



NO. 122

MARCH, 1980.

AN APPRECIATION

As briefly mentioned in our last Newsletter, Mr. Graham Hardy (Marine Personnel Manager) died suddenly on 25th February. He joined the Company as an Office Boy in February 1941 and had served continuously since that date, with the exception of a period spent as a Submariner during the War. Mr. Hardy was a faithful and conscientious person and was known to nearly all our seafaring staff and indeed, to many of their families through the medium of the telephone. He was well liked and respected by all with whom he came into contact.

We have received a letter from Mrs. Frances Hardy, in which she says that she has received so many letters, cards and messages of sympathy, not only from those ashore, but from the seafarers and many of their families. She would like to extend her thanks and sincere appreciation to everyone for these messages and for the beautiful floral tributes. She and her family were touched by the wonderful attendance at the church, especially as so many had travelled long distances to be present.

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STAFF NEWS

INDISPOSED: Our best wishes go to Mr. John Dann (Director, Chartering Department, London Office) after a short stay in hospital. Mr. Dann is now at home recovering from an operation and is making good progress. We look forward to seeing him back in the office again soon.

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NEW STAFF: We welcome a new member of our London Office Staff - Mr. W.A. Payne - who is their Postal Clerk/Messenger.

SILVER MEDAL: We extend our congratulations to Mr. Malcolm Chiplin, Computer Department, Cardiff Office, on attaining a Silver Medal - City and Guilds - for Computer Programming.

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RETIREMENT: Captain T.W.D. John reaches the grand age of 60 on 28th March and retires from active service on that date. Captain John - "Dan" to his numerous friends - joined the s.s. "WELSH CITY" in July 1937 as an Apprentice. In September 1939 he was on the "VANCOUVER CITY" when she was torpedoed off Lands End; the first war casualty in Reardon Smith Line's fleet. The remainder of Captain John's World War II service was not uneventful, although there were no other sinkings. Without doubt, the most exciting period was when he was Third Officer of the s.s. "EMPIRE MARIE ST. GERMAINE", a French vessel commandeered at Newport, Mon., when France capitulated and placed her under Reardon Smith's management.

The vessel was a smallish one and operated as a collier, carrying coal from the North East Coast to the factories and power stations on the River Thames. Captain John relieved Commodore Mark Higgins as Third Officer of the s.s. "EMPIRE MARIE ST. GERMAINE" in 1941 and was immediately involved in a scuffle with an "E" Boat torpedo, which resulted in the ship being towed into Jarrow. In August 1948, Captain John was promoted to Chief Officer of the m.v. "DALLAS CITY". Almost twelve years later, in July 1966, he took charge of his first command, the m.v. "KING CITY".

Now, just over twelve years later and a wealth of memories of car deck ships, bulk carriers, tween deckers, lumber cargoes, grain cargoes, T.M.M's very mixed cargoes and many, many other variations, Captain John has retired to his bungalow on the outskirts of Cardiff for a well-earned retirement and we wish him the best of health and many years to enjoy it.

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CERTIFICATE SUCCESSES: Our congratulations to the following:-

METAC - M.J. Lockwood	-	3 credits	2 passes
M.P. Owens	-	4 credits	1 pass
T.A. Savage	-	4 credits	1 Distinction
M. Williamson	-	3 credits	1 pass
M.P. Henry	-	2 credits	3 Distinctions

OND Endorsements

G. McKenzie	-	3 Grade B	2 Special Mentions.
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DONATIONS TO CHARITY

We would thank Captain W.D. Jones and his Officers aboard the m.v. "BIBI" for their generous donation of £51.00 to the R.N.L.I.

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STAMP ISSUES - 1980

We are a little late in our advice, as two issues have already been made (16th January and 12th March). However, the following are dates of future issues:-

9th April - London 1980 - London Skyline.

7th May - London Landmarks. Also miniature sheet 75p with London skyline.

18th June - Famous People : 1st August - Sport : 10th September - Music

19th November - Christmas - 5 stamps plus festive airletter.

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CONTRIBUTIONS TO NEWSLETTER

We attach Part 4 of "A Short History of Canals".

Life in the Philippines - We are grateful to Radio Officer I.F. Bullock for sending us an interesting account of life in the Philippines written by his friend, Mr. John McIver. Mr. McIver was an Electrical Officer with this Company before resigning to work for the Voluntary Service Overseas and we are pleased to have news of him again. We are sure readers will find this article very interesting.

Our very best wishes to Mr. McIver, should a copy of the Newsletter find its way to him.

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SHIPS POSITIONS

As at 25th March 1980

m.v. "CARDIFF CITY" This vessel, presently operating under Time Charter account M.T.O., arrived Basrah pilot station 1400 2nd January. Unfortunately, owing to the very heavy congestion prevailing in that area, we still do not know berthing prospects although the latest indication is vessel may possibly berth at the end of March. At the time of going to press, vessels future employment has not yet been decided.

m.v. "DEVON CITY" This vessel, operating under Time Charter account Safmarine, completed loading Linerboard Port Arthur 2100 22nd March and after bunkering fully, is expected to proceed to Houston midnight 24th, thereafter loads at Mobile and Port Arthur for discharge Cape Town, Port Elizabeth, East London, Durban and Richards Bay. We have not, as yet, been advised of vessels next employment.

m.v. "FRESNO CITY" This vessel, presently operating under Time Charter account Cast, sailed Antwerp 11th March having lifted 23972 tons Cargo for discharge Dammam and Basrah. Vessel cleared the Suez Canal 21st March and proceeds to Shatt-al-Arab for registration before commencement discharge at Dammam. On completion discharge Dammam, the present indication is vessel could well be around 60 days at the Shatt-al-Arab Anchorage prior to commencement of discharge.

m.v. "NEW WESTMINSTER CITY" This vessel, operating under Time Charter account Salen, sailed Norrkoping 13th March with 20350 tons Wheat plus 183 metric tons Bags for discharge Nacala, Beira and Maputo. Vessel is expected to arrive Port Said 25th March giving ETA Nacala around 5th April. We understand, on completion discharge Maputo, vessel is scheduled to load for the U.S. Gulf, probably clearing Maputo around 5th May, giving ETA U.S. Gulf 30th.

m.v. "PORT ALBERNI CITY" This vessel, presently operating under Time Charter account China National, arrived Hsinkang 18th March, berthed 19th, and is expected to complete discharge of her cargo of 21802 tons Fertilizers 28th March. At the time of writing, vessels future employment has not yet been arranged.

m.v. "PRINCE RUPERT CITY" This vessel has been nominated to operate under Steel Service ST.77. Vessel arrived Antwerp 0030 25th March and after loading a cargo of Steel is expected to sail 1st April for discharge Los Angeles, Bridgeport, Oakland and New Westminster. Based on vessels sailing Antwerp 1st April, we would look for completion New Westminster somewhere around 5th May.

m.v. "TACOMA CITY" This vessel, operating under Time Charter account Cast, anchored Shatt-al-Arab and registered for Basrah 4th January. This vessel, in company with the m.v. "CARDIFF CITY", is suffering on account of heavy congestion throughout the area, and from the latest indication we have, it would appear vessel could possibly berth around 10th April. At the time of writing, her future employment, on completion discharge, has not yet been decided.

m.v. "VICTORIA CITY" Operating under Time Charter account China National, this vessel sailed Galveston 20th March with a cargo of 11024.76 long tons equals 46272 Bales of Cotton. The indication is vessel will discharge Hsinkang. On this basis, we would look for vessels transitting the Panama Canal around 25th March giving ETA Hsinkang 21st April. At the time of going to press, her future business has not yet been decided.

m.v. "WELSH CITY" This vessel has been fixed to load a cargo of HSS in bulk from U.S. Gulf for discharge Japan. Vessel arrived Houston anchorage 1100 20th March and on account of congestion is not expected to commence loading until 26/27th, with probable sailing 1st April for Japan. Based on this schedule, we would look for vessels clearing the Panama Canal around 6th April, giving ETA Japan 30th April, thereafter her future business has not yet been finalised.

m.v. "AMPARO" This vessel arrived Vera Cruz 21st March and is expected to sail 25th for Tampico, thence Coatzacoalcos and New Orleans, probably sailing New Orleans around 2nd April for Rotterdam, Antwerp, Bremen, Hamburg, Le Havre and Liverpool. On present schedule, we would look for vessels arrival Rotterdam around 15th April, finally clearing Liverpool somewhere around 5th May for Vera Cruz.

m.v. "BIBI" This vessel arrived San Jose 17th March and on account of congestion has been delayed with probable sailing 29th for Manzanillo, thence Guaymas and Ensenada. Vessel is scheduled to sail Ensenada around 12th April for Yokohama, Nagoya, Yokkaichi, Osaka, Kobe, Hososhima, Busan, Keelung, Hong Kong, etc. We would look for vessels clearing Ensenada around 12th April, giving ETA Yokohama 25th. Final clearance Japan (Yokohama) around 2nd June for Ensenada, Manzanillo and Acapulco.

m.v. "JOSEFA" This vessel arrived Liverpool 19th March and was scheduled to sail 1400 21st. Unfortunately, on account of Docks Strike, vessel has been delayed at Liverpool and it is not at all certain when she will clear that port for Vera Cruz. Prior to her delay, the intention was for vessel to proceed to Vera Cruz, Tampico, Coatzacoalcos, Progreso and Mobile, thence returning to Rotterdam, Antwerp, Bremen, Hamburg, Le Havre and Liverpool. This programme now of course depends on when vessel is allowed to sail from Liverpool.

VESSEL	CARDIFF CITY	DEVON CITY	FRESNO CITY	NEW WESTMINSTER CITY
Master	J.J.Birrell	J.J.Kalnins	O.J.T.Lindsay	D.C.Griffith-Jones
Chief Officer	T.Haxell	B.R.Hopper	I.Woollard	D.J.A.Nicholl
Second "	T.L.Lawrence	N.Davies	A.Thomson	E.Bingley
Third "	C.A.Prescott	M.Sealey	P.C.Harding	H.D.Johnson
Radio "	J.A.Heslop	D.C.Short	N.C.Sanders	R.W.McInnes
Chief Engineer	E.R.Morgan	R.M.Paddock	J.Cormack	D.R.Inglis
Second "	M.Murrell	H.C.Convery	P.R.Bryant	R.E.Diamond
Third "	M.B.Perrott	R.C.Butcher	A.G.Vincent	D.E.Simons
Fourth "		C.J.Brown	D.Caffyn	B.L.Ahern
Junior "	R.B.Hodgson	J.A.Akhurst	P.W.Knibbs	D.Wright
Junior "			E.L.Lloyd	
Electrician		J.P.Crawford	D.E.Rees	E.M.Bennington
Catering Off.	D.Cowsell	R.G.Moylon	N.H.Frost	A.H.Fox
Cadets	M.J.Titley	G.J.McKenzie	L.P.Jasper	M.J.C.Lockwood
			G.A.Brooks	R.L.Manson
			N.J.Millward	A.M.Francis
				R.Hughes-Jenkins
				J.J.Hudson

VESSEL	PORT ALBERNI CITY	PRINCE RUPERT CITY	TACOMA CITY	WELSH CITY
Master	J.S.Murray	M.E.Jones	J.Vaughan	D.B.Jack
Chief Officer	R.E.Baker	I.C.Stutt	P.M.Baverstock	K.Jones
Second "	T.H.Jowett	P.J.Godding	A.A.Field	P.C.Coles
Third "	I.C.Miller	P.D.Codd	A.Abel	A.C.Prosser
Radio "	B.B.Everett	P.D.Hartwell	R.H.Smith	M.Wilkinson
Chief Engineer	L.M.Williamson	M.McQueen	M.G.Seaman	R.J.Trigg
Second "	J.B.Hocking	A.Edwards	N.Nesbitt	W.A.Bruce
Third "	A.Doubler	N.G.Whitby	M.Causer	P.D.Slade
Fourth "	S.J.Staines	M.J.Hugill	G.Gaywood	R.M.Stead
Junior "	H.D.McLundie	A.D.Cowling	K.R.Tonks	G.Tucker
Junior "		D.G.Davies	M.I.Hurst	J.W.Cable
Junior "				M.S.Duke
Electrician	K.W.B.Hampton	T.Willoughby	D.G.Jarvis	P.Willmott
Catering Off.	J.Bonner	P.F.Akers	P.P.Delaney	L.B.Surrey
Cadets	M.P.Owens	C.M.Kirton		J.A.Thomas
		D.W.Gorman		R.E.Parsons

VESSEL	VICTORIA CITY	AMPARO	SAMIA	JOSEFA
Master	P.J.Boroughs	R.I.Crawford	A.L.G.Gosset	L.R.Staines
Chief Officer	K.T.O'Higgins	R.T.Alford	J.R.Thomas	M.F.Marco
Second "	N.C.Ingram	J.Henderson	M.J.Clarke	A.L.Bruce-Smith
Third "	R.J.Elliott	J.M.Smith	T.J.Fuller	M.R.Lovibond
Radio "	W.E.Davies	P.Bradley	P.J.Barker	R.G.Chugg
Chief Engineer	B.M.Draper	J.Fitzsimmons	H.L.Fletcher	J.Scott
Second "	J.N.Haugh	J.King	T.J.Newell	C.J.Burton
Third "	R.E.Russell	R.M.B.Jenkins	T.E.J.Sperrin	J.H.Davies
Fourth "	D.B.Evans	K.R.Warner	P.Price	S.R.W.Jenkins
Junior "	M.Taylor	R.Godsall	K.Wiltshire	P.H.Munro
Junior "	J.E.Richardson		S.H.Hocking	
Electrician	J.F.Bowman	B.R.Batey	J.Fernandez	I.Hughes
Electrician		D.J.C.Harnett	G.N.Witt	
Catering Off.	A.A.Gouldie	R.G.Pierce	P.D.Smith	F.W.Lever
Cadets		S.J.Laws	R.J.Taylor	
		M.R.Dunstall		
		T.A.Savage		

m.v. "MARIA ELISA" This vessel sailed Mobile 22nd March for Barcelona where we expect her arrival 6/7th April, thence Naples, Leghorn, Genoa, Marseilles and Barcelona, clearing Barcelona around 3rd May for Vera Cruz, Tampico, Coatzacoalcos and Mobile.

m.v. "SAMIA" This vessel sailed New Orleans 16th March and on this basis we would look for her arrival Le Havre 29/30th with probable sailing 31st for Rotterdam, Antwerp, Bremen, Hamburg, Le Havre and Liverpool. She would be expected to clear Liverpool around 18/20th April for Vera Cruz, Tampico, Coatzacoalcos and New Orleans.

m.v. "SARA LUPE" This vessel sailed Barcelona 13th March and is expected to arrive Vera Cruz 29th, thereafter Tampico, Coatzacoalcos and Mobile. On present schedule vessel could sail Mobile around 22nd April for Barcelona, Naples, Leghorn, Genoa, Marseilles and Barcelona, completing Barcelona about 3rd June.

m.v. "SILVIA SOFIA" This vessel arrived Kokura 24th March and is expected to sail 25th for Yokohama, Kobe, Kure and Nagasaki. On up-dated schedule, vessel should sail Nagasaki around 3rd April for Los Angeles, Mazatlan, Acapulco, Manzanillo, San Lorenzo, San Jose, Guaymas and Ensenada. Probable sailing Ensenada 1st June for return to Yokohama, Nagoya, Yokkaichi, Osaka and Kobe.

VESSEL	MARIA ELISA	SARA LUPE	BIBI	SILVIA SOFIA
Master	J.C.Lee	R.K.Stuart	W.D.Jones	A.D.Lightfoot
Chief Officer	A.M.W.Mitchell	P.P.Lewis	A.P.Jaggers	R.V.Duncan
Second "	N.R.Jackman	J.P.Andrews	J.C.Pagler	C.Swindells
Third "	G.M.Kivell	G.R.J.Faulkener	A.Tay	A.Williamson
Radio "	G.P.S.Watts	K.H.Sellar	D.S.H.Thomson	I.F.Bullock
Chief Engineer	L.G.I.Taylor	G.M.Cuthbertson	N.B.Shilstone	J.C.Cullen
Second "	P.J.Prendergast	D.E.Horne	P.J.Walker	G.J.Griffiths
Third "	A.C.Coombs	K.D.Aust	W.M.Powell	R.Taylor
Fourth "	D.E.Wright	K.W.Newton	B.J.Pexton	S.C.Ward
Junior "	K.J.O'Brien	M.Richards	A.J.F.Tuck	P.J.Cole
Junior "		S.D.Barron	B.C.Wappler	M.R.Preece
Electrician	K.F.Bean	P.G.Stoker	K.Baines	D.G.Grant
Catering Off.	L.Hayward	A.P.Hughes	R.G.White	L.Slawinski
Cadets	M.Williamson	P.C.Weychan	C.G.Everett	P.Martin
	R.A.Hall	A.M.Russell	M.R.Hart	C.E.Broad
	J.D.Bateman	R.A.Holloway		
	D.T.Shorthouse			

Below are listed Officers at home on voyage leave as at 28.3.80. Every endeavour is made to ensure that the list is as accurate as possible at the time of printing.

- Masters:** R.A.H.Vanner, B.A.G.Boyer, R.Skinner, J.Porteous, T.R.McNulty, G.S.Garlick, D.L.Bell, M.C.Hurst.
- Chief Officers:** W.G.Wood, M.J.Bellamy, D.C.Toon, T.J.Hunter, D.H.Aubrey, J.S.Pearsall, J.E.S.York, M.W.Slayman, K.Milburn.
- Second Officers:** S.R.Breedon, J.R.Ashley, N.Jerrum, P.C.Roberts, T.A.Price, G.D.Evans, I.M.Stewart.
- Third Officers:** R.G.Hayton, I.Cowan, J.C.Neale, P.A.Bullard, J.J.Moore, R.K.Villars, G.P.Eyles, A.P.Morris, D.P.Kirley.
- Chief Engineers:** G.Hughes, W.Gill, M.E.Rayner, D.N.Amey, R.Chambers, P.W.Evans, D.Harrison, D.N.Henry, D.Archbold.
- Second Engineers:** D.G.Wedlake, J.Foots, R.U.Bell, T.Graham-Russell, G.D.Morgan, R.A.Rees, M.R.Green, P.H.Evans, K.D.Morgan, M.J.Yates.
- Third Engineers:** I.S.Exton, D.A.Roberts, J.L.Magill, W.R.Shannon, A.Hobin, A.J.Budge, D.C.Lewis, K.A.Velda, W.H.Tucker.
- Fourth Engineers:** G.E.Ashton, D.J.Coombes, M.G.Evans, D.C.Pulley, W.A.Stone, A.M.Baxter, A.Price, M.G.Smith, R.H.Moore, C.L.Taylor, K.R.Negele, A.J.White.
- Junior Engineers:** K.D.Hill, P.M.Deschamps, K.J.Ayres, A.Keast, C.G.Fletcher, M.Jones, G.Biggin, J.J.Jones, M.Morgan, A.P.Brandram-Jones, S.C.Morris, N.C.Williams, J.R.Sampson, P.L.Mahoney, D.S.Sheppard, W.N.Crossley.
- Electricians:** J.A.Grainger, D.A.Williams, P.D.Kyle, P.Tyerman, G.Shaddock, D.Osborne, H.D.Dop, N.J.Doyle, B.Dinning, K.Smith-Jaynes, J.T.Lorraine.
- Catering Off:** J.A.Patrick, R.A.Peach, D.D.Hill, D.R.Hartshorne, J.Buckmaster, G.R.Pasmore, L.R.Seabrooke, C.J.Harry, D.Kelly, P.J.Keogh.
- Radio Officers:** D.R.Wilkinson, D.P.Bidmead, J.R.Mathews, W.P.Cameron, W.P.Budden, R.J.Preece, R.G.Miller, B.J.Carter, E.G.Bromham, S.G.W.Whitmore, M.W.Savory.

Officers on sick or study leave as at 28.3.80:- P.John, A.K.Smith, E.A.Willocks, M.L.Frazer, B.T.Hernaman, K.J.Cribbin, C.G.Macey, V.F.Cullen, T.P.Young, R.Thomas, P.N.McCormick, W.J.Lait, J.Rettalick, C.R.Brennan, D.A.Hayden, J.Cann, R.P.Graham, R.H.Reed, K.Rowney.

Cadets at home on voyage leave, study leave or sick leave as at 28.3.80:- C.K.Lee, R.W.Price, R.W.Davies, M.A.Evans, D.J.Knox, M.S.Morgan, J.M.Vincent, G.D.Randell, P.D.Cocker, S.C.Paskell, I.J.Thomas, T.J.Wood, N.G.Herod, M.I.V.Holman, S.Rawlings, S.N.Beckett, M.J.Hopewell, W.P.Heyman, C.D.Broughton, P.Collins, M.G.Adams, A.R.Parker, C.B.C.Jones, D.R.James, W.E.Wilkins, J.C.Thomas, A.J.Salter, M.R.Penny, I.J.Morgan, D.R.Aldus, B.F.Collings, P.R.Cook, S.F.Lowry, S.F.Broderick, P.A.Vaughan, J.C.Brown, M.Cox, S.J.Voss, R.W.Eacott, N.Boyce, J.M.Coleman, P.G.Connick, G.Sharp, E.J.Naughton, M.P.Spurrell, M.J.Cummins, T.D.Bennett, G.Railton, D.A.Littler, R.Johnson, J.L.Cotton, D.B.Williams, G.J.Provis, M.Tully, S.A.Hembury, J.Cox, C.Taylor, J.G.Townsend, D.J.F.Carter, A.P.Miller.

A SHORT HISTORY OF CANALS

(PART 4)

The Panama Canal is quite a different engineering feat to the Suez Canal. It is built across the Isthmus of Panama and connects the Atlantic Ocean and Pacific Ocean. It raises vessels by means of a series of locks to 87 feet above sea level at one end and then lowers them again by another series of locks back to sea level at the other end. Between the two series of locks is the Gatun Lake, a large area of fresh water which is deep and very conveniently located, it provides the natural waterway across the isthmus.

The canal runs in a generally south easterly direction and is 45 miles (83 kilometers) long from one end to the other. There were three main construction feats in the building of the canal, the construction of the locks, the control of the water flow from the Gatun Lake, and cutting through the Continental divide towards the Western end of the Lake which rose in places 460 feet (140 metres) above the level of the water.

The idea of a canal across the Isthmus was first suggested by a Spanish Engineer in 1530, but it was not until 1881 that plans had been formulated and work commenced by a French Company headed by Ferdinand de Lessops, the same person who had so much to do with building the Suez Canal. His Company failed and so did the company who followed him. The third company failed, and the fourth gave up in 1900 after an estimated death toll of some 20,000 men. Eventually, the territory was ceded to the United States Government who resumed work on the Canal in 1904. Ten years later and the loss of a further 6,000 lives, the waterway was at last opened on the 15th August 1914 when the S.S. "Ancon" made the first transit of the entire canal.

Although the Panama Canal, unlike the Suez, has never been closed by war or political troubles, its immediate future is nevertheless clouded by political, economic and military issues. The United States and Panama Governments have recently agreed to the latter assuming full sovereignty over the area before the end of this century.

Despite the saving in distance - a trip between New York and San Francisco is 7878 miles (12676 kilometres) less via the Panama Canal than around Cape Horn - fewer ships are making use of the facility. More than 3,000 of the World's merchant vessels are either too long or too wide for the waterway or need deeper water when fully loaded. Other forms of transport, especially aircraft, have reduced its importance both commercially and militarily.

However, it is unlikely that a facility such as the Panama Canal will ever become of no further use, but because of its limitations and its vulnerability to political and military sabotage, other alternatives are constantly being considered including the building of another canal in a different part of Central America. Nicaragua, Honduras and Mexico have all received mention but the cost of such a canal would be enormous.

John McIver
St. Bridget's School of Buhi,
Buhi, Camarines Sur,
Luzon,
Philippines.

23rd November 1979

On November 1st 1978 I left the m.v. "Victoria City" with the hopes of taking a settled career ashore, but, after pondering over my future for a number of weeks, I applied to the Voluntary Service Overseas. On May 1st 1979 I left Heathrow for two years service in the Philippines. My job was to help set up a vocational electrical course for boys at the small mountain town of Buhi, Camarines Sur, Luzon, (near the port of Tabaco, is it in the Pilot Book ?).

Voluntary Service Overseas (V.S.O.) give you a grant to cover your equipment costs and pay your air fare, but, once you have left the United Kingdom, your foreign employers are expected to pay you a wage commensurate with local conditions. My monthly wage, with free board and lodging, is ₱400 per month, (₱15 to the Pound).

Buhi is situated by a freshwater lake and partly encircled by mountains. In the distance is the 8,000 ft, still active, Mayon Volcano, which is said to be a more perfect cone than Mt. Fuji. Many of the local population are poor tenant farmers, growing rice, corn and coconuts.

I teach at St. Bridget's, a catholic high school run by the "Sisters of the Good Shepherd". Firstly perhaps I should dispel any ideas this may have given you of a sombre, religious institution. The sisters have their vows, and some time each day is devoted to religious observance, but they also have a long working day devoted to serving the children and the community.

They are a friendly and happy group and mealtimes, in particular, are a time of noisy and lively discussion. One Sister in particular seems to be quite proud of her strident voice ! The teachers are also a lively, fun loving group and the female staff bear out the claims of the Government Offices I had to visit in Manila, "You are going to Buhi? Oh, the girls there are beautiful" !

Before I came here I thought I would just be providing a little help and a little change in the children's fortunes, but I had given little thought to the job I would be involved in. My previous job was very much an isolated, one man affair, and, as past colleagues would agree, I was no extrovert. But I found that Filipinos and the school staff in particular were extrovert and viewed my "British reserve" with some amount of shock and dismay. Something had to change me ! Therefore the one major change which would seem to have taken place is in myself. I think that any of you seeing me now, that knew me before, would agree that I smile a lot more readily and take a less serious view of life.

cont.

The school has 450 girls and 150 boys. The boys take vocational classes in the 2nd, 3rd and 4th years. Electrification is taking place in many of the "barrios" (villages) but for many reasons it seems to hold out little employment prospects for the boys. Therefore we've decided to devote most of the time to a course in basic metal - work, automotive work, and small i/c engine maintenance. Small i/c engines, (Briggs & Stratton, Yanama etc.), are used locally in hand tractors, rice mills etc. In connection with this I would be grateful if any of the Company Engineers could supply me with information on simple Blacksmith's forge work. In particular on how we could produce any tools or implements from metal scrap which would be useful here.

At the moment I take the 4th year boys for electrical training, two hours on each weekday. On Monday, Wednesday and Friday I take a class of 3rd year boys and girls for economics. At the present we are discussing the reasons for, and the problems caused by, rising oil costs. A problem which looms even larger in the developing countries. Also on a Monday, Wednesday and Friday I have a one hour lesson in the local language, "Bôinen", with Juliet, one of the local teachers. On Tuesday and Friday evenings I take the vocational teachers for an automotive class to help them teach the students this subject in the future.

My change in work and in environment has certainly had its problems but the kindness and understanding of the people here seems to have carried me through it. Am I coming back to sea at the end of two years? Well I suppose it will always have some attraction but I think I can only provide a definite answer after two years.

John McIver
Buhi.