

2nd Trip Details on M.V. Fleetbank Apprentice P G Ferrer

Below are the details of a typical copra run when I was 2nd apprentice. I didn't take many notes but did record all the crew, ports, distances etc which are shown below. Digital cameras were not invented and as an apprentice money was short, so taking pictures was at a premium. Many accounts have been written of the Copra run and mine was no different, but Washington Island and Christmas Island were an experience not to be forgotten.

CREW LIST.

CAPT. H.J. ALLAN. U.K. RELIEF SMITH.

MATE. J. CAMPBELL.

2ND MATE. J. JANEZEWSKI.

3RD MATE. J.H. PERROTT.

RADIO OFF. C. HOODSON.

CHIEF ENGINEER. L. CORNEY.

2ND ENGINEER. P. RAMSAY.

3RD ENGINEER. H. BLACK.

4TH ENGINEER. S. GEARY.

5TH ENGINEER. J. BROWN.

6TH ENGINEER. R. BEER.

ELECTRICIAN. A. MACAULEY.

2ND ELECTRICIAN. J. ABRAHAM.

1ST APPRENTICE. G. RENSRAW.

2ND APPRENTICE. P. FERRER.

3RD APPRENTICE. T. GAFFNEY.

PASSENGERS. MR. PALMER, FROM APIA

TO FANNING. MR. H. SWALTZ, FROM SYDNEY

TO TARAWA.

FROM APIA TO UK. MR. SLEDGE, NEW BOY.

GARDENS EXPERT.

MY FLEETBANK 2ND TRIPJoined Amsterdam November 18TH 1964.

PORT	ARRIVAL	DEPARTURE
AMSTERDAM.	16.11.64	20.11.64
BEAUMONT.	7.12.64	8.12.64
CORPUS CHRISTI.	9.12.64	10.12.64
HOUSTON.	11.12.64	14.12.64
BAYTOWN.	14.12.64	15.12.64
PORT ARTHUR.	15.12.64	16.12.64
NEW ORLEANS.	17.12.64	20.12.64
CHRISTABAL.	25.12.64	25.12.64
BALBOA.	26.12.64.	26.12.64
AUCKLAND.	17.1.65	23.1.65
WHANGARIE.	23.1.65	26.1.65
NEW PLYMOUTH.	27.1.65	29.1.65
WELLINGTON.	30.1.65	3.2.65
LITTLETON.	4.2.65.	9.2.65
BRISBANE.	9.2.65	11.2.65
SYDNEY.	12.2.65	18.2.65
MELBOURNE.	20.2.65	25.2.65
GIZO.	4.3.65	7.3.65
YANDINA.	8.3.65	10.3.65
MONIARA.	10.3.65	12.3.65
SOVA.	18.3.65	20.3.65
TARAWA	25.3.65	1.4.65
APIA.	4.4.65	7.4.65
WASHINGTON ISLAND	11.4.65	11.4.65
FANNING ISLAND.	11.4.65	13.4.65
WASHINGTON ISLAND.	16.4.65	16.4.65
FANNING ISLAND.	17.4.65	17.4.65
WASHINGTON ISLAND.	18.4.65	18.4.65
FANNING ISLAND.	19.4.65	19.4.65
CHRISTMAS ISLAND.	23.4.65	23.4.65
FANNING ISLAND.	23.4.65	23.4.65
WASHINGTON ISLAND.	5.5.65.	5.5.65
FANNING ISLAND.	5.5.65	5.5.65
CRISTOBAL.	23.5.65	24.5.65

PLACE	ARRIVAL.	DEPARTURE.
KINGSTON.	26.5.65 0200	27.5.65 1430.
LIVERPOOL.	11.6.65 0700	

NAVY FLEET BANK

TOTAL DISTANCE.		N. MILES
FROM PORT	TO PORT	
AMSTERDAM.	BEAUMONT.	5,212.5
BEAUMONT.	CORPUS CHRISTI	200
CORPUS CHRISTI.	HOUSTON	160
HOUSTON.	BAYTOWN	14
BAYTOWN.	PORT ARTHUR	48
PORT ARTHUR.	NEW ORLEANS	245
NEW ORLEANS.	CRISTOBAN	1,424
CRISTOBAN	BALBOA	42
BALBOA.	AUCKLAND	6,609
AUCKLAND.	WHANGARIE	417
* WHANGARIE.	LITTLETON	349
LITTLETON.	BRISBANE	229
BRISBANE.	SYDNEY	1,548
SYDNEY.	MELBOURNE.	474
MELBOURNE.	GIZO	531
GIZO.	YANDIWA	2,125
YANDIWA.	HONIARA	178
HONIARA.	SUA	47
SUA.	TARAWA	1,230
TARAWA.	APIA	1,288
APIA	WASHINGTON ISLAND.	1,300
WASHINGTON ISLAND.	FANNING ISLAND.	70
FANNING ISLAND.	WASHINGTON ISLAND.	70
WASHINGTON ISLAND.	FANNING ISLAND.	70
FANNING ISLAND.	WASHINGTON ISLAND.	70
WASHINGTON ISLAND.	FANNING ISLAND.	70
FANNING ISLAND.	CHRISTMAS ISLAND.	156
CHRISTMAS ISLAND.	FANNING ISLAND.	156
FANNING ISLAND.	WASHINGTON ISLAND.	70
WASHINGTON ISLAND.	FANNING ISLAND.	70
FANNING ISLAND.	BALBOA.	4,810
BALBOA.	CRISTOBAN.	42
CRISTOBAN.	KINGSTON	553
KINGSTON.	LIVERPOOL.	4,282
	<u>TOTAL.</u>	<u>35,642</u>
SHOULD BE WHANGARIE	WELLINGTON	349.
AND APIA	WASHINGTON	1,305

Crossing Equator

- On route between Panama and Auckland. Dec '64
- On route between Fiji and Tarawa March '65
- On route between Tarawa to Apia April '65
- On route Apia to Fanning Island April '65

Sundays at Sea

- 22.11.64 On route to Galveston.
- 29.11.64 On route to Corpus Christi.
- 6.12.64 On route to Belmont.
- 20.12.64 Departure New Orleans (½ Sunday)
- 25.12.64 Christmas Day.
- 27.12.64 On route to Auckland.
- 26.12.64 Boxing Day. Only one days pay.
- 1.1.65 New Years Day.
- 3.1.65 On route Auckland.
- 10.1.65 On route Auckland.
- 17.1.65 Arrival Auckland.
- 7.2.65 On route Brisbane.
- 29.2.65 On route Gizo.
- 7.3.65 At anchor Gizo.
- 14.3.65 On route Suva.
- 21.3.65 On route Tarawa.
- 28.3.65 At anchor Tarawa.
- 4.4.65 On route Apia.
- 11.4.65 On route Fanning Island.
- 16.4.65 Good Friday at Washington Island.
- 18.4.65 At anchor Washington Island.
- 14.4.65 Easter Monday.
- 25.4.65 At anchor Washington Island.
- 2.5.65 At anchor Washington Island.
- 9.5.65 On route Panama.
- 16.5.65 On route Panama.
- 23.5.65 On route Cristobal.
- 30.5.65 On route either Liverpool or Rotterdam
- 6.5.65 On route Liverpool
- 7.5.65 Whitstun Bank Holiday.

Voyage Leave	5	1								
Sundays at Sea	25 ½	5	1							
Total	41 ½	15 ½	1							
Leave taken										
Balance Due	41 ½	days at £	7/-	per day	£	s.	d.			
Subsistence		days at £	7/-	per day						
Delete as necessary { Carried Forward to next Voyage Paid—to be shown in Earnings Column.										
GROSS EARNINGS								149	1	—
Less Reduction by £ p.m. mths. days.										

B. DEDUCTIONS

Advance on joining			
Allotments	30	-	-
Fines			
Forfeitures			
Wages, Canteen	3	12	3
Wireless		10	-
Post office			
Weight Forward	47	12	6
0 (Leaving)	46	18	11
8 weeks at 11/8	8	15	-
7 weeks at 15/8	7	10	4
6 weeks at 13/8	4	2	-
TOTAL DEDUCTIONS	149	1	-
BALANCE DUE (A less B)	-	-	-

11 JUN 1965
SINILL LIVERPOOL

National Insurance paid to date wages earned.
* National Insurance paid on leave to 1/6/65

Deputy Master
Signature of Master

* This line to be deleted if it does not apply.



Mothballed ships from memory near Houston USA

Crossing The Line for a first time engineer



On route to Fanning Island to pick up surf boats
motor boats and labour to load the ship at Washington,
Fanning and Christmas Islands.

At
Washington Island with boats
side. Tarp tents rigged fore and



along
aft
native

For the
labour to live in whilst on board



A surf boat being lowered over board



The wreck of the MV Southbank, we were the first bank boat to see her after her going on to reef. Note the high surf on a good day



The surf boat above was towed by a motorboat to a buoy moored off the steeply sloping beach. A large mooring rope ran from the buoy to the shore. This rope was picked up by boat crew and run fore and aft through the surf boat. Large wooden brake latches were attached over the rope and then surf power then moved the boat through the surf to the beach.

Sadly the second officer died leaving the ship

And was buried on the island



Another shot of the wrecked Southbank



One of the timber life boats

Officer



J Janezenski

Supper for the native workers, not the 2nd



Whilst at Washington it was too deep and too dangerous to anchor due to the surf
So the ship was constantly on the move, and frequent trips were made back to
Fanning Island and a trip to Christmas Island to load copra. At Christmas Island
we landed at the army base now empty except for local maintenance workers. Then
the long trip home via the Panama Canal, Kingston Jamaica for fuel and then to
Liverpool.

