

newsletter



No. 69 OCTOBER, 1975

Reardon Smith Exploration

Proposed mobile fire fighting package

Fire at sea. Throughout maritime history these have been dreaded words. Today, with the advent of offshore drilling and production new dimensions have been added to the potential size of fire at sea, and its consequences.

Take for example a drilling and production platform. These massive structures are positioned on oil-fields discovered and proven by mobile units such as our own Atlantic I and II and Celtic I. The production platforms are permanently attached to the sea bed and from them as many as 40 wells, radiating outwards from the platform like the spokes of a wheel, are drilled down into the oil reservoir.

Sea bed pipe lines transport oil, produced at the platform, to terminals on shore. The importance of oil to our National economy is well enough known.

What then if fire breaks out on such a platform?

Each platform is equipped to fight fire but there is always the possibility that the fire may for some reason run out of control. In such an event, the "last resort" method is to drill directionally down into the oil reservoir from another rig, with the base of the well that is on fire as a target. When the well base target is reached liquid cement is pumped into the formation in large quantities until the fuel supply to the fire has been cut off.

Drilling a "kill" well will take up to 2 months. Meanwhile on surface the fire will continue to rage. It has been known in those circumstances for the platform structure to melt and buckle and the real possibility then exists that other wells on the platform will become involved.

Reardon Smith Exploration have recently presented to the Offshore Industry a proposal for a mobile fire fighting package. The package is designed to fit onto the deck of oil rig supply vessels. Once fitted with the package a supply vessel is immediately converted into a powerful fire fighting unit.

Four specially designed water monitors will each project 10,000 galls. per minute (a total of 9,000 tons per hour) of cooling water on to a structure. Throw of the water jet is 500 ft. and loft 150 ft. The monitors are hydraulically controlled.

Heat near an offshore fire is intense—at 300 ft. clothes, timber etc. will burst into flames because of radiant heat. In order to protect the host vessel and package, arrangements are made to spray 1,300 tons of water per hour on to the ship.

Thrust at the monitors is 16 tons. Were the ships' engines to be stopped when the monitors are in operation the ship would move ahead at 7 knots.

Noise is also a problem near oil well fires, and it will be necessary for all crew members to carry portable radios with throat microphones in order to communicate with each other.

Power requirements for the package are of the order 12,000 BHP. The prime movers to each of the four main pumps are Paxman Valenta engines of 2,700 HP—the same engines that power the high speed London-Bristol train.

Initial response by the Oil Industry has been encouraging and articles in technical oil magazines have done much to promote the Reardon Smith Exploration image.

John Wheaton

Sunday afternoon at Sea

Drinks at the bar, a good meal cooked to perfection,
Highlighted by a good wine.
A temperate climate, with calm seas for reflection,
Relaxation, not bothered by time.
At peace with the world, as God would have created,
Thoughts, not oftentimes said.
This is a seaman's heaven, for those so dedicated,
Refreshed, ready for the week ahead.

(Sent in by:

Capt. D. C. Griffith-Jones

From m/v *Cardiff City*, May 1975).



The above photograph taken at Long Beach shows unusual cargo being carried by m.v. *Devon City*.

The boat is the *Cardina* of 35 tonnes, 18m long 4.8m beam and 5.5m from keel to top of windscreen.

(Sent in by:

Capt. James S. Murray,
m.v. *Devon City*).

The Sailors' Children's Society is grateful for the £10 from Officers' Bar Fund of the m.v. *Atlantic City*.

Staff News

Congratulations to the undermentioned members of Head Office Staff on obtaining the following passes:—

O.N.C. in business studies

Mr. John Carless, Accounts Dept.

Mr. Clive Moore, Secretarial Dept.

Mr. Dennis Matthews, Secretarial Dept.

Chartered Shipbrokers

Mr. Bruce Gully has completed Part I of Final.

Certificate in Office Studies

Mr. Colin Peters, Purchasing Dept.

Mate's Certificate

Mr. K. J. Cribbin.

Births

Congratulations to:—

Capt. and Mrs. J. Kalnins, a son Martyn Bernard, born 5th September.

Mr. & Mrs. R. Day, a son Gareth, born 15th July (Mr. Day is one of our 2nd Engineers).

Marriage

Congratulations and best wishes to:— Miss Hazel Kear, London Office, on her marriage to Mr. David Shipton at Barking Registry Office on 4th October.

New Staff

We extend a welcome to the following on joining the company:—

Head Office:

Mr. K. Wellfare—Purchasing Dept.

Miss G. Toozer—Personnel Dept.

Mr. A. Locke—Accounts.

Mr. F. Leavers—Purchasing.

London Office:

Mr. T. W. Grasby—Drilling Rigs.

Mr. K. V. Dowdall—Drilling Rigs.

Mr. D. Taylor—Messenger.



An udder story from the "Welsh City" (or What a Load of Bull)

When this vessel was loading on the Continent recently for South Africa, one item on the booking list which caught the eye read "14 head of cattle with handler to be loaded in Rotterdam". When the news became more widely known on board it set off different trains of thought in different people. For instance my wife spent a long time trying to think of names for them all, the Second Engineer, Sandy Bruce, became very worried about how hard his vaps would have to work to keep them all watered, the Chief, Gerry Hughes began to look forward to an opportunity to keep his hand in before returning to his ranch in South Wales, the Mate Keith Whitting, just tried to put the whole thing out of his mind.

The morning after our arrival in Rotterdam the port side of the deck began to take on an increasingly rustic appearance, amidst the general hurly-burly of loading. First of all the cowsheds arrived there in all different sizes, but all with removable backs to facilitate that very essential job associated with

cows. Then two small haystacks appeared to complete the rural look. In the afternoon two large lorries arrived on the quay and the loading was ready to begin. All of the cargo work virtually came to a halt as the dockers, who appeared to be more excited than the cows, all came to watch.

The actual loading went quite smoothly the first on board was a magnificent bull with a really fine pair (of horns, that is). Then followed some smaller bulls, a cow and several heifers. The last on board were two little calves, who looked rather bewildered by the goings-on. Anyway, they were all given some fodder and seemed to settle into their new home quite quickly.

One of the calves was still being fed milk from the cow (who was not its mother). This cow, however, gave milk far in excess of the calf's needs which meant we always had a fresh supply of milk for breakfast, if you didn't mind the bits of straw, cowcake and hair frequently found floating in it.

Throughout the passage the herd was looked after by the South African son of the new owner, Mr. Oliver Bekker. He used to rise at six a.m. to water and feed them, and also milk the cow. He then set about cleaning them out.

Needless to say it was very easy to tell when Ollie was about by the delightfully natural odour that clung to him. There was only one casualty during the passage, when one of the calves got his head stuck between the railings of his stall and managed to break his horn off.

When we were two days out of Capetown one of the heifers, who obviously getting excited about her arrival, because as the sun came up on the four to eight watch the vigilant eye of the Senior Cadet, Dave Kirley, noticed that the heifer had somehow managed to get out of her stall and was having a quiet stroll around the deck. The next five minutes were quite amusing as Ollie, still clad in his pyjamas, and Dave, attempted to get her back in the stall. Anyway, they succeeded and all was well again.

On arrival at Capetown the herd was examined by a Vet and with a minimum of trouble discharged on to the quay and quietly led away to its new home.

A. M. Beevor-Reid, 2nd Officer.

m.v. *Welsh City*, Cape Town

P.S. I was offered £500 for this story by a Sunday Newspaper but I turned the offer down!!!

U.S. Coast Guard's Automated Mutual Assistance Vessel Rescue System



Capt. Griffith-Jones receiving Awards.

The fifth annual Amver awards presentation for vessels owned or managed in the U.K. was held recently at the U.S. Embassy in London.

Capt. D. C. Griffith-Jones represented the company, Masters and Officers of participating vessels.

Amver awards went to:—

4th Consecutive award:

m.v. *Chiyoda*

3rd Consecutive award:

m.v. *Victoria City*

2nd Consecutive award:

m.v. *New Westminster City*, m.v. *Port Alberni City*, m.v. *Tacoma City*, m.v. *Gela*, m.v. *Fresno City*, m.v. *Maria Elisa*.

m.v. *Cornish City*, m.v. *Prince Rupert City*, m.v. *Sara Lupe*.



View from London Office



Some ships in the Tall Ships' Race—
River Thames



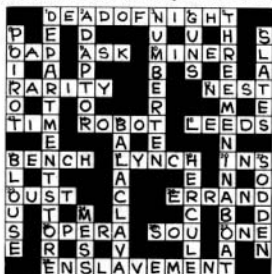
Photographs taken by
Miss Ivy Ruff, London Office

Reverse-Charge Telephone Calls

Officers will recall that we previously requested them and members of their families not to reverse charge telephone calls to this Office unless requested to do so, or the nature of the call was urgent and strictly confined to Firm's business.

Unfortunately, we are still receiving numerous reverse charge calls requesting information such as, forwarding addresses, Income Tax queries, details of the House Purchase Scheme, etc. In view of the proposed increased telephone charges, we must again request that such calls are not made and we would ask that this be also brought to the attention of Officers' families. We regret that failure to comply, will result in the Officer being charged for the call, including the transfer charge.

Solution to Crossword: September Edition



AN INTRODUCTION TO PORT SERVICES A Reardon Smith Diversification

Almost seven years ago in the autumn of 1968 Sir William Reardon Smith and Sons Ltd. in association with A. E. Smith Coggins Ltd. the Liverpool stevedores, established a small company for the repair and maintenance of containers. At that time there seemed to be a new need for businesses of this kind and when Reardon Smith and Smith Coggins (who for many years had been the Reardon Smith stevedores at Liverpool) discovered that they both had this thought in mind they decided not to compete but to join forces instead. So on 1st November 1968 a company known as Containercare (Southern) Ltd. commenced trading at Southampton in premises that Smith Coggins had previously used for their stevedoring business.

In the seven years that have followed the container repairing business has steadily grown and at the same time other companies have been established or acquired that can best be described as Port Services as they are all closely related to shipping and the movement of freight. In order, therefore, to co-ordinate these activities a new holding company was formed with the title of REARDON SMITH COGGINS LTD., who provide management and administration, and Containercare (Southern) Ltd. together with the other companies that have since been formed or acquired are now wholly-owned subsidiaries of Reardon Smith Coggins Ltd.

The names of these subsidiary companies are:—

1. Containercare (Southern) Ltd., Southampton
2. Sandell Brothers Ltd., Southampton
3. Archibald Young (Warehousing) Ltd., Martlesham
4. East Anglia Freight Terminal (Management) Ltd., Felixstowe
5. Ferry Hill Warehouses Ltd., Felixstowe.

With the exception of Sandell Brothers, who celebrate their centenary this year, each of these companies are new ventures and quite small employing no more than 150 people in all. They each however, have a separate story and carry out different functions that may be interesting to readers of Reardon Smith Line Newsletter and will be published in subsequent issues.

J. H. Underwood

Educating Children at Sea

by MRS. EILEEN SHARPLES

Part I

When my husband was appointed to the *Vancouver City* late in January this year he took the opportunity of taking me and our two children with him on the trip.

This posed the interesting question of the children's schooling for the four months at sea. And whilst I planned for their education I was also prompted to restate my own thoughts on the subject. What, for instance, is education?

I believe education is a continuous process which should broaden a person's outlook, keep them open to new experience and aid their independence. It should help develop their convictions and principles based on their own self-awareness and on an understanding of the world.

Here are a few thoughts about education at sea, both philosophical and practical from a professional point of view. Our two children are in their second and third years at junior school but these thoughts can be useful for infant pupils and through to early secondary school.

The best learning situation is one teacher-one pupil and when most of our children attend schools where there are thirty or more in a class, being able to take the family away on a trip provides an ideal educational opportunity for our children.

Education has two parallel paths. One is training. This in the early years covers reading, language construction, spelling, basic maths. History and geography are extensions which provide the child with an interesting framework on which to develop the basic subjects. And although we give names to subjects, to contain them as it were in our understanding, all topics are reliant on and interact with each other. For example, how a group or society has developed (history, anthropology) is minutely associated with the natural mineral wealth, the terrain and climatic conditions in their corner of Earth, (geology, geography). Here is the ideal opportunity to do these subjects on the hoof!

The other path is the constant learning process of any human, particularly the young, during waking hours.

For a person to be as fully mature and well balanced as possible at each stage of one's life the two paths must work together in an empathetic atmosphere.

In our society we need to be able to read so that we can broaden our knowledge. We also need to be able to put our own thoughts into words, both verbally and in writing if we are to

influence our own lives and our society.

I think the most difficult process is turning thoughts into words and it is made easier if from very early life children are encouraged to talk out their ideas, and their efforts treated without scorn.

A few times each week John and I make a deliberate effort to start our conversations with the kids with phrases such as "I wonder what would happen . . . ?"/"What do you think would be best if . . . ?"/"What do you think about . . . ?"/"How many ways can you think of . . . ?" These are "open ended" questions and purposely do not have only one correct answer—how many questions do!—but encourages the child to sift through possibilities which he/she already knows and leaves their mind open to other ideas.

You can't see this aspect of education as you can a book of neat, correct arithmetic or a perfect grammar exercise in flawless copperplate, but it benefits a person all through life.

A child learns best in a happy, sympathetic atmosphere and there is time on the ship for you to iron out any worries which might have developed at school. The child can then regain the self confidence needed for further learning.

Part 2

WHAT TO PACK ?

Very early in the trip we decided that no school work should be done when the ship was in port. Instead we used the time for sight-seeing and exploring to benefit from the different environments. At sea, depending on weather and the state of our stomachs, the children generally did about 1½—2 hours actual written school work. The rest of the day seemed packed with taking temperatures; deciding sea swell and wind force; learning cloud formations; whale spotting; playing on the boat deck; writing-up their diaries each evening and generally being sociable and helpful.

Here then are some notes about the practical aspects to be considered when packing and working out an educational routine:

Language Work Books: In our case English, some children will also be learning Welsh and the older ones will need their modern language books.

Mathematics Text Books: These and the English books were kindly lent to us by the children's school, as were—

Topic Books: from which the child learns to pick out pertinent facts and puts a small file together of what they

have learned on the subject with lots of their own drawings, supplement pictures (if they can be found on board) and additional facts they have learned in the process of being more aware of the chosen subject for a concentrated period.

Reading Books: There are a tremendous number of excellent books for children in book-shops which pays anyone to bypass E. Blyton. Paper-backs are tough enough for many miles of reading. Without T.V. reading comes into its own once more!

Story Books: Most children also like to have a story read to them. So for the last half hour of their day we chose "Lord of the Ring" by J. R. R. Tolkien. It's the sequel to the "Hobbit" and is a fantasy suitable for children from nine to ninety. Other suggestions I would make would be "Gulliver's Travels" (original version), "Kon Tiki" and books which, because they are written in old English the kids would find tedious to read for themselves, but nevertheless enjoy and gain a great deal from the story if it is read to them.

Diaries: An ordinary exercise book for this. I made no contribution to what they wrote. It is a diary of the trip through their eyes alone. What adults assume must be noteworthy isn't necessarily what children find worth mentioning. I encouraged the younger child (whose writing changes with the wind) to write out an abridged version in a tiny notebook, as writing practice and she now has the most interesting parts of her trip, as part of her schooling on board, to show her teacher.

Files: Instead of having separate exercise books for the various subjects, we took one foolscap, spring-back file each and a jumbo sized pad of writing paper. Infants may need half-size, wide lined exercise books, depending on the stage they have reached in writing ability.

Craft Work: For us this consisted of a Rowney workbook of poster-paints, half a dozen paint brushes of various sizes, felt-tips, Fine Art wax crayons and coloured pencils. At some ports we were able to stock-up with two or three Airfix kits or the Japanese, superior, equivalents. We took a yard of tapestry cloth for making simple cross-stitch pictures, numerous odd balls of wool and embroidery silks, bodkins, knitting-needles and scraps of materials. I make weaving cards from the backs of airmail pads. Books for ideas: Knight book of things to make and do, by Leslie Marshall, pub. Knight. Sewing things by Elizabeth Gundry, pub. Piccolo.

Board Games: We took draughts and chess (these were most used), ordinary playing cards and Mastermind (use of these was sporadic as at home and I would not pack them again).

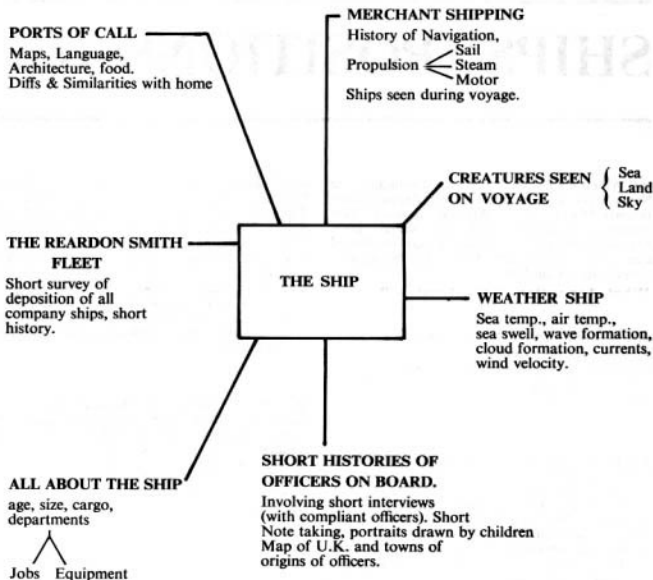
Glue: This is best carried dry (any wallpaper paste will do) and mixed with water when required. Marvin mixture can be used watered down for paper or used thick for sticking cardboard, though it's bad to get off clothing!

If you share this equipment between cases, convince yourself you are the original fairground Strong-Lady, then you just might make it to the airport! Consequently, anything that can be salvaged on board the ship and utilized is worth its excess baggage weight in gold!

Cancelled Charts: are good for better quality paintings, sketches, collage and masks. The second mate is the person to ask for old charts. Don't take the one on the chart table with the pencil lines on it, he might get cross. But if you ask nicely he will find you a chart when he has time.

Rope: If the first mate has been renewing rope work about the deck he will probably let you have the odd few feet which comes in handy for skipping rope, quoits or, when unlayed, it can be redesigned into rope dollies (Corn dollies in Jute). Thinner cord can be used in simple rope work. Jonathan made a turk's head mat which he entered for the art and craft exhibition which we organised and Naomi and I made a rope doll, dressed her in a canvas shift and called her Artemis. She has become our mascot and I can't see me ever travelling without her.

Last but not Least: so that the children could use the cardboard for modelling, the gallant officers of the *Vancouver City*, the interests of education and at



considerable cost to their lives and their pockets, emptied many a beer case in the course of our trip.

And although all but the board games were very well used, I must stress that the best equipment and activities for my two kids were the ones thought out on the spur of the moment.

The night Olly (I'll tell my Mum) Williams made us an ingenious metal puzzle, which we are still trying to solve!

The engine-room rag-bag which helped

fancy-dress party celebrate so well our arrival in Japan. (Talk about Gay-Lib!)

The admirable effect on the children when they saw these big gruff seamen show deep concern and gentleness when tending an injured sea bird.

Their very own "Acapulco Lido" which Joe Fitzsimmons the chief had put out on the poop deck. It was an old polythene container about a metre square which the engineer room seranged filled with cool clear sea water. It delighted the kids and saved them from turning into little grease spots in the heat off the Pacific coast of Mexico.

And the memorable day Paul Ridley and Jim Prophet whisked them off up Mount Rokko cable car in Kobe Japan.

CHRISTMAS MAIL

We would remind readers that Christmas mail destined for personnel on our vessels should be forwarded to this Office at least six days before the 'last dates for posting' given in leaflets obtainable from Post Offices.

All mail must have sufficient postage affixed to enable it to be sent by Air Mail. If official Airmail Letter Forms are not used, postage at the rate of 13p per half-ounce must be affixed. Newspapers or magazines should have postage at a rate of 6p per half ounce.

We would particularly mention the

above rates, as a considerable amount of mail is being forwarded to Head Office with insufficient postage affixed. We would add that this can delay mail being received by our sea-going staff.

Please note that parcels should not be sent to Head Office. Senders should write to the Office for a suitable address and then post in the usual manner, ensuring that a Customs' Declaration Form is attached to the parcel—these can be obtained from any Post Office. Finally, please ensure all parcels are very securely packed and correctly addressed.

Part 3

START FROM WHERE YOU ARE!

You are at sea primarily because we are a trading nation. This points to many avenues of enquiry when the children are looking round for topics on which to work. Where better to start than the ship itself?

Young children may possibly want to tackle a few aspects quite fleetingly, whereas the older pupils will be more content to take one subject and treat it in greater depth.

SHIPS' POSITIONS AS AT 18. 9. 75

m.v. Atlantic City. On T/C to Compania de Navegacion 'Las Perlas' S.A. of Panama until January/March 1976. Arrived Baguio 23rd August, completed discharge, sailed 26th. Arrived Tubarao 11th, loaded cargo ore. Sailed same day. Arrives W. Italy 26th September completing about 30th.

m.v. Cardiff City. On BC/UK-Cont. Berth Service. Arrived London 10th September to commence discharge, sailed 15th. Arrived Dublin 17th, sailed 22nd completing Ghent 24th/25th and Antwerp 26th/30th.

m.v. Cornish City. Arrived and Sailed Singapore 22nd/23rd August. Arrived Shimizu 1st September to commence discharge, sailed 3rd. Arrived Kinnura 4th. Sailed same day. Arrived Yokkaichi, 5th, sailed 6th. Arrived Kobe 7th and completed discharge 9th. Sailed Kobe 10th. Arrived Kudamatsu 11th and delivered on time charter to Nippon Yusen Kaisha, sails 20th. Then calls various Japanese ports, sailing Japan 4th October. Arrives Cardenas 21st to commence discharge calling various Mexican ports before completing Houston, N. Orleans and Mobile 26th November. Then proceeds to load for a return trip to Japan.

m.v. Devon City. On Steel Berth Service. Arrived Long Beach 23rd August to commence discharge, completed Portland, Seattle and New Westminster 4th September. Arrived Vancouver 6th. Loaded cargo coal. Sailed Vancouver 7th. Arrives and sails Panama Canal 20th. Arrives Contrecoeur 1st October, completing discharge 5th.

m.v. Fresno City. Arrived Mizushima 27th August to commence discharge completing Nagoya 2nd September. Arrived Tobata 3rd and delivered on time charter to Nakamura Steamship Co. Ltd. Commenced loading steel slabs, sailed 8th. Arrived Kokura same day, sailed 11th. Arrives and sails Panama Canal 4th October. Arrives Bilbao 17th completing discharge about 23rd.

m.v. Indian City. On T/C to Yamashita Shinnihon Steamship Co. Ltd. Arrived Tobata 20th August, completed discharge, sailed 24th. Arrived Yokosuka 26th loaded cargo cars, sailed 5th September. Arrives and sails Panama Canal 29th. Arrive Norfolk 6th October to commence discharge, completing Newark and Providence 11th. Then loads coals Hampton Roads 13th/17th for discharge Higashiharima 22nd/27th November.

m.v. New Westminster City. On T/C to Broken Hill Proprietary. Arrived Buenaventura 5th September, to commence discharge, sailed 10th. Sailed Panama Canal 12th. Arrives Matanzas 16th, completing and redelivering 22nd. Arrives Tampa 27th, loads cargo phosphate, sails 30th. Arrives and sails Durban 25th October. Arrives Visakhapatnam 9th November, completing discharge 14th. Then delivers on time charter to Japan Line Ltd., loads cargo ore, sails 16th. Arrives Japan 29th completing discharge about 3rd December.

m.v. Port Alberni City. Arrived Tampa 12th September, loaded cargo phosphate, sailed 15th. Arrives and sails Durban 10th October. Arrives Visakhapatnam 26th October, completing discharge 30th. Then delivers on time charter to Japan Line Ltd., loads cargo ore, sails 3rd November. Arrives Japan 16th, completing discharge 20th.

m.v. Prince Rupert City. Completed discharge Abadan 17th September, redelivers off time charter about 19th passing Muscat. Arrives Bombay 22nd to change crew, sails 24th. Arrives say West Australia 6th October, loads cargo grain, sails 12th. Arrives Nakhodka 28th completing 7th November. If Eastern States loading Australia, completes Nakhodka 17th.

m.v. Tacoma City. Redelivered from Mitsui O.S.K. Lines 26th August, sailed Kashima same day. Arrived Osaka 27th. Entered drydock same day, undocked and sailed 5th September. Arrived Chiba 6th, delivered on time charter Tokyo Boeki. Commenced loading steel slabs. Sailed 9th. Arrived Hirohata 10th, sailed 15th. Arrives and sails Panama Canal 6th/7th October. Arrives Bilbao 20th completing discharge and redelivering off time charter 25th/30th October.

m.v. Vancouver City. On Time Charter to Cosmos Bulk Transport Inc. Arrived Newcastle 24th August, loaded part cargo steel billets, sailed 29th. Arrived Port Kembla 30th, sailed 20th September. Arrives River Plate/Parana 19th October, redelivering San Nicholas 20th/25th.

m.v. Victoria City. Completed discharge and sailed Abadan 7th September. Redelivered off time charter New York Navigation 9th passing Muscat. Arrives Bombay 13th changed crew, sailed 15th. Arrives say West Australia 28th, loads cargo grain, sails 4th October. Arrives Nakhodka 20th completing discharge 30th. If Eastern States Australia load, completes Nakhodka 10th November.

m.v. Welsh City. On T/C to South African Marine Corporation. Arrived Durban 24th August, completed and sailed 19th September. Arrives and sails Port Elizabeth 20th/21st. Arrives Rotterdam 10th October to commence discharge completing Dunkirk and Cherbourg 18th. Where redelivers off time charter on completion.

m.v. Amparo. Arrived Manzanillo 1st September, sailed 4th. Arrived Acapulco 5th, sailed 8th. Arrived Cutuco 10th, sailed 14th. Completes Mazatlan/Guaymas 19th/23rd. Then calls Yokohama 10th October, completes various Japanese ports before sailing Tokyo 28th for Ensenada. Arrives Ensenada 12th November calls various Mexican ports, before return Japan 6th December. Arrives Yokohama 2nd December completing Nagoya, Yokohama, Osaka, and Kobe 31st.

m.v. Elena. Arrived Yokohama 3rd September to commence discharge. Sailed same day. Then called Nagoya 4th/5th, Yokkaichi 5th/6th, Kobe 7th/13th, arriving Yokohama 14th, sails 19th for Tokyo, completing about 22nd. Then calls Ensenada 7th/9th October, Manzanillo 12th/15th, La Cardenas 16th/17th Acapulco 17th/20th, Mazatlan/Guaymas 23rd/26th completing Ensenada 29th/30th before returning Yokohama 4th/15th November. Nagoya/Yokkaichi 16th/19th, Osaka/Kobe 20th/23rd and Kobe 23rd/24th.

m.v. Gela. Arrived Bremen 31st August, sailed 4th September. Arrived Hamburg 5th, sailed 6th. Arrived Rotterdam 7th, sailed 8th. Then called Antwerp 9th/12th, Le Havre 13th/15th. Arrives Veracruz 28th then Tampico before calling various other Mexican ports.

m.v. Maria Elisa. Arrived Acapulco 21st August, sailed 25th. Then called Cutuco 27th, sailed 30th. Arrived Ensenada 6th, sailed 9th. Arrives Yokohama 21st, sails 22nd for various Japanese ports before sailing Tokyo 10th October. Arrives Ensenada 25th completing Guaymas 14th after having called various Mexican ports before returning Yokohama 2nd/3rd December. Nagoya/Yokkaichi 4th/7th, Osaka/Kobe 8th/11th.

m.v. Sara Lupe. Arrived Nagoya 24th August to commence discharge, sailed 27th. Then called Yokkaichi 27th/27th, Osaka 28th/30th, Kobe 30th/3rd September. Fukuyama 4th/5th. Yokohama 6th/10th, Tokyo 10th/12th. Nagoya 13th/13th. Then calls Ensenada 29th. Manzanillo 2nd/3rd October, La Cardenas 4th/5th, Acapulco 6th/8th, Mazatlan/Guaymas 10th/15th finally completing Ensenada 17th/18th, and returning Yokohama 2nd/4th November. Nagoya/Yokkaichi 5th/8th, Osaka/Kobe 9th/11th, Kobe 12th/13th.

OFFICERS' DISPOSITIONS AS AT 7. 10. 75

<i>m.v. Atlantic City</i>	<i>m.v. Cornish City</i>	<i>m.v. Fresno City</i>	<i>m.v. Gela</i>	<i>m.v. Indian City</i>	<i>m.v. Maria Elisa</i>
<i>Master</i> B. Jones	D. C. Griffith-Jones	B. A. G. Boyer	J. Vaughan	D. B. Jack	K. W. Fulker
<i>Chief Officer</i> K. Milburn	S. A. T. Schooledge	B. R. Hopper	T. Lawson	D. J. A. Nicholl	I. C. Stutt
<i>Senior Second Officer</i> R. T. Alford	P. J. Dixon	J. L. G. Cotton	E. J. Dunk	C. R. Goddard	A. K. Smith
<i>Second Officer</i> R. G. Hayton	D. C. Cumming	M. S. Rigg	T. A. Price	W. J. Hutchings	A. C. Baxter
<i>Third Officer</i> A. Thompson	—	—	—	—	—
<i>Fourth Officer</i> A. Thompson	—	—	—	—	—
<i>Electronics Officer</i> G. Taylor	J. A. Heslop	M. W. Savory	D. R. Appleton	C. J. Bertram	W. P. Budden
<i>Radio Officer</i> P. M. Sanders	D. N. Henry	M. E. Rayner	J. Fitzsimmons	T. A. Rogers	G. M. Cuthbertson
<i>Radio Officer (Junior)</i> J. J. Baghurst	—	—	—	—	—
<i>Chief Engineer</i> B. J. Allsopp	T. W. Davies	A. G. Hodgson	R. U. Bell	K. Rowney	D. P. Jones
<i>Second Engineer</i> K. Walmsley	A. C. Coombs	P. T. Higgins	D. M. Jellyman	J. D. Chatten	D. P. Morris
<i>Junior Second Engineer</i> G. A. Lewis	A. Edwards	—	—	P. D. Slade	G. J. Morris
<i>Third Engineer</i> G. A. Lewis	S. J. Phillips	G. E. Stevenson	W. H. Tucker	D. E. Horne	R. S. Allen
<i>Fourth Engineer</i> P. Abbott	I. S. Exton	M. G. Evans	M. J. Leonard	M. J. Yates	—
<i>Junior Engineer</i> P. S. Lewis	D. J. Coombs	C. L. Taylor	J. J. Garrigan	P. G. Lofthouse	N. J. Pratt
<i>Junior Engineer</i> G. C. Bull	D. G. Grant	C. L. Taylor	N. Thomas	W. R. Parkin	J. A. Coldrick
<i>Junior Engineer</i> B. F. Lambert	—	J. B. Potkins	K. W. G. Hampton	R. Edwards	R. Stoker
<i>Junior Engineer</i> D. R. Roy	P. D. Smith	—	—	A. E. Davidson	P. G. Stoker
<i>Junior Engineer</i> P. E. Clamp	M. L. Frazer	P. F. Akers	J. L. Sanday	A. P. Hughes	A. H. Fox
<i>Deck Cadet</i> D. J. Herring	A. Williamson	—	M. J. Voisey	J. C. Neale	D. J. Kinsey
<i>Deck Cadet</i> —	R. E. Spriggins	—	—	A. R. Redman	P. D. Codd
<i>Deck Cadet</i> —	A. Meighan	—	—	A. M. Tanner	—
<i>Deck Cadet</i> —	—	—	—	M. E. Parsons	—
<i>Engineer Cadet</i> R. P. Phillips	—	—	—	—	A. M. Baxter
—	—	—	—	—	R. M. Stead
—	—	—	—	—	—
<i>m.v. New Westminster City</i>	<i>m.v. Port Alberni City</i>	<i>m.v. Prince Rupert City</i>	<i>m.v. Sara Lupe</i>	<i>m.v. Tacoma City</i>	<i>m.v. Vancouver City</i>
<i>Master</i> M. E. Jones	P. J. Boroughs	R. K. Stuart	J. J. Kalnins	J. Cann	D. L. Bell
<i>Chief Officer</i> G. T. Parker	J. F. D. Lynch	K. B. Whiting	B. J. Bartlett	P. G. Deschamps	J. Sharples
<i>Senior Second Officer</i> P. F. Mathews	T. Haxell	K. T. O'Higgins	J. Ross	J. R. Ashley	B. T. Hernaman
<i>Second Officer</i> A. B. Ward	W. Premier	A. Brazier	P. P. Rowland	P. J. Godding	K. F. Ballard
<i>Third Officer</i> D. R. Wilkinson	J. R. Mathews	C. J. Burt	D. Edge	E. A. Willcocks	M. Emery
<i>Radio Officer</i> I. F. Bullock	D. W. Litson	J. Scott	G. J. H. McBride	—	—
<i>Radio Officer (Junior)</i> D. R. Inglis	M. R. Green	F. Clark	C. E. Hayles	D. N. Amey	M. McQueen
<i>Chief Engineer</i> M. G. Seaman	M. R. Green	E. J. Burrup	M. B. Perrott	J. C. Cullen	P. W. Evans
<i>Second Engineer</i> P. J. Wood	D. W. Quaye	J. R. Gleeson	R. C. Quayle	K. D. Aust	J. L. Magill
<i>Junior Second Engineer</i> K. A. Velda	N. G. Whitby	R. C. Quayle	G. Morgan	R. H. Sanders	J. Prophet
<i>Third Engineer</i> —	—	P. Medina	J. A. Jones	M. G. Smith	R. H. Ashlin
<i>Junior Third Engineer</i> K. A. Velda	—	T. Moore	G. Gaywood	S. T. Brown	J. Fraser
<i>Fourth Engineer</i> —	—	J. D. W. McLaren	—	A. J. Budge	R. G. Wells
<i>Junior Fourth Engineer</i> S. C. Ward	P. John	—	J. A. R. Cannon	F. S. Pring	A. Hamilton
<i>Junior Engineer</i> R. J. D. Strang	M. J. Twitchett	A. A. Gouldie	N. H. Frost	L. Slawinski	L. Seabrooke
<i>Junior Engineer</i> P. R. Langford	—	T. J. Ward	A. P. Coles	—	—
<i>Electrical Engineer</i> J. Render	—	M. R. Sealey	—	—	—
<i>Second Electrical Engineer</i> I. M. McLellan	W. J. Burt	H. D. Johnson	—	—	—
<i>Catering Officer</i> —	T. L. Lawrence	—	—	—	—
<i>Deck Cadet</i> —	M. R. Sealey	G. P. Eyles	—	—	—
<i>Deck Cadet</i> —	H. D. Johnson	—	—	—	—
<i>Deck Cadet</i> —	—	L. A. Selby	—	—	—
<i>Engineer Cadet</i> —	A. J. White	—	—	—	—
<i>Engineer Cadet</i> —	P. Price	—	—	—	—
—	—	—	—	—	—
<i>m.v. Victoria City</i>	<i>m.v. Welsh City</i>	<i>m.v. Elena</i>	<i>m.v. Amparo</i>	<i>m.v. Cardiff City</i>	<i>m.v. Devon City</i>
<i>Master</i> R. A. H. Vanner	T. W. D. John	A. D. Lightfoot	G. F. R. Ellerby	O. J. T. Lindsay	A. L. G. Gosset
<i>Chief Officer</i> P. M. Baverstock	D. H. Aubrey	D. J. Mockett	M. W. Slayman	W. G. Wood	J. Jackson
<i>Senior Second Officer</i> D. W. Ellis	H. H. Gale	E. Bingley	T. E. Thistleton	M. R. E. Underwood	J. Henderson
<i>Second Officer</i> S. R. Bredden	I. M. Stewart	P. A. Bullard	G. Sizer	C. Kelly	D. J. Cooke
<i>Third Officer</i> R. W. McInnes	B. J. Hill	V. F. Cullen	W. P. Hereward	K. H. Sellar	D. S. H. Thomson
<i>Radio Officer</i> J. Cormack	R. J. Trigg	E. R. Morgan	B. M. Draper	H. L. Fletcher	R. K. Binns
<i>Radio Officer (Junior)</i> N. Nesbitt	H. C. Roberts	R. M. Paddock	P. J. Quinn	T. Graham-Russel	P. R. Bryant
<i>Chief Engineer</i> P. J. Prendergast	C. Graddage	O. G. Williams	R. E. Russell	R. J. Ridley-Prentice	M. J. Snook
<i>Second Engineer</i> D. B. Evans	W. D. Davies	A. Frost	D. A. Roberts	A. Hobin	D. C. Lewis
<i>Junior Second Engineer</i> G. T. Strong	—	C. Rees	J. N. Haugh	N. G. Heile	T. E. J. Sperrin
<i>Third Engineer</i> A. Hill	B. R. Jones	P. R. Nicholas	P. McVay	W. Blunt	A. Ckarkson
<i>Fourth Engineer</i> S. T. Davies	P. R. Davies	—	—	—	J. Porter
<i>Junior Engineer</i> B. R. Batey	K. E. Roberts	T. Willoughby	P. Willmott	J. A. Grainger	P. Tyreman
<i>Junior Engineer</i> J. Buckmaster	P. P. Delaney	R. G. Moylon	R. A. Peach	D. MacPhail	C. A. Parry
<i>Junior Engineer</i> K. Hart	D. P. Kirley	—	—	—	—
<i>Electrical Engineer</i> C. A. Presscott	G. R. J. Faulkner	—	—	—	—
<i>Second Electrical Engineer</i> —	—	—	—	—	—
<i>Catering Officer</i> —	—	—	—	—	—
<i>Deck Cadet</i> —	—	—	—	—	—
<i>Deck Cadet</i> —	—	—	—	—	—
<i>Deck Cadet</i> —	—	—	—	—	—
<i>Engineer Cadet</i> —	R. C. Powell	—	—	—	—
<i>Engineer Cadet</i> —	J. A. Davies	—	—	—	—

Rounding the Horn

Cardiff City

During her "maiden voyage" the m.v. *Cardiff City* "rounded the Horn". Apparently it was a new experience for her officers and for the Chief Officer Mr. Walmsley it was of special significance as he celebrated his birthday at Cape Horn.

Capt. Griffith-Jones sent in the following contribution which captures the excitement:—

Rounding the Horn

When news arrives aboard of a vessel's next commitment it is received in many divers ways, but it never ceases to send the "Galley Wireless" reverberating through the ship and those facts not known are soon enlarged upon. Hasty calculations are made as to the time it will take, the route and the next port of call is discussed a thousand times. The old "sea-dog" can usually find a comparable experience, mainly of a horrifying nature and coloured by the passing of time, while the younger element are left dreaming of the dusky maiden, they hope to embrace in their arms, on the first run ashore.

And so it was aboard the m.v. *Cardiff City* when the news broke that the vessel had been time chartered for a voyage from Port Kembla, Australia to Santos, Brazil. The ship's route was plotted many times in the bar and messrooms, but after careful appraisal by the vessel's navigator, as to winds, currents and distance, a trip around Cape Horn was the most advantageous for the time of the year.

Once the course was disclosed the crew began to shiver with imagination and apprehension. Tales of the Roaring Forties, (a band of westerly winds in that latitude), and gigantic southern ocean swells which circle the globe were the tales of the day. Other ships booked on the same run had their own trepidations of a voyage around the "Horn", with a cargo of steel slabs stowed in the bottom of each hold, to give the maximum rolling effect possible.

On the 19th April, 1975, the vessel left the haven of Port Kembla and no sooner cleared the breakwater when she took a mighty roll, a foretaste of things to come with the words of a hastily departed pilot ringing in our ears, "Have a good voyage Captain". Fortunately the "Mate" had seen that the cargo was well lashed and stowed, for the next few days to Cook Strait were to test the workmanship to its limit, also the ship-builders' skill and design.

After an uneventful passage between

Hereinafter ; be it known to all and sundry that on the 5th day May in the year of our Grace, 1975

one, **David Colin Griffith-Jones** did round CABO DE HORNOS through Drake's Passage.

Whereas ; the person herein before specified Great Circled Sailed the Southern Ocean, circumnavigating the Antarctic, braving the roaring forties, ice-bergs and attacks from penguins, while in the company and guarded by the revered giant albatross, he will now qualify for a Cape Horner.

Signed by the

Guardian of the Horn

for and on behalf of
Sir Francis Drake.

Latitude : 56°-19's

Longitude : 67°-17'w

the north and south islands of New Zealand, we were soon leaving behind our last landfall, Chatham Island. A small inhabited island which forms part of New Zealand, used for grazing sheep and whose waters abound with blue cod.

As the days became shorter and we ran out of weather reports, we were to experience some of the isolation of the old sailormen. However good old Auntie Bebe was loud and clear to keep us in touch with the outside world. We also had radar to scan ahead through the gloom, just in case icebergs were to be found lurking outside the defined limits. But we did share the lonely watches with days of endless sea and the incessant rolling of up to thirty degrees.

Soon the thrill of adventure gave way to boredom but this was soon dispelled as we approached the Cape, where gales blow for one third of the time and storms pass close southward in a rapid procession. The Sailing Directions give graphic descriptions on how to survive in the Antarctic and much to the dismay and disbelief of the tipplers, aboard, the consumption of alcohol is not desirable.

The island of Cabo de Hornos is not very dramatic, but the lighthouse keeper must have the loneliest job in the world. Many of the surrounding islands are frequented by hunters looking for seals in the summer months. The main island is Isla Grande Tierra Del Fuago which is partly owned by Chile, who has

territorial rights over the Magellan Straits and the Argentine. Ushuaia is the most southern town in the world with a population of about 6,000 persons of mostly Spanish and Yugo-Slav origin. High mountains, glaciers and untouched forests cover the landscape, sheep grazing producing meat, wool and hides provides the principle export. Famous names of great navigators fire the imagination as one examines the chart.

Now it is not everyone who can boast of celebrating his birthday at Cape Horn but our Chief Officer had this hono and I enclose a copy of the menu of the meal, the Catering Officer served us with to celebrate the occasion. Just to prove his point, he brought into the saloon a quite friendly webfooted sea bird, that had landed on board.

Unfortunately, due to rain and the short period of daylight, not much was actually sighted, but this did not dull the feeling of achievement of having rounded the southernmost cape in the world, a life time ambition of many sailors. Certificates were issued to each Officer declaring him a Cape Horner. Some persons aboard are now suggesting going home via the trans-Siberian railway!!! Which all goes to prove that there is still some romance left in going to sea. I leave it to your own imagination, the resulting first night ashore after a long rollicking ocean passage, and, the tales of the dusky maidens will have to wait for another time.