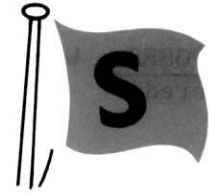


newsletter



NO. 155

DECEMBER, 1982

A VERY HAPPY NEW YEAR TO ALL OUR READERS

This Newsletter has necessarily had to be produced before the Christmas Holidays, in order that readers may receive their copy at the beginning of January. The next issue will probably be a "bumper" one, as there will be about six weeks' news to incorporate. However, at the beginning of a New Year, we will - as before - try to produce a newsy and interesting publication for you all and all here at Head Office send our best wishes for a happy, healthy and peaceful New Year.

... ..

STAFF NEWS

OBITUARY: In last month's Newsletter, we mentioned that **Mr. S.G. Whitmore** had written to advise of the passing of his wife in October. It is, therefore, with great sadness that we have once again heard from Mr. Whitmore to say that his son, Sergeant John Whitmore, R.E.M.E. had passed away suddenly on 23rd November at the age of 38. We are sure his many friends among our seagoing staff and retired staff will wish to know of Mr. Whitmore's double bereavement and our very deepest sympathy is extended to him at this time.

...

RETIREMENTS: **Mr. Bill Burge** - Operations Manager, Head Office, will retire on 31st December after nearly 47 years' service with the Company. We are grateful for Mr. Burge's long and loyal service and wish him and Mrs. Burge many years of happy and healthy retirement. Mr. & Mrs. Burge will be living in Cornwall, where they have already purchased a suitable property. We are sure his many friends and associates, both at home, at sea or abroad, will wish to join with us in our wishes to him.

MR. C. HARRIS - Ship's Agency Department, London. **Mr. Charlie Harris** will retire on 7th January 1983. He has given the Company loyal service for 36 years and we wish him and Mrs. Harris a long and happy retirement together.

MR. J.A. HARRISON: Radio Superintendent, Head Office. **Mr. Harrison** will retire on 16th January. We have appreciated his loyal service to the Company over 33 years and trust that he will have a long and happy retirement. We wish him and Mrs. Harrison all the best for the future.

...

INDISPOSED: We are pleased to see Mr. Graham Johnson back in the office, fully recovered.

...

EXAMINATION SUCCESSES: Our congratulations to the following on obtaining their Certificates.

Mr. W.M. Powell	1st Class Motor	:	Mr. M.E. Evans - Part "A" 1st
Mr. R.H. Reed	Part "A" 1st Class Motor:		Class Motor

... ..

"LEST WE FORGET"

We have received the following from Mr. J.R. Mathews, Radio Officer, "OLMECA", written at Lazaro Cardenas, Mexico, mid November: In thanking Mr. Mathews for his letter, we would only add that his remarks concerning "F Troop" have been noted! Whatever problems arise, they are not forgotten.

"I was deeply moved by the first page of the October Newsletter. Admiral Sir John Fieldhouse's remarks on the British Merchant Navy in the South Atlantic, truly do say it all.

About the time of the Protectorate, one Edmund Waller wrote these lines:

"Others may use the ocean as their road,
Only the British make it their abode".

The years pass. New eras dawn. Here we are today, a team of highly skilled professional British Seafarers working on board a Panamanian ship, operated from Mexico City. Oh, Britannia, how I weep for thee. What on earth has gone wrong?

As Conrad so beautifully expressed it:

"I have known the sea too long to believe in its respect for decency".

We mourn the decline of our once great Merchant Fleet. When will Whitehall wake up to the fact that they are rapidly getting rid of one of their greatest assets?

"Who seeks the way to win renown,
Or flies with wings of high desire.
Who seeks to wear the laurel crown,
Or hath the mind that would aspire.
Let him his native soil eschew,
Let him go range and seek anew".

... ..

ATTACHMENTS TO NEWSLETTER

A LETTER TO HEAD OFFICE: Our thanks to I.M. Skaugen Management Co. A/S, Oslo, for their permission for us to include an article which appeared in their House Magazine. We are sure readers will find it very amusing.

MR. R.G. PIERCE. Our thanks to Mr. Pierce for the newspaper cutting which he sent in and which concerns his son, who served in the Falklands.

MORE SKETCHES: Many thanks, City Girl, for your poem and a further sketch.

AMVER AWARDS: Attached is a letter regarding these Awards. Our congratulations to those aboard the ships concerned.

... ..

VESSEL	CARDIFF CITY	DEVON CITY	NEW WESTMINSTER CITY	PORT ALBERNI CITY
Master	R.E. Baker	J. Porteous	W.D. Jones	M.E. Jones
Chief Officer	J.P. Andrews	R.V. Duncan	B.R. Hopper	J.S. Murray
Second Officer	J.M. Smith	C.E. Broad*	R.W. Davies	T.J. Fuller
Third Officer	M.R. Sealey	R.A. Hall	N. Boyce	S.F. Broderick
Radio Officer	V.F. Cullen	B.J. Carter	R.H. Smith	R.G. Chugg
Chief Engineer	B.M. Draper	K.D. Morgan	R.E. Diamond*	R.J. Trigg
Second Engineer	A. Hobin	K. Velda	K. Rowney	I.S. Exton*
Third Engineer	W.H. Tucker	K.R. Warner*	P. John	R.E. Russell
Fourth Engineer	A. Keast	A.J. White	C.B.C. Jones	A.J. Salter
Electrician	E.M. Bennington	A.G. Foberts	B.R. Batey	J.P. Crawford
Catering Officer	D.C. Fernandes	L. Dias	R.G. White	J.M.V. Pinto
Cadets	R.W. Eacott		J. Cox	K.P. Deacon G.P. Jones

VESSEL	TACOMA CITY	VICTORIA CITY	WELSH CITY	AMPARO
Master	W.G. Wood	M.C. Hurst	J.C. Lee	D.L. Bell
Chief Officer	J.E.S. York	M.W. Slayman	I.C. Stutt	D.C. Toon
Second Officer	P.D. Codd*	J.C. Neale*	I. Cowan	T.L. Lawrence
Third Officer	A.M. Russell	E.J. Naughton	A.C.B. Tay*	C.G. Everett
Radio Officer	C.G. Macey	D.C. Short	D.S.H. Thomson	M.W. Savory
Chief Engineer	H.C. Convery	E.R. Morgan	R.U. Bell	J.C. Cullen
Second Engineer	A. Edwards	R.A. Rees	C.J. Burton	P.H. Evans
Third Engineer	M.B. Perrott	M.R. Preece	N.C. Williams	J.H. Davies
Fourth Engineer	M.R. Penny		A.D. Cowling	M.G. Adams
Fourth Engineer			I.J. Morgan	
Electrician	K. Smith-Jaynes	N.R. Padfield	P. Willmott	D.G. Hunt
Catering Officer	R.G. Pierce	N.H. Frost	D. Gowsell	C.J. Harry
Cadets	D.A. Littler	M.G. Moore	R. Johnson	D.B. Williams
	G.J. Provis	D.P. Luckett		
	T.B. Short			
	M.M. Taylor			

VESSEL	BIBI	OLMECA	SILVIA SOFIA	YAQUI
Master	A.D. Lightfoot	P.J. Boroughs	L.R. Staines	K. Milburn
Chief Officer	P.M. Baverstock	E.W. Walmsley	T. Haxell	I. Woollard
Second Officer	A.C. Prosser	A. Williamson*	A.P. Morris	A. Abel
Third Officer	J.J. Moore*	S.J. Laws	J.J. Hudson	H.D. Walker
Radio Officer	W.P. Budden	J.R. Mathews	D.P. Bidmead	J.A. Heslop
Chief Engineer	D.N. Amey	D. Archbold	R. Chambers	H.L. Fletcher
Second Engineer	P.J. Prendergast	D.A. Roberts	T. Graham-Russell	N. Nesbitt
Third Engineer	P.M. Deschamps*	J.A. Akhurst	R.C. Butcher	G.E. Ashton
Fourth Engineer	A.R. Parker	M.J.C. Lockwood	D.R. Aldus	M. Williamson
Electrician	D.G. Grant	D. Osborne	K. Baines	D.H. Fidler
Catering Officer	D.R. Hartshorne	L.E. Seabrooke	L. Slawinski	J. Bonner
Cadets	A.P. Wilson		E.V. Neale	
	R.A. Bracken		D.A. Welch	

M.V. SKEENA

Ships Company: Capt. R.K. Stuart, Capt. M.J. Bellamy, K. Jones, N. Davies, I.F. Bullock, G. Hughes, G.J. Griffiths, P. Price, C.J. Browr, J.A. Grainger, A.A. Gouldie, M.G. Shaw, R.G. Crozier, M. Martyn-Johns, H.A. Morgan, M.^v. Hudson, D.V. Kirkman, P.J. Betts, R.A. Wilkins, G. Phillips, J.C.A. Richards, J.A. McCavish, N.J. Coyne, P. Jones, P. Mules, K.J. Shire, P.F. Miller, D.A. Phillips.

Listed below are Officers on voyage leave as at 20.12.82: Every effort is made to ensure this list is as accurate as possible at the time of printing.

Masters: B.A.G. Foyer, A.L.G. Gosset, R.I. Crawford, J.S. Pearsall, J.J. Birrell, T.R. McNulty, R.E. Skinner

Chief Officers: D.H. Aubrey, B.T. Hernaman, J.R. Ashley, R.T. Alford, J. Dunk, I.M. Stewart

Second Officers: N. Jerrum, M.L. Fraser, P.A. Bullard, A. Thomson, D. Kirley, J.C. Pagler, P.C. Coles, T.A. Price, M.J. Clarke

Third Officers: M.R. Lovibond, P.C. Weychan, P.A. Vaughan, G.P. Eyles, M. C G.R.J. Faulkener

Chief Engineers: D. Harrison, M.E. Rayner, L.M. Williamson, G.M. Cuthbertson, J. Scott, N.B. Shilstone, W. Gill, D.G. Wedlake, D.N. Henry, P.W. Evans

Second Engineers: J.B. Hocking, W.A. Bruce, J. Foots, R.M. Stead, W.R. Shannon, P.D. Slade

Third Engineers: A.G. Vincent, A.C. Coombs, K.R. Negele, D.B. Evans, R. Thomas, R.M.B. Jenkins, T.E.J. Sperrin, D.E. Simons

Fourth Engineers: M.S. Duke, M.P. Owens, A.M. Francis, D.J. Coombes, W.E. Wilkins, C.K. Lee, N.J. Millward, P. Collins

Radio Officers: R.G. Miller, E.G. Bromham, R.J. Preece, B.B. Everett, P. Bradley N.C. Sanders, R.W. McInnes

Electricians: K.W. Hampton, F.C. Brown, K.J. Hinman, D.A. Williams, K. Bean, J. Fernandes, D.J.C. Harnett

Catering Officers: P.D. Smith, F.W. Lever, R.A. Peach, A.H. Fox, L.B. Surrey, J.A. Patrick, L. Hayward

Officers on sick/study leave as at 20.12.82: A.M.W. Mitchell, A.P. Brandram-Jones, Capt. J.J. Kalnins, A.K. Smith, K.H. Sellar, W.M. Powell, A. Doubler, R.H. Reed, D.C. Pulley, M.G. Evans, A.J.F. Tuck, H.D. McLundie, W.J. Lait, C. Swindells, T. Jowett, A.A. Field, P.C. Roberts

Gadets at home on sick leave, voyage leave or study leave as at 20.12.82: P.C. Davies, S.J. Thomas, R. Williamson, P.G. Tate, P.D. Cocker, T. Wood, S.N. Beckett, C.D. Broughton, M.J. Hopewell, N.G. Herod, W.P. Heyman, I.J. Thomas, M.I.V. Holman, S. Rawlings, A. Baker, D.P. Stephens, R.P. Eastham, N.J. Griffiths, J.C.E. Pink, J.R. Greenspan, S.A. Hembury, B.J. Carter, J.G. Townsend, C. Taylor, P.J. Gallie, T. Stanford, M.A. Worsnop, T. Broughton A.P.J. Gaskell, D.R. Hilton, J.M. Coleman

SHIPS POSITIONS

As at 13th December, 1982

m.v. "CARDIFF CITY" This vessel, operating under Time Charter account Ben Line, sailed Port Kelang 5th December, having aboard 21981MT Cargo for discharge Jeddah (about 1100MT Timber) Liverpool and Rotterdam. Vessel is scheduled to arrive Jeddah around 18th December, probably sailing 19th, on which basis we would look for her ETA Liverpool about the 3rd January. Given normal discharge Liverpool, ETS 9th January, for Rotterdam through 11/15th. On completion discharge and redelivery Rotterdam, vessels next business has not yet been finalised.

m.v. "DEVON CITY" Operating under Time Charter account Safmarine, this vessel sailed Richards Bay 8th December, arriving Durban 0145 9th. She is expected to clear Durban pm, 19th December earliest, after lifting approximately 21,000MT Steel Slabs for discharge Long Beach. We would look for her transitting the Panama Canal around 11/12th January, giving arrival Long Beach around 21st, with probable completion/redelivery 30th January. Thereafter, her next business has not yet been finalised.

m.v. "NEW WESTMINSTER CITY" This vessel, operating under Steel Service EC.46, is scheduled to sail Antwerp pm, 15th December for Providence, Bridgeport, Camden and Baltimore. On her present schedule, we would look for her completion Baltimore around 6th January, after which she has been fixed to lift a cargo of HSS in Bulk from Philadelphia or Norfolk or Baltimore or Savannah or Charleston for discharge Bordeaux or Glasgow or Leith. We would look for her completing this commitment around 1/5th February. Thereafter her next business has not yet been arranged.

m.v. "PORT ALBERNI CITY" Operating under Time Charter account Seaboard, this vessel arrived Providence 6th December, sailed 1400, 8th December for Oran, where she is expected to arrive am, 20th. Charterers indicate vessel should redeliver around 27th December, after which her next business has not yet been arranged.

m.v. "TACOMA CITY" This vessel, operating under Time Charter account IVS, sailed Richards Bay 9th December, arrived Durban same day and sailed 10th, arriving Saldanha Bay 13th. She is scheduled to sail 14th December for Ghent and Rotterdam, with probable redelivery Rotterdam around 5/10th January. Her next business has not yet been finalised.

m.v. "VICTORIA CITY" Operating under Time Charter account BSC, this vessel sailed Port Kelang 7th December, arriving Singapore Anchorage 8th, sailing Singapore 11th, giving ETA Hong Kong 16th. We would expect vessel to complete discharge and redeliver around 19/20th December. Her next business has not yet been finalised.

m.v. "WELSH CITY" This vessel arrived Weipa 10th December, completed loading late pm same day, and sailed Weipa 11th having aboard 56572MT Bauxite for discharge Mediterranean/Continent, the indication being she will discharge at Porto Vesme where she is expected to arrive around the 12th January. On this basis, we would look for her completion 15/20th, and thereafter her next business has not yet been finalised.

m.v. "AMPARO" This vessel sailed Morehead City 3rd December, and is expected to arrive Naples 15th, with probable sailing 17th for Leghorn, Genoa, Barcelona and Valencia. On present schedule, vessel is expected to sail Valencia 27th December for Vera Cruz, ETA 11th January, thence Tampico, Mobile and Morehead City. She should complete Morehead City about 27th January, for Naples, ETA 8th February, thence Leghorn, Genoa, Barcelona and Valencia. The indication is vessel should sail Valencia around 18th February for Vera Cruz.

m.v. "BIBI" This vessel sailed Oakland 1800, 8th December, on which basis we would look for her ETA Yokohama am 20th, thence Osaka and Yokohama, completing Yokohama around 26th December for Oakland, ETA 7th January, thence Long Beach, Manzanillo and Salina Cruz. Her itinerary indicates sailing Vera Cruz 24th January for Long Beach, ETA 29th, thence Oakland, ETS 31st, for Yokohama, Osaka and Hong Kong, arriving Hong Kong around 18th February.

m.v. "OLMECA" This vessel arrived Lazaro Cardenas 1900, 9th December to discharge 21097T Wheat, the indication being she should complete discharge around 2nd January. Thereafter she is scheduled to return to Guaymas or San Carlos to load a further cargo of Wheat for Lazaro Cardenas, followed by a voyage to East Coast Mexico.

m.v. "SILVIA SOFIA" This vessel sailed Busan 9th December, arrived Osaka 10th, sailing same day, for Yokohama, where she arrived 1116, 11th December, sailing 1600 same day for Oakland, where we would expect her to arrive 22nd December. After Oakland, vessel proceeds to Long Beach, Ensenada, Manzanillo, Salina Cruz, Long Beach and Oakland, prior to returning Japan. We would look for her sailing Oakland about 20th January, for Yokohama, ETA 1st February, thence Osaka and Hong Kong.

m.v. "YAQUI" This vessel sailed Tampa 10th December, having lifted 24532LT Phosphate for discharge Coatzacoalcos, ETA 0600 13th. On completion discharge Coatzacoalcos, vessels future business has not yet been arranged.

m.v. "SKEENA" This vessel sailed Falmouth 1st December, and is expected to arrive New York 12th, sailing 13th for Houston, through 21/22nd. On completion discharge of her Vehicles at Houston, vessel proceeds to Vancouver BC, via the Panama Canal, probably clearing Balboa around 28th December, giving ETA Vancouver 13th January.

SPORTS PAGE

A SPORTING MYTH

Are we missing the point with our "new" approach to sport, and turning our back for ever on the well worn British axiom of playing the game was the thing. It is certainly true of the media, and the many disciples of the media - the fans - but is it really British? What has become British alas, is the lunatic "fan" who really cares little for the game he spends many pounds to follow - undoubtedly, the media cannot escape some liability for this behavior.

I digress - I am not playing the game - but did we ever internationally play the game for the games sake - we usually won anyway! so it was easy to play the game. Playing the game developed in a period when only the British played games anyway, be it the British Colonials in distant Australia, or the Subaltern at Poona to while away the hot Indian days.

So we were nurtured in the period when we jolly well won anyway, and if by some mischance the Colonials showed some fight, we brought in Larwood and Voce next time, ably generalled by Douglas Jardine - the myth has developed.

Those were the days when we did not enter the World Cup, it would be too one sided, and that is not so far from the truth - England rarely lost. (England's first loss to an overseas side was in Madrid against Spain, 4-3 in 1929, soon to be followed by an easy win with the first team).

At Rugby Union our opponents were always really British anyway (weren't the Australian cricketers the same?) except the French, but in days gone by - before Adidas that is - they were no competition. They found it so hard they apparently paid their Players!

I am not sure whether the British really felt they were mere humans anyway, and the realisation that we are even in sport has been shattering to media and fans alike. It is now open house to blame coaches for not being able to coach us to win infallibly, governments for failing to provide facilities to train us when leisure centres are to be found in pretty well every town in Britain (Cardiff has three) - but the real truth is we are only human.

Sport is for all to enjoy, whether as spectator or player, but it cannot be enjoyed unless you, or your side, play to win. Excuses can be found for failure - some real - some false, but there is no excuse for not trying to win.

The Game is the thing, but the idea of the Game has always been to WIN!

AMVER AWARDS

We were very pleased to receive the following letter from Admiral J. B. Hayes U.S. Coast Guard Commandant, congratulating our organisation on receiving an award for participating in the AMVER system.

However, the credit should be given to our sea staff who have taken such a great interest, which is evident by the many awards given to our vessels since the commencement of the scheme.

Quote

"Greetings:

I am pleased to congratulate your organization upon receiving this award for participation in the Automated Mutual-assistance Vessel Rescue system during 1981. Nearly 2,700 ships flying flags of more than 50 nations have merited AMVER award certificates in recognition of their outstanding contributions to maritime safety.

Blue pennants will again be presented to honor those ships winning an AMVER award for the first time. Special recognition is accorded ships earning their fifth consecutive awards. They will receive gold AMVER pennants. Purple pennants are presented to honor those vessels that have won AMVER awards for ten consecutive years, a remarkable achievement.

This award is a testimonial to your commitment to safety at sea. As a result of the support of hundreds of companies like yours, AMVER has become one of the most respected maritime safety organizations in the world. That support is a credit to you and your personnel and is highly valued by the U.S. Coast Guard and the maritime community"

Unquote.

M.V. "Victoria City"	9th Award
M.V. "Welsh City"	4th Award
M.V. "Devon City"	4th Award
M.V. "Port Alberni City"	7th Award
M.V. "Tacoma City"	6th Award
M.V. "New Westminster City"	6th Award
M.V. "Olmeca" (Fresno City)	7th Award
M.V. "Yaqui" (Prince Rupert City)	6th Award

POT POURRI

Dear "Newsletter;"

Just a few more pictures for your magazine,
From the "Girl" who's heard from but never seen.
Go on, raise a laugh with your Christmas issue
And the message for each husband....

"We will miss you."

Happy Christmas to all,
love from
"City Girl."

X X





Robert Pierce.

Sailor returns — shipshape and Bristol fashion

AN Old Colwyn sailor who saw some of the heaviest air raids in the Falklands was in one of the last ships to return home, along with the carrier *Invincible*, on Friday.

Robert Pierce, 19, of 23 Victoria Road, is a sonar operator aboard HMS *Bristol*, a submarine detector ship. With the information they received they were able to protect the *Invincible*.

This week Robert is visiting friends and relatives in Chester whom he has not seen since before the Falklands conflict.

His mother, Mrs. Norah Pierce, said her son was reluctant to talk about the fighting but mentioned the heavy air-raids. He said there were some very frightening periods.

Robert celebrated his 19th birthday in Port Stanley with his shipmates and

some Islanders.

Mrs. Pierce said: "They only had canned beer, but they managed."

There were more celebrations on Friday when Mrs. Pierce and her husband Bob travelled to Portsmouth to greet the *Bristol* when she came home with the *Invincible*.

"It was great. I would not have missed it for the world," she said.

The Pierce family travelled to Portsmouth by coach with a family from Flint who also have a son serving in the *Bristol*.

Robert has been in the Navy since he left Ysgol Bryn Elian, Old Colwyn. He also went to Old Colwyn Junior School and Pendorlan.

His father Bob is a merchant seaman who was home on leave during the Falklands conflict.

The above article appeared in the North Wales Weekly News in September and was sent to us by Mr. R.G. Pierce, Chief Steward, "TACOMA CITY". He says in his letter that although no ships of our Company were requisitioned during the Falklands trouble, we were still indirectly involved as the above cutting shows. Our thanks to Mr. Pierce.

RECIPE OF THE MONTH.....

(Thanks again, Mrs. Lemon)

Something plain after all the festive food - PASTA & CAULIFLOWER SOUP.

Fry gently in a large saucepan three sliced cloves of garlic with 4 tablespoonsful of cooking oil. Add three chopped fresh tomatoes or half tin of peeled tomatoes. Simmer for few minutes.

Add three beef stock cubes and a medium size cauliflower, chopped into large pieces with 1½ litres of water. When the cauliflower is half cooked, add 250 gramme of pasta, any shape or size or, better still, a mixture and cook according to taste. Add more pasta for a thicker soup, or more stock cubes for a thinner consistency.

With acknowledgments to T.M. Skaugen Management Co.A/S
Oslo.

A letter to Head Office

It is not often that we are permitted to publish the confidential letters from vessels' Masters to their Owners. However, not too long ago we came across the following letter, apparently discovered in the files of an old «sea dog». He has allowed us to print this letter on the understanding neither his nor the ship's name will be revealed. It will become quite apparent it was not a Fednav ship!

Dear Sir,

It is with regret and haste that I write this letter to you, regret that such a small misunderstanding could lead to the following circumstances, and haste in order that you will get this report before you form your own preconceived opinions from reports in the world press, for I am sure that they will tend to overdramatise the affair.

We had just picked up the pilot, and the apprentice had returned from changing the 'G' flag for the 'H', and being his first trip was having difficulty in rolling the 'G' flag up. I therefore proceeded to show him how, coming to the last part I told him to 'let go' the lad, although willing is not too bright, necessitating my having to repeat the order in a sharper tone.

At this moment the Chief Officer appeared from the Chart room, having been plotting the vessel's progress, and thinking that it was the anchors that were being referred to, repeated the 'let go' to the Third Officer on the forecastle. The port anchor, having been cleared away but not walked out, was promptly let go. The effect of letting the anchor drop from

the 'pipe' while the vessel was proceeding at full harbor speed proved to much for the windlass brake, and the entire length of the port cable was pulled out "by the roots". I fear that the damage to the chain locker may be extensive. The braking effect of the port anchor naturally caused the vessel to sheer in that direction, right towards the swing bridge that spans a tributary to the river up which we were proceeding.

The swing bridge operator showed great presence of mind by opening the bridge for my vessel, unfortunately he did not think to stop the vehicular traffic. The result being that the bridge partly opened and deposited a Volkswagen, two cyclists and a cattle truck on the foredeck. My ships company are at present rounding up the contents of the latter, which from the noise I would say were pigs. In his efforts to stop the progress of the vessel the Third Officer dropped the starboard anchor, too late to be of practical use for it fell on the swing bridge operator's control cabin.

After the port anchor was let go and the vessel started to sheer I gave a double ring Full Astern on the Engine Room Telegraph, and personally rang the Engine Room to order maximum astern revolutions, I was informed that the sea tempera-

Better be damned
than mentioned not at all!

ture was 53 degrees, and asked if there was a film tonight; my reply would not act constructively to this report.

Up to now I have confined my report to the activities at the forward end of my vessel, down at they were having their own problems. At the moment the port anchor was let go, the Second Officer was supervising the making fast of the after tug, and was lowering the ship's towing spring down onto the tug.

The sudden breaking effect on the port anchor caused the tug to 'run in under' the stern of my vessel, just at the moment when the propellor was answering my double ring Full Astern. The prompt action of the Second Officer in securing the inboard end of the towing spring delayed the sinking of the tug by some minutes thereby allowing the safe abandoning of that vessel.

It is strange, but at the very same moment of letting go the port anchor there was a power cut ashore, the fact that we were passing over a 'cable area' at that time may suggest that we have touched something on the river bed. It is perhaps lucky that the high tension cables brought down by the foremast were not live, possibly being replaced by the under water cable, but owing to the shore blackout it is impossible to say where the pylon fell.

It never fails to amaze me, the actions and behaviour of foreigners during moments of minor crisis. The pilot for instance, is at this moment huddled in the corner of my day cabin, alternately crooning to himself and crying after having consumed a bottle of gin in a time that is worthy of inc-

clusion in the Guinness Book of Records. The tug captain on the other hand reacted violently and had to forcibly be restrained by the Steward, who has him handcuffed in the ship's hospital where he is telling me to do impossible things with my ship and my person.

I enclose the names and addresses of the drivers and insurance companies of the vehicles on my foredeck, which the Third Officer collected after his somewhat hurried evacuation of the forecastle, these particulars will enable you to claim for the damage that they did to the railings of number one hold.

I am closing this preliminary report for I am finding it difficult to concentrate with the sound of police sirens and their flashing lights.

It is sad to think that had the apprentice realized that there is no need to fly pilot flags after dark, none of this would have happened.

For weekly Accountability Report I will assign the following Casualty Numbers T/750101 to T/750199 inclusive.
Yours truly,
MASTER



The secret of having a good memory is in being interested in what you want to remember.

