

REARDON SMITH LINE LIMITED

newsletter



No. 61 - FEBRUARY 1975



The above photograph was taken by Mr. William A. Bruce on board m.v. *Vancouver City* in July 1971 whilst on passage from Port Cartier to Basrah with grain. It was taken about 7.30 a.m. and the vessel was between East London and Durban at the time. The master on that voyage was Captain J. Vaughan.

This particular photograph shows a heavy swell breaking over ship in way of No. 4 hatch.

The construction and design of our vessels is such that they are able to more than cope successfully with such seas.

Looking Back

Apparently the first sea-going steamer that ever crossed the ocean propelled wholly by steam-power was constructed by an American shipbuilder. The original drawings are on file in the archives of the Historical Society of Chicago. This vessel was named *Royal William*, length 175 feet. The first 'Cunarders' floated were only 207 feet long and 34 feet 4 inches beam. Since those early days the ingenuity and resources of men on both sides of the Atlantic produced some great wonders of the oceans. The *Titanic* comes to mind as possibly the first of the leviathans—and ushered in an era of great ships which never failed to fire the imagination of young and old. Who can fail to remember from print and photograph such names as *Berengaria*, *Acquintania*, *Mauretania* and so on. Then came the great queens of the Seven Seas. A day to remember in the maritime history of our nation was the day the *Queen Mary* swiftly left the John Brown Shipyard. Constructed at a time when our country was at grips with one of the most serious economic depressions known. In those days we read of a spirited people who refused to yield to depressing times and circumstances, but determined to overcome. The *Queen Mary* became the pride of British workmanship and expertise and in a way lifted the spirit of the people. Present day 'know-alls', with all the 'answers' should take note! Many famous vessels appeared after the *Queen Mary*, none more famous than the *Queen Elizabeth*. Born into the war period she played a distinguished part in it and was there in triumph at the end. The last days

WANTED . . . URGENTLY

News Items, Articles on various subjects of interest. Photographs, any contribution will be considered for the Newsletter.

Your interest and co-operation will be appreciated.

EDITOR

LONDON OFFICE— MOVING HOUSE

At the time of going to press, we understand that London Office have commenced moving to new quarters.

The New Address will be:—
15 Trinity Square, London

EC3N 4BJ

continued on page 2.

The 'Coming of age' of Mr. Joseph L. Sanday

(Affectionately known to all as 'Uncle Joe')

At the specific request of the officers serving on the m.v. *Fresno City* (request dated 18th December 1974), we have pleasure in publishing the following:

"Owing to the vessel paying off earlier than anticipated a surprise presentation party was held to mark the forthcoming 65th birthday and 'Coming of age' of Mr. Joseph L. Sanday (Known to all as 'Uncle Joe'), on board m.v. *Fresno City* at Philadelphia on the evening of 17th December. The presentation of an inscribed gold cigarette lighter was made by the youngest officer on board, Cadet Tudball.

Joe expressed his sincere thanks in a short speech with the wish that he would sail again with those present at this, his premature birthday party. To judge by his lively performance at the party it would seem that this wish is more than capable of being fulfilled and that Joe has many useful years ahead of him.

Doubtless the many friends he has made during his sea-going career with the company will join with his fellow officers on the *Fresno City* in wishing him all happiness and health in the future'.

B.J.H. & G.T.
Radio Officers

continued from page 1

Looking Back...

of these great ships may have been an anti-climax and an unfitting finale, but in their place came the present *Queen Elizabeth II*. A technological age brings with it its own brand of specialised problems—and the early days of this further example of British class were eventful ones. Like a true thoroughbred she settled down after the 'breaking-in'. She alone remains as past queens of the Oceans like the s.s. *United States* (now in mothballs) and the s.s. *France* have been withdrawn from service. Astronomical running costs have forced the withdrawal of these great ships—surely a time to reflect, re-organise and re-build. Never was there a more pressing need for something, someone, somewhere to lift the people than today. May be it will come again in the maritime sphere of our nation's life because our fortunes in the past depended on the sea. Could it be our future too still depends on the sea and the maintenance of a strong and efficient mercantile fleet?

Research into records reveals that Mr. Sanday joined the Company in 1938, as Assistant Cook. The next voyage he attained the heights of Chief Cook and on his third voyage was elevated to the high estate of Chief Steward—indeed a meteoric rise. It is recalled by many who knew him in those early days that he was the 'oldest cabin boy' to join Reardon Smith Line, and possibly the first Assistant Cook to be carried by the Company. He gave distinguished service during the war and has continued to serve the Company since those days with an equal amount of devotion. His outstanding qualities earned him the award of the Queen's Coronation Medal. It is the wish of us all that the character of J. L. Sanday, Catering Officer, will remain an inspiration and example for many more years. To quote from a recent conversation with him he said, 'It has been a great experience and well worth it'.

Some time ago we received the following menu from someone who was serving at the time on the m.v. *Maria Elisa*. The sender remained anonymous, but as

Officers Voyage Bonus

Officers will be aware that the new bonus scheme came into effect on 1st January 1975.

To facilitate the administration of the scheme, we would mention that payment will NOT be paid monthly but will be paid as a lump sum during the month AFTER an officer leaves a vessel. For example, should an officer leave a vessel on 4th April 1975, the bonus would be calculated from 1st January to 4th April 1975 and be included in the officer's salary settlement at the end of May 1975.

It is regretted that we will be unable to make payments on account of final payment.

A man was overheard hurriedly placing his order in a cafe. 'Give me a crocodile sandwich,' He ordered, 'and make it snappy!'

St. David's Day is not so far away we publish the menu having made a few corrections to the Welsh wording. It is in no way published as a broad hint to our Catering Officers!

DYDD GWYL DEWI SAINT DAVID'S DAY

CAWL
MEAT AND VEGETABLE BROTH

PASTI DEWI SANT
SAINT DAVID'S PASTY

CIG OEN BACH MEWN SOSPAN
CASSEROLE LAMB CHOP

TATO WEDI ROSTIO
ROAST POTATO

BRESYCH
CAULIFLOWER

CIG MOCHYN
ROAST PORK

TE
TEA

CIG OER
COLD MEAT

LLYSIAU
SALAD

TEISEN LAP
BAKESTONE CAKE

CHEF — DAI MARU

TATO WEDI BERWI
BOILED POTATO

CENYN
LEEK

SOSEN OER
LUNCHEON SAUSAGE

COFFI
COFFEE

A new Computer at Head Office

Following months of discussions and exercise it was eventually agreed a more sophisticated computer was required. The first computer installed would be phased out and the new one would take over. It is hoped it will meet the increasing demands as the Company's activities become more technical and intricate.

On Sunday morning 5th January the crates housing the new arrival were hoisted by crane to the second floor front of Devonshire House, occupied by the Accounts Department. It was a specialised operation and needed the expertise of people skilled in this kind of work. Owing to the size and weight involved the only way possible was by way of the middle window. Inside the room a platform was constructed similar to a ramp and by careful manoeuvring the crates eventually arrived in the new computer room. The operation was not uneventful, especially when the largest crate heeled over alarmingly as the main support on one side of the ramp collapsed. It was fortunate however, an accident was averted.

We hope the photographs will be of interest.



A dog's tale

During a smart dinner party being given by a celebrated dog breeder the host was rapidly losing the sympathy of one of his guests by boasting about the attributes of one of his animals. The dog, he announced, was able to do most of the things that people could. Observing the guest's scepticism he decided to back his words with a demonstration.

Accordingly, he had the dog serve coffee after dinner. The guests were amazed. The dog then served liquors and lit the men's cigars for them.

'He plays chess as well' pronounced the proud host. 'Would anyone care to challenge him?'

'I will' answered the cynical guest. He then defeated the animal in a tightly contested game.

'What an utterly amazing dog', exclaimed one of the other guests when they were leaving. 'It is quite the oddest phenomenon I've ever seen.'

'Oh I don't know', muttered the cynical guest, 'after all, I did beat it at chess, didn't I?'

A. CROWTHER

The Ice Age Cometh

This interesting article appeared in the December 1974 edition of 100A1, the magazine of Lloyd's Register of Shipping and we are most grateful to them for their kind permission to publish it in the Newsletter.

The Scientists aboard the British research ship *Discovery II* were amazed. It was January 1938, still comparatively early in the Antarctic summer, yet the coast of Adelie Land was free of ice.

At the other end of the world the situation was remarkably similar: the pack ice around the North Pole had retreated so far that the Arctic Ocean was more open than ever before. During the next few years, evidence from numerous other sources proved that the world, and especially the northern hemisphere, was getting warmer.

In southern England the growing season in the 1940s was two or three weeks longer than it had been in the previous century. During the same period, the glaciers in the German Alps were retreating at the rate of 10 to 15 metres a year. In British Columbia a glacier that had covered 56.4 million sq. ft. in 1860 had dwindled to 34.3 million sq. ft. by 1947.

Things were getting so warm, in fact, that some scientists began to wonder how long the polar ice caps could last: it was calculated that if they melted completely the sea level would rise by 150 ft., which would mean the end of London, New York, the Netherlands and several other choice pieces of real estate.

After studying the available data, meteorologists established that the earth, especially the northern hemisphere, had begun to heat up around 1850, and in the regions around the North Pole the process had intensified after 1920. This trend seemed likely to continue for some time, and in 1951 the American scientist Rachel Carson wrote: 'We have ... begun to move strongly into a period of warm, milder weather.'

Yet almost as soon as those words were written, the process came to a halt. It now seems likely that, far from getting warmer, the climate is gradually getting colder, and the consequences are likely to be serious, not least for those who earn their living from the sea.

It is still too early to say with any certainty how long the cooling trend will last, or how cold it will get. What can be stated is that there is no reason why the earth should *not* continue to get colder for several more decades at least: it has happened in the past, and will undoubtedly happen in the future. At some stage, in fact, it is likely to get very cold indeed.

According to Hermann Flohn, formerly director of research for the German Weather Service: 'It is quite clear that we are at present living in an inter-glacial period, and that in a few thousand years we can expect the advent of a new glacial period.'

In other words, another Ice Age is on the way.

It is comforting to know it will not arrive for several thousand years. The present cooling trend could make things unpleasant in some parts of the world, but it is unlikely to make conditions impossible, and, if past experience is anything to go by, it will be followed by another period of increasing warmth. But whatever happens, the impact is likely to be felt more on the northern hemisphere than on the southern.

This is due almost entirely to the sheer size of the Antarctic ice cap. This contains about 90 per cent of the world's ice, and its bulk protects it from climatic variations. In addition, although the ice cap affects the weather of the whole world it exerts a stabilising influence on the climate of the continents and oceans around it.

An idea of what the cooling trend might mean to the northern hemisphere can be obtained by looking at what has happened in the past.

Since the end of the last ice age, about 18,000 years ago, the ice which covered the northern part of Europe, Asia and America retreated for several thousand years. Britain, for example, was clear by 7000BC; by 4000BC Europe's climate was warmer than it is now.

A gradual cooling period followed which lasted until the Christian era, but after AD200 the climate of Europe warmed up again, reaching a peak between AD800 and AD1200.

Another cooling period followed until the early 15th century, after which the climate warmed up a little before entering a new cold spell around 1600 which lasted until the middle of the last century and has become known as the 'Little Ice Age'.

The fact that these and other changes took place has been established by a fascinating variety of methods, which involve the use of tree-rings, wine vintages, carbon-14, and archaeology, as well as written records. But establishing why changes occurred, and trying to predict when and how they will happen

again, is far more difficult, and a great deal more controversial.

Most experts turn to the sun. Variations in the earth's orbit, the tilt of its rotation axis, and the shape of its elliptical path around the sun, which changes shape in a 92,000-year cycle, could all increase or decrease the sun's influence upon the earth's surface—perhaps by as much as 2 deg C a year. The sun itself could undergo periodic fluctuations in energy output, and sunspots could have an effect.

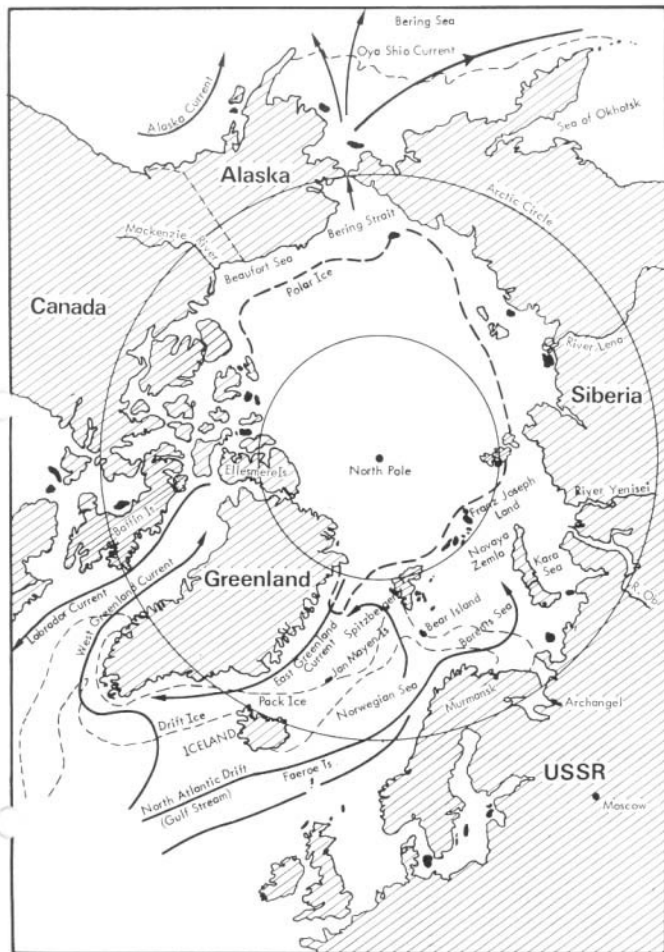
One of the most widely accepted theories has been put forward by Professor H. H. Lamb of the University of East Anglia, who believes that climate depends on the strength of the world's main wind belts. Basically, these winds are caused by the air at the equator being warmed, rising, and then moving towards the poles. The winds that result are deflected westwards by the earth's rotation. Meanwhile, cold air from the poles moves towards the equator to replace the air that has moved out, setting up a world-wide system that is modified by land masses, mountains, and oceans.

Professor Lamb, one of the leading authorities on climatic change, says that when the warm winds from the equator—the Upper Westerlies—are strong, the depression tracks, such as those which affect western Europe, move further north. This brings milder weather to places such as Britain and Scandinavia. But if the Upper Westerlies are weak the depressions pass to the south, and the cold northerly winds exert a greater effect. This leads to the southward extension of the Arctic ice zone, which, in its turn, makes the northern winds colder.

The strength of the winds also affects the ocean currents. When the Upper Westerlies are blowing less strongly, warming currents such as the Gulf Stream do not penetrate so far into the polar regions, leading to a further cooling.

Professor Lamb believes that this is what is happening now. The Upper Westerlies began to weaken in the 1930s, and although the temperature rose for a few more years it started to go down again in the 1950s.

This weakening is possibly due to a reduction in the radiation of the sun, but its causes are probably of less interest to the layman than its consequences. Although the annual temperature change



The Arctic: the circles are roughly 700 and 1400 miles from the Pole.

will probably be small—a global drop of 4 deg C would be enough to start a new ice age—the effect on climate can be considerable, particularly on marginal areas.

One of the most crucial results, possibly more important than a fluctuation of temperature, is likely to be an alteration in the existing rainfall pattern. There is ample evidence that this has happened frequently in the past.

Today, the Sahara desert, which engulfed many of the old Roman cities of the Mediterranean coast, seems to be on the advance again, this time to the south.

According to British meteorologist Dr. Derek Winstanley, rainfall belts in the northern hemisphere shift north, then south, in a 200-year cycle. After studying rainfall trends over the past 1,000 years, he concludes that the decline in rainfall, which is currently causing such terrible hardship in the Sahelian regions of Africa, is likely to go on until the year 2030. By then, the Sahara may have extended 100 kms further south than it does at present.

continued in the next Newsletter.

Patriotism but no escape

Shot down over Germany during a wartime mission, an RAF bomber pilot woke up to find a kindly looking doctor looking down at him. The doctor told him he was in a German military hospital. He also informed him that, regrettably, he had an infection in his left leg and that the leg would have to be amputated. 'So be it' the pilot said. Impressed with the pilot's brave acceptance of this, the doctor was prepared to listen to a bizarre request that the pilot made: 'I wonder if you could drop the leg over England—it would mean a lot to me', the pilot asked. 'I'll have to ask the commandant', the doctor replied. Two days later the doctor returned to tell the pilot that the leg had been dropped over England. Unfortunately, however, the other leg was now infected so it would have to come off. The pilot, with stiff upper lip, accepted this. But he repeated his request. 'Could you drop that over England too?'

Three days later the doctor returned. 'The leg has been dropped', he said. But the infection had reached the pilot's left arm. It would have to come off. Again the pilot repeated his strange request. The doctor was impressed with the pilot's patriotism and promised again to ask the commandant. A week later he returned. The infection had finally reached the other arm. It would have to come off. 'And I'm afraid that's not all' the doctor said 'I can't have the arm dropped this time. The commandant thinks you're trying to escape.'

A. CROWTHER

Historic Event Discovered

The following heads the brochure hand-out to prospective Cadets of the Company:

'The Reardon Smith Line was founded in 1905, but the family had been associated with ships and shipping for centuries before this date'.

It is with great excitement and trepidation that we can now claim that perhaps the first ship in our fleet was, after all, *Noah's Ark*.

Drake on the *Golden Hind* was all very well, but Smith on the *Ark* seems ridiculous.

The one thing that marriage teaches us to perfection, is to think of things to say far enough ahead not to say them.

SHIPS' POSITIONS

AS AT 20. 1. 75

m.v. Atlantic City. On T/C to Compania de Navegacion 'Las Perlas' S.A. of Panama until January/March 1976. Arrived Constanta 6th January, to commence discharge grain, completing about 28th.

m.v. Chiyoda. On T/C to N.Y.K. Tokyo until March/July 1975. Arrived Kuwait 19th December, commenced discharge part cargo cars, sailed 21st. Arrived Mina al Ahmadi 22nd, sailed same day after bunkering. Arrived Dubai 23rd, completed discharge and sailed 29th. Arrived Mormugoa 2nd January, loaded full cargo iron ore, sailed 15th. Arrives Kashima about 30th to commence discharge part cargo, completing Kokura about 3rd February. Then proceeds to drydock where requires about seven working days to carry out repair work.

m.v. Cornish City. On T/C to Lloyd Brasileiro of Rio de Janeiro, sailed Port Elizabeth 19th December. Arrived Chittagong 4th January, sailed 11th. Arrives Hong Kong 19th, sails 20th, arriving Kobe about 23rd, where completes discharge and redelivers off time charter 25th.

m.v. Fresno City. Completed discharge Baltimore, redelivered off time charter to Atlantic Shipping and sailed 21st December. Arrived Norfolk 23rd, loaded full cargo grain, sailed 27th. Arrived Lisbon 5th January to commence discharge part cargo. Due port congestion, sails about 12th February. Arrives Leixoes 13th completing about 25th.

m.v. Indian City. On T/C to Yamashita Shinnihon S.S. Co. Ltd., until November 1976/March 1977, sailed Sakaide 21st December. Arrived Kobe same day carried out essential car deck repairs and sailed 24th. Arrived Yokohama 25th, loaded part cargo cars, sailed 26th. Arrived Tokyo same day, completed loading, sailed 29th. Arrived Acapulco 16th to commence discharge part cargo, sails 24th. Arrives and sails Panama Canal 28th/29th. Arrives Jacksonville 3rd February, sails 5th. Arrives Norfolk 6th, completes discharge, sails 7th. Then proceeds to load full cargo coal at Hampton Roads, sailing about 12th. Arrives and sails Panama Canal 19th. Arrives Japan about 15th March, completing discharge about 18th. Then proceeds to drydock, where requires six working days.

m.v. New Westminster City. On T/C to Hinoe Kisen K.K. Arrived and sailed Panama Canal 5th/6th January. Arrives Immingham 21st to commence discharge part cargo pipes, sails 27th. Arrives Invergordon 28th, completing discharge and redelivering about 1st February. Then proceeds to Antwerp, arriving 3rd to commence

loading steel products on the Cont/WC-BC Range service, sails 8th. Arrives and sails Panama Canal 23rd. Arrives Los Angeles 3rd March to commence discharge, sails 6th. Arrives Oakland 7th, sails 8th. Arrives Portland 10th, sails 12th. Arrives New Westminster 13th, completing discharge about 15th.

m.v. Port Alberni City. Arrived Visakhapatnam 30th December and completed discharge 5th January, then delivered on time charter to Japan Line, loaded full cargo iron ore, sailed 8th. Arrived and sailed Singapore 12th/13th. Arrives Kokura 20th to commence discharge, completing and redelivering off time charter 24th. Then delivers on time charter to Daiichi Chujo Kisen Kaisha. Arrives Wakayama 25th, to commence load steel products, sails 29th. Arrives Kakogawa 30th, sails 1st February. Returns Wakayama 2nd to complete loading, sailing 4th. Arrives and sails Panama Canal 28th February/1st March. Arrives New Orleans 5th to commence discharge completing Houston and Brownsville about 18th.

m.v. Prince Rupert City. Sailed Tampa 27th December, Arrives and sails Durban 18th January. Arrives Visakhapatnam 1st February to commence discharge, completing 7th. Then delivers on time charter to Japan Line, loads full cargo iron ore, sails 9th. Arrives Japan about 22nd to commence discharge, completing 25th. Then delivers on T/C to Cia de Navegacion Lloyd Brasileiro of Rio de Janeiro, for a trip to Brazil redelivering Vitoria/Porto Alegre range about 5th/10th May.

m.v. Tacoma City. On T/C to Seaboard Shipping Co. Ltd. Arrived Tilbury 21st December to commence discharge forest products, sailed 7th January. Arrived Bremen 8th, completed discharge, redelivered off time charter and sailed 9th. Arrives Tampa 23rd, loads full cargo phosphate, sails 31st. Arrives and sails Durban 22nd February. Arrives Visakhapatnam 8th March to commence discharge, completing about 15th. Then delivers on time charter to Japan Line Ltd., loads full cargo iron ore, sails 17th. Arrives Japan about 30th March to commence discharge, completing about 3rd April.

m.v. Vancouver City. Sailed Baltimore 20th December, with grain cargo. Arrived Lisbon 31st to commence discharge, due port congestion, completes about 5th February.

m.v. Victoria City. Arrived Antwerp 30th December, completed discharge forest products 3rd January. Then proceeded to load steel products on the Cont/WC-BC service. Sailed Antwerp 8th.

Arrives and sails Panama Canal 22nd. Arrives Los Angeles 29th to commence discharge, sails 1st February. Arrives Oakland 2nd, sails 4th. Arrives Seattle 7th, sails 8th. Arrives New Westminster 9th, completing discharge about 10th. Then proceeds to load Forest Products on the BC/UK-Cont. service. Sails British Columbia 25th. Arrives and sails Panama Canal 9th March. Arrives London 23rd to commence discharge, sails 28th. Arrives Antwerp 29th completing about 31st.

m.v. Welsh City. On T/C to South African Marine Corporation until August/October 1975. Sailed East London 6th January. Arrived Durban 8th, sails 30th. Then proceeds to load cattle feed and generals at Cape Town. Arrives Cape Town 2nd February to commence loading, sailing about 9th. Arrives Avonmouth 3rd March to commence discharge, sails 8th. Arrives Continent 10th, completing discharge about 12th.

m.v. Amparo. Sailed Manzanillo 21st December. Arrived Guaymas 23rd, sailed 27th. Arrived Ensenada 30th, sailed 1st January. Arrives Yokohama 17th, sails 19th. Arrives Yokkaichi 20th, sails same day. Then calls Nagoya 21st/22nd, Osaka 22nd/24th, Miike 26th/29th, Kudamatsu 30th/31st, Kobe 1st/2nd February, Nagoya 10th/11th, Yokohama 12th/14th, Tokyo 15th/18th and then Ensenada.

m.v. Elena. Sailed Kobe 27th December. Arrived Yawata 28th, sailed 30th. Arrives Acapulco 19th/24th January, Manzanillo 26th/30th, Guaymas 1st/5th February and Ensenada 8th/11th.

m.v. Gela. Sailed Vera Cruz 24th December. Arrived Tampico 25th, sailed 28th. Arrived Progreso 30th, sailed 31st. Arrives Hamburg 16th January, sails 23rd. Then calls Bremen 24th/25th, Rotterdam 26th/29th, Antwerp 30th/31st, Le Havre 1st/3rd February. Returning Vera Cruz 17th and Tampico 24th.

m.v. Maria Elisa. Sailed Yokohama 24th December. Arrived Nagoya 25th, sailed 28th. Arrived Yokkaichi 28th, sailed same day. Arrived Kobe 29th, sailed 11th January. Arrived Yokohama 12th, sailed 17th. Arrived Tokyo 17th, sails 21st for Ensenada, where arrives 7th February. Then calls Acapulco, La Cardenas and Manzanillo.

m.v. Sara Lupe. Arrived Ensenada 2nd January, sailed 4th. Arrived Acapulco 8th, sailed 12th. Arrived Manzanillo 13th, sailed 18th for Champ-erico, where completed loading for discharge Yokohama, Nagoya, Yokkaichi, Osaka and Kobe.

AS AT 14. 1. 75

[illegible]

STAFF NEWS

NEW STAFF

We extend a welcome to the following on joining the Company:

Head Office, Cardiff: Mrs. G. May, Catering Assistant.

London Office: Miss C. E. Barclay, Telex Operator; Mr. M. J. Allen, Installation Manager, Drilling Rigs; Mr. John Steed, Driller, Drilling Rigs.

BIRTH

Congratulations to Mr. and Mrs. Ian McCann on the arrival of Esther Joy.

ILLNESS

We send best wishes for a quick recovery to Mr. W. Jones of general office, Cardiff.

RETIRED STAFF

Mr. Jack Sharp has undergone an operation and we all hope he will make a good recovery. Jack was in charge of General office at Cardiff.

Mr. R. B. Smith, retired engineer Supt. has been taken ill, and we wish him a speedy recovery.

OBITUARY

We regret to report the passing of Mr. G. G. Elder on the 8th January. Mr. Elder was one of our Chief Engineers and retired because of ill health in January 1966. He joined the Company as Junior

Engineer in February 1933 on the *Santa Clara Valley* and became Chief Engineer in April 1950.

Our deepest sympathy is extended to Mrs. Elder and family.

Our deepest sympathy is extended to Mr. T. K. Watson on the passing of his wife. Mrs. Watson had been ill for some time.

It is with deep regret we hear of the passing of Mr. Reg. Randell. We extend our deepest sympathy to Mrs. Randell and family. Mr. Randell was one of our retired Directors.

CERTIFICATE SUCCESSES

E. J. Dunn, 1st Mate's; E. Fielding, 2nd Mate's; K. Dowdall, 1st class Motor; P. R. Bryant, Part "A" 1st class; M. R. Green, 2nd class Motor; P. J. Walker, Part "A" 2nd class.

MARRIAGE

Congratulations and best wishes to Mr. M. G. Williams-Jones on his marriage to Miss Allison Hunt at Newton Church, Porthcawl on 7th December 1974. Mr. Williams-Jones is one of our Junior Engineers.

We back Dover Strait safety scheme

British Ships are co-operating in an experimental scheme to try to improve safety in the Dover Strait.

Selected ships are reporting their positions on entering and leaving a 16-mile sea area off St. Margaret's Bay, Kent. The positions and courses of these vessels, plotted on a Coastguard Station radar set, are then broadcast at half-hourly intervals to other shipping in the area.

If the trial is successful, the Department of Trade is likely to request the VLCC's, hampered vessels, and tugs with tows, should follow the procedure each time they enter the designated area.

The aim is to inform other ships of their position and intended course through the Dover Strait, so that the ordinary vessel can, if necessary, take earlier action to keep clear.

(British Shipping News)

HOW LONG IS A PIECE OF STRING?

A man purchased a pair of Wellington boots in a large shoe shop. He seemed quite happy with them, but he returned to the shop next day, wearing the boots and walking in a most awkward knock-kneed fashion.

"Is there anything wrong with the boots?" enquired the assistant.

"Oh no", the man replied, "they are fine, but I wonder if I could exchange them for a pair with a longer piece of string in between!"

A golfing enthusiast arrived home after a match three hours late for Sunday lunch.

"What do you mean coming back at this time?" yelled his wife.

"Well," he said, "Freddie and me, we got on the first tee at seven o'clock but still had to wait half an hour before we could hit off. On the fourth green Freddie turned bright red and fell over and it looked like he'd had a heart attack. I ran to the clubhouse and tried to get a doctor, but couldn't. Then I tried the police and the ambulance service but nobody answered. I hurried back to the green and for the rest of the game it was hit the ball—drag Freddie—hit the ball—drag Freddie.

Metric Time

As doubtless you will have read in the *National press*, from midnight on 3rd January 1976, the whole of Great Britain (except the Isle of Man) will be converting to metric time.

From that date there will be 10 seconds to the minute, 10 minutes to the hour, 10 hours to the day and so on, delineated to the following tables:—

1 second	1 milliday
1 minute	1 centiday
1 hour	1 deciday (or millimonth)
1 day	1 day
1 week	1 dekaday
1 month	1 hectoday
1 year	1 kiloday

The fortnight will be withdrawn.

Obviously, from the service standpoint, due to the fact that one new hour represents only 5/12ths of an old one, employees might be expected to work longer hours, viz. 3 1/2 decadays or millimonths per day. However, as this is inconvenient for administration and payroll purposes, it is intended that the luncheon break will be shortened by 1/2 of a new hour, this making a total daily working time of 4 new hours.

It is not expected at this time that any compensatory uplift will be made to salaries,

except in the case of leap kilodays, where an adjustment will be built in at the end of the hectoday every 1.46 decimonth. Overtime meal vouchers will be issued to non-management hectoday payroll employees for time worked in excess of 5/6ths of a deciday, provided approval from local management has been obtained beforehand. The pension scheme will not be affected, but superannuation will be adjusted accordingly. A further bulletin will be issued closer to deciday, but if these arrangements present difficulties or if you have any queries, please do not hesitate to contact your Information Office.

Leave will be affected only as far as the change to metric time is concerned and no one shall be worse off than previously. Thus, if an employee was entitled to 200 decadays (or one hectoday plus 20 decadays) for every hectoday over and above 20 decadays service since the 10th deciday of the third hectoday of 1954. The Prince of Wales's birthday will accordingly be reduced to 5 decadays (6 south of Aberystwyth), but 10 demidecadays be added, where relevant, to the Christmas Break, which will be moved, after 27 hectodays, to the Autumn Bank Holiday to take advantage of the longer shopping decadays. The Autumn Holiday is cancelled. The term "a month of Sundays" is not to be used on official documents. The correct term will be "a Hectoday of Dekadays".