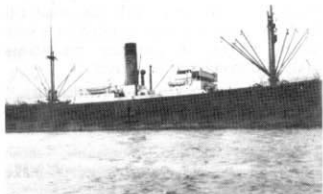


newsletter

No. 103—AUGUST, 1978

From the Archives . . .



s.s. "Quebec City" ex German "Haimon" featuring 4 derricks at Nos. 1, 2, 4 and 5 hatches. Captain J. O'Neill of Dublin. Master 1926.



s.s. "York City". Builders J. L. Thompson. Sunderland 1922.



s.s. "Quebec City". Completed 1927. Launched at Wm. Gray Yard, W. Hartlepool. Length 414' 7". Breadth 54' 3". (2nd of 11 vessels (Gray) 1927/30.)



s.s. "York City" underway. British Columbia Coastal Waters. Sold May 1937.



s.s. "Quebec City". Torpedoed in Atlantic, 19th September, 1942. (Captain Caradoc Thomas.)

Metrication

WE HAVE FORGOTTEN the trouble and anguish decimalisation caused and are presently contemplating the unknown of the Metrication era which many believe is only just around the corner.

The other day an article came to hand, written by a Mr. R. O. Fysen and entitled "Measure for Measure" which we thought very interesting. (With acknowledgements and thanks to the author) he writes:—

When the succeeding generation remarks that a miss is as good as a metre, the older generation will feel less at home as it self-consciously complains "Give them a centimetre and they'll take a kilometre". One cannot be quite fluent in another language while still thinking in one's native tongue and translating phrase by phrase.

That sums up the problem of changing to the metric system in Britain, a change which is called metrication. We have to learn a new language—and learn to *think* in that language.

To make up for not being weaned on baby food by the gramme and introduced to a metric ruler on the first day at school, a vivid system of mental assessment must be established to get the metric system in focus. The new system must be carefully combed through, and set out in an assimilable fashion. Then a plan and a method must be adopted by which the whole thing may be gradually and completely absorbed.

This will admittedly take time, but it is by no means as difficult as some people imagine.

For a start, it must be made clear that metrication is not simply a change from British to Metric units, but a change from a period in which either system could be used (many who find direct benefit in metric units are already using them) to a period in which metric units would become universal in this country.

(continued overleaf)

There are usually two sides to every argument but no end.

The Need of the Hour

Politicians today are thinking about the next general election whilst statesmen are thinking about the next generation.

Secondly, decimalization should not be confused with metrication. We will not decimalize the inch, as we plan to decimalize the £ sterling. The inch will go altogether and will be replaced by the centimetre. Any disadvantages this change will hold for, say, the retail and distributive trades must be set off against the advantage of standardization with existing and future metric countries. This is the whole purpose of metrication—and this purpose could not be achieved with a decimalized inch or kilopounds which, in fact are already in use.

The metric system originated in France, and was first proposed in the French National Assembly in March 1791. The basic measurements were adopted in 1799, and on 1st January 1840 the system was enforced in France. In 1864 the system was made legal in Britain, and in 1965 the Board of Trade announced the Government's plan for a sector-by-sector change to metric which they hope will be substantially completed within ten years. It must be pointed out that since 1868 several attempts have been made to enforce the metric system in this country.

So, we are now going over to metres, kilograms and litres. But how did they originate?

The *metre* was originally intended to be one ten-millionth of the quadrant from the North Pole to the equator measured through Paris, but this distance is in fact about 2,280 metres greater than the ten million. Hence the metre is now defined as equal to 1,650,763.73 wavelengths in vacuum of the radiation corresponding to the levels 2p₁₀ and 5d₅ of the krypton 86 atom.

The *kilogramme* was intended to be the mass of one cubic centimetre (1000 cc) of water under standard conditions, but the international prototype kilogramme was later found to differ from this.

The litre is the volume of 1 kg of water at 4°C and 760mm of mercury pressure.

This knowledge, however, is not likely to take anyone very far towards learning the language of metrication. It is much easier to think of:

1 centimetre	as $\frac{1}{2}$ in
100 mm	as 4 in
1 metre	as 1 yard
1 sq metre	as 10 sq ft
1 hectare	as 2½ acres
1 litre	as 1 quart
100 grammes	as 4 ounces
1 kilogramme	as 2 pounds

These are rough assessments, to within about 12 per cent, and obviously to continue using two pounds for 1 kilogramme would be dangerous as a

conversion. The idea is only to find out how heavy a kilogramme would feel.

Similarly, to gain an idea of temperature, °C can be quickly be assessed in °F by doubling them and then adding 30. This works quite well for the temperatures referred to in British weather forecasts, but for temperatures outside that range the method becomes more and more inaccurate.

But to make continual use of conversion tables is like trying to learn another language entirely by means of a phrase book. It is only during the temporary transitional period that we will need some rational conversion factor—not highly accurate, but sufficient to enable people to gain a thorough understanding of the metric system.

High accuracy of conversion should seldom be necessary. For example, an engineer would not design a mechanism in British units, have its detailed dimensions drawn in British units, and then have it converted to metric units, including machining tolerances. He would work it all out in metric units from the beginning. In that case, his use of conversion factors would be restricted to problems of overall dimensional assessment, and then only because he is more familiar with the British system—a problem which, of course, he would be in the process of overcoming.

Some conversions would be needed in the initial period to cope with the supply situation, particularly in the case of bolts and bars which, until existing stocks were exhausted, would still be available in inch measurements.

Here a little commonsense can be used. There are still conversion tables that quote one inch as being equivalent to 25.399978 mm. Quite apart from the fact that the inch has now been defined as exactly 25.4 mm the error which would have been produced had the standard not been changed would have been less than one millionth.

If a litre is taken as 1½ pints instead of 1.76 pints the error is just over $\frac{1}{2}$ per cent, or about 46 drops per pint—well within the prescribed limit of error of the British Measuring Instruments (Liquid Fuel & Lubricants) Regulations 1963. Here again, this minor error is not likely to occur since housewives will buy milk, and motorists their oil, in litres, not pints.

The formula that one kilometre equals $\frac{1}{2}$ mile is not quite accurate—but who cares?

In short, once we have learned the 'feel' of metric measurements, we will gradually learn to 'think' in metric. And, surprisingly, we may all find that it is much easier to become fluent in the language of metrication than any of us have imagined.

Trial by Water

THE STORY IS told of a curvaceous blonde who knocked on the Golden Gates, fluttered her long lashes at St. Peter, and said, "Sir, my name is Veronica, please will you let me in?" St. Peter was puzzled. "No one told me you were coming—wait a minute while I look at today's list." He produced a roll of parchment and surveyed the list of names with some care. "Sorry," he said, "your name isn't on my records. I'm afraid we can't admit you." The girl pouted prettily. "Dear, dear Peter," she cooed, "of course you can—please, please let me come in."

The guardian of the gates was obviously moved by her pleading. "I try to be fair," he said, "Tell you what I'll do. Over there is a lake spanned by a very narrow bridge. If you can get across safely, I'll admit you to Heaven."

Veronica was intrigued. "Fair enough," she said, "but what's so difficult about crossing that bridge?"

St. Peter sighed, "Somehow, those who think wicked thoughts never make it. They always fall into the water."

So off they went for the test. The bridge in places was so narrow that they had to inch across in single file. Veronica, who was some yards in front of St. Peter, wore a close-fitting jumper and tight skirt which showed off her magnificent figure to perfection. She wriggled her way over to safety but just as she reached the opposite bank there was a big splash behind her!

People who drink before they drive are putting the quart before the hearse.

At a ceremony to mark the amalgamation of six Insurance Companies, a shield of arms had been commissioned to mark the event, but when it was unveiled, four of the sections depicted a man in bed with a woman; the other two showing a man in bed alone and a baby. The shield was swiftly covered up. Later, explanations were demanded.

Unabashed, the Herald responsible explained the six sections like this:—

1. Man in bed with wife—
Legal and General.
2. Man in bed with fiancée—
Mutual Trust.
3. Man in bed with secretary—
Employers' Liability.
4. Man in bed with prostitute—
Commercial Union.
5. Man in bed alone—
Scottish Provident.
6. Baby—General Accident.

We are indebted to Mr. P. Bradley, Electronics Officer, m.v. "Devon City" for the following interesting account of a visit to Bangkok.

The photographs accompanying the article were so good it would be a pity not to have published them. We hope readers will enjoy reading—

BANGKOK AND ITS TEMPLES

BANGKOK: THE PRESENT day capital of Thailand is sometimes called the city of a thousand temples. So, when *Devon City* was ordered there with the likelihood of a stay of several days it was with anticipation that we looked forward to a chance to be able to visit just a few of them.

It was a Monday morning when we finally reached our berth and tied up in midstream amidst the noise and clamour of a busy river. Local water taxis, gaily painted in vivid reds, greens and yellows darted everywhere. Long canoe like sampans noisily raced up and down the river, their ex motor car engines, seemingly minus the silencer, being connected to their propellers by exceedingly long drive shafts which sometimes extended quite a few feet behind the boat. Little tugs, gaily painted, looking for all the world as if they were taking visitors on a cruise around the lake of an English stately home, pulling three or four large heavy lighters.

We had arrived. To whet our appetite for things to come, on the riverbank nestling amongst the dense tropical

vegetation was a small temple, its resplendent red and yellow ornate roofs, gilded spires and shining white walls contrasting sharply with its dark green surroundings.

That evening a scouting party was sent ashore to make a reconnaissance and gather information. The local Mariners Club proved extremely helpful in this respect having within its walls a travel agency exclusively devoted to excursion trips for visiting ships, all at very moderate prices. The choice was wide varying from a day at the Bridge on the River Kwai 150 kms to the north, to an evening of classical Thai dancing.

Sitting in air conditioned comfort with ample refreshment, form was studied, a possible itinerary selected, and a full report prepared for those remaining on board.

Later in the week arrangements were, we thought, finalised ready for an early start next morning when possible disaster struck (to our pockets). The arrangements had been made with an unbeknown to us pirate operator who would have charged us considerably more than the Mariners Club.

Here let me state our appreciation for the Bangkok Mariners Club. Somehow they had found out that we were expecting the 'pirate' so one of the travel agency representatives arrived on board at 7 a.m. in the morning to explain our mistake. Furthermore he was ready to show us all we wished and had a mini bus and driver awaiting us on the quay, all at a cheaper price.

Consequently, the shore party was soon assembled and after an early breakfast set off ashore. We were going to be shown around Bangkok City and see three of the more well known temples and also the Thai Royal Palace together with its associated buildings. First though we had to negotiate the hectic rush hour traffic of Bangkok which, like any other modern city, faces the usual traffic problems. However, after holding our breath and closing our eyes a few times we safely survived downtown Bangkok's traffic and arrived at our first call "The Temple of the Golden Buddha."

Removing our shoes at the temple entrance which was to happen again and again at every temple we visited, we all filed inside. (Here a hint of advice for other would be temple goers, wear slip-on shoes—it's so much easier.)



Part of the Royal Palace in the background with in the foreground Royal Pavilion a replica of which was Thai exhibit at New York World Fair.

The Temple of the Golden Buddha is so named because of the image of the Buddha installed there. This is a statue of Buddha about twenty five feet high cast in solid gold. It weighs 5½ tons and its estimated value is somewhere in the region of 30 million U.S. Dollars at present day prices. The history of this particular image of the Buddha is quite fascinating. Apparently some 800 years ago it was in a temple in the north of Thailand near to the old capital and nearby was another temple also with a golden image. In the 14th century Burma and Thailand were at war and Burmese troops had invaded northern Thailand. Furthermore they had discovered this second temple, looted it of its treasures and melted down the golden image. To prevent the same irretrievable loss of this golden Buddha the local people covered it completely with a cement skin about three inches thick which they then painted gold so that when the Burmese arrived they thought it of little value and left it unscathed.

So closely was the secret of this cement clad Buddha kept that eventually all knowledge of the deception died out and was lost. Such remained the state of affairs until 1952 when the Buddha was to be removed from its original position and re-installed on its present site. Then by a fortuitous accident the secret was discovered. Whilst it was being lifted by a



Statue of Demon King at Wat Po Monastery.



Golden Pagoda said to contain the ashes of Buddha.

crane, ready to be put on the back of a lorry, the idol slipped out of its slings and crashed to the ground shattering its cement coat. Thus was revealed its true nature for the first time in about 600 years.

Leaving the temple we regained our shoes and joined our bus to go to the Royal Palace.

The Thai Grand Palace is unlike our Buckingham Palace in as much as it is not just one single building but a very large complex of buildings included in which is the royal harem. Here we were reliably informed previous kings used to have anything up to 45 wives or more and the King was the only man allowed inside. (The present King alas has only one wife.) A fair comparison I suppose would be Buckingham Palace, St. Paul's Cathedral, Westminster Abbey and the Tower all in one courtyard. It was here that Mrs. Anna as the Thais call her of "King and I" fame taught the royal children during the latter half of the 19th century and of course we were shown where she used to teach, including the blackboard. The main palace building the Chakri is very European in its architecture and could be mistaken for one of the very large English stately homes. It could be mistaken that is, until one looks at the roof which is classical Thai in style. With its red and green tiles, intricately carved gilded friezes and cornices and soaring golden pinnacles it is very ornate and very picturesque. Another

of the elaborately roofed buildings contains the coronation hall of the first of the present royal lineage King Rama 1st but now used for the lying in state of the monarch after his death. He actually stays there for three months before being cremated. Yet another, the present audience hall, both very similar in appearance with their interior walls looking at first glance to be covered with patterned wallpaper but which a closer look shows to be hand painted direct onto the walls.

The Throne ornately carved from Ebony and inlaid with mother of pearl and topped by a pyramid of nine umbrellas signifying rulership of all the nine tribes that used to inhabit old Siam. Friezes surround the intricately patterned ceiling with pictures of Angels. Doors inlaid with vividly coloured demons to frighten away evil spirits, a breath-taking and to European eyes unique sight.

Walking through the grounds of the palace past the royal elephant hitching post and more ornate pavilions brings one to the more secular area of the complex. Prominent amongst the buildings in this sector is the Royal Chapel, "The Temple of the Emerald Buddha", housing an image of the Buddha about 18 inches high carved out of a single block of green jade. Again, this has been brought to Bangkok from the north of the country when the capital was moved south in the early 18th century. The inhabitants of the area



"The Golden Buddha" weighs 5½ tons cast in solid gold & worth about 30 million Dollars U.S.



Royal Pavilion with Coronation Hall in background

where it was originally installed thought that because of its vivid green colour it must have been carved from an emerald, hence its name. This is one of the most important temples in all Thailand the Buddha rests atop a 30 feet high golden altar which is surrounded by ornate carvings and statues. The walls of the chapel (Actually the size of a large church) are covered with paintings full of bright colours depicting the life story of Buddha and other folklore tales. Outside the walls are covered with a multi coloured mosaic and the doors of the chapel exquisitely inlaid with mother of pearl. Amongst the other buildings were various temples and a golden pagoda looking like an upturned hand bell completely covered with golden mosaic tiles. It is here it is claimed that rest the ashes of Buddha although our guide did point out that at least a dozen other sites in Thailand also make this claim.

All too soon we were on our way again, this time to the monastery of "Wat Po" where, guarded by giant statues of the demon king is the largest reclining Buddha known. This temple which was later built around the effigy has Buddha in a reclining position with his head supported by his arm. The image is over 300 feet long and completely fills the temple. Although constructed of plaster on a framework of bricks it is completely covered in gold leaf.

A note here, nowhere did we see the Buddha depicted as a very fat middle-aged man with a pronounced pot belly, that seems so familiar to us in the west. When asked about this our guide explained that this is an image of one of the Buddhas disciples who liked his food too much.

All around the monastery were stone statues of demons, Chinese mandarins and merchants, dragons, mythical beasts etc. and also one of Marco Polo. Marco Polo never visited Siam but he did visit China and his statue along with all the

others were brought from China as ballast in Chinese Junks when in the past there was a lively trade between the two countries.

Leaving Wat Po we were taken to the inevitable souvenir shop and then onto the final temple of the tour, "The Marble Temple". This is a building, again in the classical Thai style we had by now become familiar with, constructed entirely out of the finest Italian marble.



The Marble Temple.

Finally we were deposited back at the Mariners Club where, after a meal of the local delicacies washed down with the local beer we spent the rest of the afternoon in the very welcome waters of the club's outdoor swimming pool.

The day had been an experience to remember for a long time and if a future call at Bangkok is made by RSL it is an opportunity to see a unique sight and one which should be taken if at all possible.

P. BRADLEY
Electronics Officer
m.v. Devon City

Lip Service

A farmer was on his way to market. He was accompanied by his daughter and, as they were on a buying mission, their cart was empty.

Rounding a corner in the road they were confronted by a couple of footpads who, seeing they had nothing to steal except the horse and cart, promptly made off with it. Astonished, the farmer and his daughter were speechless for a while but after a few minutes the girl opened her mouth and removed a purse bursting with cash. "My word," exclaimed the farmer, looking admiringly at his daughter, "I wish we had brought your mother with us, we might have saved the horse and cart!"

Look before you leap and you won't limp.

The Royal Merchant Navy School m.v. Prince Rupert City's efforts Praised

Dear Editor,

On behalf of his fellow governors and himself Mr. Antony Reardon Smith has written as follows:-

Our sincere thanks to the Officers of the Prince Rupert City who have recently contributed £120 to the above School. This amount I understand was raised in a very novel and entertaining manner and Mr. Milburn has undertaken to record the event for posterity. This is the second time the Officers of this ship have taken an immense amount of trouble to raise money for the school. Earlier in the year, Captain Lightfoot and his merry men had a sponsored "Slim In", which raised £116. If you add these two amounts together, this ship, I am proud to say, has raised more money than any other British Merchant Ship in response to the Appeal for funds for the Royal Merchant Navy School on the occasion of its 150th Anniversary.

The Officers involved in this magnificent effort deserve our sincere thanks and would be most

welcome to visit the School at almost any time they wished.

Yours sincerely,
Antony Reardon Smith

Staff News

Ch. Officer Evan Walmsley

We are very pleased to report that Evan has now fully recovered after a long period of illness. His many friends at Cardiff and London wish him all the best for the future.
Pob llwyddiant yn y dyfodol.

Marriage

Congratulations and best wishes for the future to:-

Miss Lynn Peters, Accounts Department, Head Office who was married on 22nd July to Mr. Gary Bratcher.

Miss Dorothy Bowkett, Technical Department, Head Office who was married on 12th August to Mr. J. Everest.

1941 and all that

THE YEAR 1941 was a particularly bleak year for the Company. Many of the Company's ships were sunk, others were damaged but successfully made port. The names of the ships will no doubt revive memories for a large section of our readers.

The *Sacramento Valley* (ex *Cragness*, was sunk on the 6th June.

The *Tacoma City* was bombed and sunk on 13th March in the River Mersey just off Liverpool Docks. Four men were lost and 31 saved.

Prince Rupert City was sunk on the 2nd June.

The *Bradglen* was sunk in the approaches of the Thames on 19th September by an acoustic mine. This type of mine was new and had been dropped during the previous night's raid on London. The vessel was on a voyage from New York and Jacksonville, Florida with Naval stores for London, having called at Belfast en route to land three Douglas bombers. She proceeded from Belfast to Oban unescorted and on arrival there, the master was requested to take the Commodore and his signallers, as Commodore Ship to Methil to which he readily agreed. The ship arrived safely at Methil, formed another convoy of 25 ships and again the *Bradglen* was Commodore ship.

When the convoy sailed from Methil,

the Commodore, a man with rather a large "corporation", made things more difficult for moving around the bridge by insisting on wearing a Mae West the whole time. He continually asked the Master, to instruct the crew to wear their lifejackets all the time and, as the ship approached the Thames, he did so and kept his own alongside him on the bridge. When the explosion occurred, both the lifeboats were put out of commission and all the crew and the rotund Commodore and his staff, complete with lifebelts, were put on to rafts and in the jolly boats. Fortunately, the mine exploded under No. 4 hatch, where bales of cotton were stowed instead of under No. 2 hatch, which was full of turpentine. As it was there was a sad loss of nine men. After seeing everyone away from the ship, the Chief Officer and Master together with an injured fireman, all with lifebelts on, now stepped into the water, which was now level with the deck amidships and made their way towards the Destroyer, *HMS Vivian*, which was not far away. The Captain of the destroyer was the man who soon afterwards ran his destroyer into the lock gates at St. Nazaire, Captain Beattie. The crew were all now on board the *Vivian* and were landed at Sheerness.

On the 28th April the *Santa Clara Valley* was lost and finally *Bradford City* was lost on 1st November.

SHIPS POSITIONS AT 24th JULY, 1978

Cardiff City. On Time Charter a/c Salen. Sailed from Norfolk 19th July with cargo of grain for discharging at Alexandria or Port Said completing about 30th August. Vessel calls Gibraltar 30th July.

Devon City. On time Charter a/c Motortank. Sailed from East London end June with cargo of maize which is being discharged at Bandar Abbas where she completes early August.

Eastern City. This vessel is on Time Charter a/c to Almare. She sailed from Sakaide on 12th July and arrived in Weipa in Queensland on 21st July to load Bauxite for delivery to Porto Vesme in Sardinia where she is expected to arrive about 21st August.

Fresno City. On Time Charter a/c China National Foreign Trade Corporation of Peking. The vessel loads Di Ammonium Phosphate at Tampa sailing early August and transiting the Panama Canal about 10th August, arriving in China to discharge on 5th September.

New Westminster City. This vessel which is on Time Charter to Alianca sailed from Houston on 5th July with a cargo of wheat which she is at present part discharging at Maceio in Brazil. She completes discharging at Recife about 8th August after which she loads Iron Ore at Tubarao in Brazil bound for Vera Cruz where her ETA is about 25th August.

Orient City. This vessel at present in dry dock in Hamburg has been sold.

Port Alberni City. On Time Charter a/c New York Navigation. Sailed from Mobile on 23rd July and transits the Suez Canal about the 10/12th August and discharges her cargo at Khorramshahr from about 17th September for five days.

Charlie was always being dragged along on shopping trips by his domineering wife, but no more! On the last trip his wife held up a frilly nightie in a crowded department store and asked him if he liked it.

Gentle Charlie's moment had arrived, and he replied loudly, "I sure do! But will your husband?"

Hors de Combat

A certain city gent we know got talking to a girl in a bar and was later invited back to her flat.

The girl told him that before she slipped into "something comfortable" she wanted

Prince Rupert City. This vessel is on Steel Service ST.60 and at present is loading in Antwerp, expecting to sail on 25th July. She should transit the Panama Canal on 10th August discharging at Long Beach 18th/23rd, Oakland 24/25th, Portland 27/28th, Seattle 29/30th and New Westminster 31st August/2nd September.

Tacoma City. Due for completion of discharge and hold cleaning 24th July at Miike. Then vessel goes on Berth Services BS.95 loading timber at Tahsis 7/9th August, Nanaimo 11/12th, Vancouver B.C. 13/20th and Long Beach 24th August. She transits the Panama Canal 1st/2nd September and discharges at Dublin, La Pallice, London, Rotterdam and Emden.

Vancouver City. This vessel is on Time Charter a/c Seaboard, and commenced loading at Vancouver on 19th July. She expects to complete loading on 28th July and transits the Panama Canal about 9th August, discharging at La Pallice, Tilbury, Velsen and Bremen completing early in September.

Victoria City. On Steel Service ST.59 since 7th June. She is at present discharging at Seattle 23rd/25th followed by New Westminster 25/27th July. She is then fixed under Time Charter a/c Yulsan Shipping Company to load cargo for Korea where expected to arrive on 18th August completing a week later.

Welsh City. Fixed Time Charter a/c Companhia Nacional di Navegacao et Lisbon loading in New Orleans from 26th July and sailing about 1st August for Lisbon where she expects to arrive on 9th August for completion on 20th.

five pounds, pronto. Our nervous friend parted up without a murmur.

At that moment there was a loud shout of "Fire! Fire!" in the passage outside.

Our pal dashed out, but seeing no sign of fire or smoke turned to go back into the flat. To his dismay the door was shut firmly in his face.

The following week he happened to see the same girl at work in a different but nearby pub and, determined to get his own back, he slipped outside and found a policeman to whom he told his tragic story.

The Hendon-trained copper listened intently and then said, "Would you mind, sir, answering a rather intimate question?

Amparo. Sailed from Ensenada 21st July and has following itinerary:—Acapulco 25/26th July, Manzanillo 26/27th, Salina Cruz 28/29th, Puntarenas 1st/2nd August, Corinto 3rd/4th, Cutuco 5/6th, San Jose (optional) 7/9th, Manzanillo 12/14th, Mazatlan/Guaymas 15/17th, Ensenada 20th/23rd and Yokohama where expected to arrive 8th September.

Atlantic. Sailed from Acapulco 23rd July for Tampico where ETA 27th July, then sails 5th August for Coatzacoalcos arriving the next day, completing on 7th August. Next business not yet known.

Elena. Expected to arrive at Yokohama for Ensenada on 26th July, completing on 28th. Thence Nagoya/Yokkaichi 29th/31st, Osaka/Kobe 1st/2nd August, Kanda 3rd/4th, Keelung 5/6th, Kaohsiung 7/8th, Hong Kong (optional) 9/18th, Busan 19/20th, Kobe 21st/23rd, Nagoya 24/26th and Yokohama 27/29th.

Gela. Sailed from Mobile on 14th July and expected to arrive at Hamburg 29th where discharges for 2 days. Thence Bremen 1st/2nd August, Antwerp 3rd/5th and dry docks at Flushing 5/13th, Rotterdam 16th August is next optional port, followed by Hamburg 17/19th, Bremen 21st/22nd, Antwerp 23rd/24th, Gottenburg 28/29th, Le Havre 1st/2nd September sailing for Vera Cruz where she should arrive about 17th September.

Maria Elisa. Vessel arrived Le Havre 24th July, sailing the following day for Bilbao where ETA 26th. Sails on 28th for Coatzacoalcos and should arrive on 8th August. Then follows Vera Cruz 9/11th, Tampico 12/13th, U.S. Gulf Port 15/16th and Hamburg 1st September.

At the time of the word "Fire" were you completely dressed?"

After a moment's thought the gent replied "I can't see that it's relevant officer but if you must know, I was not."

"Ah then," said the policeman, "I regret legal action is out of the question. You were under starter's orders!"

Only a week after he started work, he announced he was quitting. "It isn't the pay," he told the foreman. "It's just that I can't help having a guilty conscience."

"Why?" asked the foreman.

"All the time I'm worrying about cheating some big, strong mule out of a job."

THE CHANGING YEARS

NO ONE WOULD deny that industry in this country is undergoing a radical change. It is difficult to determine whether or not another Industrial Revolution is in fact taking place. The difficulties of the Steel Industry are emphasised by the enormous deficit in trading and as a result the closing down of many established works and contraction in others. Steel and the Shipping Industry are co-partners in trade and closely allied. Depression in the Shipping Industry means less shipbuilding, this in turn affects the steel producing industry. This of course is very much in evidence in our day and age.

Probably the port and City of Cardiff is a classical example of how changing industrial scenes over the past fifty years or so have affected such an area. Once thriving ports are by today a silent reminder of grim change.

In the city, where the Reardon Smith Line has been dominant for so many years in the Shipowning Industry the relationship between steel, engineering, shipbuilding and shipping grew up together and soon became inter-dependent. The prosperity of South Wales and further afield was closely connected with these great industries to which coal became the driving force for so many years.

The industrial scene has changed and is still in the process of a new change. How pronounced is this change? To those who are interested in Industrial History the following article written by S. W. Allen, M.I.C.E. and published in 1896 will undoubtedly be of interest. It will be of interest primarily to those who can look back for many years at the port of Cardiff, the Docks and Shipping generally. Some names of firms will have a nostalgic ring about them, their disappearance emphasising the main thought of this article "Changing Years".

ENGINEERING AND SHIPBUILDING

By S. W. Allen, M.I.C.E.

Owing to the great traffic done in coal exporting, Cardiff has risen to a height of prosperity far in excess of any other shipping port of this nature. It cannot be said that Cardiff at present stands in a very prominent position as a manufacturing centre, although to a considerable extent local manufactures are well known. At one time nearly the whole of the engineering of the colliery districts in the neighbourhood had to come to Cardiff for the manufacture of their winding and pumping engines, and other heavy machinery of this

nature; but at present much of this trade has found its way to the Midlands and the North. Perhaps the larger wages earned by ship repairers has had something to do with driving away to other places the manufacture of the greater part of the heavy machinery so much used in the locality. It is not my intention to write a history of the engineering establishments of Cardiff, but it is impossible to avoid mentioning some of the pioneers of the engineering works of modern Cardiff, and, therefore, include the names of Parfitt and Jenkins, Newbery and Co., Morgan Lisle, John Batchelor, Mitchell and Co., and Charles Hill and Sons. Some of these firms are still in existence, although in the form of limited liability companies. Messrs. Parfitt and Jenkins have transferred their business over to the Cardiff Junction Dry Dock and Engineering Company. Their works consist of (1) the Junction Graving Dock, situated at the south end of the East and West Bute Docks, having caissons at either end, one of which communicates with the East Dock Basin, and the other with the south end of the West Dock. Here they do their principal ship repairs. (2) The Tubal Cain Works are situated at the north end of the East Dock, where they have a considerable amount of heavy machinery, and one of the finest iron foundries in the Principality. (3) Their boiler making works adjoin the Commercial Graving Dock, and are well equipped with modern machinery for the manufacture of all kinds of heavy boilers. They have, also, a large branch establishment at Barry.

The late Mr. John Batchelor and Mr. Mitchell, whose works adjoined each other, and had a sea frontage facing the entrance channel, situated between the West Dock and the old sea lock entrances, are of a very extensive nature. Messrs. John Gunn and Co. acquired the property some time ago, and it is now known as the Mount Stuart Dry Dock and Engineering Company. The Graving Docks have been recently enlarged and added to, so that now the largest vessel visiting this port can be accommodated therein. The fitting shops are very large, and are equipped with a full complement of the heaviest class of machinery, so that they are capable of dealing with any kind of work likely to visit this port. Besides large foundries, boiler, and smiths' shops, and various other departments necessary to a work of this kind, they have an extensive gridiron, situated near the Graving Dock entrance, upon which ships may be placed for repairs between tides; so it can be seen that the works have been well laid out for giving a speedy despatch to any repairs undertaken therein. No. 1 Graving Dock, 440 feet by

70 feet; Entrance gates, 52 feet. No. 2 Graving Dock, 420 feet by 105 feet; Entrance gates, 52 feet. Depth of water at ordinary spring tides, 26 feet.

Messrs. Charles Hill and Sons have also converted their old-established firm into that of a limited liability company. They have a Graving Dock at the head of the West Bute Docks, and two large Graving Docks at the head of the East Bute Dock, each capable of accommodating the larger class of steamers. Fitting, erecting, smiths', and other shops, also a well-appointed foundry, are attached to the East Dock Works.

The Bute Shipbuilding, Engineering, and Dry Dock Company have a splendidly equipped works, and one of the finest Graving Docks in the country, which being situated near the Roath Basin Sea Lock, is in an excellent position for ship repairing and all the necessary work required for the immense number of ocean-going steamers visiting these docks. The dock is 600 feet long and 87 feet broad. The machinery of these works is of the very finest description, and capable of turning out the heaviest class of marine work. The company have also the Bute Shipbuilding Yard on the banks of the River Taff. It will be remembered that these works were established many years ago by Messrs. Scott, Russell, and Co., the beautiful paddle passenger steamer "Mallorca" being the first large steamer built and launched therefrom. A large iron foundry at Treherbert is also a part of this great engineering establishment.

The Cardiff Engine Works are situated near the south end of the East and West Bute Docks. Messrs. Elliott and Jeffrey are the proprietors. These works are also fully equipped in every way for dealing with large ship and engineering repairs. This firm has turned out some very powerful tug boats, the whole of the work in connection therewith having been executed on the premises.

The Wallsend Pontoon Company have an extensive and well-appointed works at the north-west end of the Roath Basin, and close to the Roath Dock. Here is situated a very fine floating pontoon, upon which the largest steamers visiting this port can be accommodated. The pontoon is 360 feet long by 70 feet broad, and capable of lifting a vessel 400 feet long. The foundry and engineering works are fully equipped with the heaviest and best class of machinery.

The Tyneside Engine Works Company have a very fine works near the Roath Basin and Commercial Graving Dock.

(continued overleaf)

These works are fully equipped with powerful machinery for heavy ships and engineering repairs. A large foundry, and fitting, boiler, and smiths' shops occupy a considerable area of the company's premises. These works were the first large establishment of the kind erected at this part of the Bute Docks after the completion of the Roath Basin.

The Tydfil Engineering and Ship Repairing Company occupy an extensive establishment between the south-east end of the East Bute Dock and the Roath Basin, almost adjoining the Commercial Graving Dock. These works are in a very convenient position, and are capable of doing the heaviest class of ship and engineering work.

The South Wales Engineering and Ship Repairing Company's works are situated in a convenient position on the East Moors, and, therefore, close to the Roath Dock and Basin, as well as to the East Bute Dock. They have a capital foundry and other necessary works of a kindred nature. All of the machinery is of modern description, and well up to the requirements of the port.

The Globe Foundry is situated on the East Moors. Here a variety of engineering work is carried on, the works being laid specially for this class of work.

Messrs. D. B. McCullum and Co. have a very convenient works close to the south end of the East and West Bute Docks, copper smith and brass work being one of their specialities. The usual heavy machinery is here employed for doing large ship and engineering repairs. They have also very complete boiler-making works near the Commercial Graving Dock.

The works of Messrs. E. Lacey and Sons are of a very complete nature, and are situated at the south-east end of the East Bute Dock. Here, also, tools of the heaviest and best of their kind are employed.

The Windsor Slipway Dry Dock and Engineering Company have their works facing the entrance channel on the foreshore near the Ferry Road, Grangetown, steamers and vessels of all kinds can be repaired at their premises, the slipway being capable of receiving the largest class of vessels. The works are also fully equipped with the best tools of their kind. The No. 1 Slipway is 900 feet long, and capable of taking two vessels of 4,000 tons. No. 2 Slipway is also 900 feet long, and capable of taking two vessels of 3,000 tons. The gridiron is 450 feet long.

The Cardiff Pontoon and Engineering Company have a splendid works near the entrance channel to the Cardiff Docks, with a floating pontoon capable of accommodating the largest vessels entering the

port. Modern machinery of all kinds is employed for the usual ship and engineering repairs.

There are very many other establishments at the Cardiff Docks where ship and engineering repairs are made a speciality, but it would be outside the scope of this article to deal with each of them individually. I have, however, noticed some of those which I consider of sufficient importance to convey an idea of the immense amount of work carried on here in connection with the repairing of the great fleet of steamers and other vessels that, every tide, enter and leave the port.

Double Bluff

After a particularly trying day, the middle-aged businessman was drowning his frustrations in the American bar of a swank hotel. A couple of bar stools away a comely blonde hitched her mini-skirt three inches in a gesture of invitation. Mustn't disappoint a lady he told himself, and in double quick time he was buying her a large gin and French. One Martini led to another and when, some time later, they left the hotel together in his car it seemed natural that she should invite him to her flat for a nightcap.

The rest of the story is "old hat", except for the fact that as he was leaving at around 2 a.m. he asked if she could let him have a piece of chalk. The girl, not unused to odd requests, managed to find a piece in her dressing-table drawer, and he promptly stuck it (the chalk not the drawer) behind his ear.

He got into his car and drove swiftly home where an agitated wife demanded an explanation. "Just look at the time," she said, "2.30 a.m. I was worried stiff. No telephone call or message. What on earth have you been up to?" "Matter of fact," he replied, "I had a few drinks at the Royal on the way home. Picked up a smashing blonde and she took me to her flat for a nightcap. We canoodled for an hour or so and then I came straight home."

His wife smirked. "I don't believe a word of it," she said. "In fact I know that you've been playing darts with those pals of yours at the club. Why, you've still got the chalk behind your ear!"

How do you rate?

An ordinary businessman is a bloke whose decisions run at around 51% right and 49% wrong.

A good businessman: 60% right, 40% wrong.

A very good businessman: 70% right, 30% wrong.

A genius: 75% right, 25% wrong.

A bloody liar: 100% right.

Just 23 Years Ago

ON LOOKING THROUGH an AA Handbook for 1955, hotel charges were almost unbelievable in comparison with those of today.

Take for instance the Angel Hotel in Cardiff—a three star rated hotel offered: Lunch from 6/6d.; Dinner from 7/6d.; Bed and Breakfast 27/6d. to 35/-; and weekly per person 14 to 16 guineas.

Or, if you wanted something simpler a two star rated hotel offered Lunch from 6/- to 7/-; Dinner from 6/6d. to 7/6d.; Bed and Breakfast from 17/6d.; and weekly per person from 8 guineas.

Strange Interlude

A well dressed middle-aged gentleman was chatting to a very attractive blonde in the cocktail bar of one of London's newest hotels. Inevitably they touched on manners and morals.

"Would you make love to a stranger for fifty thousand pounds?" asked the gentleman.

The girl thought it over carefully and then declared, "Yes, I think I would."

"And would you make love to me for twenty-five pounds?" he asked.

She was indignant. "What do you think I am?" she retorted.

"That's been established already," he replied. "Now we're only haggling over the price."

Touched

A young student from overseas, hard pressed for cash, decided to appeal to God for help. He, therefore, wrote a plaintive letter to his Maker asking for £10, and posted it in an envelope addressed, quite simply, "God".

Post Office officials are men of resource and imagination, but, for once, they were completely foxed. They did the only thing possible; they opened the envelope and read the pathetic appeal. Sentimental and softhearted, they decided to be "good fairies". But it was a Thursday, and the most they could raise between them was £6. This they posted on to the student.

A few days later they discovered another note in the sorting tray, also addressed to God. On opening it they read the following: Dear God,

Thank you for the money. I knew you wouldn't let me down but I must tell you. I didn't get all the £10. Those thieving b...s at the Post Office pinched four of them!