conference rates, sometimes more. This under-cutting is a particularly serious problem for conferences serving trades from Europe to East Africa and the Far East, US East and West coasts to Australia and the Far East and UK/North Continent to the Mediterranean. Unfair competition from the Trans-Siberian Railway Landbridge (TSR) also means a considerable loss of cargo by ships in the Europe-Far East trade.

Although the Russians operate their ships on an economic basis within their own terms, their costs are different; capital costs charged to Soviet ship operators are low, their bunkers are at prices well below world market levels; they do not cover their ships for hull and machinery insurance and their crew costs are low by Western standards.

A main reason for Soviet expansion in the liner trades seems to be their desire to earn foreign currency as the USSR is short of foreign exchange, but there would seem additionally to be strategic aims behind the present Soviet policy.

"Understanding" Sought

Western shipowners and governments have been seeking ways of reaching an understanding with Soviet shipping interests on the basis of Soviet lines becoming conference members under normal conference criteria but so far with little success. In particular, attempts following

PRESENTATION TO COMMODORE M. J. HIGGINS



Mr. A. S. M. Devine, *Dingwall Cotts & Co. Ltd.*, Vancouver, presenting Commodore M. J. Higgins with a gift to mark his impending retirement.

The presentation was made in April last.

Contributions to R.N.L.I.

Captain Boyer advises that a donation of £11.12 from the officers of the *Maria Elisa* recently was sent to the R.N.L.I.

BE STILL AND KNOW

Has the old devil blues got ahold of you today?

Can't think of something nice to do

Or anything kind to say?

Then just you step outside that door

Beneath God's clear blue sky,

Let your troubles soar aloft

You can, you know—just try!

Can't you hear that bird asinging yonder on the hill?

You won't hear him if you're fretting,

So be quiet; just be still,

Let the message that he's trilling

Penetrate your very soul,

For cares and fears are never meant

To darken life's true goal.

Close your mind to all the griefs that mar

the plan of God,

Why rebel when things are gray,

And rough the ways you trod?

Rest, my friend, in the winds of time

And the healing warmth of the sun,

A renewal of spirit will flood your soul

For the living that's just begun.

NANCY L. URE

The director's bin . . . And he's probably coming back.

(continued overleaf)

the Anglo-Soviet discussions in London in June 1977 to develop principles to guide relationships between UK and Soviet shipping—particularly in the multi-lateral liner trades—which could be accepted on a wider basis, were unsuccessful.

Whilst it is still hoped to achieve an acceptable working arrangement, if solutions cannot be found concerted governmental action to protect British and other Western merchant fleet interests remains the aim. The EEC is considering certain measures to counter this competition for submission to the Council of Ministers. In the United States, a Bill for this purpose is before Congress.

The UK Government and the British Shippers' Council are well aware of the problem and have given strong support to British shipowners in their efforts to contain the Eastern Bloc threat.

Information Dept., May 1978.

Knowing her husband's habit of sampling everything she baked, a woman left a note on a dozen fresh doughnuts: "Counted—one dozen."

On her return she found only ten doughnuts and a note: "Think Metric."

SHIPBUILDING CRISIS *British Shipping's Views*

*(General Council British Shipping—
May 1978)*

Introduction

World shipbuilding capacity is estimated at some two or three times world demand. The continuing world trade recession has resulted in a sharp fall in the demand for ships.

At the end of March, 1978 about 5 per cent of the world's dry cargo tonnage was laid up; 25 per cent of the world's tanker tonnage is laid up or slow-steaming.

The tanker surplus is expected to continue into the mid-1980s and in 1977 freight rates did not cover operating or capital costs. The outlook for the bulk trades is also gloomy with owners often barely able to cover operating costs and unable to keep up with capital repayments.

Reduction in Capacity

Governments, including the UK Government, have, through OECD, acknowledged that a suitable reduction in shipbuilding capacities should be a priority target and that they should not take measures or grant aids likely to disturb the process of adapting the shipbuilding industry. A cut back in capacity has been accepted in different ways by Sweden, Norway, Holland and Japan.

However, the UK has no plans for a reduction in capacity as such maintaining that, unlike some other countries, its capacity has not expanded over the years and has not directly contributed to the present crisis. But the inevitability of redundancies has been recognised and the Government is taking steps which would enable shipbuilding workers in the public sector who lose their jobs to be financially compensated from the public purse.

The EEC has advocated a cut back in capacity from the present Community annual level of 4.4 million compensated tons to 2.4 million compensated tons by 1980. Implementation of this target will require the agreement of member states.

Aid

The difficult political and social problems caused by the shipbuilding crisis have led governments to subsidise their shipyards to win orders or to build for stock ships the world does not want and does not require. There is uncertainty about measures being taken by governments to encourage further building of unwanted ships despite a directive from the EEC approved by Community Foreign Ministers which introduces closer monitoring of aid to member states and increases in production capacity.

In the UK, overseas aid has been used to give ships to India. While the use of aid in this and in any other similar deals such as those being explored for Pakistan and Vietnam give a short-term benefit to UK shipyards, it is outweighed by the long-lasting damage to British shipping through giving these competitors cheaper ships at the taxpayers' expense. This does not mean shipowners are opposed to every case of helping developing fleets. But with the world surplus of tonnage it is a matter of timing and of the degree of development the fleet has already reached.

British Shipping as a Customer of UK Shipyards

At the end of 1977, over £4.45 million worth of ships were on order in UK yards for UK registration.

On 31st December, 71 per cent of the ships on the order book of UK yards were for domestic registration. (There are no

comparable figures for the Japanese order book but, of all the ships under construction in Japanese yards, only 17 per cent were for domestic registration, according to Lloyd's Register shipbuilding returns.)

Restraints on Building Abroad

It has sometimes been suggested that more work would be obtained for UK shipyards if the Government prevented British owners from building abroad. This is fallacious. Every extra £1 million on the cost of a ship requires an extra revenue of £400 per day during the life of the ship. Price is therefore crucial to a shipowner who is competing with the rest of the world, and if he is not able to build at competitive prices, he will not build at all. Thus, if there were restrictions on British owners, the shipping industry and the economy would lose, but the UK shipbuilding industry would gain nothing.

Of the ships under construction for registration in the UK at the end of December, 1977, 77 per cent were being built in UK yards (Lloyd's Register shipbuilding returns).

Encouraging Building at Home

All things being equal, British owners would prefer to build at home. There are advantages in freedom from currency worries and ease of supervision. But as important as getting the ship at the right price is getting it at the right time.

In 1977, in some cases with the help of the Intervention Fund, British owners ordered over 450,000 dwt of ships in UK yards and are continuing to co-operate with the Government by doing all that can be done to ensure that UK yards have every chance of securing such orders as are available. Ministers have acknowledged that this has been helpful. Meantime, there is the likelihood of a further £75 million being made available to the Fund.

British shipowners are not receiving any benefit from this scheme which enables the UK yard to quote a price comparable to those of its non-EEC competitors.

British shipowners see no objection to the Intervention Fund applying to sales to foreign buyers, such as the Poles, as well as British buyers provided there is no discrimination in favour of the foreigners.

General

There are too many ships chasing too little cargo. The prospects for new orders this year are very lean and the outlook for successive years is not encouraging.

It is unrealistic to expect that the UK shipbuilding industry can escape the consequences of the world surplus of shipbuilding capacity.

Information Dept., May, 1978

SHIPBUILDING STATISTICS

Current position

	'000 grt		
	<i>Orders entered in 1977</i>	<i>On order at 31.12.77</i>	<i>Completed in 1977</i>
Total in UK shipyards	438	2,199	1,020
—of which for UK registration	318	1,315	588
In foreign yards for UK registration	121	1,114	1,191
Total for UK registration	439	2,429	1,779

Historical data

UK Shipbuilding Industry

	<i>Total '000 grt</i>	<i>of which for UK Registration</i>	
		<i>'000 grt</i>	<i>% of total</i>
1. <i>Completions</i>			
1974	1,198	954	80%
1975	1,170	821	70%
1976	1,500	1,036	69%
1977	1,020	588	58%
2. <i>Orders entered in</i>			
*1974	862	331	38%
*1975	67	43	64%
1976	408	177	43%
1977	438	318	73%
3. <i>Tonnage on Order at 31 December</i>			
1974	6,133	4,124	67%
1975	4,931	3,791	77%
1976	2,946	1,799	61%
1977	2,199	1,315	60%

Ships for UK registration

	<i>Total '000 grt</i>	<i>of which in UK Yards</i>	
		<i>'000 grt</i>	<i>% of total</i>
4. <i>Completions</i>			
1974	3,813	954	25%
1975	2,962	821	28%
1976	2,148	1,036	48%
1977	1,779	588	33%
5. <i>Orders entered in</i>			
1976	464	177	38%
1977	439	318	72%
6. <i>Tonnage on Order at 31 December</i>			
1976	3,442	1,799	52%
1977	2,429	1,315	54%

Note: Figures refer to all merchant ships (i.e. fishing vessels, tugs, etc., are included).

Source: Above figures are based on analysis of Lloyd's Register of Shipping data except lines marked with an asterisk which were published by SRNA.

SHIPPING'S VALUE TO THE ECONOMY

(General Council British Shipping—May '78)

Three types of shipping affect our balance of payments contribution and our general value to the economy.

1. UK owned Ships

The key figures here for 1976 are:

Total revenue	£2,470 million
Gross Export Earnings (the basis used by manufacturing industry) which are the earnings of UK ships in carrying exports from this country and also in the cross trades (i.e. cargoes carried between countries other than the UK itself), passenger fares collected abroad and time charter hire paid for UK ships from abroad.	£1,992 million —equivalent to almost £5½ million per day
Essential expenditure abroad on bunkers, port and cargo-handling charges, etc.	£978 million
Net contribution to balance of payments (i.e. after deducting foreign disbursements from gross export earnings)	£1,014 million

All categories set new records in 1976. The net contribution of UK ships has more than doubled since 1972 (£430 million).

In addition to the net contribution, UK ships saved £478 million (gross) on freight charges on imports into this country, and also on passenger fares collected in the UK—money which otherwise would have had to be paid in foreign exchange to foreign owners. These foreign ships in turn would spend more in UK ports—say an estimated £200 million.

Therefore UK ships contributed to the balance of payments last year.

NET EXPORT EARNINGS	£1,014 million
NET IMPORT SAVINGS	£278 million
	<hr/> £1,292 million

2. Foreign ships on charter to UK operators

Gross export earnings	£791 million
Disbursements abroad + charter hire paid	£1,152 million
	Deficit
	£361 million
Import savings	£169 million

These figures added to those for UK ships equal the **UK shipping industry**. Thus the **total earnings** of the UK shipping industry (gross export earnings, plus gross import savings for UK ships and foreign ships on charter to UK operators) amounted to £3,430 million in 1976.

1976

3. Ships of overseas operators

Freights from UK imports and passage money	£1,076 million
Disbursements in UK ports	£468 million
	Deficit
	£608 million

4. The Sea Transport Account, the official government presentation which brings together the following:

UK ships—net export earnings	Plus	£1,014 million
Ships on charter to UK operators	Minus	£361 million
Ships of overseas operators	Minus	£608 million
	Shipping (net) Plus	<hr/> £45 million

The Sea Transport Account records the UK's total transactions with all shipping, both UK and foreign, as they affect the balance of payments. Some commentators confuse the shipping (net) figure of plus £45 million (published in the Central Statistical Office's annual publication sometimes called the "Pink Book") with the contribution of UK ships. They are quite separate matters. The shipping (net) figure obscures the contribution of UK ships which is £1,014 million of net export earnings plus £278 million of net import savings—almost £1,300 million in all. The shipping (net) figure would be worse off by £1,300 million. That's the real significance of the contribution of UK ships.

(The Capital Account. In recent years the industry has necessarily bought a great deal of new tonnage abroad—in 1975 this foreign expenditure amounted to £320 million in actual capital outflow. This figure does not appear in the "Pink Book".)

5. In Summary, UK ships contributed more than £1,000 million net to the balance of payments last year, over 20 per cent of all net private invisibles. The true value of UK ships to the balance of payments is therefore over £1,000 million of net export earnings, plus nearly £300 million in net import savings—£1,300 million in all. **These are the figures to concentrate on.**

SHIPS POSITIONS AT 26th JUNE, 1978

Cardiff City. On Time Charter a/c Salen. Sailed Brownsville 19th June for Baltimore arriving 25th and sailing 29th for Bridgeport to complete discharging, arriving 1st July and sailing 3rd. Next business vessel loads corn at Norfolk Va. for discharge Alexandria/Port Said.

Devon City. On Time Charter a/c Motortank. Sailed Singapore 10th June after bunkering. Arrives East London 26th to load a cargo of maize, sailing 28/29th for Bandar Abbas arriving 26th July to discharge. Next business not yet known.

Eastern City. On a direct continuation of Time Charter a/c Yamashita Shinnihon. Sailed Hay Point 20th June with a cargo of coal for discharge Kaohsiung and Sakaide arriving Kaohsiung about 5th July, sailing 6th for Sakaide, arriving about 7th and free 8th July. Next business not yet known.

Fresno City. On Time Charter a/c Gearbulk. Arrived Brunstuttl 23rd June to discharge and sailed 24th for Antwerp, where she arrived 25th and is due to sail 27th for Avonmouth arriving about 30th to complete discharge and redeliver off time charter.

New Westminster City. On Time Charter a/c Alianca. Sailed Recife 18th June after completing discharge. Next business indicated vessel loads a cargo of wheat in Houston for discharge Brazil (Maceio and Recife).

Orient City. Arrived Houston 14th June. Sailed 17th June with a cargo of 47,500 LT wheat for discharge Rostock where she arrived 4th July and completes 10/15th July. Next business not yet known.

Port Alberni City. On Time Charter a/c D'Amico. Arrived Montfalcone 12th June to complete discharge. Sailed 21st June. Vessel redelivered from Time Charter on passing Cape Passero 23rd June. Vessel proceeds Ceuta for bunkering where she arrives 26th June.

Prince Rupert City. On Berth Service BS.92. Sailed Cowichan Bay 31st May with a cargo of 24,378 LT Forest Products. Sailed Cristobal 14th June, arrives Tilbury about 27th June to commence discharge, sailing 4th July for Boulogne arriving 5th and sailing 7th for Rotterdam 8/10th and Brake 11/13th July. Next business vessel proceeds on Steel Service ST.60.

Tacoma City. On Steel Service ST.58. Arrived Seattle 18th June and sailed 21st for New Westminster where she arrived 22nd and sailed 23rd after completing discharge. Vessel arrives Long Beach 26th to deliver under Time Charter a/c Showa to load a cargo of petroleum coke for discharge Japan. (Naetsu and Miike). Next business vessel proceeds on Berth Service BS.95.

Vancouver City. On Time Charter a/c Alnav. Sailed Fos 4th June with a cargo of 23,687 MT Steel Products for discharge Houston where she arrived 19th and sailed 21st. Arrived Cristobal 25th June and sails 27th for Oakland, arriving 6th July and sailing 7th for Portland 10/11th and Vancouver 13/17th to complete discharge.

Victoria City. On Steel Service ST.59. Sailed Antwerp 16th June with a cargo of 23,654 T steel. Arrives Panama Canal 2nd July and sails same day for Long Beach to commence discharge arriving 12th July and sailing 14th for Oakland 15/17th, Portland 19/20th, Seattle 21st/22nd and New Westminster 23rd/27th to complete discharge. Next business not yet known.

Welsh City. Arrived Ama 14th June to load a cargo of bulk yellow corn for discharge Ghent. Sails 26th June, arrives Ghent 11th July and completes 15/20th July.

Amparo. Arrived Fukuyama 20th June and sailed 23rd for Kobe where arrived 23rd and sails 27th for Nagoya 28/29th, Yokohama 30th/2nd

July, Ensenada 17/19th, Manzanillo 22nd/23rd, Acapulco 24/26th, Salina Cruz 27/28th, Puntarenas 31/1st August, Corinto 2nd/3rd, Cutuco 4/5th, Acajutla 6/7th, San Jose 8/10th, Champerico 11/15th and Manzanillo 18/20th August.

Atlantic. Sailed Kimitu 25th June for Kawasaki where she arrived 25th and sails 28th for Yokohama 28/30th, Manzanillo 25/27th July, Acapulco 28/29th, Tampico 30th/31st and Coatzacoalcos 1st/3rd August.

Elena. Sailed Champerico 24th June for Salina Cruz arriving 25th and sailing 26th for Manzanillo 28/30th, Mazatlan 1st/2nd July, Ensenada 5/6th, Yokohama 22nd/24th, Nagoya/Yokkaichi 25/26th, Osaka/Kobe 27/28th, Kanda 29th/31st, Keelung 1st/2nd August and Hong Kong 3rd/4th August.

Gela. Arrived Vera Cruz 22nd June and sails 25th for Tampico 26/27th, Coatzacoalcos 28th/2nd July, and Hamburg where she arrives 19th July and then drydocks for eight days. Sails 30th July for Bremen 31st August, Antwerp 2nd/4th, Le Havre 5/6th, Liverpool 8/9th and Vera Cruz where she arrives 24th August.

Maria Elisa. Arrived Hamburg 25th June and sails 28th for Bremen arriving 29th and sailing 30th for Rotterdam 3rd/4th July, Antwerp 5/6th, Liverpool 9/14th, Le Havre 17/18th, Bilbao 20th/22nd and Coatzacoalcos where she arrives 6th August and sails about 7th for Vera Cruz and Tampico.

Sara Lupe. Sailed Valencia 21st June for Vera Cruz where she arrives 6th July and sails 10th for Coatzacoalcos 11/12th, Tampico 14/16th, New Orleans 19th/21st, U.S. Port 24/25th, Morehead City 31st/2nd August and Barcelona where she arrives 14th August.

UNMANIFESTED CARGO

What the University College, Cardiff Thought!

THE PHOTOGRAPH WAS sent to the University College, Cardiff, in the hope that the Department of Zoology might be able to identify the snake.

Mr. A. Stevenson of the Department was very ready to assist and we are most grateful for the interest he displayed. The findings were as follows:—

“The photograph is of a young (about two years old) Boa Constrictor. This is a completely harmless snake having no

poisonous fangs. It kills its food by coiling round it and crushing it to death. It is fairly common around Mexico and may have come with the cotton bales.

Judging by the photograph the snake was killed by the blow it received and not the methyl bromide.

Just a footnote—it was a pity that the snake was killed because people often keep them around their places to keep rats and mice away.”

FLY TYING

By Chief Officer R. P. Graham

MANY PEOPLE WILL be aware that fly fishing for trout on our rivers, lakes and ponds is an interesting and relaxing hobby and the upsurge in popularity of fly fishing has done much to dispel the myth that it is a rich man's sport.

A fascinating side to the sport is the making of ones own flies. Of course commercially tied flies are widely available at various prices and qualities, but the angler who ties his own flies can derive a very personal satisfaction from killing a fish with a fly he has devised and put together with his own hands.

The fly is an important part of a team that comprises, rod, reel and line. Without the fly the others are useless, and though the same may be said of each part of the team, it is the fly that is presented to the trout and upon its effectiveness will decide how many trout go into the creel.

Trout flies imitate, in various guises, the insects which are the natural food of the trout; or in the case of larger trout, the small fry on which they feed. It is trying to beat nature at her own game whereby the small bundle of fur and feathers tied onto a hook, fools the trout into thinking it is something good to eat.

Essential to fly tying is a vice, a means to hold the hook firmly as the various materials are wound on and tied in. Vices vary from cheap and basic to expensive and gimmicky. No one hook is appropriate to all fly fishing conditions and a variety of sizes are available from the small midge hooks a few millimetres in length up to about one inch in length for large sea trout flies. Hooks are usually single barbed, though doubles are often used; trebles and tube flies being usually reserved for salmon flies.

Materials for making the fly vary from exotic jungle cock feathers to the feathers from a common barnyard fowl. Seals fur, monkey fur, peacock and pheasant feathers, rusty and olive dun hackles can all be purchased from specialist shops and a walk in the country can produce a selection of odd loose feathers, strands of sheep wool and other sundry materials which with a little patience and dexterity can produce a very killing and lifelike fly.

Beginners to fly tying are sometimes put off by their early efforts, but perseverance brings its rewards for no matter how skilled one eventually becomes, the first attempts are usually terrible. Fly tying is not difficult and as one becomes more adept, the pitfall to avoid is the tying of flies more pleasing to the eye of the beholder rather than to the eye of the trout.

Designs of fly are virtually unlimited from accepted patterns of long standing and effectiveness such as March Brown and Greenwells Glory, to the individual designs of the fly tyer. Many instruction books are available to the would be fly tyer and in a surprisingly short time he will be proficient in a pleasurable and interesting hobby allied to the gentle art.



m.v. "LEEDS CITY" and m.v. "VICTORIA CITY"
at Avonmouth, 10th July, 1975.

Photograph sent to the Newsletter by Mr. Short of Sir William Reardon Smith & Sons Ltd., Avonmouth Office.

CHILD'S EYE THOUGHTS ON THE M.N.

IN JUNE, Third Engineer William Tucker paid a visit to a Welsh junior school in Mid Glamorgan and talked to the children about his life in the Merchant Navy.

Direct contact of this nature between the younger generation and those who go down to the sea in ships can have far reaching and beneficial results. This particular visit impressed the children and staff very much. The class teacher enclosed some examples of the children's reaction to the talk. These expressed the interest created by writing in their own inimitable way, highlights varied with each child. Some of the writings we publish as a matter of interest:—

LIFE ON BOARD SHIP

Yesterday Third Engineer Tucker came to talk about life on a ship. And he worked in the Merchant Navy and he carried cargo all round the world. He has his own cabin and he has a hobby collecting butterflies and moths, and he showed us some photographs and he showed us his collection of butterflies and moths in a glass case and some times on sea he sees whales and sharks and flying fish. And some times the waves are very rough and you must watch that the ship does not tip over. And some times sea birds do land on the deck and some of the crew do bird watching. And the front of the ship is called the bow and the back is called the stern.

By Pamela Owen—
Aged 8 Years Old

LIFE ON BOARD SHIP

Third Engineer Tucker came to talk to us about ships and he said he travelled round the world to different countries. The front of the ship is called a bow and the back end is called a stern. He has seen whales, sharks and turtles. These are some of the countries he has been to Japan, South America and Africa. He showed us photographs of some of the places he had been to. Two men fell over board one man drowned and the other man survived. Mr. Tucker works in the engine room. When you are in the ship for weeks you have to find something to do. Mr. Tucker has hobbies and one of them are catching butterflies and moths. He had them in a glass case. He has seen a flying fish. He said he was not in the Royal Navy he was in the Merchant Navy.

By Debbie Davies—
Aged 8 Years Old

LIFE ON BOARD SHIP

Roberts father came to see us. He talked to us what it would be on board a ship. He works down below the engine room. He has been all over the world. He sleeps in a cabin. The front of the ship is called a bow and the back of the ship is called a stern. Mr. Tucker a third engineer. On the ship they carry cargo and he had seen a very big turtle and he saw sharks and whales and he saw flying fish and he had some butterflies and moths and he had them in a glass case. He showed us some photographs. He came to our school yesterday.

By Lee Rose—
Aged 8 Years Old

VESSEL	CELA	APARAO	ELENA	ATLANTIC	MARIA ELISA	SARA LIFE
MASTER	W.D. JONES	J. GANS	M.E. JONES	G.F.R. ELLERY	D.L. BELL	R.W. PULKER
CHIEF OFFICER	A.P. JAGGERS	H.C. INGRAM	I.C. STUTT	R.T. ALFORD	D.H. AUBREY	D.C. TOON
SECOND OFFICER	G.D. EVANS	A.N. SMITH	F.J. GOLLING	J.W. GURTON	I. COWAN	R.M. RICHARD
THIRD OFFICER	G.F. EYLES	S.R. BREEDON	J. FLAHERTY	J.M. SMITH	P.C. HARDING	T.H. JOVETT
FOURTH OFFICER						
ELECTRONICS OFFICER						A.J. MITCHELL
RADIO OFFICER	M.W. SAVORY	R.W. MCINNES	S.G.W. WHITMORE	R.J. FREECE	E.G. FROMHAM	
SENIOR RADIO OFFICER						
CHIEF ENGINEER	P.W. EVANS	L.N. WILLIAMSON	F.H. WILSON	J. FITZSIMMONS	B.M. DRAPER	R. THORNTON
JUNIOR CHIEF ENGINEER						
SECOND ENGINEER	K.D. MORGAN	W.A. BRUCE	P.R. BRYANT	D.P. JONES	P.J. FRENDEPGAST	M. MURFELL
JUNIOR SECOND ENGINEER						
THIRD ENGINEER	A.C. COOMBS	C.J. BURTON	R.J.D. STRANGE	A. HOBIN	D.B. EVANS	
JUNIOR THIRD ENGINEER						
FOURTH ENGINEER	M. CAUSER	J.A. JONES	T.E.J. SPERRING	I.S. EXTON J/3		D.M. ELEY
JUNIOR ENGINEER	H.W. DAVIES J/4	A.J. WHITE J/4	W.A. STONE J/4	C. REYNOLDS	E.F. MORSE	E.L. LLOYD
JUNIOR ENGINEER	W.J. LAIT	H. CRAMPFORD	K.R. TOMES	J.W. CABLE	P.N. MCCORMACK	
JUNIOR ENGINEER						
ELECTRICAL ENGINEER	M.C. DAVIES	M.G. YOUNG	B. GAWTHREY	J.T. LORANE	T. WILLOUGHBY	J.P. PRESTON
JUNIOR ELECTRICAL ENGINEER		I.H. VAUGHAN				
CATERING OFFICER	J. BONNER	L. HAYMARD	A.H. FOX	J.A. PATRICK	D. MacPHAIL	J. EUGENASTON
DECK CADET	G.M. KIVELL				J.G. KEYTE	S.J. LAWS
DECK CADET						M.R. DUNS TALL
DECK CADET						J.J. HUDSON
DECK CADET						R. HUGHES-JENKINS
DECK CADET						S.J. SMITH
ENGINEER CADET						
ENGINEER CADET						

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
B.A.G. BOYER	I.H. STUART	M.G. TIERCE	I.D. SLAIG	D.J. TETTON J/3	M.P. COERS
W.J. CROSS	I.H. WOOLLEY	P.D. SMITH	G.E. STEVENSON	R.P. PHILLIPS J/4	R.E. PARSONS
G.S. GARLICK			W.H. TUCKER	P. PRICE J/4	M.R. PREECE
A.L.G. GOSSET	THIRD OFFICERS	CHIEF ENGINEERS		R.H. REED	M. RICHARDS
M.J. HIGGINS	W.P. BARNES	D.N. AMEY	FOURTH ENGINEERS	S.J. STAINES	T.W. SAVAGE
D.L.G. JONES	P.A. BULLARD	D. ARCHOLD	R.H. ASHLIN	R.M. STRONG	J.A. THOMAS
T. LAWSON	T.A. BURLEY	R. CHARLESWORTH	S.J. DAVIES		A.J.F. TUCK
J.S. MURRAY	M.J. CLARKE	J. CORBACK	A. DOUBLER	ELECTRICIANS	M. WILLIAMSON
T.P. MCNULTY	J.A. DOOHY	H.L. FLETCHER	N.H. FROST	B.R. BATEY	
R.K. STUART	M.L. FRASER	M.J. GILL	C. GAYROD	C. CAUDE	DECK CADETS
J. VAUGHAN	L.J. HICKS	J. MCWAY	M.J. HUGILL	K. EVANS	J.C. FROXY
K.B. WHITTING	N.R. JACKMAN	R.M. PADDOCK	P. JOHN	P.J. FOALE	T.G. CARTER
	T.L. LAWRENCE	M.E. RAYNER	R.H. MOORE	A. HAMILTON	B.F. COLLINGS
CHIEF OFFICERS	J.C. FAGLER	J. SOFT	G. MORGAN	D.G. JARVIS	R.J. ELIOTT
J.P. ANDREWS	P.C. FORTS	N. SHILSTONE	K.R. NEGLE	D. OSBORNE	H.A. EVANS
R.E. BAKER	I.A. SMITH	R.J. TRIGG	W.R. PARKIN	R.D. PARKER	C.G. EVERETT
P. PAVERTOCK	C. SWINDELLS		J.R. PUGH	E.D. REES	T.J. FULLER
D.W. ELLIS	K. WHITTINGHAM	SECOND ENGINEERS	D.C. PULLEY	C.G. SEATON	D.J. HERRING
B.R. HOPPER		R.V. FELL	C. REES	G. SHADCOCK	S.G. HUGHES
T.J. HUNTER	RADIO OFFICERS	H.C. CONVERY	B. THOMAS	J. VAUGHAN	M.R. LONICOND
M.C. HURST	P. BARKER	K. DURHARD	A.G. VINCENT	R. WILMOTT	S.F. LOVRY
A.P. JAGGERS	D. BIRNHEAD	P.H. EVANS	S.C. WARD		F. MARTIN
A.M. MITCHELL	W.P. BUDDEN	J. FOOTS	R.G. WELLS	ENGINEER CADETS	A.P. MILLER
R.S. NCKAY	W.P. HERBARD	N.R. GREEN		J.A. AKHURST	J.J. MOORE
C.T. PARKER	J.A. HESLOP	J.B. HODKING	JUNIOR ENGINEERS	K.J. AYLES	M.S. MORGAN
J.S. PEARSELL	J.R. MATHEWS	R.A. SEES	D. CAFFIN	G.A. BROOKS	C.A. PREGAN
J. SHARPLES	N.G. SANDERS	K. ROMNEY	J.H. CAVANAGH J/4	P.M. DESCHAMPS	C.A. FROSCOTT
W.G. WOOD	R.H. SELLAR	P.J. WALKER	J.A. COLDRICK J/4	M.S. DUNE	M.R. SEALEY
	D.S.H. THOMSON	D.G. WEDLAKE	A.D. COMLING J/4	A.M. FRANCIS	J.D. SMITH
SECOND OFFICERS	D.R. WILKINSON		J.H. DAVIES	R.I. HALL	A.M. TANNER
A.M. BEVER-SMITH	M. WILKINSON	THIRD ENGINEERS	J.W. DAVIES	M.P. HENRY	J.M. VINCENT
A.L. PRICE-SMITH	E.A. WILLOCKS	R.S. ALLEN	G. DOBBS	L.P. JASPER	G.S. WELKS
P.C. COLLES		C.G. ANDERSON	M.G. EVANS	A. KEAST	A. WILLIAMSON
R.V. DUNGAN	CATERING OFFICERS	K.D. AUST	R. GOSGALL	A.J. KITCHEN	
E.J. LANK	P.F. AKERS	R.C. BUTCHER	N.J. HUNT J/4	P.W. KIRBIS	
R.G. BAYTON	P. DELANEY	D.J. CARTER	D.J. JARVIS	D.J. KNIX	
B. HERMANAN	D.J.S. DYCE	A. EDWARDS J/2	P.W. JERKINS	T.G. LINDSELL	
P.P. LEWIS	A.A. GOULDIE	C.D. LEWIS	D.F. JONES J/4	C.H. LEE	
M.F. MARGO	C.J. HARRIS	D.K. MORGAN J/2	K. MIDWINTER	M.J.C. LOCKWOOD	
T.A. PRICE	D.R. HARTSHORNE	N.F. PERROTT	M. NOGAN	R.L. NANNON	
J. ROSS	J. LYONS	R.A. PEACH	S.E. MORRIS	G.J. MCKENZIE	
J.G. SHIRLEY	G.J. PEVERLY	K.F. RUSSELL	K.W. NEWTON J/4	H.D. NEUBRIDE	
C. SIZER		D. SIMONS	K.J. O'BRIEN	N.J. HILLIARD	

Sea Staff Disposition as at 30.6.

VESSEL	CARDIFF CITY	DEVON CITY	EASTERN CITY	FRESNO CITY	NEW WESTMINSTER CITY	ORIENT CITY
MASTER	J.J. BIRKILL	F.J. BORONIGIS	D.S. JACK	L.R. STAINES	R.T. CRAWFORD	J.P. WILSON
CHIEF OFFICER	R.J. WILLIAMS	F. SCOTT	J.R. ASHLEY	D.J.A. NICHOLL	R.P. GRAHAM	K. JONES
SECOND OFFICER	N.T. D'ARNO	A.A. FIELD	S.P. CORFORD	I.M. STEWART	N. JERRIN	A. THURGOOD
THIRD OFFICER	J.C. BARRI	K.F. BALLARD	P.A. DORGAN	T.J. DUNN	H.D. JOHNSON	D.P. KIRLEY
FOURTH OFFICER						
ELECTRONICS OFFICER		P. BRADLEY	D.R. APPLETON	R.H. SMITH		
RADIO OFFICER	D.P. SMITH				W.P. CAMERON	R.G. CHONG
JUNIOR RADIO OFFICER				B.J. CARTER	P.D. HARTWELL	
CHIEF ENGINEER	H. HERRINGTON	D.M. PARSONS	D.N. HENRY	D.R. ENGLIS	D.J. JENNINGS	L.G.T. TAYLOR
JUNIOR CHIEF ENGINEER			D.P. WOOD	M.C. SEMAN	T.J. NIXELL	
SECOND ENGINEER	A.C. WOODSON	G.J. MORRIS				G.J. CRIFIELD
JUNIOR SECOND ENGINEER						
THIRD ENGINEER	H. TAYLOR	R.H.B. JEVINS	M.J. YATES	A. McNALLY		W.M. POWELL
JUNIOR THIRD ENGINEER				S.J. DAVIES	D.A. ROBERTS	
FOURTH ENGINEER	G.L. SHIMON	A.D. COMLING	A.J. BUDGE		I.C. PEARCE	D.J. COCHRAN
JUNIOR ENGINEER	D. WRIGHT	D. WRIGHT	G.G. WATERS	M.D.M. EVANS	C.J. BRON J/4	R. BROWN
JUNIOR ENGINEER	A. WARD	P.J. COLE	M.D. STAINES	D.P. BARKNESS	B.L. ALLEN	W.H. CROSSLAND
JUNIOR ENGINEER			K.D. HILL			
ELECTRICAL ENGINEER	J.H. HARRIS	K.F. BEAN	J.A. GRANGER	H.J. HEVILE	K.W.G. HAMPTON	P.G. STODOLSKY
JUNIOR ELECTRICAL ENGINEER						
CATERING OFFICER	F.W. LEVER	P.J. KEOGH	L. SLAWINSKI	D.C.M. TRINICK	A.P. HUGHES	L.D. SURREY
DECK CADET		G.D. RANDELL		A.R. REHMAN	P. BORLEY	G.R.J. FAULSTICH
DECK CADET				R.W. PRICE	R.W. DAVIES	D.T. SHOOTER
DECK CADET						R.J. TAYLOR
DECK CADET						
DECK CADET						
ENGINEER CADET						H.C. WILLIAMS
ENGINEER CADET						

VESSEL	PORT ALPHEI CITY	PRINCE RUPERT CITY	TACOMA CITY	VANCOUVER CITY	VICTORIA CITY	WELSH CITY
MASTER	R.A.H. VANNER	A.D. LIGHTFOOT	J.J. KALNINS	T.W.D. JOHN	R. HARRIS	G.J.T. LINDSEY
CHIEF OFFICER	I. WOOLLARD	K. MILBURN	M.D. HOWELL	T. HAXELL	M.W. SLAYMAN	J.F.S. YORK
SECOND OFFICER	A.C. PROSSER	F. DINGLEY	R.J. CRIBB	D.H. SMITH	N. DAVIES	J. HENDERSON
THIRD OFFICER	C.A. FRESCOTT	A.P. MORRIS	T.J. WARD	M. KAVANAH	A. ABEL	P.D. CODD
FOURTH OFFICER						
ELECTRONICS OFFICER	D.C. SHORT			B.B. EVERETT		
RADIO OFFICER		J.N.A. CLARK	V.F. CULLEN		I.F. BULLOCK	G.P.S. WATTS
JUNIOR RADIO OFFICER						
CHIEF ENGINEER	J.J. BACHURST	T.W. DAVIES	R. CHAMBERS	J.C. CULLEN	G.J. THETT	G.J.W. MERRITT
JUNIOR CHIEF ENGINEER						R.E. DIAMOND
SECOND ENGINEER	J. KING	T. GRAHAM-RUSSELL	N. NESBITT	J.N. HAIGH	D.W. JONES	
JUNIOR SECOND ENGINEER						
THIRD ENGINEER	C.G. FRENCH	G. MORGAN	K.A. VELDA	J.H. DAVIES	C. HUGHES	J.L. MAGILL
JUNIOR THIRD ENGINEER						
FOURTH ENGINEER	M.J. TRICHOET	K.W. NEWTON J/4	P.W. FLACE	M.G. SMITH	M.G. EVANS	A.H. PAXTER
JUNIOR ENGINEER	G.L. TAYLOR J/4	K.J. GRACE	K.R. WARNER J/4	R.H. STEAD J/4	D.G. DAVIES	J. RETALLION
JUNIOR ENGINEER	R.A. BARROW	P.H. MURDO	P. CURRAN	C.R. PRENAN	K. WILTSHIRE	M. MONROE
JUNIOR ENGINEER						S.R.M. JERKIN
ELECTRICAL ENGINEER	F.H. BENNINGTON	J.D.W. McLAREN	J.P. CRAWFORD	D.G. GRANT	J. McIVER	F. TYRMAN
JUNIOR ELECTRICAL ENGINEER						
CATERING OFFICER	L.E. SEARAUKE	G.J. LYONS	R.G. HOYLAN	C.R. PASMORE	D. GOSSELL	R.G. PIERCE
DECK CADET		M.R. HART			R.K. VILLARS	R.E. SPRIGGS
DECK CADET		J.B. DISSDALE			G.E. FROAD	I.D. FIRD
DECK CADET		G.R. GARLAND			P. COLLINS	J.D. PATEMAN
DECK CADET						
DECK CADET						
ENGINEER CADET					A.P. PRANDVAN-JONES	
ENGINEER CADET						