

NO. 134

MARCH, 1981.

SHADES OF THE PAST

An ex-Cadet and Engineer with our Company, Mr. Glen Murray-Dickson, wrote to us from Kuwait and enclosed a photograph of our old m.v. "ORIENT CITY". Mr. Murray-Dickson said that he always keeps a look-out for old Reardon Smith ships and, when going ashore at Kuwait, he noticed a rather fine old type of general cargo ship, which turned out to be the "ORIENT CITY". The old name could still be seen where it had been welded on to the bow and stern sections.

The old "ORIENT CITY" had been kept in good condition and the flags were flying for the opening of a new section of the port. Apparently some local "Higher Ups" were visiting.

Unfortunately, we have been unable to reproduce the photograph which Mr. Murray-Dickson sent to us, but the vessel is shown alongside the quay. For interest, the "ORIENT CITY" was 14,430 d.w.t. and was built in 1960 by William Doxford & Sons Limited, Sunderland. She was sold in 1972 to a Cypriot company. It is nice to know that she is still giving good service and is still in good condition.

Our thanks to Mr. Murray-Dickson for his interest and for sending us the information.

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STAFF NEWS

BIRTHS: Our congratulations to Captain and Mrs. R.K. Stuart on the birth of a second son, Mark Jonathan, on Sunday, 8th March. We understand that Mark arrived three weeks early - and Dad is doing well!

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MARRIAGES: Congratulations and best wishes to Mr. Nick Knight (Head Office Accounts Department) on his marriage to Miss Gillian Toozer on 21st March. Miss Toozer, until recently, worked in the Marine Personnel Department.

The same sentiments also go to Miss Helene James on her marriage on 20th March. Miss James worked in the Ship Management Department, Head Office, and has left the Company on her marriage.

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INDISPOSED: We are pleased to see Mr. Roy Burston back in the office after his recent operation.

Our best wishes for a good recovery are sent to Miss Andrea Lansdowne, Shorthand Typist in the Accounts Department at Head Office, after her recent operation for appendicitis.

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OBITUARIES: Our deepest sympathy is extended to Chief Engineer G. Hughes on the passing of his father on 13th February and to Mrs. Marina Clifford (Company Secretary's Department) on the recent passing of her mother.

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NEW STAFF: We welcome the following to Head Office Staff:-

Mrs. Sonia Baker - Shorthand/Typist in the Ship Management Department.  
Miss Janet Goodman - Telex Operator.

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SAVE AS YOU EARN

The maximum monthly contribution to S.A.Y.E. (Third Issue) Scheme is to be raised from £20 to £50, with effect from 1st April 1981.

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DONATIONS TO CHARITY

We would like to thank Captain Lightfoot and Officers of the "BIBI" for their donation of £10 to the Sailors' Children's Society.

Our thanks also to Captain Lindsay and Officers of the "WELSH CITY" for their donation of £10 to the Royal National Lifeboat Institution.

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"WHARFIES" LANGUAGE

Whilst delayed at Adelaide, Australia, during the recent strike, the following "Wharfies" nicknames were overheard by the Officers of the "FRESNO CITY". Our thanks to Chief Officer Jagger for this contribution.

|                        |   |
|------------------------|---|
| "Sparkplug"            | Always Missing  |
| "Aspro"                | Slow working drug   |
| "Minerals"             | Silver in the hair, gold in the teeth and lead in the backside. |
| "Judge"                | Always sitting on a case.                                       |
| "Crayfish"             | Plenty of meat in the backside, but nothing much in the head.   |
| "Mushroom"             | Fed on manure and kept in the dark.                             |
| "Hurricane Lamp"       | Rather dim.   |
| "Washing machine gang" | Full of agitators.  |
| "Aeroplane gang"       | Always one taking Off   |
| "Diamonds"             | Hard to find  |
| "Midnight"             | Always in the dark  |
| "Bungalow"             | Nothing up top  |
| "Fish"                 | Never goes near the hook  |
| "Brown sugar"          | Coarse and unrefined.   |

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ATTACHMENTS TO NEWSLETTER:

Visit to Canadian Coastguard Traffic Control Centre, Fundy Bay.  
Genseng, Panacea for Health - Our thanks to Captain Lemon for the article, with  
acknowledgments to Hyundai News.  
GCBS News Release - President's Speech at Cardiff.  
~~Budget Points.~~

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PUZZLE PAGE

The answer to last month's Crossword.

| <u>ACROSS</u> |                  | <u>DOWN</u> |              |
|---------------|------------------|-------------|--------------|
| 1.            | Manifest         | 1.          | Mast         |
| 5.            | Arrest           | 2.          | Nearest      |
| 9.            | Sealanes         | 3.          | Flatter      |
| 10.           | Astern           | 4.          | Stern anchor |
| 11.           | Beating the tide | 6.          | Rosters      |
| 14.           | Alter            | 7.          | Evening      |
| 15.           | Sight            | 8.          | Tanker type  |
| 16.           | Scrap            | 12.         | Tidal action |
| 17.           | Neaps            | 13.         | Gain ground  |
| 20.           | Dig up           | 18.         | Abstain      |
| 22.           | Risky practices  | 19.         | Skyline      |
| 24.           | Urania           | 20.         | Drifter      |
| 25.           | Distract         | 21.         | Grenade      |
| 26.           | Dunker           | 23.         | Stye         |
| 27.           | Unfreeze         |             |              |

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Another Crossword will appear in a future issue.

| VESSEL           | CARDIFF CITY    | DEVON CITY    | FRESNO CITY   | NEW WESTMINSTER CITY |
|------------------|-----------------|---------------|---------------|----------------------|
| Master           | J.J. Kalnins    | J.J. Birrell  | A.L.G. Gosset | R.A.H. Vanner        |
| Chief Officer    | A.M.W. Mitchell | B.T. Hernaman | J.S. Murray   | P.M. Baverstock      |
| Second "         | A.K. Smith      | M.L. Frazer   | M.J. Clarke   | P.C. Coles           |
| Third "          | M.R. Sealey     | P.D. Codd     | N. Cantwell   | G.R.J. Faulkner      |
| Radio Officer    | W.P. Budden     | R.J. Preece   | K.H. Sellar   | R.G. Chugg           |
| Chief Engineer   | L.M. Williamson | D.N. Henry    | R. Chambers   | W.J. Gill            |
| Second "         | J.E. Hocking    | H.C. Convery  | R.A. Rees     | W. Bruce             |
| Third "          | R.H. Moore      | A.G. Vincent  | W. Lait       | D.A. Roberts         |
| Fourth "         | A.M. Baxter     | D.J. Coombes  | M. Morgan     | S.J. Staines         |
| Fourth "         | M.G. Evans      | K.R. Negele   | W. Iles J/E   | M.R. Preece          |
| Electrician      | J.P. Crawford   | P. Tyerman    | K.W. Hampton  | E.M. Bennington      |
| Catering Officer | D. Gowsell      | L. Hayward    | A.A. Gouldie  | J. Bonner            |
| Cadets           | E.V. Neale      | T.D. Bennett  | M.A. Ryan     | N. Boyce             |
|                  | A.P. Wilson     |               |               | D.R. James           |

| VESSEL           | PORT ALBERNI CITY | PRINCE RUPERT CITY | TACOMA CITY  | VICTORIA CITY |
|------------------|-------------------|--------------------|--------------|---------------|
| Master           | J. Vaughan        | T.R. McNulty       | J. Porteous  | D.L. Bell     |
| Chief Officer    | K. Jones          | T.J. Hunter        | I. Woollard  | J.R. Ashley   |
| Second "         | J.M. Smith        | C. Swindells       | A. Thomson   | C. Pagler     |
| Third "          | C.P. Eyies        | G.M. Kivell        | A. Abel      | I. Cowan      |
| Radio Officer    | I.F. Bullock      | J.A. Heslop        | D. Bidmead   | S.G. Whitmore |
| Chief Engineer   | D. Archbold       | H.L. Fletcher      | J. Scott     | D. Harrison   |
| Second "         | R. Edwards        | R.E. Diamond       | J. Foots     | P.H. Evans    |
| Third "          | P. John           | R.E. Russell       | A. Doubler   | A.C. Coombes  |
| Fourth "         | S.G. Morris       | A. Cowling         | C.L. Taylor  | E. Walker     |
| Fourth "         | K.R. Warner       | A. Brandram Jones  | D.C. Pulley  |               |
| Electrician      | D. Osborne        | P. Willmott        | G.N. Witt    | J. Fernandez  |
| Catering Officer | D.R. Hartshorne   | R. Caine           | L. Seabrooke | G.J. Lloyd    |
| Cadets           | M. Cox            | G.P. Jones         | M.J. Cummins | R.P. Eastham  |
|                  | P.A. Vaughan      | I.J. Morgan        | C.B.C. Jones |               |
|                  | R.A. Hall         |                    | A.J. Salter  |               |
|                  | P.C. Weychan      |                    |              |               |

| VESSEL           | WELSH CITY     | AMPARO            | SAMIA              | JOSEFA         |
|------------------|----------------|-------------------|--------------------|----------------|
| Master           | P.J. Boroughs  | R.E. Skinner      | G.S. Garlick       | M.C. Hurst     |
| Chief Officer    | W.G. Wood      | K.J. Cribbin      | M.W. Slayman       | J.E.S. York    |
| Second "         | T.L. Lawrence  | P.C. Roberts      | N. Jerrum          | D.P. Kirley    |
| Third "          | A.P. Morris    | R.W. Davies       | I.C. Miller        | M.R. Lovibond  |
| Radio Officer    | C.G. Macey     | M.W. Savory       | G.P.S. Watts       | R.W. McInnes   |
| Chief Engineer   | M.E. Rayner    | P.W. Evans        | E.R. Morgan        | N.B. Shilstone |
| Second "         | K. Rowney      | T. Graham Russell | D.G. Wedlake       | M.R. Green     |
| Third "          | M.B. Perrott   | R.M.B. Jenkins    | K.A. Velda         | D.C. Lewis     |
| Fourth "         | P.M. Deschamps | A.J.F. Tuck       | T.E.J. Sperrin 3/E | R. Godsall     |
| Fourth "         | C.K. Lee       | M.P. Owens        | E.L. Lloyd         | P.H. Munro     |
| Electrician      | A.G. Roberts   | J.T. Lorraine     | K.F. Bean          | D.J.C. Harnett |
| Electrician      |                | N. Padfield       | D.G. Hunt          |                |
| Catering Officer | C.J. Harray    | J. Patrick        | P.D. Smith         | R.G. Pierce    |
| Cadets           | M.G. Adams     | P.G. Connick      | D.P. Stephens      |                |
|                  |                | S.G. Bratton      | K.P. Deacon        |                |
|                  |                | R.W. Eacott       | P. Ellmes          |                |
| Junior Engineer  |                |                   | D.T. James         |                |

| VESSEL | BIBI | SILVIA SOFIA |
|--------|------|--------------|
|--------|------|--------------|

|                  |                |                |
|------------------|----------------|----------------|
| Master           | B.A.G. Bover   | W.D. Jones     |
| Chief Officer    | T. Haxell      | J.S. Pearsall  |
| Second "         | H.D. Johnson   | E. Walmsley    |
| Third "          | M.A. Evans     | R.G. Hayton    |
| Radio Officer    | B.B. Everett   | V.F. Cullen    |
| Chief Engineer   | G. Hughes      | J. Fitzsimmons |
| Second "         | G.J. Griffiths | K.D. Morgan    |
| Third "          | P.D. Slade     | A. Holin       |
| Fourth "         | M.S. Dill      | M. Richards    |
| Fourth "         | J.A. Akhurst   | T.A. Savage    |
| Electrician      | K. Baines      | D.A. Williams  |
| Catering Officer | L. Slawinski   | F.W. Lever     |
| Gadets           | M.P. Spurrell  | M.R. Penny     |
|                  | P. Collins     | S.F. Broderick |
|                  | A.M. Baker     |                |

Below are listed Officers at home on voyage leave as at 31.3.81: Every endeavour is made to ensure that the list is as accurate as possible at the time of printing.

Masters: A.D. Lightfoot, J.C. Lee, M.J. Bellamy, D.B. Jack, L.R. Staines, R.K. Stuart, O.J.T. Lindsay.

Chief Officers: D.C. Toon, D.H. Aubrey, R.V. Duncan, R.E. Baker, I.C. Stutt, B.R. Hopper, R.T. Alford, K. Milburn.

Second Officers: J.P. Andrews, N. Davies, P.A. Bullard, P.C. Harding, T.H. Jowett

Third Officers: A.C. Prosser, A. Williamson, J.C. Neale, J.J. Moore, C.A. Prescott

Chief Engineers: G. Cuthbertson, R.J. Trigg, B.M. Draper, L.G.I. Taylor, J. Cormack, D.N. Amey, J.C. Cullen

Second Engineers: R.U. Bell, P.J. Prendergast, C.J. Burton, R.M. Paddock, M.G. Seaman W.R. Shannon.

Third Engineers: R.C. Butcher, D.E. Simmons, R.M. Stead, I.S. Exton, G.E. Ashton, R. Thomas, W.M. Powell

Fourth Engineers: K.F. Tonks, C.R. Brennan, F.J. Cole, D.B. Evans, H.D. McLundie, P.W. Knibbs, M. Williamson, N.C. Williams, M.J.C. Lockwood, A. Keast, C.J. Brown, M.G. Smith, W.A. Stone, D.A. Hayden.

Electricians: K. Smith-Jaynes, J.F. Bowman, A. Bevan, B. Batey, D.G. Grant, T. Willoughby, J.A. Grainger

Catering Officers: R.G. White, N. Frost, A.H. Fox, L.B. Surrey

Radio Officers: W.P. Cameron, N.C. Sanders, P. Bradley, R.H. Smith, E.G. Bromham, R.G. Miller, D.C. Short, D.S. Thomson

Officers at home on sick/study leave as at 31.3.81:

R.H. Reed, P.J. Godding, A.J. White, A. Tay, I.M. Stewart, B.J. Carter, W.H. Tucker, D.E. Horne, P. Price, J.R. Mathews, N. Nesbitt, R.G. Moylon, P.J. Keogh, M.E. Jones, R.J. Taylor, T.A. Price.

Gadets at home on voyage leave, sick leave or study leave as at 31.3.81:

R. Hughes-Jenkins, A.M. Russell, R.J. Taylor, W.E. Wilkins, R. Johnson, D.R. Aidus, D.A. Littler, A.R. Parker, E.J. Naughton, J.M. Coleman, R.G. Crozier, M.G. Shaw, J.C. Thomas, D.T. Shorthouse, D.J.F. Carter, S.A. Hembury, J. Cox, G. Taylor, C.J. Provis, J.C. Townsend, S.N. Beckett, P.D. Cocker, N.G. Herod, W.P. Heyman, M.J. Hopewell, M.I.V. Holman, S. Rawlings, S.C. Paskell, A.M. Francis, G.A. Brooks, D.W. Gorman, R.L. Manson, C.M. Kirton, R.E. Parsons, N.J. Milward, J.A. Thomas, D.B. Williams, P. Martin, C.G. Everett, M.R. Hart, C.E. Broad, T.J. Wood, I.J. Thomas, C.D. Broughton, A.P.J. Gaskell, N.J. Griffiths, D.P. Lockett, M. Martyn-Johns, M.G. Moore, J.C.E. Pink, M.M. Taylor, D.A. Welch, S.J. Laws, M.R. Dunstall, J.J. Hudson, R.G. Crozier, A.P. Miller

## SHIPS POSITIONS

As at 20th March, 1981.

m.v. "CARDIFF CITY" This vessel sailed Ama 1610, 20th February, having aboard 24672 metric tons Soyabeans for discharge Djakarta. Vessel is expected to arrive Djakarta pm 3rd April. Unfortunately we do not, at this stage, know the likely discharging prospects. On completion discharge of the Soyabeans, her next business has not yet been finalised.

m.v. "DEVON CITY" Operating under Time Charter account Safmarine, this vessel completed discharge Durban 19th March and is presently at an anchorage awaiting loading berth. When berth is available, vessel will load a cargo of Anthracite at Durban for discharge Inchon, present prospects being ETS Durban 31st March, on which basis we would look for her ETA Inchon around 22nd April. Time Charterers have not yet informed us vessels next business on completion discharge Inchon.

m.v. "FRESNO CITY" Operating under Time Charter account Cast, this vessel sailed Jeddah 2006, 13th March for Port Elizabeth, where she is scheduled to load a cargo of Manganese Ore for discharge Kashima. ETA Port Elizabeth 27th March. It is not known, at the moment, whether or not there will be any berthing delays but we do know, when she commences loading, it is anticipated one day will be required for this operation. On completion discharge Kashima, vessel will drydock Japan.

m.v. "NEW WESTMINSTER CITY" Operating under Time Charter account Salen, this vessel completed discharge Baltimore and sailed 18th March for Morehead City, where she is due 0500, 20th. The intention is to load approximately 24,700 metric tons Phosphate for discharge Antwerp, where she will redeliver around 5/10th April. At this early stage her next business has not yet been finalised.

m.v. "PORT ALBERNI CITY" This vessel, operating under Steel Service ST,84, arrived New Westminster 0331, 17th March and is expected to complete discharge of her Steel cargo pm 21st. On completion discharge Steel, vessel has been nominated to operate under Berth Service BS.121, loading at Vancouver through 22nd March/3rd April for discharge Cardiff, Belfast and Newcastle. On the basis of sailing Vancouver 3rd April, her arrival Cardiff is looked for around 1st May, with final completion Newcastle somewhere around 12/14th May.

m.v. "PRINCE RUPERT CITY" Operating under Time Charter account Italmare, this vessel sailed Cristobal 15th March for Piraeus and Alexandria. Her ETA Piraeus is 1st April, the discharge schedule shows her completing 4th April, thence Alexandria to complete. Vessel redelivers from this particular commitment passing Cape Passero middle/end April, actual time depending on discharge turn received at Alexandria.



m.v. "TACOMA CITY" Operating under Time Charter account Cast, this vessel sailed Chaguaramas 15th March, having aboard 24533 metric tons Bauxite for discharge Burnside. Based ETA Burnside pm 21st, we expect about two days being required to discharge this cargo, thereafter vessel proceeds to Corpus Christi to load a cargo of Coal for Europe, full Spain, H/H range, Denmark - Lower Baltic. On completion discharge of this cargo, arrangements will be made for vessel to drydock.

m.v. "VICTORIA CITY" This vessel redelivered from Seaboard Time Charter at Port Elizabeth (NY) 2100, 17th March. She sailed Port Elizabeth (NY) 0600, 18th March and arrived Norfolk 19th. Vessel has been fixed to load a cargo of HSS and/or Meals and/or Pellets at Norfolk for discharge Portugal or Adriatic. Based on sailing Norfolk, say 26th March, we would look for her arrival, if Portugal is declared around 5th April, or alternatively if Charterers elect to discharge in the Adriatic around 10th April with probable completion 15/20th. On completion discharge of this cargo, her next business has not yet been arranged.

m.v. "WELSH CITY" This vessel sailed Chiba 1630 15th March in ballast for Puget Sound. The indication is vessel will load a cargo of 52000 tons five percent HSS in bulk Puget Sound for discharge Japan. Based arrival, say Seattle, 26th March, we would look for her sailing 3rd April, giving ETA Japan 17th, with probable completion 20/25th April.

m.v. "AMPARO" This vessel sailed Mobile 14th March for Barcelona, Naples, Leghorn, Genoa and Marseilles. She is expected to arrive Barcelona 31st March and on this schedule her completion second call Barcelona should be around 2nd April. On completion Barcelona, she proceeds to Vera Cruz, giving ETA 2nd May.

m.v. "BIBI" This vessel sailed Moji 0830, 10th March, her ETA Guaymas being 1800, 24th. Vessel sails Guaymas 27th March for Manzanillo and Acapulco. Her present schedule shows completion Acapulco around 17th April.

m.v. "JOSEFA" This vessel arrived Hamburg 0656, 20th March and she is expected to sail pm 23rd for Liverpool. Her schedule indicates ETA/D Liverpool 26/28th March for Vera Cruz, Tampico, Coatzacoalcos and Progreso. Basis arrival Vera Cruz 1st April, it is anticipated she should complete Progreso around 1st May. Vessel then proceeds to Rotterdam, ETA 15th May.

m.v. "SAMIA" This vessel arrived Vera Cruz 10th March and was scheduled to sail 18th. On this basis she is expected to arrive and sail Tampico 19/31st March, thence possibly Coatzacoalcos, followed by New Orleans and Mobile. Cargo operations should be completed Mobile around 9th April, giving ETA Barcelona 23rd. Her programme from arrival Barcelona is as follows:- ETS Barcelona 25th April, Naples 27/29th, Leghorn 30/3rd May, Genoa 4/7th, Barcelona 9/12th. On completion Barcelona, vessel returns to Vera Cruz, ETA 27th May.

m.v. "SILVIA SOFIA" This vessel sailed Manzanillo 0630, 18th March, having aboard 5586 metric tons Generals for Keelung, Yokohama and Kobe. Vessel is expected to arrive Keelung 5th April with probable sailing 8th, Yokohama 11/13th and Kobe 14/16th April.



Whilst the m.v. "Cardiff City" was in St. John, New Brunswick, the Master arranged a visit to the Canadian Coast Guard Traffic Control Centre in Fundy Bay for the two Deck Cadets, Mr. A.P. Wilson and Mr. E.V. Neale. A report by one of the Cadets on the visit is detailed below:

The Fundy Bay Traffic Control Centre has two radar transceivers, one at Tiverton, Nova Scotia and the other at St. John itself. These cover sectors one and two respectively. Both transceivers have twenty five foot scanners with an effective range of forty eight miles. This covers the entirety of Fundy Bay except for a blank spot behind Mariana Island. However, this is now covered by a radio signalling station.

Inside the Control Centre, the system is built by the Canadian subsidiary of Decca. This is compiled of four radars, two master, one slave and one other purely for plotting. Although the plotting radar is situated in the control room, the remaining three radars are situated in the equipment room. However, the images on the radar screen are transmitted by closed circuit television onto screens in the control room. This gives the controller the benefit of a clearer picture and the ability to switch from radar to radar immediately.

All the important features such as check-points, harbour limits and the traffic scheme are marked on the radar by Decca spots. An interesting addition not found on ships radar was that of a centre polarity control (in addition to vertical and horizontal polarities). This function is used to clear sea clutter in very bad weather.

A second aid used by the controllers is a V.H.F. direction finder, which has eight channels with fourteen and twelve designated to sectors one and two respectively. The apparatus is very useful for picking out an individual ship within a group. To achieve this, the relevant channel must be pressed. Immediately, a bearing appears on the screen and the ship which lies in the beam is the ship in question. A bearing is also given on an overhead display. This service helps eliminate confusion and therefore reduces the chance of a collision or accident.

Since there is a potentially high risk of accident in Fundy Bay an audio/visual system is employed which records the radar pictures, communications and the time. This safeguards the Centre against claims or complaints from ships.

# Ginseng, Panacea for Health

Korean ginseng has been famous throughout the Orient from as early as the Three Kingdoms period. Records reveal that over 1,500 years ago ginseng root was being exported from Korea to both China and Japan. Called ginseng in English and "insam" in Korean, the ginseng root resembles a human figure.

Traditionally, ginseng has been regarded as a magic "cure all" for a whole gallery of complaints, ranging from insomnia and toothache to malaria and even epilepsy, not to mention its ability to prolong life. Though in some parts of Asia the use of ginseng has become more selective, in Korea its use has remained relatively unlimited, and it is still considered a general tonic to be used indiscriminately as a panacea. Even today in modern Korea ginseng is taken as a cure for fatigue.

Korea is the prime source of the world's supply of the best ginseng, as the climate is thought to be most suitable. Cultivation of ginseng is tightly controlled by the government, with Kanghwa Island near Seoul having one of the largest concentrations of ginseng farming in the country. It is not a get-rich-quick proposition, as the raising of ginseng is accompanied by many difficulties despite the high value of the harvest. Five to six years are required to bring the plant to maturity,

while great care and expertise are needed in its cultivation. Thatched straw-roofs are erected in long rows to protect the tender plants from too much rain, wind or direct sunlight. Proper drainage of the cultivated rows must be carefully planned. During harvest no rain must be allowed to touch the drying ginseng root.

The harvest period is a great occasion. The hopes and patient loving

medicine.

In Korea there two kinds of ginseng are sold—white and red. Red ginseng is made from the best quality and often used for export. The roots sell for high prices as ginseng products are usually expensive: in ancient days people valued the ginseng as more precious than gold. Even today, if a man is lucky enough to discover wild ginseng plants in the mountains he can make

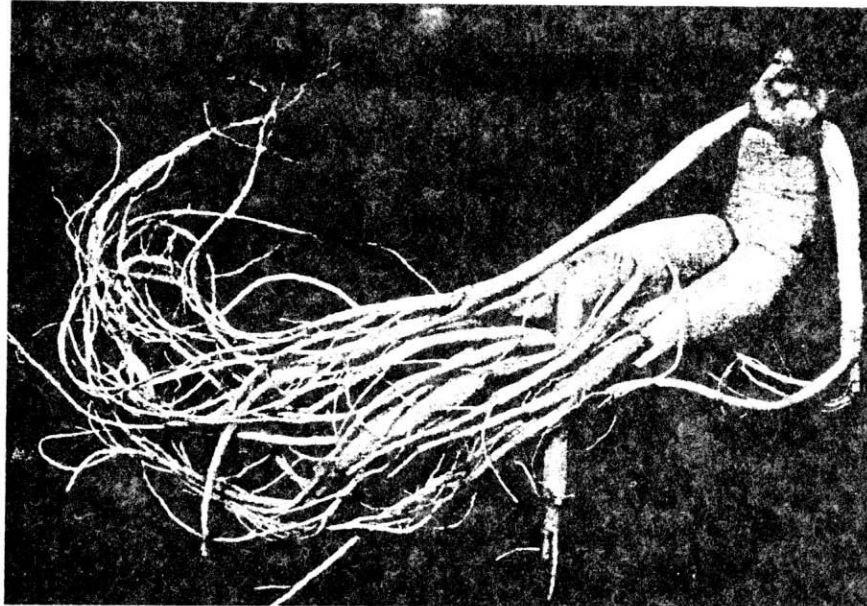
fortune overnight.

The location is often kept secret in the family circle for hundreds of years for fear of poaching. The wild ginseng brings the most exorbitant price, the sale of which is difficult to control by the government.

Claims for the ginseng root are remarkable, as advertised on various brochures enclosed with the root. The scope of these claims range as stated: "ginseng is reliable for the following symptoms; energy promotion, emaciation caused in or after

illness, anemia, women's disease, weak constitution, appetite stimulant, diabetes, etc." Other claims insist that ginseng is excellent for good blood circulation, generally rejuvenating but also particularly good for clearing up a "hangover" after heavy drinking.

Recently in several countries including Korea scientific research is being done to determine the pharmaceutical properties of ginseng.



The root of ginseng, the mysterious plant of the Orient, resembles a human figure.

care that the plants have been given over the last six years are now coming to fruition. One by one the roots are carefully dug out with a pronged tool. Workers cut and scrape the small fine roots away, wash the ginseng roots and sort them according to size. The best are steamed while the rest is dried. The product is then packaged for sale. Many roots are also ground into various other extracts such as tea, wine or

(Excerpted from Mr. Edward B. Adams' "Korea Guide")