



Under the Clock

Issue 60 – Feb 2009



Royal Mail Line - Loch Gowan

Built: 1954 by Harland & Wolff, Belfast

Tonnage: 9,718g, 5,549n.

Engine : Single Screw, Steam Turbine, Double Reduction Geared. 16 Knots.

Passengers: 12. Tiled Swimming Pool.

She entered a joint service with the Holland America Line to north Pacific ports and remained as such until being broken up at Kaohsiung, Taiwan in 1970.

*Loch Loyal
Loch Gowan
Loch Ryan
Loch Avon
Loch Garth*

**Vancouver, San Francisco, Los Angeles,
Cristobal, London.**

**Additional ports of call listed in offices/agents
list: Victoria, Seattle, Portland.**



REGULAR SAILINGS
FROM
PACIFIC COAST
PORTS
TO
GREAT BRITAIN
VIA
PANAMA CANAL

A life on the ocean wave for passengers was a life of Riley and at reasonable cost. Across the Atlantic passing the Azores, through the Panama Canal and up the west coast of USA, LA and Hollywood, Frisco, Seattle up to Canada, Vancouver and Victoria Island. These ships also carried Doctors with a hospital ward if required, though mainly a cargo ship.

In the winter of London to the tropics of the Panama, California at its best to the snow covered Canadian mountains that set the scene in Vancouver, that would do me to get away..... A four month return holiday.

It was with deep sorrow that we heard of the passing of Lillian Creasey. Lillian was a much loved member of the Queensland Vindicatrix Branch, always ready with a laugh and a good sense of humour. Lillian attended most of the meetings and was always there to lend a hand if and when it was needed.

Lillian will be sadly missed by all her friends in the Queensland Branch and other states of the Vindicatrix Association.



Roger Wilson, President

From the Secretary - February

To begin, may I wish everyone a Happy and Healthy New Year for 2009.

2008 was concluded with a Christmas Dinner at the Geebung RSL with good attendance. The meal was extremely delicious and the wine was of good choice. The entertainment was delightful except more people could have got up and danced to the music. Laurice and Colin led the way on the dance floor but not too many followed; more the pity, we must be getting old. I have to say that our Princess gave a delightful performance how to jive. If Thora could have got up off her wheel-chair, I am sure she would have done the hula. Take note of the photos on the website. We thank Pauline for organizing this party as there is always a lot of work and worry trying to co-ordinate everything together.

Following our Christmas Party, the next day some six of us attended the Brisbane City Council Lord Mayor's Christmas Concert at the City Hall. It was a great show and we had wonderful time.

There were several of our crew who had been ill through the year and we had sadness when 18 Vindi Boys and Girls attended the Funeral Service on Christmas Eve to farewell Lil Creasey after her illness. It was a sad day. Terry even in his sorrow was a support to all who attended and our sympathy goes to Terry and his family. Lil will be deeply missed at Vindi with her quick quip and her work with Terry visiting our sick Members.

A question to be asked? Where are all the Vindi Boys and how do we find them? Well, I have a story to relate here. After the Christmas Party at Geebung, Robert and Alice were travelling home on the train from Brisbane to Ipswich and while on the train, a guy sitting next to Robert asked him about the badge on Robert's shirt. "I went to the T.S. Vindicatrix at Sharpness UK" said Robert. "So did I" said Albert Cross. They both never stop talking about the ships and experiences they had encountered. Albert is a 1947 Vindi Boy. Robert was very excited and emailed me when he got home to tell me about Albert and asked if I could send him a copy of our Newsletter. This I did; and since then Albert had also corresponded with me giving me his details and his subscription was sent Robert to join Vindi Qld. How easy, could it be! Our Badge on the shirts is a good symbol for our Association. It's very nice to be able to talk to anyone you may meet anywhere who cares to inquire what our Badge represents. Who knows, we all

could have the experience of Robert's. So Lads, Robert has shown us the way!

This year 2009 will be a busy and hopefully happy year for Vindi Qld. For those who are sick, we trust they will recover to better health. We will be hosting the 9th Down Under Reunion at Caloundra. As the Venue was confirmed just before we left for Christchurch Reunion, there is some work, which the Committee is still putting together as I write this report before we could release any information. In order that we do not confuse any Members, we choose to put all information in a package as it will also work better for the Committee. We know there are several anxious Vindi Boys looking forward to the Reunion at Caloundra, please be patient as information will be available soon. (I know of someone who has had his holiday leave approved already!)

Let us all sail with a "Goose Wind" behind us.

Kim Cohen, Secretary

Thank You
My family and I would like to thank
all Members for their kind thoughts
and messages during our recent
bereavement of Lil.
Terry Creasey

Bishopsgate, London

Bishopgate gets its name from "Bishop's Gate", which stood opposite Camomile Street, one the eight gates into the walled City of London. This gate often displayed the heads of criminals on spikes. The rich merchants of Tudor and Elizabethan times lived here. Among them were the mansions of Sir Thomas Gresham, Sir Paul Pindar and Sir John Crosby.

Bishopsgate Street ran north from Cornhill Street to the southern end of Shoreditch Street at the city boundary. South of Cornhill, the road became Gracechurch Street, and the two streets formed a major north-south artery in the eastern end of the walled city of London, from London Bridge to Shoreditch. Bishopsgate Street was one of the original Roman roads in the city of London. Just ask Gordi he was there and can probably tell you more? Most would remember Leadenhall Street and Threadneedle Street

Snippet from the East Kent Branch: When I arrived for the last Vindi meeting at the "The Cricketer's", Dover. I spoke to our Landlord who informed me that he has sold the pub and will be moving to pastures new at the end of January. I asked how his departure would affect us and he gave me good news. He has sold the pub to his brother-in-law who has agreed to continue the same practice for us so nothing will change. Before leaving he said he had been in touch with his brother-in-law and he was a Vindi boy so watch out for the Sea Pie on the April menu lads. We look forward to meeting our new Landlords.

Phil Hughes, Secretary

The Ship With No Name

by John Bascott

I joined her in the Surrey dock January 1948. She was an old coal burner, the plate behind the wheel read, built in Glasgow 1890 something. We were to go to Vancouver to pick up a load of timber. Trouble wasn't long starting! We were steaming down the Thames and were pulling the bosun up the mast in a bosun's chair to fix a new shackle. As he got to the top the rope broke. The bosun's chair fell down the adjacent empty hold and the bosun landed on the rail going around the table and luckily fell in board on to the table. Big Paddy, one of the crew, raced up the ladder and carried him down. When he gained consciousness he went straight back up. said he'd loose his nerve otherwise.

So off into the South Atlantic we went. The seas were horrendous and we were soon in a full scale hurricane. Our automatic steering was damaged and all we could do was run before the wind. We couldn't go on deck and when I was to go on the wheel I had to go along the shaft. In the wheelhouse the wheel was lashed into position. I asked the 'old man' what he thought, but he just shook his head. During the night a following sea hit us aft, smashed the door leading to our quarters and water poured down to our cabins.

The water was up to my waist and cases and gear were floating all around, we were broached good and proper. Somebody opened the door going across to the fireman's side and the water rushed over, righting the ship! We got a mayday call from the SS Samkey before she went down with all hands! A book in our local library on famous ship disasters gives an account of it. The Board of Trade inquiry stated that she was sailing lightship and that pig iron had been loaded as ballast in the tween decks and she turned turtle! I often wonder if some of our wonderful shipping companies sent ships to sea, hoping for a nice insurance result!!! Have any of you been in the eye of a hurricane, it is a weird sensation. It goes relatively quiet and there was a smell of sulphur in the air.

So it was thro' the canal and up to Vancouver. However we did manage to ram the jetty at Nanimo on Victoria Island. On up the Fraser river to New Westminster and proceeded to load timber. We had about 5 feet of coal left in the bottom of the main bunker hold so the chief engineer said we could fill it up with timber. He said we'd have enough coal in the two auxiliary holds to get us from port to port and so get us home. In addition to this we had about 12 feet of timber stacked on the decks. Two days out from Panama, we ran out of coal! Sooner than get a tow it was decided that we dig the coal out from under the timber. The black gang was having none of this so they called for volunteers.

After long negotiations about overtime we got a team together and proceeded to dig it out and limped in to Panama! We had three weeks in Panama City for repairs and then proceeded up the east coast of America, bunkering as we went. Across to the Azores, more bunkering. At last were heading home. Three days out from the Azores, we found a stowaway in the timber up forward. Paddy wanted to throw him over the side but we jacked up on him. He was a seventeen year old kid. So it was back to the Azores to return him, which put another six days on the trip. Well, we did eventually get home and paid off in Jarrow.

The reason I've called this the ship with no name, is because I can't remember it. I even tried the records office at Kew. I don't suppose I'll ever know!



Class Photo Catering 1947-48. Can you recognise anyone that you may know. Photo from Vindi boy Albert Cross R404213, Catering 1947-48. Albert is second from left, middle row and now lives in Laidley, Queensland. He originally came from Cheshire (Northwich). *Editor: Sorry no story.....*

The End to Great Ocean Liners- *The Transition to Cruising*

Once the traditional scheduled voyages of the ocean liners had been replaced by today's jet airlines in the 1960s and 70s the remaining ocean liners adapted to cruising. However these passenger liners have had a tradition of cruising for longer than one may think. Today in the early 21st century, the future of the ocean liner lies wholly in cruising. Yes there is the RMS Queen Mary 2 which is the first transatlantic ocean liner in a generation but sadly that will never mean a return to scheduled liner operations on any routes apart from the seasonal transatlantic route that this new Cunard Queen operates from Southampton to New York. However what may surprise you is that the transition from the ocean liner to the cruise ship actually began at the beginning of the 20th century. The transition to cruising is arguably the greatest single development in passenger ship travel in the 20th century.

The Birth of Cruising: Passenger ships are never built unless there is a purpose, and the original main role of the ocean liner was to operate scheduled liner voyages linking the nations of the world. In the 1960s and 70s this role finally was superseded by modern jet airliner travel. But even in the heyday of the ocean liner their scheduled voyages still experienced their seasonal traffic fluctuations. On the North Atlantic, winter saw a downturn in passengers while on the route to India and Australia summer was the off peak season. Also emigration, which spurred development of the ocean liner was by the early 20th century, forever in a feast or famine situation due to turmoil in the world economy, wars and varying government policies.

Even then an idle or part filled ocean liner was no good to her owners. Some shipping lines, especially on the colonial routes, were subsidised so that they could maintain a regular mail and passenger schedule all year regardless of the traffic levels. As liners grew in size, many became dependent on passengers with little space for cargo. So if ships could not be adequately filled with passengers on their scheduled voyages, they were dispatched on cruises (especially during the off peak seasons for the scheduled liner routes). The rapid growth of cruising in the early 20th century also paralleled the change in perception of ocean travel as a voyage of endurance and hardship to one of great pleasure.

Although the traditional steamship industry was dynamic, it was nothing compared to the cruise industry of today with its many flags of convenience and frequent change. Commercial cruising similar to what we know today began in the 1880s as the steamship industry was undergoing expansion. Not until the growth of the major shipping lines and their well known company names (brands as they are called today) and their vast resources, and their expansion into cruising did this become truly feasible. Although the big liners were household names and national symbols, comparatively few people had the occasion to sail on them, unless it was on a scheduled liner voyage. One a two week cruise one could experience the same "floating palace" style and thus many preferred an ocean liner instead of a purpose built but "lesser" cruise ship. Orient Line, operating the route to Australia from the UK, was the first major shipping line to operate cruises. 10 years after it had helped to pioneer cruising HAPAG in 1901 commissioned a purpose built cruise ship, S/S Prinzessin Victoria Luise, sailing from New York to the Caribbean in winter and from Hamburg to the Mediterranean and Norway in the summer.

The trend, however, was to recycle old liners into cruise ships. P&O converted the S/S Rome into the "cruising yacht" S/S Vectis in 1904. The following year the Royal Mail Lines converted their S/S Solent for cruising from Barbados. In 1911 HAPAG rebuilt their troublesome Atlantic record breaker S/S Deutschland into the world's largest cruise ship, the S/S Victoria Luise. In 1912 Royal Mail Lines transformed S/S Ortona into the luxury cruise ship S/S Arcadian with a 35ft long swimming pool. Within two years of the end of the First World War, despite the shortage of tonnage on some routes, liners were diverted into cruises. There were many newcomers to cruising like Canadian Pacific Line, Cunard Line and Holland America Line.

The Booze Cruise: The United States Government unintentionally fostered cruising in the 1920s. Prohibition created a huge market of repressed drinkers eager to flee overseas or offshore on "Booze Cruises". The Immigration Restriction Act of 1923 also robbed the shipping lines of their steerage passengers, forcing the development of alternative markets. At the time, the USA was enjoying unparalleled prosperity and many cruise destinations were in easy steaming distance of the country. These factors resulted in the dominance of the USA in the cruise industry that still continues today.

While some people thought that proud transatlantic greyhounds had better things to do than idle about the Mediterranean or West Indies, the 1920s saw most such ships popularly and profitably employed during the winter off peak season for the transatlantic routes. In November 1922 Cunard Line's RMS Laconia, chartered to American Express, made the first single ship round the world cruise, thus beginning the long tradition of World Cruises that continues to the present day. Cunarders RMS Franconia and RMS Carinthia became renowned for their epic World Cruises, some of which took 6 months. Another regular World Cruise ship at that time was Red Star Line's S/S Belgenland whose first World Cruise, from New York on the 4th December 1924, called at 60 ports in 14 countries. Yet the most lasting development was that of cruises for the ordinary general public. The Florida land boom of the 1920s prompted short, affordable cruises from Miami, then an insignificant port, to nearby Havana and Nassau. On the so called Booze Cruises, the real destination was the bar that opened as soon as the three mile limit was reached.

The 1920s also witnessed the remarkable renaissance of German shipping. Certainly HAPAG's S/S Resolute and S/S Reliance were among the best known and widest ranging of cruise ships from this era. Another favourite was Norddeutscher Lloyd Line's S/S Columbus, a sister ship to White Star Line's cruising star RMS Homeric. The era produced famous cruise ships such as the graceful M/S Stella Polaris, the last of the "cruise yachts", and Arandora Star which started off life carrying chilled meat from Argentina and went on to cosseting well heeled Britons who paid the equivalent of one week's average wage of their countrymen for one day abroad.

The Golden Age of Traditional Cruising: Cruising came of age in the 1930s when it was the salvation for many shipping lines during the Depression. This era of contrasts represented both the heyday of luxury and budget cruises as well as seeing the development of new specialised markets. Cunard Line in 1931 deployed its “Big Three” transatlantic liners on short cruises to Halifax or Bermuda (four days for \$50) during their 5 day New York layovers. There were some who sneered at the idea of great liners such as RMS Berengaria loaded with clerks and shop girls “out for a good time”. Even the RMS Mauretania was painted white for cruising from New York in her final years. In 1935, 83,000 cruise passengers sailed from United States ports, prompting the New York Times newspaper to say that “the cruise is an accepted part of American life”.

Ocean holidays became popular worldwide. In 1931 White Star Line sent RMS Homeric on a weekend cruise from Southampton, prompting the British “pound £ a day” cruise boom. The next year she, Laurentic, Doric and Lancastria became full time cruise ships and out of work ships like Lamport & Holt Line’s Voltaire joined the cruising fleet. P&O ran budget trips with the Moldavia. The Australian market was first tested in December 1932 when P&O and Orient Line sent RMS Strathaird and Oronsay on liner cruises from Sydney. Canadian Pacific’s RMS Empress of Canada was designed as a dual role ocean liner sailing on the North Atlantic during summer and operating cruises in winter, she became renowned for her World Cruises at this time.

The Rise of Cruise Facilities: By the 1930s cruise orientated amenities began to figure more prominently in passenger ship design. American ocean liners introduced air conditioning, a majority of cabins with private facilities and some with private verandahs convertible to sitting rooms. Grace Line’s “Santa” liners had retractable roofs over their dining rooms to allow dining under the tropical stars. The restaurants on Norwegian America Line’s Olsofjord of 1938 were high up on the Promenade Deck, a first for a transatlantic liner, but one with a decided cruise orientation. Canadian Pacific Line’s RMS Empress of Britain offered a full tennis court, whilst the Milwaukee had a floating spa facility. The first permanent cinema at sea was aboard French Line’s S/S Normandie.

Such was the quantity of surplus tonnage during the 1930s that very few purpose built cruise ships were constructed, the emphasis being on creative conversions and innovative dual role ships like RMS Empress of Britain. However late in the 1930s, the Germans introduced the first new mass market cruise ships, Wilhelm Gustloff and Robert Ley, built for the Nazi Kraft durch Freud (Strength through Joy) organisation which offered one week cruises that any German worker could afford.

The Last Golden Age of Traditional Cruising: The 1950s, seen as the last golden age for the Ocean Liner (on its scheduled liner voyage routes), were equally a high point in traditional, luxury cruising. Cruise aficionados had among their favourites some of the most outstanding cruise ships of all time: RMS Caronia (Cunard Line), M/S Bergensfjord (Norwegian America Line, 1956), M/S Kungsholm (Swedish American Line, 1953), S/S Chusan (P&O) and RMS Andes (Royal Mail Lines).

The last year in which more people crossed the North Atlantic by sea than air was 1957 and for the next 10 years it was ever increasing decline. The 1960s and 70s therefore saw a significant realignment of ocean liners towards cruising. Home Lines’ first new ship, S/S Oceanic, had been conceived as a dual role ship running in summer on the transatlantic route from Montreal to Europe. By the time she was commissioned in 1965, her owners had withdrawn from the North Atlantic scheduled services and the Oceanic became a full time cruise ship and was the largest cruise ship in the world. Other dual role ocean liners that turned into full time cruise ships in design and deployment such as Norwegian America Line’s M/S Sagafjord (1965) and Swedish American Line’s M/S Kungsholm (1966). In 1965 Italia Line commissioned the very last two ocean liners solely intended for the transatlantic route, the Michelangelo and Raffaello.

The Cruise Revolution: Norwegian Caribbean Lines’ little Starward of 1968 started nothing less than a cruise revolution as she was the first newly built cruise ship for the Miami based Caribbean cruise market. New fire safety regulations effected in 1966 spurred a new generation of purpose built cruise ships and entire new shipping lines. Mainly Norwegian, the newcomers at this time included NCL and Royal Caribbean International who turned convention on its head with marketing and product innovation possible only with inexperience. By the early 1970s these cruise lines dominated the 7 day market from Miami. Even Cunard Line were forced to build their own cruise ships like Cunard Ambassador and Cunard Adventurer.

Most cruises were programmed for seven day periods, the ships designed for quick 8 hour turn arounds and the on board experience aimed at people who were not regular cruise passengers. Thus began the development of the cruise ship as floating hotel or resort destination. “Fly Cruise” packages were designed with airlines. Chandris and Costa Line were pioneers in “fly cruises” with Regina and Franca C. starting in 1966 positioned deep in the Caribbean. New York as a cruise port faded in favour of Miami, Port Everglades, Fort Lauderdale, San Juan and Curacao.

The fuel crisis of the early 1970s doomed many of the last remaining traditional ocean liners but it also affected cruising. However some traditional ocean liners have survived and their story is told in our “Honouring the Last Classic Ocean Liners” article. Luxury cruising declined with such exemplars as Swedish American Line going out of business in 1975. Fewer new ships were built and when Cunard Line commissioned Cunard Princess and Cunard Countess in 1977, it was widely believed that they would be the very last new cruise ships built. But nothing could be further from the truth as the 1980s and 90s would show.

The Love Boat effect: The next period in the story of the cruise ship, 1977 to 87, coincided with the hit American television series “The Love Boat” (featuring P&O Princess’ Pacific Princess) which helped to create a whole new generation of cruise passenger. But the shipping line to benefit most from this boom was Carnival Cruise Lines which had begun operations in 1972 when the Mardi Gras (former S/S Empress of Canada) ran aground in Miami on her maiden cruise. Hitting on the

marketing theme of “The Fun Ships” (actually once used by Union-Castle Line in the 1960s) which made a virtue of its fleet of older, rather basic ships like *Carnivale* (former *S/S Empress of Britain*) and *Festivale* (former *RMS Transvaal Castle*), Carnival quickly became the biggest Miami based cruise line and by the mid 1980s the world’s largest cruise line. The total number of cruise passengers in the US market more than doubled in the ten years, coinciding with the Love Boat effect.

Cruise ship construction resumed in the early 1980s with such ships as *Tropicale*, the first new building for Carnival, *Europa* (1981), the first new German cruise ship since 1969 and most importantly *Song of America* (1983) which, at 36,000grt, began the trend towards ever larger ships. The era of the small cruise ships of the 1970s was over. Just as in the heyday of the ocean liner the shipping companies competed to build the fastest and most luxurious ocean liners in order to capture the Blue Riband. Today it is the same with cruise companies all vying for attention and trying to build the biggest and most luxurious ships possible. However now cruise ships are more like floating hotels or resorts and are less a means of travel but more the destination itself. The 1980s also saw the rise of niche markets arising from the huge increase in cruise passengers. Windstar Cruises, begun in 1987, built the first fleet of small, sail assisted cruise ships while the ultra deluxe market was tapped by Sea Goddess and later Seabourn Cruises.



M/S Oriana (1995) - P&O Cruises

While the ships themselves have got bigger, the number of independent cruise lines has become smaller as a relentless consolidation, begun in the 1980s, has surged on dominated by American cruise lines. Indeed Carnival Cruise Lines (Carnival Corporation), the former Miami upstart, now has surpassed even the dreams of J.P. Morgan and owns most of the major cruise lines in the world including Costa Line, Holland America Line, Cunard Line and P&O Line now that would never have been allowed in the past! So began the current contemporary Golden Age of Cruising.

Contemporary Cruising: The cruise boom of the 1980s has continued into the 21st century despite a brief blip in the early 1990s when fewer cruise ships were built due to concern about a possible downturn in the cruise industry. But now the boom of this contemporary golden age has returned with ever bigger and brasher cruise ships being built. Despite there being considerable consolidation and standardisation in the industry with just three big players Carnival Corporation & PLC, Royal Caribbean International and NCL / Star Cruises, plus of course other independent cruise lines, there is still considerable variety in terms of ships and cruise lines. Today, apart from a few exceptions, cruise ships tend to be floating hotels or resorts and destinations in their own right.

In 1995 P&O Cruises introduced the *Oriana*, which is the first purpose built superliner cruise ship for the British market and she is designed with a strengthened bow for ocean cruising. In 1996 Carnival introduce the *Carnival Destiny* as the world’s largest passenger ship at 101,353grt. But since then this accolade has changed hands so many times that one begins to lose track. In 1998 Princess Cruises’ *Grand Princess* gains the status of world’s largest passenger ship at 109,000grt. However she is surpassed in 1999 by Royal Caribbean’s *Voyager of the Seas* at 137,276grt and so the race to be the biggest continues. In 2000 P&O Cruises introduce the elegant *Aurora* as the UK’s second superliner, she too has a strengthened bow like *Oriana* for ocean cruising. In the same year a notable development takes place in the ranks of cruising when the world’s first timeshare residential cruise ship is introduced, called *The World*, she is the first step towards turning the cruise ship into a floating city. In 2004 *RMS Queen Mary 2* is introduced as a notable exception to the general trend for cruising as she is the first new transatlantic ocean liner to be built for a generation. But she too gains the status of the world’s largest passenger ship and as yet has not been surpassed although Carnival’s rival Royal Caribbean International is very actively making plans to build even bigger. In 2005 P&O Cruises introduced the *Arcadia*, based on the *Vista* class ships of Holland America Line, she shows how cruise ships have become more standardised in terms of design but yet can show their individualism by brand/company heritage.

In 2003 Carnival Corporation further consolidated the cruise industry when it made a dual listed merger with P&O Princess Cruises (which became Carnival PLC) headquartered in London and Miami. Thus Carnival became the world’s largest



RMS Queen Mary 2

cruise company and P&O divested itself of the link with its ocean liner past, which had evolved into P&O Cruises (which had become a brand of P&O Princess Cruises), thus retaining only its ferries and ports divisions as the main Peninsular & Oriental Steam Navigation Company. Today the contemporary cruise industry is dominated by three main cruise companies Carnival Corporation & PLC, Royal Caribbean International and finally NCL/ Star Cruises. Despite this and standardisation of cruise ship design, there is still considerable variety in the cruise offer and passengers will

find something to suit everyone's taste whether it be mass market cruising, small ship cruising, adventure cruising, youth cruising or indeed luxury cruising. So long live cruising.



Diary of an Alice Springs Summer

August 31st: Just got transferred with work into our new home in Alice Springs!! Now this is a city that knows how to live!! Beautiful sunny days and warm balmy evenings. What a place! I watched the sunset from a deck chair on the verandah It was beautiful. I've finally found my home. I love it here.

September 13th: Really heating up. Got to 35 today. Not a problem. Live in an air-conditioned home, drive an air-conditioned car. What a pleasure to see the sun everyday like this. I'm turning into a sun worshiper.

September 30th: Had the backyard landscaped with tropical plants today. Lots of palms and rocks. What a breeze to maintain. No more mowing lawn for me. Another scorcher today, but I love it here.

October 10th The temperature hasn't been below 35 all week. How do people get used to this kind of heat? At least today it's kind of windy though. But getting used to the heat is taking longer than I expected.

October 15th: Fell asleep by the pool. Got 3rd degree burns over 60% of my body. Missed 3 days of work. What a dumb thing to do. I learned my lesson though. Got to respect the ol' sun in a climate like this.

October 20th: I missed Kitty (our cat) sneaking into the car when I left this morning. By the time I got to the hot car for lunch, Kitty had died and swollen up to the size of a shopping bag and stank up the \$3,000 leather upholstery. I told the kids that she ran away. The car now smells like Wiskettes and cat shit. I learned my lesson though. No more pets in this heat.

October 25th: The wind sucks. It feels like a giant F*#\$&g blow dryer!! And it's hot as hell. The home air-conditioner is on the blink and the AC repairman charged \$200 just to drive over and tell me he needed to order parts.

October 30th: Been sleeping outside by the pool for 3 nights now. Bloody \$400,000 house and we can't even go inside. Why did I ever come here?

November 4th: It's 38 degrees. Finally got the ol' air-conditioner fixed today. It cost \$500 and gets the temperature down to 25, but the bloody humidity makes the

house feel like it's about 30. Stupid repairman. I hate this stupid f #\$\$&+%g place.

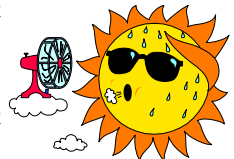
November 8th: If another wise arse cracks, "Hot enough for you today?" I'm going to F*#\$%&g throttle him. F*#\$%&@ heat! By the time I get to work the car's radiator was boiling over, my clothes are soaking F*#\$%&g wet, and I smell like baked cat!!

November 9th: Tried to run some messages after work. Wore shorts, and sat on the black leather seats in the ol' car. I thought my F*#\$%&@ arse was on fire. I lost 2 layers of flesh and all the hair on the back of my legs and my F*#\$%&@ arse. Now my car smells like burnt hair, fried arse, and baked cat.

November 10th: The weather report might as well be a F*#\$%&g recording. Hot and sunny. Hot and sunny. Hot and F*#\$%&g sunny. It's been too hot to do anything for 2 damn months and the weatherman says it might really warm up next week. Doesn't it ever rain in this damn F*#\$%&@ place? Water rationing will be next, so my \$2,000 worth of palms just might dry up and blow into the F*#\$ing pool. Even the palms can't live in this F*#\$ing heat.

November 14th: Welcome to HELL!!! Temperature got to 42 today. Now the air-conditioner's gone in my car. The repairman came to fix it and said, "Hot enough for you today?" My wife had to spend the \$2,500 mortgage payment to bail my arse out of jail for assaulting the stupid F*#ker. F*#k Alice Springs! What kind of a sick demented F*#\$ing idiot would want to live here?

December 1st: WHAT? This is the first day of Summer? You have got to be kidding.....



Supertanker released, pirates claim,

9 January 2009

SOMALI pirates said today they had freed a Saudi-owned supertanker, whose capture nearly two months ago wreaked panic in international shipping and spurred the world into tougher anti-piracy action.

The 330-metre Sirius Star, owned by the shipping arm of oil giant Saudi Aramco, was seized far off the east African coast on November 15, in what was the pirates' most daring attack and largest catch to date. "All our people have now left the Sirius Star. The ship is free, the crew is free," Mohamed Said, one of the leaders of the pirate group, said. "There were last-minute problems but now everything has been finalised." Sahafi Abdi Aden, speaking from the same town on Somalia's Indian Ocean coast, also said the hijacking was over. I cannot go into the details of the agreement but I can say that the ship is free," he said. "No member of the crew or of the pirates was hurt during this hijacking."

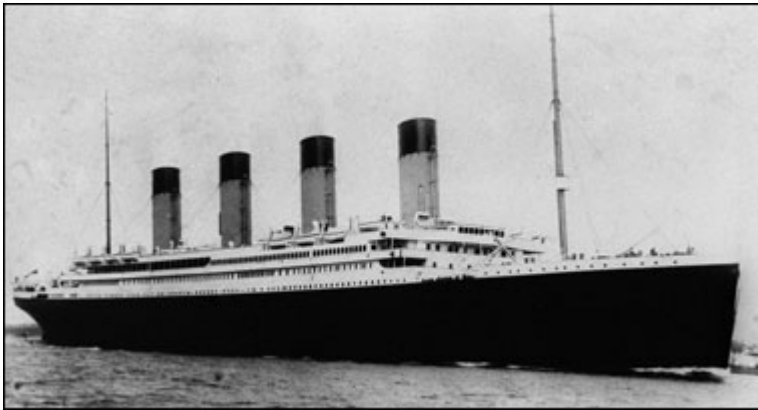
A ransom of \$3m was paid to Somali pirates to end the world's biggest ship hijacking. The canister of cash was parachuted onto the Sirius Star and the two-month ordeal of the 25 crew, including two Britons, was over. But things went badly wrong for the pirates - they squabbled over how to split the money and then a wave washed over their getaway boat and drowned five of them.

A SAILOR who survived the sinking of the Titanic and another ship finally died when a THIRD vessel went down. Tragic Archie Jewell's shocking bad luck as a sailor has been revealed in letters up for sale at an auction. He was a lookout on the Titanic, but survived the ship sinking after it hit an iceberg in 1912.



Archie then moved to the crew of the Britannic, the Titanic's sister ship, and was on board when it hit a mine and sank four years later. Amazingly, he survived that too. But his luck finally ran out five months later in April 1917 when his third ship the SS Donegal was sunk by a German torpedo. He was 28 when he died.

Archie's terrifying experiences on the first two occasions were revealed in letters he wrote to his sisters Elizabeth and Clara. The letters, sent to their home in Bude, Cornwall, are up for auction in London next month and are expected to fetch £20,000.



Archie was one of six lookouts on the Titanic and had been told to "keep a sharp lookout for ice, particularly small ice and growlers", an order he passed on to his replacements when he went off shift. But 90 minutes later the ship hit an iceberg and sank, killing 1,523 people. Archie wrote about a lack of lifeboats, the band playing as the liner went down, the icebergs "all around" and people dying in the water. He wrote: "I shall never forget the sight of the lovely big ship going down and the cries of the people in the water. You could hear them dying out one by one. "It is a shame to let them big boats go to sea with such a small lot of boats, had there been boats enough nearly everyone would have been

saved. If the watertight doors had worked she would not have went down."

Archie, who was on the first lifeboat, wrote the four-page letter 11 days after the disaster aboard the SS Lapland, which rescued him. Four years later he was serving on the Titanic's sister ship the Britannic when it hit a German mine off Greece and sank. In a second letter he tells how he struggled to avoid being drawn in by the ship's propeller, as some victims were. He wrote: "It was cutting the poor fellows to pieces. We was pulled right in under the blades. I shut my eyes and said goodbye to this world."

j.coles@the-sun.co.uk

Memories of a Tramp Ship in the 1940's

It was in October 1948 that I reported to the Shipping Federation in Middlebrough and asked for another ship. Previous to this I had been at home for a couple of weeks after paying off an Athol Tanker, the Scottish Heather which brought Molassas to England from Cuba.

I was told there was a ship signing on, on the Tyne at South Shields, so after being given a travel voucher I travelled to South Shields and signed on as Senior Ordinary Seaman on a cargo ship called the King Robert. She was a Motor Vessel built during the Second World War and had been previously called the Empire Grange. Like most things made or built during the war she was an austerity job and had very few comforts and conveniences.

I hadn't heard of the King Line before but when I went aboard, (she was in dry dock in the Middle Dock S. Shields), I found that the King Line had quite a few ships all tramping in various parts of the world and that they were known for long trips. All deep sea ships in those days signed Articles for One Trip not exceeding two years, so I prepared myself to the fact that I could be away for that length of time.

The term Tramping was given to ships not on a regular run

but just went anywhere in the world, picking up cargo at one port and taking it to another. This suited me fine as it would mean long trips at sea where I could save money, also I hoped to see more of the world. Being single it didn't really matter when I got home, but it was hard on married men and their families when they were going out and might not be back for two years. Nowadays of course replacement crews are flown out every four or five months which isn't so bad.

I signed on the 7th October 1948 and we sailed the next day. All the rest of the deck crew and Black Gang (Firemen & Greasers) who lived aft were from the Tyneside so I was odd man out for the first few months being from Yorkshire, but I got on with them very well and found them to be a good crew to be with. We headed south down the North Sea and learned we were heading for Chile to a place called Tocopila and there we were going to load Nitrates for Egypt. We found that the King Robert could do 11 knots which was quite good for a Tramp ship, as at that time most of them could only do 9 or 10 knots.

The voyage took 5 weeks and we were in ballast all the way. We bunkered at Wilhemstad (Curacao) an island off the North Coast of South America. The main thing I can remember about Curacao being a smell of oil all the time. From Curacao we sailed to the Panama Canal and passed through into the Pacific Ocean. The Panama Canal is a remarkable feat of engineering but I had been through

before on a previous trip so was nothing new to me. Once through the Canal we headed South to Chile. When we got to Tocopila we had to lie off at buoys and use our own derricks and winches to load the nitrates. There wasn't much to see at Tocopila when we went ashore but we had a good look around, but one thing I do remember about the place was the railway that Zig Zagged its way up the foothills of the Andes.

With the cargo on board we battened down the hatches, lowered the derricks and prepared for sea again. Perhaps at this stage it will be better if I explain what battening down means. It was quite a lot of hard work really. First of all heavy steel beams had to be lifted by the derricks and placed into position across the top of the hatches. Then the hatch covers had to be put on. These were heavy wooden boards and needed two men to handle them easily. After that came three or four heavy canvas tarpaulins. These were then folded neatly round the edge of the hatch and tucked into cleats. They were held in position by steel battens and wooden wedges. In bad weather nets were stretched across the hatches, and steel battens clamped across each row of hatch boards so they couldn't wash off if the tarpaulins got damaged.

Often the wedges were knocked out in bad weather, and it was a tricky job putting them back in again, also dangerous, as it was always on the weather side and you were usually working alone in the dark. When you were on the standby part of your duty it was your duty to check the hatches. This could be done quite easily with the aid of a torch, if some of the wedges were missing though you had a real problem and your timing had to be just right to put replacements in. Not only were you liable to get soaked, you could quite easily get washed overboard and nobody would know you were gone for quite some time. These days of course most modern ships have steel hatches, which alleviates most of the previous problem and does away with a lot of the hard work.

When we were all battened down we cast off from the buoys and headed out to sea, this time heading north to the Panama Canal, then across Atlantic and down the Mediterranean to Alexandria in Egypt, once more bunkering at Curacao on the way and taking thirty three days to get there. Having been there before, Egypt that is, and knowing it to be a country where you couldn't walk down the streets without being pestered with beggars who latched onto you like leaches, I decided to stay on board and save my money, as we had heard by this time that as the nitrates we were to proceed light ship or ballast to Houston, Texas, and I knew you got better value for your money in the States. It took us two weeks to discharge the nitrates it was good to get back to sea again and away from the flies. Little we know that we were in for a rough trip.

What normally would have taken us 21 days, lasted 28 days. We had bad weather right down the Mediterranean but we stopped rolling for a couple of hours at Gibraltar when we had to stop to put a sick engineer ashore. Then it was out into the Atlantic and back into the bad weather. Seeing as we were going to load wheat we started to erect shifting boards in the holds to prevent the cargo moving. Shifting boards being partitions which run fore and aft through the centre of the ship and they are not the easiest of things to erect on a rolling ship.

Grain can be such a dangerous cargo as it moves like liquid and there has been quite a few ships lost when the shifting boards broke and the cargo moved. Talking of dangerous cargoes, the previous we had (Nitrates) was probably the most dangerous cargo that I was with, and that includes Petrol, Kerosene, Crude and Diesel Oil. At the time we were carrying the Nitrates we didn't know how dangerous they were, and I think it was in the 1950's shortly after we carried the cargo that a ship blew up in Texas City near Galveston. It completely wrecked the docks and half the town, and also several ships were sunk with considerable loss of life.

To get back to crossing the Atlantic, when we were a couple of hundred miles off the American Coast (Florida) the weather abated. At this point the engineers decided they had a problem with the engine and would have to stop. We were stopped for a full day while they disconnected one of the cylinders and we eventually set off on five legs to limp in. Little did we know that this was going to be a regular occurrence and happen another four times before we got home. In those days the old hands preferred the Old Up and Down or reciprocating engines. They might be a little slower but were much more reliable, and on a motor vessel your speed soon dropped when you had a strong head wind and sea. Later on I sailed on a Steam Turbine ship called the "Maidan", which had to be eased back in bad weather, otherwise she would just drive through the seas and damage herself.

With the engine partially fixed we set off down the Florida coast and round the Florida Keys, and decided that this was the weather we had signed on for. This was not to be, because we had no sooner passed Key West and altered course for Houston in the Gulf of Mexico, than the weather deteriorated again and we ran into another storm, which had swept down from the North and crossed the Eastern and Southern States, blanketing them in a good covering of snow, so when we arrived in Houston everything was lovely and white. They had not had snow there for 8 years and it was quite a contrast to a few days before when we were coming down the Florida coast with the temperature about 80 degrees F.

It had been one of those trips though, where nothing seemed to go right, so it was good to get ashore and stretch our legs after being tossed around for the 26 days out of the 28. One of the first jobs we had to do when we tied up was to take on food and stores, and it was always good to get fresh food on board. The food on the King Robert was generally good and quite adequate, but you always had your moaners. The Cooks and Chief Steward often came in for criticism. The Cooks in my opinion did a very good job often under trying conditions for days on end. The Chief Stewards of that era were always accused of working fiddles in league with the Captain and Ship Chandlers, that is they used to buy food but a lot of it never came on board. After being at sea for weeks on end we really missed fresh food especially vegetables. There was plenty of frozen meat and tinned food but they were not the same. We still got an issue of Lime Juice which was started in the sailing ship days to combat scurvy, that is why all British Seamen are known to the Yanks as "Limeys".

Rod Orrah, Nelson NZ

To be continued next issue.....

On the Beat

By Ron Kerr

(ex PC 182 Southend-on-Sea Constabulary)

In November 1960, I had been in the Southend-on-Sea Police Force for just eleven months and was still pretty wet about the gills when I got allocated to a job which caused me great delight! I could envisage myself becoming 'Kerr of the Yard', a great detective.



There was a guy in Southend who had, as they say, 'come to the attention of the Police' on numerous occasions. If my memory serves me right, it wasn't that he was in the 'Great Train Robbers' class or anything as bold. It was just the fact that he seemed to dabble in comparatively petty stuff, and not make too good a job of it either. He, for example, on one occasion ran a raffle or sweep allegedly for a charity but the only beneficiaries were him and his wife.

It came to pass then that in November 1960, there was a suspicion that Mr Chivers, for that was indeed his name, was up to no good again and the Vice Squad set out to catch him. It seemed that he and his wife had opened a Club on Eastern Esplanade on Southend-on-Sea seafront. The only problem was the way in which the Club was being run. There were lots of rules and regulations but Mr. and Mrs Chivers were just ignoring them. This guy was a bit of a slow learner, it seemed, as far as the law was concerned.

So I and another young copper, 'Dusty' Miller were sent in plain clothes to suss the place out. I felt like a real detective! We got into the premises without any trouble after just answering a couple of questions and filling in a form. I remember the Inspector telling us to use our correct names so that there could be no claim of anything underhand on our part.

The Club, if you could call it that, was just a largish upstairs room with a bar, a juke box and a few tables. A sort of atmosphere was attempted with dim lights and pin-up pictures on the walls. There was also a toilet directly off the room. That toilet proved useful later. I used to nip into it to make notes in my official Police notebook of what was going on – number of customers, price of drinks, etc.

Dusty and I bought a few drinks and I think you readers might like to be reminded of the cost of drinks in England in 1960. (I have it all in my statement of evidence which fortunately I have kept) Two rum and peppermints for 5/- (five shillings, if you can't remember, was about \$1.00) also two half pints of brown ale for three shillings (say 60c) Looking at my statement, I see that we did well in the drinks department, because, apart from the above we also had another 4 half pints and two small whiskeys and two more rum and peppermints. Well, we had to drink – we were collecting evidence and anyhow the Police were paying! It's a good job that the Merchant Navy had taught me to drink!

Dusty and I had another evening like that before the place was raided and the most interesting happening was on the second time we visited the 'Starlight Room', as it was called.....We were sitting drinking our rum and

peppermints (Yuk! I couldn't drink that now) when this 'lady' suddenly appeared from the aforementioned toilet and to the sound of a record, proceeded to, shall we say, disrobe. A very intimate affair, considering that the room was only five metres by four (yes, it's in my statement).

This was all very well but when the case went to court, the prosecution solicitor took great delight in embarrassing this very young and 'innocent' Policeman by wanting details of what this 'lady' took off. Nothing to do with the offence, but just for a bit of levity I reckon. Anyhow, in the 'Southend Standard', the local paper, it was reported 'PC Kerr said that the lady undressed to a 'brief garment'. That was the best I could do! I remember my embarrassment in front of a crowded court. Those were more innocent times.

I would mention that when all this happened, I had only been married about two months and looking back, I wonder what my new wife thought she had got herself into with her husband going out and getting half drunk on the Police Force's money and watching a strip show! I never asked her and she never said.....

"According to a new survey, 11 percent of all Australians between the ages of 18 and 24 could not find Australia on a map of the world. How pathetic is that? 007 Kevin Rudd our Prime Minister commented on this today, he said, "Why do we need our kids to find Australia on a map? They're already here."



MANZ Runs as many will know literally means Montreal, Australia New Zealand runs. Well I did my share on the Port boats, but never got to Montreal maybe it was frozen up. I did get to Nova Scotia on the East coast and Vancouver on the West coast many times back and forth with the USA thrown in for good luck and the Panama. Back and forth to Australia and NZ and not many ports were missed. Great times and many memorable times, but by the heck, long trips, just when you think and the rumour going around that you are heading home, wallop your on your way back to OZ and another run..... You would be on articles for 9months, 18months or even 2 years. What we did have though, and in the early 1960's was colour TV when in the States or Canada, unheard of anywhere else. One trip I did was when just cutting through the West Indies from Australia we were sent back as the cargo had been sold on. Back to the horrors of Australian waterside workers and endless delays, though the Canadian and USA waterside workers were no better in retrospect.

I write this to try to inspire lads to write a story of their days at sea, their first ship, last ship, days at the Vindi, your first love, it's your newsletter please contribute.



Letter from Tasmania.....

Reading of the 8th Down-under Reunion in Christchurch report made me "Homesick" unfortunately it was not possible for me to go due to my wife's ill health, Gladys has since passed away. I will be at the 2009 reunion I hope.

I am most happy that the tug "Lyttelton" was included in your NZ reunion trip and know the maritime museum well, also as every seaman, who has visited Lyttelton, the British Hotel. When I moved there in 1955 there were eight pubs and two clubs, now only six pubs and as far as I know only one Workingman's Club.

My parents migrated to NZ in 1952 and lived first in Christchurch, then Lyttelton, moving from Greenwich, London. I stayed three more years' at sea on UK ships and arrived in NZ in 1955. I joined the Seamans Union straight away, my first ship being the interisland ferry "Rangitira" nightly from Lyttelton to Wellington, The Hinemoa doing the same Wellington to Lyttelton. Inconsequently the Hinemoa was bought by the Tasmanian Government to generate power, whilst a power station was being built. I went to sea for some years on the New Zealand coast on small coasters, then like many other seamen, came ashore and became a "wharfie" in Lyttelton.

Not sure of the date but sometime prior to the Commonwealth Games in Christchurch. A meeting was called, by mainly ex-marine engineers to try to save the tug "Lyttelton" from being scrapped. At the meeting I was the only AB. We successfully got the then Lyttelton Harbour Board to lease her to us for a peppercorn rental, plus free berthing and us dry-docking at the same time as their tugs went in. We did all our own work and begged, borrowed etc. all we could. My dock connections came in handy with various nautical things, mooring, line, point line, paint etc. A lot of shipping companies, and other companies never knew they had "donated." Sailing all through the Commonwealth Games gave us our first financial reward. From that time on when we made money and was invested back in to the Harbour Board. Our main big expense was of course fuel, West Coast coal.

I took my annual holidays during the Games, as did other crew members and sailed every day, sometimes one trip after another. It was tiring but very rewarding. We took many Games visitors plus competitors for trips, we even had Prince Charles' batman (Charlie was in port on a RN ship.) The batman was a real character, Irish with a love of the hard stuff. I left the wharf in 1974 and went back to sea, first ship then "Wiamea" on the Port Kembla, Newcastle run.

I digress a moment, the tug "Lyttelton" was launched, I think if my dates are right, in 1907 by Ferguson Bros, Glasgow and arrived in Lyttelton in 1908. During my leaves I was always to be found aboard "Lyttelton." On one leave I sailed on the Lyttelton's first trip under the Lyttelton Preservation Society flag to Akaroa, a small fishing and tourist harbour south of Lyttelton. Only a few hours steaming, Akaroa is known as the place the first (and last) French settlers landed in New Zealand. We took the Lyttelton Shipping Master, Rob Stanley along as a passenger, the trip to Akaroa was a success, but costly, fuel wise, getting there and back.

My discharge paper, unlike Pommie ships, Kiwi ships do

not have discharge books, just a discharge paper each trip, or clearance of articles, on joining a new ship all you needed was the last discharge, which was then stamped "re-engaged" A much better idea than the discharge books, it was the last discharge that counted, not those years back, under the then "chopping block" system when a Mate or Skipper called for crew or a crew member. You stood and he picked out who he wanted. Of course, if a man had a bad discharge and knew the Mate would not pick him, his seamates would not stand, so the officers and the shipping representative had no choice but to pick him.

I only left the Tug Society when I moved south to Timaru. It was here, incidentally, I met one of our members, Vic Grey, who was a crew member of the Timaru Tug which towed the coastal Ro-Ro I was bosun on, into Timaru, after a bad engine room fire, caused by faulty workmanship in Singapore (as QANTAS is now finding out) – cheap price – cheap job.

I was sent in the first group of Kiwi seamen to here in Launceston, Tasmania for IR training, that is making (or trying to) turn A/Bs into motormen and visa versa. A/Bs are now a thing of the past it's an integrated rating now. I hurt my hand at work, received compensation and moved to Tasmania. I gained employment as a night duty officer at the Australian Maritime College until my wife's ill health forced me to retire. It was a great job especially for an ex-seaman. I have no connection whatever now with things nautical, there is none here. I drive two sometimes three days a week for the St John Community Care. A worthwhile job I like doing. Don't hear much from any other Tassie Vindi boys. My main contacts now are ex-constable Ron Kerr from Canberra and Bill Davis in Cairns. See you all at the November reunion.

Percy Grout

Editor, On receipt of this letter, I phoned Percy to offer my condolences for the loss of his wife Gladys. Percy responded that he missed his wife very much and had been grieving since January 2008 and much of his time of late had been taken up by the settling of her estate. Percy our thoughts and prayers go with you.

Somali pirates seize fertiliser ship

The Australian, 3 January 2009

Somali pirates have hijacked a cargo ship with a crew of 28 Egyptians near the coast of Somalia. The Egyptian foreign ministry said yesterday that about 15 pirates, some of them heavily armed, attacked the *Blue Star*, which carried 6000 tonnes of fertiliser, near Bab al-Mandab as it was headed east. "The crew are hostages ... there are efforts under way to conduct the necessary talks to free the ship," foreign ministry official Ahmed Rizq said in a statement.

The *Blue Star* was flying the flag of Saint Kitts and Nevis, Mr Rizq said. He had initially identified the ship as Egyptian. More than 100 attacks occurred in the pirate-infested waters off the coast of the lawless Horn of Africa country last year. Pirates had captured an Egyptian ship with a crew of 25 in September, holding them for almost a month before setting them free. Egypt said it refused to pay a ransom for the crew and ship.

The pirates have been undeterred by the presence of foreign navies patrolling the Gulf of Aden and the Indian Ocean to secure one of the world's busiest shipping routes.

February 3, 1959, "the day the music died."

Yes, Buddy Holly died in a plane crash along with the Big Bopper and Ritchie Valens **50 years ago** and will always be remembered..... *always*.

A long, long time ago,
I can still remember how that music used to make me smile.

And I knew if I had my chance
That I could make those people dance,
And maybe they'd be happy for a while.



But February made me shiver
With every paper I'd deliver.
Bad news on the doorstep.
I couldn't take one more step.

I can't remember if I cried
When I read about his widowed bride.
But something touched me deep inside
The day the music died.

So, bye bye, Miss American Pie
Drove my Chevy to the levy
But the levy was dry

And them good old boys were drinkin' whiskey and rye,
singin':

This'll be the day that I die
This'll be the day that I die.

It was also 50 years ago that Fidel Castro came to power.

A big mining company recently hired several cannibals. "You are all part of our team now", said the HR manager during the welcoming briefing. "You get all the usual benefits and you can go to the cafeteria for something to eat, but please don't eat any of the other employees". The cannibals promised they would not.

Four weeks later their boss remarked, "You're all working very hard, and I'm satisfied with you. However, one of our Admin girls has disappeared. Do any of you know what happened to her?" The cannibals all shook their heads indicating "no". After the boss had left, the leader of the cannibals said to the others, "Which one of you idiots ate the Admin chick?" A hand rose hesitantly, to which the leader of the cannibals continued, "You fool!!!! For four weeks we've been eating Managers and Supervisors and no one noticed anything, but noooooo, you had to go and eat someone important!!!!



An Australian, an Irishman and an Englishman were sitting in a bar. There was only one other person in the bar. It was a man. The three men kept looking at this other man, for he seemed terribly familiar. They stared and stared, wondering where they had seen him before, when suddenly the Irishman cried out "My God, I know who that man is. It's Jesus!" The others looked again and, sure enough, it was Jesus himself, sitting alone at a table.

The Irishman calls out, "Hey! You!!! Would you be you Jesus?" The man looks over at him, smiles a small smile and nods his head. "Yes, I am Jesus" he says. The Irishman calls the bartender over and says to him "I'd like you to give Jesus over there a pint of Guinness from me." So the bartender pours Jesus a Guinness and takes it over to his table. Jesus looks over, raises his glass, smiles thank you and drinks. The Englishman then calls out, "Errr, excuse me Sir but would you be Jesus?" Jesus smiles and says, "Yes, I am Jesus." The Australian is mighty impressed has the bartender send over a schooner of Victoria Bitter for Jesus, this he accepts with pleasure.

Some time later, after finishing the drinks, Jesus leaves his seat and approaches the three men. He reaches for the hand of the Irishman and shakes it, thanking him for the Guinness. When he lets go, the Irishman gives a cry of amazement "Oh God, me arthritis is gone," he says. "The arthritis I've had for years is gone. It's a miracle!" Jesus then shakes the hand of the Englishman, thanking him for the Newcastle Brown Ale. Upon letting go, the Englishman's eyes widen in shock. "By Jove", he exclaims, "The migraine I've had for over 40 years is completely gone. It's a Miracle!"

Jesus then approaches the Australian, who has a terrified look on his face. The Aussie whispers. "P??s off Jesus, I'm on Workers Comp".

CONGRATULATIONS

Bill Davis
for
10 years and 60 issues
of
Vindicatrix Queensland's
"Under the Clock"
Newsletter

ALL MONIES, for whatever reason to be paid to the Treasurer
(Cheques & PO's made payable to Vindicatrix Association Queensland - ONLY)

President, Roger Wilson
54 Hickey Way
CARRARA QLD 4211
Ph: 07 5594 3771
rogmagwilson@optusnet.com.au

Vice President, Fred Joughin
104/31 Kruger Parade
REDBANK QLD 4301
Ph: 07 3814 0293
Email: badgerden@hotmail.com

Treasurer, Robert Buxton
46 Arnold Street
WULKURAKA QLD 4305
Ph: 07 3282 7582
Email: rjajbux@people.net.au

Secretary, Kim Cohen
242 Tarragindi Rd.
MOOROOKA QLD 4105
Ph: 07 3848 7588
Email: kimmy47@people.net.au

Vindicatrix Queensland web site - www.qld.vindicatrix.com