

# newsletter

No. 64 MAY 1975

(We are grateful to Radio Officer John R. Mathews of m.v. *Vancouver City* (14.4.75) for sending in the following contribution.)

## 'Portishead Radio'

Possibly one of the few place-names that is used constantly on our ships at sea is 'Portishead'. Situations evolve, especially on our vessels in the Pacific, where major topics of conversation evolve around the fact whether or not the Radio Officer can contact Portishead Radio. Portishead becomes the direct link between Master and Owner, Cadet and Mother.

On contemplating the foregoing, it occurred to me that a brief history and outline of the present set-up at Portishead would be of interest to all who are in any way connected with commercial shipping.

I am very grateful to Mr. D. Mulholland, Officer-in-Charge 'Post Office Radio Station, Highbridge, Somerset (Portishead Radio)' for his assistance in the presentation of the historical facts quoted in this article.

Portishead did not become the most famous and respected coastal radio station in the world by accident. The development of the station from the early days of marine radio to the present complex is a living tribute to all those over the years who have worked so hard towards this goal.

In July 1908, Capt. F. G. Loring (R.N.) was appointed the first Inspector of Wireless Telegraphy. In November of the same year the Post Office built a radio station at Bolt Head near Start Point. Until then wireless communication between ships and Britain had been in the hands of the Marconi Co. and Lloyd's. Marconi owned and operated stations at Crookhaven, The Lizard, Niton, Caister, Seaforth and Rosslare. Lloyd's owned stations at Malin Head and Northforeland.

In September 1909 the Post Office purchased the Marconi and Lloyd's stations. At that time 619 ships were fitted with wireless, of which 286 were British. In addition to the control of the coast stations, the Inspector of Wireless Telegraphy was, as now, responsible for the examination of operators and inspection of licensed stations.

Ship-to-shore traffic developed steadily and by 1912 just under 2,000 ships carried wireless, and of these 778 were British.

During the war of 1914-18, the radio

stations were under the control of the Admiralty, but continued to be operated by Post Office staff. By 1920 there were 3,754 British ships fitted with wireless out of a world total of 12,622 vessels. At this time equipment at coast stations comprised of rotary spark transmitters and crystal receivers, the latter soon to be replaced by valve receivers.

In 1920, the Post Office purchased the army station at Devizes. Using one transmitter and one receiver, it provided a telegraphy service on 1,875 and 2,730 metres, with a range of 2,000 miles. Traffic through the station grew rapidly and it became necessary to provide duplex arrangements. In 1925 the transmitters were transferred to Portishead and controlled from a receiving station

*Continued on page 2.*

### Mail for Officers and Cadets

Letters and packets arriving at this Office for personnel on our vessels are being received in increasing numbers with insufficient postage affixed.

We would ask all senders of such mail to ensure that letters are either written on the official 8½p or 9p AIRMAIL LETTER FORM which can be obtained from any Post Office, or sent in ordinary envelopes stamped at the rate of 12p per half-ounce. Although letters are being sent to Cardiff for forwarding, it should be explained to Post Office Counter Clerks that the mail is eventually destined for foreign countries.

Newspapers and magazines should be stamped at the airmail rate of 6p per half-ounce and 3½p per additional half-ounce.

Whilst we do not recommend sending parcels to overseas addresses, if you particularly wish to do so we suggest that the Office be contacted by letter requesting a forwarding address. This will enable the sender to ensure that the correct postage is affixed. All overseas parcels should, of course, be sent at the airmail rate.

## A Sister Ship for m.v. 'Cardiff City'

The m.v. *Devon City* has joined the Fleet since our last issue.

The vessel was taken over on 9th April and, like the m.v. *Cardiff City*, is undergoing certain modifications.

Her vital statistics are as follows:

Length	176-95 m
Breadth	25-00 m
Draught	10-25 m
Gross tonnage	About 18,000 t
D.W.T.	About 27,000 t
Main engine	1 SET. IHI-Sulzer 7RND 68 type Marine Diesel Engine
Holds	5
Cranes	5

# STAFF NEWS

## CERTIFICATE SUCCESSES

We congratulate the following: Mr. N. Davies, on obtaining Second Mate's Certificate; Mr. G. Hughes, First Class Motor Certificate; Mr. G. Murray, Second Class Motor Certificate.

## BACK AT WORK

Welcome back to Jim Harrison (Radio Department), well again after an absence of two months.

## MARRIAGES

Congratulations and best wishes to: Miss Joyce Price (Oil Rigs Division at Head Office) on her marriage to Mr. Peter Price Berryman at St. Mary Magdalene's Church, Cwmbach, Aberdare, on 19th April.

Mr. Peter Brown (Technical Department, Head Office) on his marriage on 12th April.

## BIRTH

Congratulations to Mr. and Mrs. Clive Stockdale on the arrival of Gary on 16th April (a brother for Neil). Mr. Stockdale is a member of the Accounts Department, Head Office.

## NEW STAFF

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

**Head Office, Cardiff**—Miss A. Whitaker, Clerk/Typist, Accounts Department; Mr. David Berry, Accounts Department; Mr. Anthony Wilson, Accounts Department.

**London Office**—Mrs. M. Gecsek, R.S. Exploration—Secretary; Mr. J. Markham, R.S. Exploration—Barge Engineer; Mr. M. A. Jacobs, R.S. Exploration—Installation Manager; Miss L. Moore, Telex Operator; Miss M. Smith, shorthand Typist.

In 1971 the system was discontinued, and Portishead took control over all traffic for British ships all over the world. To meet this new and huge demand, 11 additional transmitters at Dorchester were brought into service and 12 additional receiver positions were brought into use at Portishead (Burnham). A year later a 'Pacific Watch' scheme was introduced. This enables ships sailing in difficult areas of the Pacific to contact Portishead on a pre-arranged schedule on a specified frequency to promote traffic clearance to and from these difficult areas of communication.

In 1974, 153 radio operators handled 18 million words of paid traffic at Portishead and 0.38 million minutes of radio telephone calls. Development continues with expansion of traffic on wireless telegraphy, radio telephone and machine telegraphy. In 1974, Portishead was using 20 transmitters at Portishead, 11 at Dorchester, 2 at Rugby and 6 at Leafield, Oxford. They range in power from 5,000 to 30,000 watts, and use a variety of aerials which include high gain stacked quadrant and rotatable log periodics. All are remote controlled from the receiving station at Burnham. Here, at the whole heart of the complex, there are at present 51 receiving positions for morse, radio telephone and machine telegraphy.

Portishead is not the only radio station in the Post Office Maritime Service. Circling our coastlines are 12 medium range stations with a range of up to 200 to 300 miles. The primary task of these stations is to provide a reliable and efficient link between ships in home waters and the shore. They operate on medium and very high frequencies, and provide both telegraph and telephone facilities. They are of paramount importance with respect to safety of life at sea. Each year between 500 and 600 distress cases are handled by British coast stations. They are unsleeping sentinels who maintain a continuous watch on the international distress frequencies. Seafaring is a hazardous occupation. Immediately the distress call is heard, all routine work is put aside and all attention is concentrated on the ship in trouble. The coast station becomes the focal point of communication, controlling and maintaining contact between those at sea and those on shore until everything that can be done has been done.

The successful operation of a maritime radio service depends very much upon the standard of radio equipment on board ship and the standard of Radio Officer who is going to maintain and operate this. We of the Reardon Smith Line feel proud that we are more than able to meet such requirements.

*Continued from page 1.*

## 'Portishead Radio'

at Burnham. Portishead Radio was born. The following year Short Wave (High Frequency) was introduced with one receiver and one transmitter. This brought about an increase of traffic, and because of the introduction of H.F. the range was increased from 2,000 miles to practically world-wide.

By 1937 the gradual expansion had resulted in Portishead having the following facility. One transmitter of 25,000 watts and one of 6,000 watts working the long and medium wave services. Three short wave transmitters with crystal control had a power of 6,000 watts each and provided coverage on 18, 24, 26, 36 and 48 metres, using dipoles and rotating beam aerials. Eleven receivers were in operation, and 43 radio operators handled 3½ million words.

With the outbreak of hostilities in 1939 commercial traffic ceased, and work at Portishead was confined to Admiralty traffic, and the handling of distress calls and enemy position reports.

When peace came it became necessary to re-organise once more. On the 1st of January 1946 a new method of handling long distance traffic to and from ships of Britain and the Commonwealth was introduced. This resulted in traffic being 'blind' broadcast at four-hour intervals on high frequency from Portis-

head to ships at sea. Acknowledgement by the ship was given as soon as possible after receipt. To meet the requirements of this new system and the growth in traffic, the receiving station at Burnham was completely re-equipped between 1946 and 1948. This resulted in the provision of 10 high frequency transmitters and 28 receiving positions. The staff rose to 115, and transmitters were sited at Criggon and Rugby in addition to Portishead. In 1963, Portishead took over the transmission of shippress from the Central Telegraph Office in London, and in 1970 all ship radio telephone services on high frequency were transferred from the Post Office Engineering branch to Portishead.

Between 1946 and 1970, Portishead was supported around the world by stations of the British Commonwealth, who received traffic from Britain via the Admiralty point-to-point network. During this period Portishead was more or less only concerned, as far as British ships were concerned, with vessels sailing the North and Central Atlantic, the Mediterranean Sea and the Red Sea. British Ships outside this area normally received traffic originating in Britain or the Commonwealth via a network of high frequency stations from Wellington to Halifax and Capetown to Vancouver.

## Three Little Maids are We

It is true to say that of all members of the Staff, telephonists very rarely hit the headlines. Yet without their deftness in handling the cord circuits, our contact with the outside world of commercial and private life would be minimal. To many, first impressions count. So it is essential that when a call is made to the firm—be it for the Chairman or the newest junior—the manner in which the caller is answered counts. In this respect we are proud of our three little maids in Cardiff—Frances, Jayne and Mary, and Ivy and Sue in London.

It is a pleasure, therefore, to be able to publish the following contribution submitted by Mary on behalf of 'we three':—

'Working as a telephonist for Reardon Smith Head Office is a very interesting occupation; you get to know a lot of people without ever meeting them face to face. The life of a telephonist can also be very hectic, as everyone likes his or her calls at top speed. We encounter many difficulties in our day-to-day work—lines out of order, lines engaged, telephone numbers we are unable to trace. Language difficulties are few, as wherever you phone, be it Germany or somewhere as far away as Rio de Janeiro, there is always someone who speaks English. We are always amazed at the different quality of lines—one minute you can be talking to someone in London and the line can be very faint, and next you can receive a call from Kobe in Japan or even one of our vessels at sea and the line is excellent. We are also weather

experts, as invariably everyone we speak to asks about the weather; we know when it is snowing in Bergen or beautiful sunshine in Bombay.

Telephonists are a breed unto themselves, and there is a well-known myth that we all sit with knitting in our laps and are very inquisitive to the point of nosiness. Of course, this myth is completely untrue. I can't knit or even sew a button on properly, Jayne doesn't even know what a knitting needle is, and Frances thinks that a home-made sweater is someone taking a very hot bath. Of course, as three females working together, we like to know as much about everyone as we can, but most is pure speculation. Talking to people on the telephone we have an impression of how they look, and we are usually quite wrong; voices are all so very deceptive. At the moment we are looking forward to meeting everyone in London Office when the new scheme starts.

At least we will be able to put faces to names and say whether our speculations are indeed true. We, of course, will be under scrutiny as "those three telephonists from Cardiff Office". We enjoy our work; it is hard work but always fun, and that is what work should be all about.

MARY MARTYN.'

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*The best way to save face is to keep the bottom half shut.*

\* \* \*

*Ideas matter less than the ability to make them work.*

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*A twinge of conscience is a glimpse of God.*

\* \* \*

*No one can walk backwards into the future.*

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## Gone, but not Forgotten

Mr. K. Atkinson sent in a photograph of a barn owl taken on board m.v. *Port Alberni City* whilst at anchor in Tampa recently. It was taken by Mrs. Atkinson, but it is unfortunate that the quality is not quite good enough for our printers to reproduce it. However, it is not often we hear of owls being associated with ships. In this instance Mr. Atkinson goes on to say that it surprised the Third Mate, Andy Ward, by its transformation from a bundle of rags, and Second Mate John Ashley's beard clearly upset it. The owl was not very sociable as it seated itself on the pilot's chair. It flew off the next day, apparently having decided it didn't care for the company around.

A newly married couple viewed a house in the country and decided to buy it. After buying it they remembered that they had not noticed a w.c., so they wrote to the Vicar who had shown them the house, asking him to tell them where it was. Being ignorant of the term 'w.c.', he thought it meant 'Wesleyan Chapel' and wrote to them as follows:

'I regret the delay in answering your letter, but the nearest W.C. in your area is 7 miles from your house. This is rather unfortunate if you are in the habit of going regularly. However, it may please

## Shares

A favourable reaction to the Chancellor's Budget measures which were revealed on the 15th April sent the Equity Market sharply ahead with a high level of activity. This post-Budget rally ran out of momentum towards the end of that week after an 11 per cent rise in the Financial Times (30 Share) Industrial Index in the two days following the announcement. This was followed by a fresh move upwards following the continuing trend towards cheaper money rates and other contributory factors, however, this air of confidence was soon to be dispelled by the suspension of British Leyland's share quotation and rumours of other large companies in difficulties.

At the time of printing, many ordinary shares have fallen back considerably due to fears of large scale wage demands, the weakness of sterling and an anticipated rise in interest rates. These factors, added to the general economic gloom, resulted in the Financial Times 30 Share index falling to 315 compared with a peak of 355 reached in the post-Budget rally.

Heavy speculative buying of Reardon Smith Shares in an extremely thin market resulted in an unprecedented rise and the Ordinary Units reached a new peak of 710p and the "A" Non-Voting Units 290p. This activity was closely followed by a period of aggressive profit taking and the price fell fairly sharply. At the time of going to press the Ordinary Units now stand at 590p and the "A" Non-Voting Units at 233p compared with 435p and 188p respectively in the March Newsletter.

As mentioned in the Press recently, the Panamanian interest in the Ordinary Shares of the Company now stands at 18.40 per cent, however, the Directors, Family Trusts and other family interests now control over 63 per cent of the Ordinary Share Capital.

you to know it is made to seat 200 people and the committee have decided to fit plush seats to secure greater comfort. Those who can spare the time walk, but others take the train and get there just in time. The last time my wife went was twelve years ago, when she had to stand all the time. I myself never go at all.

Special facilities for the ladies are presided over by the minister who gives all the assistance they require. Children sit around and sing during the proceedings.

Rev. Brown.'

# The Ice Age Cometh

*Continued from last issue.*

As far as cod are concerned, the limit is the 2 deg C isotherm; if the water falls below that temperature they will go elsewhere. Herring also react to changes in water temperature—and herring indeed offer the most famous example of fish suddenly disappearing from their normal habitat.

During the Middle Ages, the most powerful economic organisation in Europe was the north German Hanseatic League, whose power was based on the Baltic herring industry. Then, in 1420, the herring suddenly vanished.

The reasons why this occurred are still not established, but it is quite possible that climate was an important factor. During the 14th century, climatic deterioration was affecting the Baltic. The winter of 1322-23 was so bad, in fact, that merchants actually travelled from Rostock in Germany to Sweden by walking over the ice.

In addition to getting colder, the Baltic was probably getting less salty during this period, since evaporation was decreasing; it has been suggested that the situation ultimately became so bad that the plankton on which the herring fed were wiped out—and the herring disappeared.

The reverse process resulted from the amelioration of the early 20th century. The north Atlantic fisheries have expanded, both in area and in the number of fish.

One of the first effects to be noticed was a decrease in the number of seals and walrus off southern Greenland, which caused some consternation among the Eskimos, who lived by hunting them. Then cod began to move north. They appeared off Angamassalik in 1912, and after 1917 became common. By the 1930s they were an important part of Greenland's economy.

The same thing was happening elsewhere in the Atlantic. In 1952 Erkki Halme, director of the Finnish Bureau of Fishing, said that the impact of the warming ocean on fish was quite marked. In the 1920s fishing in the north west Atlantic was concentrated between 60 deg North and 67 deg North; by the 1950s it had moved to north of 65 deg North, 300 miles from the original centre.

There was a greater variety of fish as well. Of 145 species of fish identified in Icelandic waters, five had spread north, 23 had increased in frequency, and there were nine new varieties.

All of this was splendid news for the fishermen. Catches went up, and the

trawlers ranged as far away as the Barents Sea and Bear Island. But if a warming-up of the sea can have this effect, a cooling-down can be just as influential.

The 1963 winter gave a hint of what might be coming. In that year the Icelandic herring failed to migrate eastwards to the north coast of Iceland. It was found that cold surface water with low salinity covered much of the Icelandic coast, and this was virtually free of plankton: from the herrings' point of view it was a desert which could not be crossed. Even the Norwegian herring, which migrated westwards to Iceland, failed to appear for the first time, and for the same reasons. Tests showed that the cold East Icelandic current was 1.3 deg C lower in 1963 than it had been the year before. For the last five years there has been a similar slump in the Icelandic herring catch, due to changes in current which have driven away the fish.

It does not seem as though the fishing areas are contracting elsewhere as yet, nor are catches declining: the Norwegians had their fifth highest catch last year, and their record catch was taken as recently as 1967. But a drop in the temperature of the ocean could change this situation quite rapidly, for the Atlantic fishing industry is now in a vulnerable position.

The Norwegians, for example, have increased their catch by concentrating on the Barents Sea and the Arctic Ocean, far north of the usual fishing grounds, and at the extreme fringe of the fishing region. Most other nations are now fishing far beyond previous limits. At the same time, stocks in the more traditional parts of the Atlantic are in danger of being over-fished, and efforts have been made by the major fishing countries to reach agreements on restricting catches.

A climatic deterioration would probably wipe out the marginal areas which have been fished only during this century. But there would be no possibility of making up the loss by catching more fish in the traditional areas, since these are already being fished to the limit.

All in all, the prospect of a cooling-down in the earth's temperature is not a cheerful one, and it is small wonder that, in the last few years, as man's technology has increased, more attention has turned to the possibility of altering climate. The most spectacular of these schemes all involve warming up the Arctic.

One suggestion is for melting the Arctic

pack ice by covering it with coal dust. This is already being done on a small scale in Siberia, where dust is spread on the snow in the spring, making it melt faster and in effect bringing the growing season forward by a few weeks.

This happens because the coal dust decreases the snow's albedo—that is, its reflectivity. One reason why ice tends to persist so long is because its sheer whiteness reflects the sun's rays, making them less effective. According to Hermann Flohn, the coal dust treatment would lengthen the summer thaw period by about a half, and under present conditions once thawed the pack ice would not re-form. There would merely be a coastal strip of ice, perhaps 200 kms wide, in the winter months. There are, of course, snags—such as the cost, which would probably be about the same as the combined space programmes of the United States and Soviet Union.

Even more seriously, there could be repercussions on the climate of other parts of the world. The warmer sea surface would in turn warm the troposphere: this could lead to a weakening of the Upper Westerlies, and the tropical high pressure cells would move north. This could mean lower rainfall in California, the Mediterranean, Asia Minor, and the Punjab, while north east Brazil, and much of the equatorial African coast would lie in a permanently arid zone. The inhabitants of these regions would be likely to object with some force.

In the early 1960s, a Russian scientist called P. M. Borisov put forward another idea. This involved building a dam across the Bering Straits between Siberia and Alaska. Huge pumps would transfer Arctic water to the Pacific. The Gulf Stream would therefore be able to penetrate deeper into the Arctic, whose water would gradually get warmer.

This scheme was immediately under attack. Other scientists claimed that far from reducing the Arctic ice cover, it would actually make the situation worse. The Bering Straits dam would act as a funnel and eventually become clogged with huge ice packs, while the influx of freezing water would make the cold winters of eastern Asia even colder. In addition, the north Atlantic depressions would move north, leading to a decrease in precipitation in central Asia.

Little has been heard of this scheme in the last few years, but dreams of changing the climate have not faded. The latest involves diverting some of the

ivers of Siberia to the Caspian and Aral Seas, both of which are gradually shrinking.

The main intention is to provide water for the irrigation of 25 million acres of land, to improve fish stocks, and give shipping access to rivers such as the Irtysh. The Russians claim that the diverted water would only amount to five or at most 15 per cent of the total flow of the rivers. But even so, many meteorologists are worried.

According to some studies, the scheme might increase rainfall north of latitude 55 deg North, and lead to a northern extension of the monsoon regions. But it could also result in the regions between 40 and 50 deg North becoming more arid.

It is very difficult, even for the expert, to say exactly what changes would follow the implementation of any of these grandiose schemes. There are even fears that man is threatening to change the climate inadvertently—by the industrial pollution which has increased so drastically since the last century: there is concern that increased carbon dioxide in the atmosphere could have a 'greenhouse effect' and lead to a warming-up of the earth, the consequences of which would be unpredictable, and uncontrollable.

Man's knowledge of his climate has increased considerably during the last few decades. What has been learned shows fairly conclusively that, as far as Europe and North America are concerned, the climate of this century has been not normal but far better than normal. Professor Lamb says: 'Our attitude to climatic normals must clearly change. 1901 to 1930, and still more 1921 to 1950, were highly abnormal periods'.

In any case, we can hardly expect the situation to last, which is why so many experts believe that the current cooling-down is not a temporary aberration but the start of a trend that is likely to continue for several decades. The warm summer of 1973, and a recent spate of mild, dry winters in parts of Europe and North America, were in fact going well against the current patterns.

At the worst this could mean a return to the climatic conditions of the Little Ice Age, with winters like that of 1962-63 being the rule rather than the exception. If so, Londoners should brace themselves for winters similar to those experienced by the citizens of Gdansk and Breslau. Those whose houses were built around about 1910 should immediately check their plumbing, or be prepared to spend large sums of money mending burst pipes during the winters to come.

The inhabitants of the Faroe Islands should not be too surprised if the pack ice of the northern Atlantic stretches so

## Grrr! You've had your share



Justine (daughter of Mr. and Mrs. Jeff Birrell) and pet.

far to the east that it actually reaches their shores—which it did at least once in the 18th century, bringing with it a polar bear who was executed as soon as he came ashore.

Conditions in Scotland could become so frigid that a lost Eskimo or two might actually paddle their kayaks there all the way from Greenland, as happened several times between 1682 and 1843.

Fishermen generally should be prepared to turn their attention further south—and possibly start catching different types of fish, since there might not be enough cod and herring to go round. The Icelandic farmers, who started growing cereals again in 1920 after an interval of several centuries, could also find themselves in trouble—the agricultural yield per acre has already dropped by a reported 25 per cent.

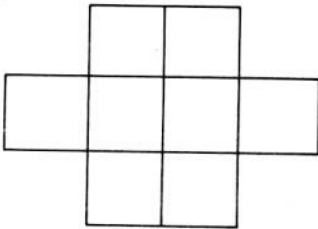
In fact, for most of those who live around the northern Atlantic and the Arctic Oceans the future looks chilly—and economically bleak. No doubt the scientists will continue devising schemes to keep the cold at bay, but perhaps their suggestions should still be treated with caution. To tamper with the climate could lead to a Golden Age for some parts of the world. But, until more is known about why climate changes at all, such meddling could also bring on the next Ice Age faster than it's coming already.

## Problem Corner

Mr. Robert Mayes of the Personnel Department, Head Office, submits the following for your kind attention.

(Answer in June edition.)

Place the numbers 1 to 8 in these eight squares so that no two consecutive numbers are horizontally, vertically or diagonally next to each other.



Answer to problem in April edition...

80 chickens	£ 4-00
19 horses	£95-00
1 sheep	£ 1-00
100	£100-00



# Ships Positions as at 20-4-75

**m.v. Atlantic City.** On T/C to Compania de Navegacion 'La Perlas' S.A. of Panama until January/March 1976. Arrived Mocamedes 29th March, loaded full cargo iron ore, sailed 1st April. Arrived Bagnoli 16th, completing discharge and sailing 19th. Arrives Buchanan about 28th April, loads cargo ore, sails 30th. Arrives Bagnoli 9th May to commence discharge, completing 12th.

**m.v. Cardiff City.** On T/C to Broken Hill Proprietary Co. Ltd. Arrived Port Kembla 1st April, loads full cargo steel products, sails 19th. Arrives Santos (via Cape Horn) 12th May, completing discharge and redelivering off time charter about 20th.

**m.v. Chiyoda.** On T/C to N.Y.K. Tokyo until June/July 1975. Completed discharge cars, sailed Jeddah 29th March. Arrived and sailed Singapore 11th April. Arrives Nagoya 19th, loads part cargo cars, sails 21st. Arrives Yokohama 22nd, completes loading and sails 23rd. Arrives Jeddah/Port Sudan about 13th May to commence discharge.

**m.v. Cornish City.** On T/C to C.A.V.N. Arrived La Guaira 19th March to commence discharge, sailed 24th. Arrived Puerto Cabello 24th, sailed 7th April. Arrived Maracaibo 8th, sailed 9th. Arrived Port of Spain 12th, sailed 16th. Arrives Matanzas 18th, completing discharge, sailing and redelivering off time charter about 20th. Arrives Galveston 26th, delivers on time charter to South African Marine Corporation 1st May, sails 6th. Then calls Houston 6th, New Orleans 9th, Savannah 12th, Charleston 13th, Newport News 16th, Baltimore 19th, Philadelphia 20th, finally completing loading generally New York, sailing 23rd. Arrives Cape Town 12th June to commence discharge, completing Port Elizabeth, East London and Durban towards end June.

**m.v. Devon City.** Handed over to Reardon Smith Line Ltd. 9th April at Kobe, expect complete modifications about 16th/18th May. Then proceeds to British Columbia to load Forest products on the B.C./U.K.-Cont. Berth service. Arrives Watson Is. 30th May to commence loading, sails 5th June. Arrives Crofton 7th, sails 8th. Arrives Vancouver 9th, completing loading and sailing 10th. Arrives and sails Panama Canal 22nd/23rd. Arrives London about 6th July to commence discharge, completing Antwerp about 19th.

**m.v. Fresno City.** Arrived and sailed Durban 21st March. Arrived Visakhapatnam 3rd April to commence discharge phosphate. Completed, discharge 9th and delivered on time charter to Japan Line Ltd. Loaded full cargo iron ore, sailed Visakhapatnam 11th. Arrives Wakayama 24th, completing discharge and redelivering 27th. During discharge vessel carries out modifications to Hold ladders, sails 27th. Then proceeds to British Columbia to load forest products on the B.C./U.K.-Cont. Berth service. Arrives New Westminster 8th May to commence loading, sails 10th. Arrives Watson Is. 12th, completing loading and sailing 20th. Arrives and sails Panama Canal 2nd June. Arrives Rotterdam 16th to commence discharge, completing about 25th.

**m.v. Indian City.** On T/C to Yamashita Shinnihon S.S. Co. Ltd. until November 1976/March 1977. Arrived Hiroshima 22nd March to commence discharge coal, sailed 24th. Arrived Kamaishi 26th, completed discharge, sailed 30th. Arrived Yokohama 31st, drydocked 1st April. Undocked 3rd, berthed repair berth same day. Expect completes repairs about 11th May. Arrives Yokosuka 12th to commence loading cars, sails 13th. Arrives and sails Panama Canal 6th June. Arrives Jacksonville 10th to commence discharge, sails 12th. Arrives Norfolk 14th, completing discharge about 15th. Then proceeds to load

coal, Hampton Roads/Norfolk, sailing about 19th. Arrives and sails Panama Canal about 25th. Arrives Japan 20th July to commence discharge, completing about 24th.

**m.v. New Westminster City.** Sailed Panama Canal 30th March. Arrived Rotterdam 14th April to commence discharge, completed discharge, and sailed Rotterdam 16th. Arrives U.S.N.H. about 28th, loads full cargo grain, sails 4th May. Arrives Taiwan about 6th June, completing discharge towards end month.

**m.v. Port Alberni City.** On T/C to Daiichi Chuo Kisen Kaisha. Arrived New Orleans 18th March, sailed 22nd. Arrived Brownsville 24th, completed discharge, redelivered off time charter 26th. Delivered on time charter Korea Shipping Corporation, sailing Brownsville 27th. Arrived New Orleans 1st April to commence loading grain and cotton. Sailed 15th. Arrived Houston 17th, sails 21st, completing Galveston 20th/22nd. Arrives and sails Panama Canal 27th/28th. Arrives Los Angeles 7th May, loads same parcel cargo, sailing 9th. Arrives Pusan 26th to commence discharge, sails 30th. Arrives Yosu 3rd June, sails 5th. Arrives Inchon 5th, completes discharge, and redelivers off time charter 10th.

**m.v. Prince Rupert City.** On T/C to Lloyd Brasileiro of Rio de Janeiro. Arrived Rio de Janeiro 10th April to commence discharge steel products, sailed 13th. Arrives Santos same day, sailed 16th. Arrives Angra Dos Reis 16th, completed discharge, and redelivered off time charter. Berths layby berth 19th, prior delivery on time charter to next charterers. Delivers on time charter to Gearbulk Ltd. 1st May. Arrives Paranaguá same day to commence loading, completing Santos about 8th May. Arrives Rotterdam 24th, completing discharge end May.

**m.v. Tacoma City.** On T/C to Japan Line Ltd. Loaded full cargo ore, sailed Visakhapatnam 22nd March. Arrived Kokura 2nd April, completed discharge, redelivered off time charter and sailed 8th. Arrived Kobe 9th, carried out modifications to Hold ladders, sailed 13th. Delivered on time charter to Tokai Shipping Co. Ltd. 13th. Arrived Shikama same day, commenced loading steel products, sailed 16th. Arrived Gokura 17th, sailed 19th. Arrived Yawata 19th, sails 22nd. Arrives Kimitsu 23rd, completes loading, sails 24th. Arrives and sails Panama Canal 17th/18th May. Arrives Philadelphia 22nd June to commence discharge, sails 28th. Arrives San Juan 2nd June, completes discharge, and redelivers off time charter about 4th.

**m.v. Vancouver City.** Arrives Sakaide 25th March, completed discharge coal 26th, sailed 28th. On sailing delivers on time charter to Daiichi Chuo Kisen Kaisha. Arrived Chiba 29th to commence loading steel products, sailed 3rd April. Arrived Kobe 4th, sailed 11th. Arrives Mizushima 12th, completed loading, sailed 18th. Arrives and sails Panama Canal 11th/12th. Arrives Houston 16th to commence discharge, sailing 18th. Arrives New Orleans 19th, sails 21st. Arrives Tampa 22nd, completing discharge, and redelivering about 27th.

**m.v. Victoria City.** On B.C./U.K.-Cont. Berth service. Arrived Antwerp 28th March to commence discharge. Completed discharge 2nd April. Drydocked 3rd, undocked 16th, sailed 18th. Arrives Rio Grande-Santos range 5th May, loads cargo grain, sailing about 15th. Arrives and sails St. Vincent 22nd. Arrives Corunna-Bilbao range about 29th, completing discharge and sailing 5th June.

**m.v. Welsh City.** On time charter to South African Marine Corporation Ltd. until August/October 1975. Undocked drydock and sailed

Rotterdam 20th March. Arrived Antwerp 21st to commence loading cargo generals, sailed 24th. On passage to Bremen, vessel had engine failure and was assisted into Bremerhaven, arriving 25th. Carried out engine repairs and sailed same day. Arrived Bremen 26th to continue loading, sailed 29th. Arrived Rotterdam 30th, completed loading, and sailed 4th April. Arrives Cape Town 24th to commence discharge, sailing about 4th May. Arrives Port Elizabeth 5th, sails 8th. Arrives East London 9th, sails 11th. Arrives Durban 12th, completing discharge, and redelivering about 3rd June.

**m.v. Amparo.** Sailed Manzanillo 19th March. Arrived Corinto 22nd, sailed 23rd. Arrived La Libertad 23rd, sailed 26th. Arrived Los Angeles 1st April, loaded parcel alfalfa pellets, sailed 3rd. Arrives Ensenada same day, loaded parcel cotton, sailed 4th. Arrived Yokohama 19th to commence discharge, sails 20th. Then calls Nagoya 20th/25th, Kobe 26th/3rd May, Fukuyama 4th/6th, Nagoya 7th/8th, Yokohama 9th/12th, Tokyo 13th/15th, finally returning Ensenada 30th/2nd June, Manzanillo 5th/9th, La Cardenas 10th/11th, Acapulco 12th/15th. Central America 16th/23rd, Ensenada 29th/30th, Los Angeles 1st/2nd July, returning Yokohama 17th/18th July, Nagoya/Yokkaichi 19th/24th, Osaka/Kobe 25th/29th. Then drydocks Kobe 31st/9th August.

**m.v. Elena.** Arrived Hiroshima 19th March, sailed 21st. Arrived Nagoya 22nd, sailed 24th. Arrived Yokohama 25th, sailed 29th. Arrived Tokyo same day, completed loading, sailed 1st April with cargo generals. Arrived Ensenada 14th to commence cargo operations, sailed 16th. Arrived Manzanillo 18th, sails 21st. Then calls La Cardenas 21st/22nd April, Acapulco 23rd/26th, Central America 28th/4th May, Los Angeles 9th/10th, to complete before returning Yokohama 24th/26th, Nagoya/Yokkaichi 27th/31st, Osaka/Kobe 1st/6th June. Then proceeds into drydock at Kobe 7th/18th June. After completing drydock resumes loading, sailing Kobe about 21st.

**m.v. Gela.** Arrived Rotterdam 28th March, to commence cargo operations, sailed 29th. Arrived Amsterdam 30th, sailed 2nd April. Arrived Hamburg 7th, sailed 6th. Arrived Bremen 7th, sailed 9th. Arrived Rotterdam 10th, sailed same day. Arrived Antwerp 11th, sailed 13th. Arrived Middlesbrough 13th, sails 21st. Arrives Le Havre 22nd, sails 27th. Arrives Tampico 10th May, then calls Veracruz about 15th, and Tampico.

**m.v. Maria Elisa.** Arrived Yokohama 29th March, to commence discharge, sailed 31st. Arrived Yokkaichi 1st April, sailed 3rd. Arrived Nagoya 3rd, sailed 4th. Arrived Osaka 5th, sailed same day. Arrived Kobe 5th to complete discharge Kobe and sailed 9th. Arrived Aioi 10th and proceeded into drydock. Completed 10th and commenced loading cargo generals, sailed 19th. Arrived Hiroshima 20th, sails 21st. Now calls Tokyo 23rd/28th, completing Yokohama 29th/2nd May. Arrives Ensenada 17th, sails 18th to complete cargo operations Manzanillo 21st/25th, La Cardenas 26th/27th, Acapulco 28th/31st, Central America 3rd/10th June, Los Angeles 16th/17th, finally returning Yokohama 1st/3rd July, Moji 5th/6th, Nagoya/Yokkaichi 7th/12th, Osaka 13th/18th and Kobe 18th/19th.

**m.v. Sara Lupe.** Arrived Ensenada 7th April to commence cargo operations, sailed 8th. Arrived Manzanillo 12th, sailed 15th. Arrived La Cardenas 16th, sailed 17th. Arrives Acapulco 18th, sails 23rd, completing Acajuta 25th/26th, Corinto 27th/29th and Los Angeles 5th/6th May. Returning Yokohama 22nd/24th, Nagoya/Yokkaichi 25th/30th, Osaka/Kobe 31st/3rd June, Kobe 3rd/5th, Moji 6th/9th, Nagoya 10th/11th, Yokohama 12th/14th, Tokyo 15th/17th, finally returning Ensenada 2nd/3rd July.



## EXTRACT FROM THE . . .

# Lifeboat Journal 1869

Deeds of heroism by our lifeboatmen never fail to impress both young and old. Reading about them is an inspiration.

Captain J. Cann has sent in a very interesting extract from the *Lifeboat Journal* of 1st April, 1869. His accompanying letter also makes interesting reading, and we are most grateful for his contribution. In his covering letter he says:—

During a recent visit to Appledore, I was most interested and surprised when one of my aunts produced the enclosed item which is a copy of an extract from the *Lifeboat Journal* dated 1st April 1869, together with the medal and clasps mentioned therein.

The 'old Cox' was my great-great-grandfather, and 'young Cox' my great-grandfather.

Needless to say, the medal and clasps are valued family possessions.

I hope this may prove to be of interest to readers of the *Newsletter*.

P.S.—You will note that there appears to be a discrepancy in the actual number of lives saved, but I am told that this is an accurate copy of the original account.

Extract from the *Lifeboat Journal*,  
1st April 1869

1868, December 28th. At about 1 p.m., Joseph Cox, the coxswain of the *Hope* lifeboat stationed at Appledore, was informed by the coastguard that two vessels were embayed, and would probably go on shore. He instantly assembled his crew, obtained horses, and dragged out the lifeboat on her carriage, ready for action.

The vessel most in danger was the Austrian barque *Pace*, and, as she tried to work out of the bay, the lifeboat and her crew kept along the shore directly under her lee, moving along with her. At length she grounded. The lifeboat was launched without delay over the Pebble Ridge, and dashed into a most terrific surf. The crew behaved most nobly; the boat at times was as upright as a ladder against a wall, and seas swept through her from stem to stern; but they stuck to it, reached the barque, after anchoring ahead with the drogue, and managed to make fast to her.

The crew were all assembled under shelter of the cuddy, and not one would give a stern rope to the boat, or move from his position, excepting one boy,

who ran to the side and dropped into the boat all safe. More than five minutes elapsed without a soul stirring on board; at length eight of them made a rush together for the lifeboat, jumped helter-skelter over the side, missed the boat and fell into the water, but were all picked up but one. A tremendous sea now struck the boat and drove her under the counter, where the rudder was carried away, and old Cox all but killed as he was jammed up against the counter, but his lifebelt saved him, it being broken, however, by the collision. In vain did the lifeboat crew appeal to the remainder of the men on board the barque to come to the boat, they would not stir; so the lifeboat, seriously damaged and with the loss of her rudder, was obliged to return to the shore, where she landed safely her crew and nine of the *Pace's* men.

Old Cox, notwithstanding the severe nip he had received, and the damaged state of the boat, called for another crew of volunteers, and once more manned the *Hope*, he and his son and one other of the old crew going in her; and, to prove the readiness of the brave volunteers of North Devon, the boat launched with one too many men on board.

On this second trip young Cox steered with an oar in place of the rudder, the stern of the boat having been damaged. In this state they had nearly again reached the ship when a wave broke over the bow, swept over the crew, and carried young Cox (who was standing up steering with an oar) right over the stern. The loss of the steering oar made the boat broach to, and the next wave found her broadside on, and rolled her over, throwing all the crew into the surf. As she righted, the younger Cox managed to get into her again, and one by one the brave fellows all got on board, excepting old Cox. He had drifted some distance and they had only three oars left; with these, however, they managed to turn the boat's head round, and at last the brave old coxswain was enabled to clutch the blade of an oar, when all but done for, and was got into the boat. The lifeboat again reached the shore, and was dragged up on the Pebble Ridge.

For the third time volunteers came forward to man the lifeboat; but a difficulty now arose. Besides the rudderless state of the *Hope*, unfitting her for service, the oars (save three) were all lost. Instantly a lot of horsemen galloped off, with Mr. Yeo at their head, for spare

oars, and in due time each horseman returned bearing an oar. And now, preparations were made to launch again the disabled boat: but it was discovered that the tide had turned, and had already dropped two feet; the danger was rapidly passing away; the remainder of the crew of the barque had climbed to the mizen-top, and moreover the third crew was not composed entirely of sailors. Those on the spot (including Mr. Yeo) most wisely interfered and would not allow the boat to be launched.

The crew of the Braunton lifeboat, which also belongs to the Lifeboat Society, not having been able, after a most determined and gallant attempt, to get their boat to the wreck, now came overland, and were clamorous to launch the Appledore boat, so that there were four distinct crews of volunteers—two of which went off, and the third and fourth were forcibly and wisely stopped. Eventually three men, one of whom was the Captain, were brought ashore by men who waded out to the barque as the tide fell. Three others perished, in addition to the one man who was lost in getting into the lifeboat. Thirteen in all were saved. All might have got into the boat and been saved when she first went alongside, and all in the rigging might have been saved had the men lashed themselves there. It appears that the Austrian Captain would not allow his crew to go into the lifeboat when she got alongside, nor suffer them to throw a rope to her.

If the bold and self-devoted conduct of the North Devon volunteers failed to achieve complete success in dealing with this wreck, it is a satisfaction to know that they did what they could, and did it nobly. Ordinary lifeboat service is one of no light peril; service in a disabled boat is still more hazardous.

Voted the Second and Third Service Clasp and £5 to Coxswain Joseph Cox; the Silver Medal and £4 to Joseph Cox, jun.; the Silver Medal and £3 to J. Kelly; and £1 10s. 0d. each service payment to the crew.

Also decided to give £20 in aid of the public subscription for the widow of David Johns, a coastguard-man, who lost his life while nobly attempting to save the crew of one of the vessels wrecked off Bideford.

(Later the Emperor of Austria awarded the 'Cross of a Knight of the Order of Francis Joseph'.)