

newsletter



NO. 167

JANUARY, 1984

NEW BEGINNINGS

This is the first Newsletter of 1984 and, apart from the hope that this year will be the start of better things to come for everyone, we also hope we can maintain, or improve, the standard of the Newsletter, so that it will continue to be both informative and interesting. Thanks are extended, in anticipation, for contributions we hope to receive during the year and we are pleased that this month's edition promises to be a bumper one.

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SHIP AND SHORE NEWS

INDISPOSED: Miss Dorothy Bowkett, Technical Department, Head Office, has just returned to the office after a short spell in hospital during the month. We trust she will have no further problems with the leg which was the cause of her hospitalisation.

Captain A.L.G. Gosset has been in hospital for an operation on his knee. We are pleased to say this has been successful and he is progressing well.

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OBITUARIES: During the past month, several members of our staff have suffered bereavement. We extend our sincere sympathy to them all and to their families at their sad time:

Mr. Nicholas Whitfield, Electrician, whose father died on 16th January.

Mrs. Maria Jones, Computer Department, Head Office, whose father died on Boxing Day in America.

Mr. Keith Roberts (ex Electrical Superintendent) on the passing of his father recently. Mr. Roberts left the Company a few months ago to help his father in his business.

Miss Manch, retired staff London Office. Many of our retired staff will remember Miss Manch, who was a Secretary in London. She retired in 1953 after 17½ years' service with the Company.

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CHEERIO: This month we say "goodbye and good luck" to **Adrian Claughton** and **Justin Murphy**, Computer Department, Head Office and London Office Chartering Department respectively, who leave to take up other employment. We wish them both every success for the future.

WELCOME: We extend a welcome to **Mr. Vincent Hooper**, Postal Clerk/Messenger, London.

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EXAMINATION SUCCESSES: We offer our congratulations to the following on obtaining their Certificates:-

M.P. Owens	Class 2 Engine	K. Baines	Part "A" Class 2 Engine
R.W. Davies	Class 2 Deck	A.P. Morris	Class 2 Deck

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DONATIONS TO CHARITY

Our thanks to the **Captain and Officers m.v. "AMPARO"** for their generous donation to the Christmas Appeal of The Sailors' Children's Society, Newland, Hull (Newland Homes), in the amount of £30.00. The Society have acknowledged the donation and extend their grateful thanks.

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THANKS AND APPRECIATION

We have received a letter from **Mrs. Rona Lightfoot**, who recently spent a few months aboard the m.v. "AMPARO" with **Captain Lightfoot**. She would like to thank the Officers and their wives and Cadets aboard the ship for making her voyage so enjoyable. During the voyage, whilst ashore in Barcelona, she suffered the misfortune of having her handbag snatched on the street which was, to say the least, most upsetting. Totally unbeknown to her, on hearing of this, the Officers, wives and Cadets got together and presented her at Christmas with a beautiful leather handbag, complete with purse and writing pen. To them all, **Mrs. Lightfoot** sends her thanks and her love and "may they always voyage with safety and happiness".

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MEMORIES FROM THE PAST

Our note about the passing of Mrs. Hitchman (nee Miss Wood) in our December edition has brought a response from one of our retired staff, **Mr. Cholton James**, who well remembered the late Miss Jennie Wood. He was kind enough to submit a plan of our office in 1922 at Merthyr House, Cardiff, showing the disposition of all the people working for us at the time. We were going to publish this plan, but instead, we will be enclosing a copy to the few remaining retired staff whose names are shown on the plan. We will do this at the end of the month with their pension slips.

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NEWS OF EX STAFF

Our seagoing readers and retired staff may be interested to know that **Captain Richard Vanner** and his wife have purchased a business in Cardiff - The Cheese and Gourmet Centre, Merthyr Road, Whitchurch. Apart from selling cheeses of all description, it is understood they also arrange food for buffet parties.

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ATTACHMENTS TO NEWSLETTER

"COME ON LAD, MUCKIN!" Our thanks to **Captain W.G. Wood** of the "TACOMA CITY" for this contributions from one of his Cadets.

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NEWS OF RETIRED STAFF

This month we have heard from many members of our retired staff and we are pleased to give news of some of them:

CAPTAIN H.W. MARSHALL - sends his best wishes to all the staff who remember him. We are pleased to say he keeps well.

MRS. G.G. ELDER - sends regards and best wishes to all. She says the Newsletter continues to amuse and enlighten. This is nice to know!

CAPTAIN T.W.P. DAVIES - went on a cruise to the Canary Islands and Madeira in November. He thoroughly enjoyed the holiday and it must have been interesting to have been "off the Bridge". He keeps very well and very active and sends his best wishes to all who know him.

MR. BILL BURGE: Has settled down very well in his cottage in Cornwall since retirement. He has been making improvements to the cottage and is now expecting 230 trees from the Conservation people, so he will be pretty busy planting!

MR. "BENNIE" LUNCH - He and his wife are in good health and continue to lead an active life in the country. Since moving, they have been discovering the countryside around their home, decorating the bungalow throughout and making improvements. They have also been working in their garden - a hobby they both love. Mr. Lynch wishes to be remembered to those who knew him.

MR. T.W. MAJOR - feeling much better and progressing very well after his operation. He sends his best wishes.

MRS. W.C. WILLIS - has been visiting her son in California for the last three months. She had a wonderful flight out and enjoyed all the sights of California, not to mention the pleasure of seeing her son and daughter-in-law.

MRS. I. ROFFE - She is awaiting a cataract operation, so her eyes are not too good. She enjoys reading the Newsletter and wishes the Company the best of luck for the future.

MR. JAKE MORGAN - is progressing after his spell in hospital some months ago. Mr. Morgan keeps in touch with us at Head Office and is always interested in all that goes on.

MR. HARRY CASWELL - keeps fairly well, although he, too, has some eye trouble. On his occasional visits to Cardiff, he usually calls in to see the folks here.

MR. HENRY CROCKER - is settling down quite well since his retirement and is keeping quite fit.

MR. JOHN CROCKETT - is also settling down well and has more than enough to keep him fit and active.

MR. JOHN THORNE - keeps active and quite fit. We see him from time to time and we thank him for his Crossword Puzzle for this month.

MRS. ALF WARD - enjoys the Newsletter, but doesn't recognise many of the names of those at sea now. She says the mind boggles at talk of unmanned ships sailing the oceans in the future.

ALL AT SEA

M.V. "EASTERN VALLEY"	J.S. Pearsall D.C. Toon, M.R. Lovibond, R. Johnson K.H. Sellar, R.C. Masters H.L. Fletcher, N. Nesbitt, M.G. Evans, C.D. Broughton E.M. Bennington T.S. Lobo	Captain Deck Officers Radio Officer Engineer Officers Electrician Catering	M.V. "SILVIA SOFIA"	B.A.G. Boyer B.T. Hernaman, D.P. Kirley, G. Provis R.G. Miller N.B. Shilstone, C.J. Burton, M. Preece, A.J. Salter, K. Hampton M.D. Burns F.W. Lever	Captain Deck Officers Radio Officer Engineer Officers Electrician Catering Officer
M.V. "WESTERN VALLEY"	J.J. Birrell K. Jones, J.C. Neale, S.A. Hembury J.R. Mathews W. Gill, K. Rowney, M. Williamson, P. Collins F.C. Brown J.B. Sequeira	Captain Deck Officers Radio Officer Engineer Officers Electrician Catering	M.V. "OLMECA"	M.W. Slayman J.P. Andrews, M.R. Sealey, S. Brown E.G. Bromham E.R. Morgan, P.H. Evans, A.C. Coombs, C.B.C. Jones N.J. Whitfield D.C. Fernandes	Captain Deck Officers Radio Officer Engineer Officers Electrician Catering
M.V. "PORT ALBERNI CITY"	J. Porteous J. Dunk, M.J. Clarke, M. Cox V.F. Cullen R.J. Trigg, J. Foots, A.P. Brandram-Jones, A.R. Parker J. Fernandes R.A. Peach T.B. Short	Captain Deck Officers Radio Officer Engineer Officers Electrician Catering Officer Cadet	M.V. "LACANDON"	D.L. Bell A. Thomson, T.H. Jowett, A.P. Morris B.J. Carter G. Hughes, W.A. Bruce, G.E. Ashton, P.D. Cocker D. Osborne G. Taylor, K.P. Deacon	Captain Deck Officers Radio Officer Engineer Officers Electrician Gadets
M.V. "TACOMA CITY"	W.G. Wood R.T. Alford, C. Swindells, I. Cowan J.A. Heslop L.M. Williamson, W.M. Powell, M.J. Lockwood, D.B. Evans J.P. Crawford R.G. Pierce	Captain Deck Officers Radio Officer Engineer Officers Electrician Catering Officer	M.V. "YAQUI"	T.R. McNulty D.H. Aubrey, P. Coles, D.B. Williams P.L. Hodge J. Scott, R. Thomas, A. Keast, S. Rawlings B.R. Batey E. Dias	Captain Deck Officers Radio Officer Engineer Officers Electrician Catering
M.V. "AMPARO"	A.D. Lightfoot I.M. Stewart, J.M. Smith, J.C. Townsend R.G. Chugg P.W. Evans, A. Doubler, D.E. Simons, A.J.F. Tuck, D.R. Aldus D.J.C. Harnett A.H. Fox	Captain Deck Officers Radio Officer Engineer Officers Electrician Catering Officer	M.V. "SKEENA"	Ships Company: Capt. M.J. Bellamy, R.E. Eaker, J.J. Moore, A. Williamson, B.B. Everett, G.J. Griffiths, W.R. Shannon, R.H. Reed, M.S. Duke, J. Grainger, L. Hayward, T. Stanford, W.D. Shepherdson, F. George, J.C.A. Richards, R.A. Wilkins, W. Hevern, A.M. Viner, P. Jones, M.J. Evans, P.R. Shears, P. Mules, G. Weekley, P.F. Miller, D.A. Phillips	
M.V. "BIBI"	W.D. Jones P.M. Baverstock, N. Jerrum, J.M. Coleman P. Bradley R. Chambers, P. Prendergast, K. Negele, M.R. Penny, N. Padfield P. Willmott P.D. Smith R.G. Crozier, P.J. Gallie	Captain Deck Officers Radio Officer Engineer Officers Electrician Catering Officer Cadets		The above disposition lists were correct at the time of printing.	

SHIPS POSITIONS

As at 24th January, 1984.

m.v. "EASTERN VALLEY" This vessel, presently operating under Time Charter account Burdekin, sailed Gladstone 1600 26th December, with a cargo of 17,078MT Seeds for discharge Lisbon. After bunkering Mackay, vessel sailed 1730 27th December, arrived Jeddah 0320 20th January and sailed 2215 same day, after shipping 400T IFO and 100T Diesel Oil. Vessel arrived Suez 2300 22nd January and after transitting the Suez Canal, sailed Port Said 2100 23rd January. She is, at present, proceeding towards her discharge port, Lisbon, where she is due to arrive around 2100 30th January, and is expected to complete discharge and redeliver from Time Charter around the 10th February. Her future business has not yet been arranged.

m.v. "PORT ALBERNI CITY" Operating under Time Charter account Norbulk, this vessel sailed Telok Ayer 1100 22nd January, after loading 2627 Packs Sawn Timber and Plywood (approximately 2568MT). Vessel then loads Port Kelang, arriving 24th January and sailing 30th for Singapore 31st January/1st February, where she loads at Western Anchorage, and finally Samarinda 4/6th February. Vessel then calls Jeddah, for bunkers, 23/24th February, arrives Suez 26th February, and after transitting the Canal, sails Port Said 27th February for her first discharge port, Rotterdam, where she is due to arrive 8th March and sail 12th, for Antwerp 13/15th, and finally Cardiff, where she is due to arrive around the 17th March and complete/redeliver 22nd March.

m.v. "TACOMA CITY" This vessel, operating under Time Charter account United Arab Shipping Co. (SAG), sailed Antwerp 0820 17th January with a cargo of 11,624MT Steel Pipes for discharge Shuaiba (Kuwait). Vessel is presently proceeding towards the Suez Canal where she is due to arrive Port Said 1200 27th January, and after transitting the Canal, sails 28th for Shuaiba, where she is due to arrive 8th February. After completion of discharge vessel sails around the 16th February and finally redelivers from the Time Charter, passing Muscat, around the 18th February. Her future business has not yet been arranged.

m.v. "WESTERN VALLEY" Operating under Time Charter account IVS, this vessel arrived Rotterdam 2100 22nd January, where she discharges 15,311MT Phosphate Rock, and weather permitting, is expected to complete and sail late afternoon 24th January for her second and final discharge port, Heroya, where she is due to arrive 25th January to discharge 11,003MT Phosphate Rock and complete/sail around the 27th January. Vessel redelivers from IVS Time Charter, passing Skaw, 28th January. She then proceeds to Antwerp, where she arrives 30th January and delivers under Time Charter account United Arab Shipping Co. (SAG) on the 31st January. Vessel is expected to load a cargo of Steel Pipes in Antwerp and sail 6th February for Port Said, arriving 16th, and after transitting the Canal, sails Suez 17th February for her discharge port Kuwait (port not yet known), arriving 27th February and completing/sailing around the 5th March. Vessel then redelivers from Time Charter, passing Muscat, around the 7th March.

m.v. "SKEENA" This vessel arrived Hiroshima 1652 24th January, and berths 0700 25th to complete discharge of her present cargo. She then anchors 25/28th January, awaiting cars, and after loading sails 28th January for Toyohashi 30/30th January; Nagoya 30/30th January and her final load port, Kawasaki, arriving 31st January and sailing same day. Vessel then proceeds towards her first discharge port, Los Angeles, where she is due to arrive around the 14th February, sailing 15th, for Port Hueneme 16/17th; Tacoma 20/22nd and finally, New Westminster 23/26th, after which we are awaiting further itinerary from Seaboard.

m.v. "AMPARO" This vessel, operating under Voyage 8 Westbound, sailed Felixstowe 1615 10th January and is, at present, due to arrive Vera Cruz noon 29th January, where she commences under Voyage 9 Eastbound, sailing 3rd February for Tampico 4/6th, and finally, Coatzacoalcos 7/8th February. She then proceeds to Hamburg arriving 23rd and commences under Voyage 9 Westbound, sailing 24th February for Bremen 27/28th; Antwerp 1/2nd March; Le Havre 5/6th and finally, Felixstowe 7/7th. Vessel then proceeds back to Vera Cruz, arriving around 22nd March, to commence under Voyage 10 Eastbound.

m.v. "BIBI" This vessel, operating under Voyage 20 Westbound, sailed Oakland 1836 21st January and is, at present, proceeding towards Yokohama, where she is due to arrive 2000 3rd February, and after completion of cargo operations, sails 4th February for Osaka 5/6th; Keelung 8/11th and Hong Kong, where she arrives 13th February and commences under Voyage 21 Eastbound, sailing 14th February for Keelung 16/17th; Busan 19/19th; Osaka 20/21st and Yokohama 22/22nd. Vessel then proceeds back to the USWC, where she is due to arrive Oakland around the 3rd March.

m.v. "LACANDON" This vessel sailed Hamburg 1500 12th January, and arrived Amsterdam, for drydocking, 0700 14th January. As the Pilot was suspended due to bad weather, vessel finally entered No. 6 Floating Drydock ADM Amsterdam 0918 16th January. Repairs to the vessel are expected to take around 30 days and she will complete around the middle of February. We are awaiting future business from T.M.M.

m.v. "OLMECA" This vessel sailed Guaymas 2230 15th January, with a cargo of Copper Concentrates for discharge Hamburg and possibly Huelva. Vessel arrived Manzanillo 2100 17th January, and after bunkering, sailed noon 19th. Vessel transits the Panama Canal through 26/27th January and then proceeds to her discharge port, Hamburg, arriving around the 12th February and completing 16th. We are awaiting further itinerary from T.M.M.

m.v. "SILVIA SOFIA" This vessel, operating under Voyage 17 Westbound, arrived Guaymas 0730 22nd January, where she loads a cargo of Copper Concentrates, sailing pm 23rd for Acapulco, arriving 25th, to load Containers, sailing 26th and finally, Salina Cruz, arriving 27th January to load Banana Reefers, sailing 30th, for her first discharge port, Keelung, arriving 16th February, sailing 18th for Onsan 19/21st; Busan 21/22nd and finally, Osaka 23/24th. Vessel then proceeds under Voyage 18 Eastbound, arriving Yokohama 25th, sailing 26th February, for Osaka/Kobe 27/28th; Japanese Project Port 29th/3rd March, after which vessel proceeds to Lazaro Cardenas, where she is due to arrive around the 15th March.

m.v. "YAQUI" This vessel arrived Jacksonville 2122 21st January, to load a cargo of Fertilizers for discharge Guaymas. Vessel berths around the 25/27th January and after completion of cargo operations, sails around the 30/31st. Vessel arrives Cristobal around the 4th February, and after transitting the Panama Canal, sails Balboa 5th February for her discharge port, Guaymas, where she is due to arrive around the 12th February and complete/sail 15th February. We are awaiting future business from T.M.M.

POT POURRIYOUR MONEY - OR MERRY CHRISTMAS (FOR SOME)!!

Just before Christmas, we received the following poem from one of our suppliers and we thought readers would be amused both at this and our reply. David Phillips of our Accounts Department was our "return Poet".

"This is the season of good cheer,
To eat our turkey and drink our beer.
But before on holiday we do go
Our Accountant has asked us to help his cash flow.
Dear Customer, your help we do ask
To assist us with this enormous task.
Your prompt payment by 16th December we request,
And we wish you all our very best".

Reply: "The Christmas Spirit's with us, too,
And so we've sent our cheque to you.
We mailed it off without delay,
The full amount we're due to pay.
So when you get it, pay it in,
And watch your poor Accountant grin,
With a smile that goes from ear to ear -
A Merry Christmas and a Happy New Year".

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The following appeared in the Daily Telegraph a few days ago, but it was quite a story in most of the daily Papers.

"GHOST RIDERS ON THE SEA"...
(if you'll forgive the misquote)

A "GHOST" ship crossed the North Sea with its engines running, lights blazing and no one on board.

The five-man crew of the "Pergo," a 733-ton Dutch freighter, abandoned her when she got into difficulties in the Norwegian sector of the North Sea.

But after they were taken off, the ship kept on steaming along under auto-pilot for 200 miles until she ran aground on the Scottish coast near Dunbar on Sunday.

Engine running

With the ship safely in harbour at Leith, near Edinburgh, last night, coastguards described her voyage as "amazing."

She was carrying fertiliser to Montrose when she got into difficulties in high winds last Friday.

She was spotted aground over the weekend with her engines still running and towed to Leith by three fishing boats.

A coastguard spokesman said "I have never heard anything like it before."

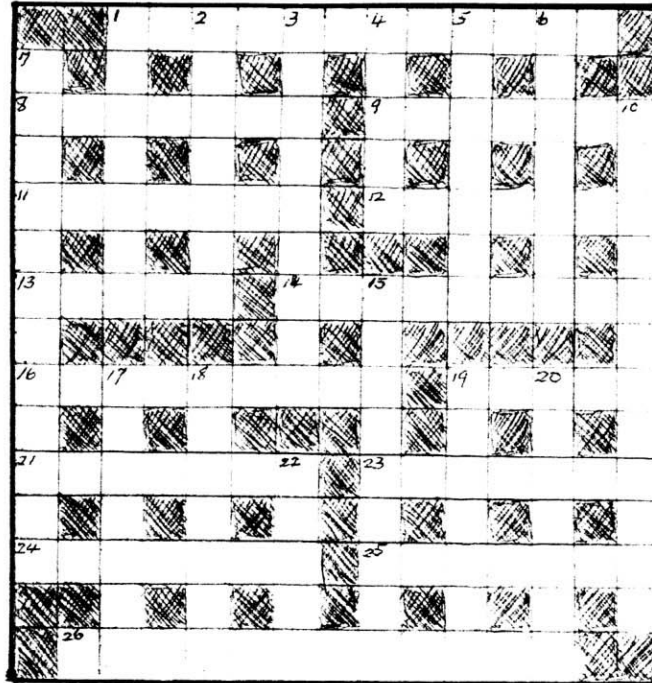
He said it appeared that after the crew was taken off, a helicopter returned to search the area for the ship. When she could not be found, it was assumed she had sunk.

SOLVE THIS THEN!

On, Stanley, On.

If I were there instead of Stanley, what would I be?

(answer overleaf).

PUZZLE CORNERClues: Across

1. Although slung over the side,
it remains aboard (6,6)
8. Type of match (7)
9. Unequal sided triangle (7)
11. Confused rats die with legs
apart! (7)
12. A basking shark may enjoy one (7)
13. Strip a derrick? (5)
14. Maybe blissful silence (9)
16. Burdens (9)
19. Farewell by the Frenchman (5)
21. Subject to local council tax (7)
23. Confused Dr. Sieve is gone
over again (7)
24. Corn-eating champion ? (3,4)
25. Concoction of Arab gin offered
at a low price! (7)
26. A radio with no connections?
(1, 8,3)

Down

1. Well known sailor (4, 3)
2. Striking by a hand (7)
3. It treats a serious matter with amusement
(9)
4. Ships have these inclinations occasionally
(5)
5. Kind of trawl (7)
6. Raise higher (7)
7. A joy ride ? (8, 4)
10. A question of deep concern to Masters (4,8)
15. Writes in depth on something ? (9)
17. A stooge with claws ? (7)
18. Member of gang of criminals in the U.S.
(7)
19. Advertisements in short (7)
20. This answer can be found in a moment (7)
22. To register (5)

(Answers next month)

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Answer to riddle overleaf: An Onion!

Our thanks to Captain W.G. Wood, m.v. "TACOMA CITY" for this contribution from one of his Cadets.

COME ON LADS, MUCKIN!

"Come on lads, muck in" say it too loud and in the wrong place and you may be faced with no work at all rather than additional effort, particularly if loading in Indonesia or Malaysia. The Stevedores would cease work, squat down and proceed to consume their lunch - "muckin".

It didn't take us long to suss out where this word originated, they just throw any old muck in a pot, cook it and eat it. We were treated to a demonstration of the fine arts of cooking, jungle style, in Tanjong Mani, a place which marks no more than a bend in a river, Kuala Rajang, in Indonesia.

The barges were alongside before F.W.E. and the little yellow men with slant eyes and bowed legs proceeded to transform our poop deck into their galley and dining area, not quite up to the standards of Kitchen Queen, but the poles and canvas made suitable awnings. The big cauldron used to cook the grub resembled a witches cauldron. There was no witch, but I am sure that the cook had access to a few of her potions, judging on what the Stevedores had on their plates. The varieties of edible (almost) stuff seen entering the pot would put Heinz's boast of 57 to shame, but then again I don't imagine that it would sell very well in cans on the shelves at Tesco. The rice was not really comparable with Ben Shaws and John West has nothing to worry about in the way of competition, but K.P. look out! Peanuts are definitely in at Tanjong Mani. Packaging could be better, but we were not worried about the dirty old bucket that our supplies came in. The nuts were boiling hot from the pot and with a glass of Tiger they were well appreciated by everyone. The Deck Serang was spotted with his coffee jar full and the Mate had ideas about how the Cadets had burnt their fingers.

The Stevedore Cook, an extremely skinny old man, looked as if he had not been near food for weeks, never mind cooking it for the most part of every day. He was very generous with the peanuts and had anybody been brave enough, I am sure that he would have allowed us to sample any of his culinary delights. A regular Graham Kerr, even if his approach to the task was slightly different. For example, the galloping gourmet does not leave his rice biscuits spread on the greasy deck of a ship to bake. Our gourmet, Tanjong Mani style, had lost his gallop and was, at the best of times, hard pressed to manage a trot. He was, however, kept very busy by the hungry Stevedores and by the shadow of the cranes, which were hindering his baking process. Rather than move them all back a few feet, he was content to move them forward a few feet every time the shadow moved, and ended up being chased half way up the deck by the towering shadow of the hungry Hagglund. (We now know that they like rice biscuits, but do they like Cheese Porky?)

As we had anticipated, such food would have drastic effects on the Stevedores bowels, and the thunder box lashed to the stern was well-used. Had we been quicker to see the opportunity, we might have made a good taking in the equivalent Malaysian coin to an English penny.

Next stop, Kota Kinabalu (Jesselton). The capital of Sabah in Malaysia. Kota Kinabalu is overlooked by the Crocker Mountains, and in particular Mount Kinabalu, the highest peak in Borneo, reaching an altitude of 4,104M.

This was the first place that we had been where the propeller and rudder were visible under water, as I observed as I swung from the Jacobs ladder to read the arrival draught. The propeller was shining, due to its recent repair at drydock in Jurong, Singapore. The water was very tempting, especially so in the heat of the tropical sun, but the Mates talk of sea snakes made me decide that I would wait until shower time before cooling down. The brand new barges arrived as I reached the top of the ladder. Someone had splashed out since I was last here, but then they did sink a few on that occasion. The Stevedores were shortly to follow. Sporting gear is definitely the "in thing" out in Kota Kinabalu; track suits, sporty tops and training shoes, but still some of them insist on wearing flip-flops whilst working on deck. The array of hats was as impressive as any other place that we had visited in Malaysia; straw, cloth, woollen, paper, cricket, baseball boater and even a balaclava! I was pouring with sweat, and this guy was wearing a balaclava!

Nearly all of the Stevedores were Indonesian, and we were told that they were rejects from Sarawak in Malaysia, where they had previously worked. The word "reject" did not sound too promising. There was certainly a mixture of ages from young lads of about sixteen years old, to old men of sixty and more. Few of them spoke good English, apart from the usual handy phrases, such as "give me a cigarette" or "give me a beer", plus other useful phrases that a Stevedore might be required to know in his line of duty. Also, there were two Chinese and two Philipinos, who all spoke good English (when they wanted to) and these were quite experienced, two of them being hatch foremen. It was difficult to talk them into doing what you wanted in the way of stowage, but we managed to get some co-operation and one Norbulk Superintendent commented that it was the best deck stow that he had seen come from Kota Kinabalu.

The Stevedores worked a rotation of six on, six off, eating and living on board, and crashing out wherever they could, showing their best ability as carpenters, using bits of dunnage to construct beds. Their food was basically rice and fish heads, and made Tanjong Mani look like dining at the Ritz. The water was supplied in large drums, cleaned and painted especially for the job, topped up when required and also having pipes from the A.C. supplying water. I told them that this was very special water, and that was the reason why supplies were limited. I think that they believed me because on many occasions I noticed Stevedores sucking on the ends of these pipes. They must have been thirsty men, they even drank the Electricians distilled water!

The clear blue water could not be resisted for long, and so on a hot sunny afternoon (still sweltering heat in the month of November!) the lifeboat was lowered and the Mate took a crew out on a boat trip to visit the surrounding islands, investigate the area, have a refreshing dip and return laden with corals and shells, and not a sea snake in sight.

So, the m.v. "TACOMA CITY" will be heading towards home very soon, sporting her new motif "NORBULK". However, don't believe the October Newsletter and think that we will have a cushy number being in Avonmouth over Christmas, because as is often the case, weather conditions have delayed us sufficiently to put pay to that.