

News of the BSN company, its ships and staff, its history and *histoires*, of ships and sealing wax, nautical natters, maritime miscellanies and swinging of lanterns

FROM THE EDITOR...

Dear Reader, join with me in saying goodbye to the ridiculously named "noughties". The only trouble is that we are bound to be entering the "teenies", equally stupid. Do I have to wait until 2020 before sense comes again? You may not be getting many "...calling BI" by then!

But welcome in any case to this first issue of 2010 and first may we thank the many readers who so kindly sent seasonal greetings to the "...calling BI" offices. Very thoughtful of you and these are totally reciprocated. It seems that the beginning of any new year prompts all manner of hindsighters, soothsayers and other ne'er-do-wells to jump into print and your editor is no different; except that he has collected reports from many sources (including *Times Online* and *Seatrade Asia* (part of an organisation for which your editor once worked). But none of these come from *Lloyds List*, a once-marvellous and needed publication, which is now apparently edited from Hong Kong. These make sober reading (of course - is *nobody* happy anymore?) and lends a more ruminative air to this newsletter than is normal.

So let's put an end to that forthwith with your editor's latest favourite groan joke - "Last night police were called to a branch of Pizza Hut after the body of a member of staff was found slumped on a chair in the cloakroom, covered in mushrooms, onions, ham, cheese & anchovies. The police spokesman said that it is likely that the man had topped himself." Don't say you weren't warned. But don't

worry, we aren't going to make a habit of getting into the joke business.

We thank David Hammond for this seasonal crew list from his little black book, as we thank *all* other contributors - you make your editor's job happier and easier! Of especial interest are the extracts from Derek Ing's evocative correspondence to home from his early days at sea. Readers of the BI staff website will know that much of Derek's memorabilia now resides at UK's

National Maritime Museum. Beat a track!

We also thank Chris Wright for providing yet more proof that the BI sahib is nothing if not indefatigable! And continuing that

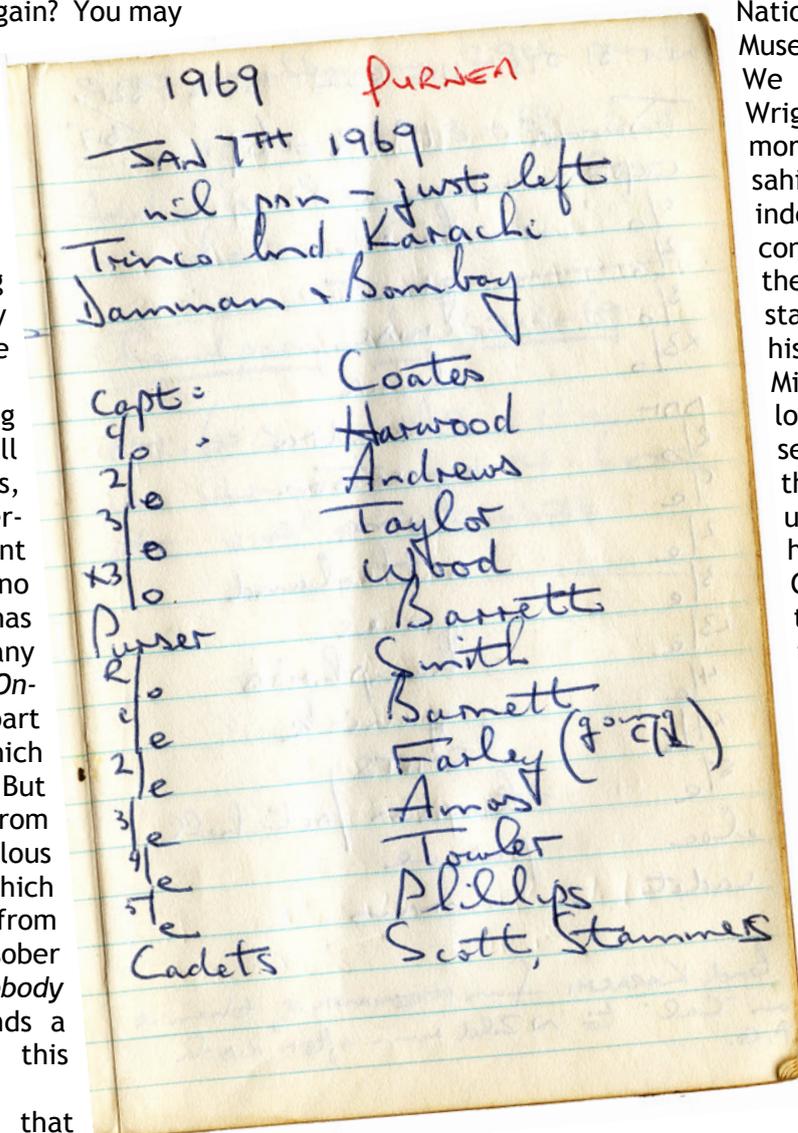
theme, one ex-BI staffer has just lost his claim to fame. Mike Bechley *was* the longest serving seagoing member of the UK's officers union Nautilus, until he retired over Christmas. I don't think Mike regrets the loss of status, however. He's looking forward to being the best Grumpy Old Man at his local pub instead!

Congratulations, Mike!! Speaking of other publications, the October 2009 issue of "Marine Technology Reporter", an

American maritime magazine, is now available in a digital version, the likes of which your editor does not intend to emulate! Indeed, he reports shamefacedly that he understands very little of its contents, although he is also sure that amongst the readers of our own newsletter, there will be some who will be interested in accessing this information. To view your copy just click on the link

<<http://dwp.marinelink.com/pubs/nwm/mt/200910/>

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FROM THE INGS FAMILY ALBUM...

20.10.43 - Falmouth. This morning I signed on the "CHANTILLY" articles, which increases my pay as Asst. Purser from £15 to £25 per month by the addition of War Risk Money. Mr Stanley Botterill from the Dock Office Marine Department is presently on board. *Many years later I visited him and his wife at their home at Leigh-on-Sea to present him with the BI carriage clock on his 90th Birthday!*

12.12.43 - at sea. Sent an Airgraph (like an airletter but reduced to a very small photo and then flown to the UK to be developed and printed into a letter). Describes the clothing worn "on watch" which happened recently from midnight to 0200. (This refers to having to man an Oerlikon machine gun turret during three nights when returning to Algiers from Sicily with no troops on board).

20.1.44 - Bone, Algeria. A few days ago I went fishing in the motor boat in the harbour with some of the junior officers - we had no luck and we even (deleted by censor) but it had no effect. (The deleted words were "threw some dynamite overboard!").

6.6.44 - Bombay. Little did I think this morning, whilst I was working, that the great invasion of Europe was in progress. We heard rumours at about 4.30 this afternoon - which would be noon at home - but did not know for some time until we heard the local news broadcast at 6.30 pm. I look at the landing with mixed feelings, I wish I was there, but suppose that it is better to be out of it. I know many people who have been in various landings and they say that it isn't all milk and honey.

18.6.44 - Bombay. Six of us took a lifeboat for a sail across the harbour with Second Officer Peter Bateman in charge. We headed for one of the islands on the far side of the harbour where we met up with a small army launch which later gave us a tow part of the way back - we couldn't arrive back alongside being towed by the

army! ("CHANTILLY" was in the process of being converted into a hospital ship and during this five and a half month period, I witnessed the Bombay Explosion when the "FORT STIKENE" blew up with a cargo of cotton and ammunition on 14.4.44 - Princes and Victoria Docks were virtually destroyed)

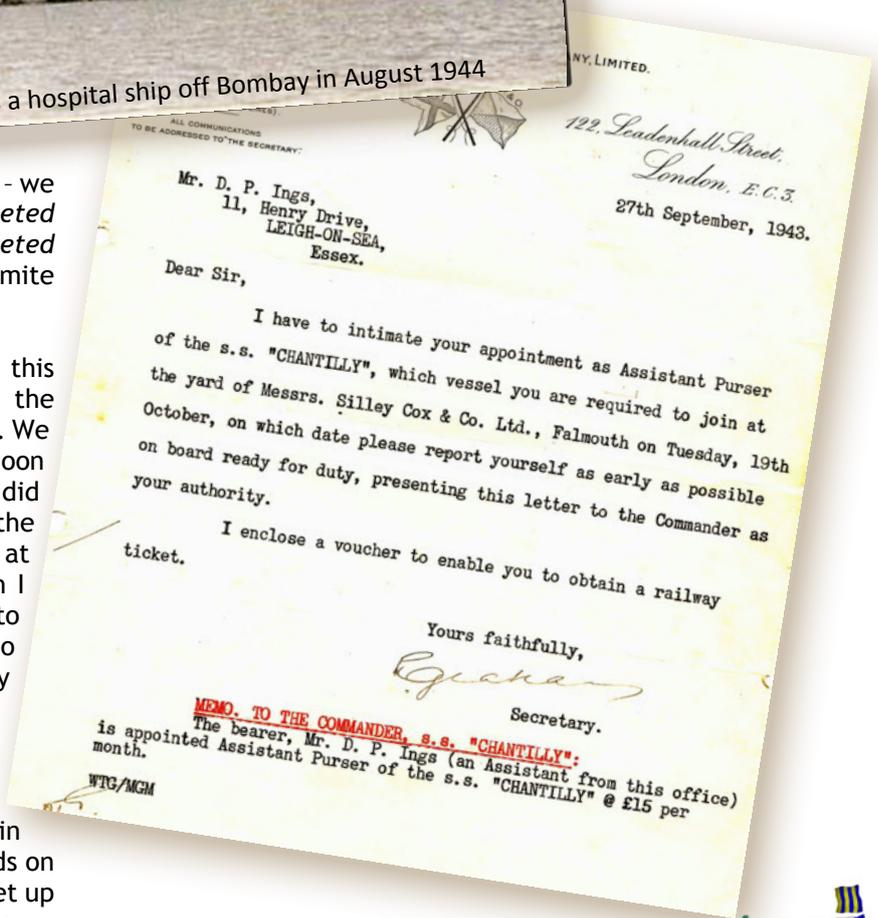
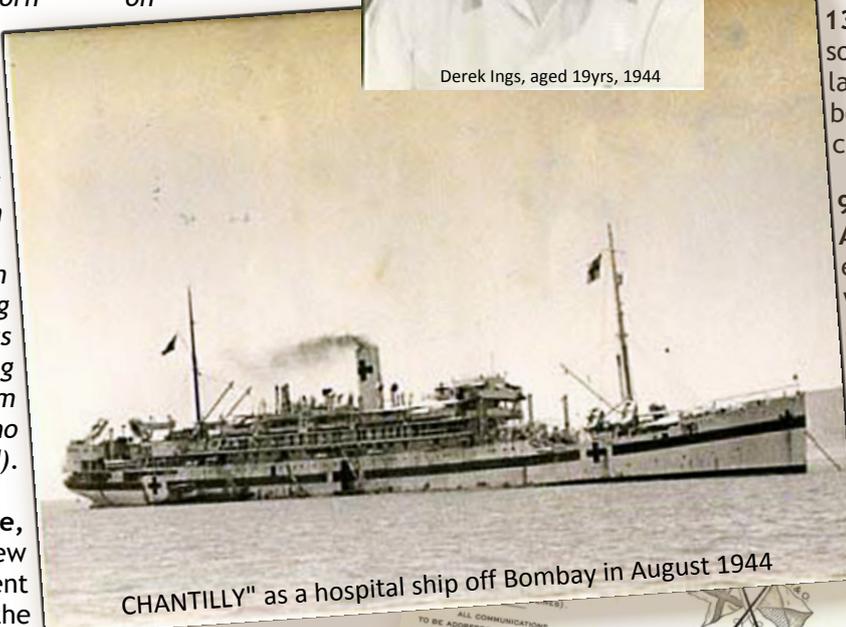


Derek Ings, aged 19yrs, 1944

5.8.44 - Bombay. Dick Folley, with whom I had worked in Head Office, came aboard and stayed to lunch and later I went over to "CHYEBASSA", where he is also Asst. Purser, for dinner. We were able to compare notes about our two ships and the places which we had visited since we had gone to sea.

13.8.44 - Bombay. We had some good news to-day - the laundry is now in operation on board and it is only going to charge us one penny per piece!

9.10.44 - at sea off West Africa. We had an interesting experience a few days ago when we picked up the crew of a sea-plane which had crashed into the sea. The crew were rescued at about midnight but I slept through it all!



...more from Derek's memories in our next issue ...



FROM SEATRADE ASIA...

Nothing sedates rationality like large doses of effortless money. After a heady experience of that kind, normally sensible people drift into behaviour akin to that of Cinderella at the ball. They know that overstaying the festivities -- that is, continuing to speculate in companies that have gigantic valuations relative to the cash they are likely to generate in the future -- will eventually bring on pumpkins and mice. But they nevertheless hate to miss a single minute of what is one big party. Therefore, the giddy participants all plan to leave just seconds before midnight. There's a problem, though: They are dancing in a room in which the clocks have no hands.

Warren Buffett, writing in the 2000 *Berkshire Hathaway* annual report, said "*The media has coined this fast disappearing decade as the Noughties, an appropriate term for shipowners who for much of the past ten years added record numbers of zeros to their daily charter earnings*". Yet when we look at the highs and lows of the Noughties, it's clear shipowners have not learnt much new in the art of restraint. Warren Buffett's quote nine years ago holds true to shipping today.

Back in January 2001, China joined the World Trade Organisation. Since then that nation has been the single largest driver of shipping markets. For instance, in 2000 the number of teu shipped worldwide just crossed the 60m teu mark for the first time. By the end of 2008, that figure had grown to 152m teu. Likewise, in 2000 China imported 70m tonnes of iron ore; this year that is likely to crack 600m tonnes. No other decade on record has seen such a record growth in seaborne trade. China once again is central to this growth. Back at the dawn of the millennium, the Middle Kingdom ranked as the world's seventh largest economy. Now it lies in second place, just behind the US in the rankings with an anticipated 8.5% GDP growth, in stark contrast to most of the world.

It was back in the last quarter of 2003 that rates went into overdrive. A combination of pent up demand and congestion at loading ports saw dry bulk rates enter a five-year period of record earnings, topping out in 2008 with capesizes cresting \$300,000 a day.

The container trades were also entering a period of unparalleled earnings with liners reporting quarter after quarter after quarter of record net profits. Acquisitions rolled in, none bigger than Maersk's buy out of P&O Nedlloyd. Ships supersized to cope with demand. In 2000, there were no ships above 6,600 teu. The delivery of the Samsung-built 8,063 teu *OOCL Shenzhen* in 2003 ushered in the era of the super post-panamax containership, with hundreds of giant ships ordered up to 14,000 teu in size, forcing Panama to kick off an ambitious expansion plan of its canal to accommodate this new giant phase of containerisation. Confident that container prospects were expected to grow at least at high single digit growth rates for time immemorial, the battle for container port concessions became wildly

inflated. Back in 2000, the war between terminal operators was essentially a two-way tussle between PSA of Singapore and HPH of Hong Kong with some smaller players, P&O Ports, CSX, etc. Then Dubai entered the game in the form of DP World and prices rocketed, concessions going for as much as 40 times earnings.



Gas consumption, led by Asia, saw the LNG tanker sector flourish and mature. It took 34 years for the in-service fleet of LNG carriers to reach 100 vessels and a further eight years for it to break through the 200-vessel barrier. By January this year, the 300-ship mark had been reached just over two-and-a-half years after crossing the 200 mark. Like containers, LNG supersized. Back in 2000, no gas carrier was larger than 150,000 cu m, and spherical Moss-type containment systems were still dominant. Now, thanks to the wizardry of Korean ship designers and gumption of Qatari gas producers, membrane ships of 250,000 cu m have been produced. Across the spectrum of ship types, whatever the cargo, record orders were placed and owners sought larger and larger vessel sizes.

Traditionally, a shipbuilder has a backlog of around 18 months of orders. By the time of the collapse of Lehman Brothers in September 2008, the large yards had backlogs in excess of 40 months. Owners ordered newbuilds like never before, confident that China's economic miracle and the West's continued intravenous consumption of cheap products would continue unabated. Shipyards in China moved to list before they had even built their own drydock, let alone their first ship. At the height of the madness there were triple figure Greenfield Chinese yards under construction, and owners queuing up to place wildly expensive orders. A VLCC that in 2000 might have cost \$55m was going for \$150m weeks ahead of the autumn 2008 Wall Street implosion. When it came, the global financial crisis hit shipping with an unprecedented double whammy. Rates fell - the Baltic Dry dropping from 12,000 points to 660 in the space of five months - while bankers suddenly had no credit to cover all the newbuilds, the capital shortage reported as high as half a billion dollars.

Looking back over the past 15 months, it is remarkable that so few shipping firms have actually gone to the wall. The end of the downturn, however, is not in sight. While bulk looks fair, tankers and gas are questionable going into 2010, with containers and car carriers looking hard hit through to 2013.

Think back 10 years and the green lobby was often viewed as a bunch of crackpots. Now the environmental clamour surrounding shipping is very much a mainstream obsession. The environment will be the largest issue facing shipping in the coming decade. The industry was not a part of the Kyoto Protocol, and the sham that was Copenhagen has allowed the sector more breathing space to come up with a unified viewpoint to counter emissions.

Again, go back 10 years and contemplate the threat of piracy. Yes, there had been high profile incidents - the *PetroRanger* in the late 1990s, for instance - but a bunch of rag tag, rope climbing, dagger wielding southeast Asians were not an international crisis. The rise of piracy off the Gulf of Aden has brought together a previously unthinkable coalition of international naval forces to try and tackle the scourge. The simple fact is this: piracy will remain a threat so long as Somalia remains a failed state.

The rise of RPG toting pirates in the past couple of years has been yet another deterrent for those mulling a career at sea. The shipping industry, despite the horrendous downturn, faces a critical HR shortage, especially for officers, and more action needs to be taken to foster the next generation of seafarers.

As a final issue of the decade, we cannot help but note the rising Asian influence in world shipping matters. The region contains the largest shipowners, the greatest cargo base, 90% of world shipbuilding capacity, 65% of all seafarers and latterly a significant tranche of ship finance. Asia will surely dominate the coming decade in world shipping.

<http://www.seatradeasia-online.com/News/5030.html>



FROM THE CHRISTMAS CARDS...

Amongst the many Christmas greetings gratefully received from our readership, we were particularly pleased to see this version of Santa

in Australia for a time. He is as ever showing his class by clutching a bottle of Seppelt Great Western champagne. The other photograph shows Roger in earlier years, probably in *Dunera* and probably in Genoa. He clearly enjoys life to the full!



Claus. He is masquerading as an old friend of "... calling BI", one Roger Linbird, ex-radio officer, who has recently exiled himself from Bali to live

a Deputy Director of Education, a School Office Assistant, three happy schoolgirls and one roguish Radio Officer

FROM THE DITTY BOX...

As the UK continues in the grip of its coldest snap for three thousand years, your editor feels it is incumbent upon him to allay any fears you may have of hypothermia. He reckons that you should watch the following movie with great attention (and not a little sympathy for the participants). Hop on over to the You-Tube site, http://www.youtube.com/watch?v=s_SrZLFLUWg&feature=related and remember the Titanic!

Whilst we are on the subject of disasters, and much closer to our spiritual home, this site <http://www.merchantnavyofficers.com/indexframe.html>, click on British India and scroll down to "Photographs of the Calcutta Club", which has some pretty graphic photographs of the 1998 fire that swept the BI Calcutta club -- *sic transit gloria*.

Strolling through the BI staff website the other day, your editor regrets he had missed the following message from John Briggs. Many apologies to him.

"For those that may be interested I have just published my book "The World is my Ocean" detailing my time in BI from cadetship to second mate and then sailing on tramps on the China Coast and eventual command. Full details at www.shipsandseatales.com John Briggs (j.briggs@ozemail.com.au)"

and thanks to reader Chris Shelbourn for the following:

"Hi, as usual enjoyed your latest edition of 'calling BI' and you reminded me of the nautical derivation of a brass monkey so I decided to look it up in 'Wikipedia' and they seem to indicate our belief that it refers to cannon balls is wrong, indeed impossible!

Here is the link: http://en.wikipedia.org/wiki/Brass_monkey (colloquial_expression). Regards, Chris". And so the saga continues...

And you just have time for

History of Navigation Symposium Date: 6/7 May 2010

Location: National Maritime Museum, Greenwich, London SE10

The first symposium organised jointly with the National Maritime Museum (NMM) will showcase new research in the history of navigation. Make history with the RIN and NNM! To register your interest in attending this symposium, please contact the RIN Events Manager - contact details below- who will forward you further information on this event, as soon as it becomes available.

Kathryn Hossain, Events Manager, Royal Institute of Navigation

1 Kensington Gore, London, SW7 2AT.

Tel: +44 (0)20 7591 3135 Fax: +44 (0)20 7591 3131

Email: conference@rin.org.uk



FROM THE SUNDAY TIMES...

It may sound bizarre, but one plan to save the shipping industry involves poking big holes through the bottom of every cargo ship and tanker in the world's 80,000-strong commercial fleet.

Jorn Winkler and his company, Rotterdam-based DK Group, have already tried it out on one vessel, with interesting results. The idea is to shoot compressed air through cavities bored into ship hulls. The trial vessel didn't sink – quite the opposite: the airflow created a buffer of bubbles to reduce drag and, crucially, cut fuel consumption by 10%. Winkler, DK's founder and executive vice-president, is a former pilot and so understands aerodynamics. He has been working on the technology for a decade, but it is only recently that the industry has started to pay attention. "Shipowners have been reluctant for a long time to embrace technology," he said. "Now they're realising they need it. Otherwise they're all going to go bankrupt."

The shipping industry, which delivers 90% of the world's traded goods, is in trouble. Thanks to the recession, traffic flows and freight rates have plunged in the past year. At the same time, an unprecedented wave of new ships, ordered at the height of the boom, is about to flood the market. An even bigger problem looms: a global move to police the industry's carbon emissions.

Shipping is the only industry apart from aviation that has not yet been ensnared by regulations limiting and fining polluters. What form the new regime will take was debated at the climate change talks in Copenhagen. No deal was reached, but many eventually expect there will be a tax on bunker fuel. That could add \$25 bn (£15.5 bn), by some estimates, to the industry's running costs. That, combined with the already dire financial straits of large parts of the industry, has stoked an urgent search to cut emissions and fuel bills. A growing number of companies are coming up with schemes, from aerodynamic paint and rubberised propellers to Winkler's air-cavity system. "Ship design hasn't changed since the industry was moved to Asia 30 years ago," Winkler said. "The only way out for the industry now is efficiency."

Reliable figures on the carbon output of shipping are elusive. The International Maritime Organisation, the UN agency that oversees the industry, estimated in a report two years ago that it accounts for 2.7% of global emissions. Icap, one of the largest shipbrokers, argues that the total is more like 4%. "Despite all approximations, the consensus is that the figures are already exceeding a billion tonnes a year and can only rise from here," it said in a recent report.

Every day about 7.5m barrels of oil is burned by cargo ships, tankers and dry-bulk carriers – about 9% of global consumption.

According to Clarkson, the shipping services group, within the next two-and-a-half years the global fleet will increase by 40%, a rise never before seen in the industry. Yet the monster tankers and cargo vessels now being churned out of the shipyards of South Korea and China are not very different from those built decades ago. Martin Stopford, head of research at Clarksons, said: "The last real wave of innovation was in the 1950s and 1960s."

The situation has opened a window of opportunity for new technologies – such as giant kites. SkySails, a small firm based in Hamburg, will next year begin production of computer controlled kites that can be fitted to the bow of a ship. With a 300-metre tether, a kite can capture stronger winds than those close to the sea's surface. SkySails boss Stephan Wrage said in the right conditions they can cut fuel use by 35%. It is early days, though. So far the loss-making firm has sold "about a dozen" and needs cash to go into volume production. Even so, ideas like Wrage's are gaining pace. Japan's Ocean Policy Research Foundation predicts that by 2050 more than half the world fleet will be carbon-free. It envisages solar panels, fuel cells, wind power and other measures all working together. For now, however, most owners are concentrating on incremental measures. Researchers are experimenting with slicker paint, for example, that can lop 10% off the fuel bill by reducing friction.

Maersk, the Danish shipping giant, found that by cutting speed by 1.5 knots a container ship from Barcelona to Los Angeles reduces its carbon output 16%. It has also pioneered the use of seawater to keep goods on board frozen rather than using conventional power-hungry refrigeration units. Nils Andersen, chief executive, has pledged to cut emissions across its fleet 20% by 2017.

Like past innovations, the flurry of activity is being driven by economic necessity. Some parts of the sector such as container shipping, which rely directly on consumer spending, are in "full recession". For others, the reversal of fortune has been spectacular. In the summer of 2008 bulk carriers were charging \$300,000 a day. By November rates had collapsed to just \$2,000 a day. While rates have recovered, to between \$40,000 and \$50,000, market experts expect the deluge of new ships to mute the recovery. "We'll have 60% overcapacity for the next five years. That's bad for pricing," said one company executive. "We need to bring down our fuel consumption."

The similarities between shipping and aviation are many. Both industries have launched big public relations drives in the past few years as environmental awareness has intensified. Shipowners rightly point out that they emit less than 2% of the pollution that would be generated if the same goods were sent by air. The aviation industry, in return, points to shipping's less than stellar track record of spills and the releasing of harmful chemicals into the oceans – ships dump vast amounts of sulphur dioxide, a known carcinogen. The mud-slinging is part of the negotiations. At Copenhagen at least eight proposals to regulate emissions were tabled – from plans to include shipping, like aviation, in Europe's carbon-trading scheme from 2012, to a straight bunker-fuel levy that would then be used to fund carbon-cutting projects elsewhere. Shipping lobbyists are pushing for a global deal because the global nature of the business means that any regional schemes would simply push shipowners to operate from less regulated countries. Wrage said: "The most important thing for us is that clear targets are set and a price is put on carbon at Copenhagen. If they don't get a result, it's bad for all of us."

In the meantime, ideas large and small are germinating. "We are servants of global trade," said Simon Bennett of the International Shipping Federation, the London-based trade group. "Imposing caps on our emission would effectively be putting a brake on economic growth."



FROM THE TIVOLI GARDENS...

THE Copenhagen climate talks failed to deliver a clear picture of the future of shipping after world leaders efforts to secure a compromise fell short of global expectations. The opaque result means that the industry still faces the possibility of a twin tax on emissions as well as potential regional schemes aimed at CO2 reductions. Many have expressed their disappointment that the Copenhagen climate meeting failed to deliver a clear message on the role of the IMO, while others have expressed increased concern that the lack of a result is a step closer to the development of an uneven playing field for shipowners.

IMO Secretary-general Efthimios Mitropoulos said he has come away from Copenhagen with mixed feelings. He expressed his concern that the target of a legally binding instrument was not achieved, however he said there is some satisfaction that the Copenhagen Accord, the only prominent agreement from the two weeks, is a step in the right direction towards a legally binding instrument. It was not agreed upon by all the United Nations Framework Convention for Climate Change states and carries no legal weight. It also does not include any reference to earlier discussions in Copenhagen on the role of ships' bunkers.

The International Chamber of Shipping said it was disappointed there was no outcome on these talks. It said it remains unclear how the Kyoto Protocol principle of common but differentiated responsibilities would be reconciled with the important need for global rules for shipping's reduction of CO₂.

The hope was that the Copenhagen meeting could give a clear mandate for the IMO to continue its ongoing work within its marine environment protection committee. The result has been that, while the IMO has not had its mandate removed, regional proposals from the EU and US could be brought into action before it can complete its work and before the 2015 date for reviewing actions mentioned in the Copenhagen Accord. The Accord could possibly bridge the gap in the future between any development of the Kyoto protocol and the work on long term actions. It does have a paragraph on identifying areas of

funding, but there is uncertainty whether the phrase 'alternative sources of finance' could be taken as including potential finances from shipping, specifically bunkers.

Lloyd's Register climate change specialist Anne-Marie Warris said the outcome of the phrase has yet to be determined, but shipping could be used as part of the source of the finances promised by world leaders.

Danish Shipowner's Association vice president Jan Fritz Hansen said it is important that shipping is left to deal with its own problem, and should not be used as a cash cow to offset other industries. He is insistent that the IMO be left to develop any measures for shipping next year.

AP Moller-Maersk head of public affairs Anders Würtzen pointed to eventual reflagging of vessels to countries with the lowest environmental denominator if there is no level playing field, adding that the hope remains that the IMO will be able to deliver. Maersk Line's chief executive Eivind Kolding told a Danish newspaper that the outcome from Copenhagen was a disappointment, but the expectations of the conference were too high.

Even though politicians wrote up the Copenhagen Accord, work will still continue within the working group looking at long-term cooperative action amongst UNFCCC members when it convenes in advance of the next COP meeting in Mexico in December 2010.

This group still has the unresolved draft text that includes the distilled version of the seven options on the role of the IMO and the potential for funding by a tax. There is the possibility according to Dr Warris that this could still lead to further requirements on international bunkers and the effective development of a double tax on shipping.

Mr Mitropoulos said there remained some optimism that the next meeting of the MEPC in March 2010 would be able to work further on the objectives it had set itself. These have been labelled the 'toolbox of measures' and include the finalisation of the energy design index which could be made compulsory through an amendment to the IMO's marine pollution convention. There is also the development of the optional energy operational indicator and an energy management plan.

The more controversial measure has been the development of a market based measure. IMO members from developing countries had insisted on waiting until after Copenhagen before deciding on how this topic should be tackled in shipping.

DMA vice president Mr Hansen said the lack of progress in Copenhagen has proven the power of some of the developing nations and that they should now be in a better position to resume talks at the IMO. This thought was echoed by Mr Mitropoulos. The outcome of COP 15, he said, gives the IMO more time to make real progress, while also creating an increased obligation on IMO to intensify its efforts, and prove to the UNFCCC that it can achieve unified reduction in shipping's emissions.



FROM THE FROZEN WASTES (pt 1) ...

In our last issue, we alerted you to the gathering of BI staffers being held in Cumbria. You will be pleased to hear that the recent somewhat inclement weather in UK did not deter our worthy band, as these photos show. A true BI sahib goes anywhere for good company, good food and good beer. Rumours that James Slater stepped outside, muttering that he may be gone some time are totally untrue and scurrilous. Pictured here are (l to r) Chris Wright, Ken Beadle, Brian Parke, Bob Dobie, Alisdair MacIntosh, David Mitchell and Tony Hamnett.



Power to your elbows, lads!



FROM THE FROZEN WASTES (pt 2) ...

Everybody knows the Poms love a good whinge about the weather. Everything from “Where’s the by-our-lady gritting lorry?” to “Of course, it’s really the wrong kind of

snow”. Your editor remembers well the last big winter freeze in 1963. He read about it in letters from home whilst he was sunning himself on *Bankura* in New Zealand. Namby-pambies! He merely passes on this link, <http://www.slideshare.net/SamIgnarski/stop-complaining>, just to prove they don’t know when they are well-off.

FROM THE SUBSCRIPTIONS DEPT ...

Wandering through our subscriptions department the other day during one of your editor’s not infrequent writer’s block moments, he noted that no less than 10% of our readership comes from France and Canada combined! General de Gaulle would be proud! Sadly he noted that several

hitherto unseen emails asking for a subscription have gone unanswered. It must have been whilst the junior typist was painting her nails or something. Unforgivable and heads will roll! So if you are reading this with surprise, we can only apologise. If you want any back numbers, please let us know by emailing us from this link “callingbi@btinternet.com”. Young Tracey will be lashed!



FROM THE SALOON...

Thanks to the many readers who contacted "... calling BI", confirming the identity of the Purser in this shot from Chris Wright, whilst on the Queda, as Cliff Ellis, with his wife Jill. Sadly Cliff passed away in November 2005. We still await identification of any other of the officers shown in the photograph. Can you help?

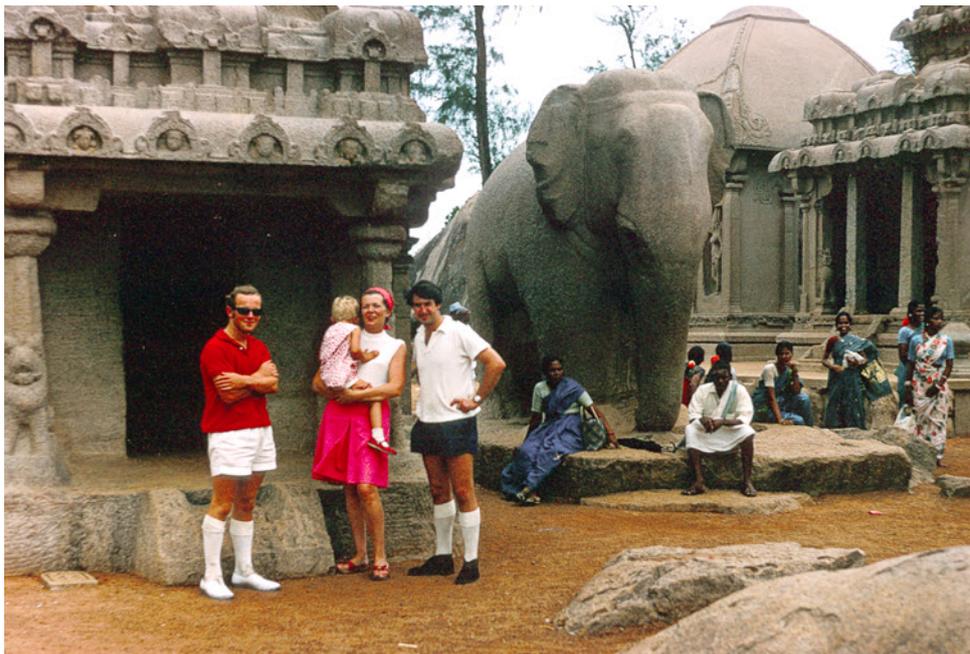


FROM THE TOURIST OFFICE...

Only a few readers identified last month's "where are we now?" competition, which even your editor found particularly hard. For those who had time to spare whilst on the East African coast, it is probably however not a difficult task to identify this German War Memorial in Tanga.

We cross continents for this issue's "where are we now?" competition. The country is fairly evident, but just where in India are we? A clue -- we are not in a major port, but about 60 km south of one. This is one photograph your editor likes very much, as it shows him with black hair! On the other side, the red shirted, uncompromising Chris Blane has obviously frightened the poor little girl.

Answers, as usual, to callingBI@btinternet.com for fabulous prizes! Also use the same address to send in your own "where are we now" offerings - remembering, of course, to let your editor in on the secret!



**HAPPY NEW YEAR TO YOU AND ALL
THOSE YOU HOLD DEAR! ENJOY IT!**