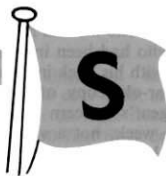


# newsletter



No. 76—MAY, 1976

## Introduction

THE NAME *Victoria City* has long been associated with our Company. In our records, we have a photograph of a *Victoria City* on sea trials in 1929. She was the ninth of eleven steamers built by Wm. Gray & Co. of West Hartlepool for the Company between 1927/30. Since then numerous vessels of this name have served the Line well.

*Photograph taken by Mr. Brian Titmus, Sub Sea Engineer, Oil Rigs Division, whilst travelling between San Diego and Los Angeles recently.*



*Cardiff Shopping Center*

IN THE DAYS OF £.s.d. I went into my bank and wrote a cheque for £ X. Ys.

The cashier gave me £ Y. Xs., this sum amounting to double the amount my cheque was written for.

How much did I write my cheque for? How much money did the cashier give me?

answer on page 4.

## A YEAR WITH THE "FLYING ANGEL"

SEAMEN WOULD have little affinity for the Church, with its popular image of candles, choirs and old stonework, so Flying Angel staff visiting ships, I thought, would go down as well as Moses knocking on your door with the Ten Commandments as you started Sunday lunch. I was wrong.

I got a job doing voluntary service overseas with the Missions to Seamen in Singapore. I was to work for a year, for keep and pocket money, at the joint Flying Angel and Stella Maris club, where I joined a team comprising an Australian, a Chinese and two Dutchmen, one of them a Dutch count.

Singapore is impressive for the size of its port alone. There are over fifty main cargo berths, Keppel Drydock, Jurong docks out of town, the oil terminals on the islands, the deep sea anchorage, Woodlands naval base, the inner roads for coasters, Telok Ayer basin. Our small team visited them all. In common with other clubs throughout the world, our activities were varied and unusual. Through the club we arranged services, barbecues, parties, library exchanges, money changing, postal services, tourist information and sightseeing trips.

Conditions on European ships were in marked contrast to those on a large number of "flags of convenience" ships, and the majority of Asian ships. This was a completely different world—one our European friends saw very little of. Father Bill often celebrated mass on ships where the company refused point blank to lay on a boat whilst the vessel was in port, as the crew did not have enough to go ashore with

anyway. The "going rate" for crews from Micronesia was £6 per month. I saw lousy conditions and bad food too. Most imposing of all was the long list of personal and private problems that occurred. Loneliness, drink, worry over increasing old age, etc. Then there was the infamous "Dear John" letter; several sweethearts actually *did* go off with the Milkman—no laughing matter when it happens to you. Because all these things are confidential few sailors realise just how much of this work the Flying Angel does. There were also a large number of dubious characters who thought the mission a soft touch and came for "help". On at least one occasion a bogus Chief Engineer disappeared overnight with the donations box on which the mission depended.

In addition to ship visiting and club activities, we also visited the hospitals. Most seamen from foreign flag ships ended up in the crowded general hospital—people on the floors, between the beds, in corners, everywhere. In many cases company agents ignored seamen until they were discharged, so that the Padre might discover a seaman in a ward who had been there six weeks, in pain, in strange surroundings, with unfamiliar food and without visitors, books or even conversation because he did not speak Malay or Chinese. This is of course why special hospitals for seamen like the Dreadnought seaman's hospital in Greenwich are so important. European companies, in the main, hospitalised their men in better circumstances, although again some agents often showed themselves to

*Continued overleaf*

## A Year with the "Flying Angel" continued

be insensitive. On one occasion we found a seaman who worked for a British company who had been immobile for eight weeks with his back in plaster, with one five-year-old copy of Woman's Own. The agent's concern was a phone call once a week, not a visit. Flying Angel would have been glad to visit, agents after all are busy men and some, of course, are very good indeed. So a lot of our time would be spent looking for seamen in hospitals, before actually being able to visit them properly. This took time, and it took effort, especially after visiting up to twelve ships in the morning in different places, and with the prospects of a long night as host at the club afterwards. On a personal point, could I perhaps suggest that if someone is paid off sick a letter be written from the ship to the local Seamen's Mission in that port?

During the year I visited over three thousand ships and probably saw a truer cross section of the world's seafarers than I ever will by going to sea. Isolated incidents that stick in my mind are my first ship visit—an easy ship, said the Padre, turned out to be all communist Chinese and I left as if there had just been a gold strike on the other side of the Island. Similarly—being thrown off a Russian ship, the ship did not have the usual Russian markings and the head of the gangway being empty I

marched on board. Nobody was in the accommodation, bridge or radio room, and I was just pinning a mission poster up in the officers' lounge when I was pounced on by the Political officer (every Russian ship carries one) and marched off the ship as a "Spy". . . .

Translating a proposal of marriage to a Japanese girl into passable English for a Greek sailor. He arrived one evening, I remember, and asked for private advice. His girl friend was having a baby and he wanted to marry her. It took two hours to get the letter just as he wanted it because he couldn't read English and so he was suspicious of the words I wrote down. . . .

Arranging lessons for an English sailor who was totally illiterate. . . .

My close friend Simon who was going to run a Discotheque night for us and who was drowned at sea two weeks later. . . .

My attempt, totally unsuccessful, to bounce five Filipinos from a mission dance. . . .

Going on a Korean ship at Korean New Year and not being allowed to leave until I had sung a song. "God save the Queen" was greeted with disgust, more, I think, at the tune than at the lyrics. I only got away after a passable rendering of Scarborough Fair complete with all the actions. . . .

Then there was the attempt on one

tanker to "Do the Padre". Plan A consisted of getting him drunk. Plan B then resulted in my being locked in a spare cabin with Daisy the bumboat girl. The outcome of that little episode I leave to conjecture.

Each port mission is different, owing its success and character to the personality of those that run it and the volunteers who give their support, both from the local community and from shipping companies. You don't as a general rule go to a mission dance for a binge, a rave up and a final fling. Although it does happen once in a while. Some mission clubs are pretty dismal. Some are very good.

The Missions to Seamen had its origin, like the Reardon Smith Line, in the Bristol Channel area. It was started in the 19th century as a service to the men on the trading ships anchored around Bristol, by the Rev. John Ashley. From these small origins it has grown to an organisation in over a hundred ports, employing people of all nationalities. Times have changed since its early days but modernisation produces its own unique problems, and, as I saw, the ideals of the Flying Angel are carried on, by a staff who work long and irregular hours for small financial reward. As a result of this the Flying Angel is trusted by seafarers the world over.

J. M. A. CLARK  
Victoria City

## BUPA Benefits for Bulk Subscription Group

WE HAVE been advised that the scale of benefits for Officers, Wives and Children entered in the Company BUPA Scheme will be as follows:

### Provincial Scale

#### Accommodation & Nursing

- A** Hospital or registered nursing home charges for accommodation and nursing up to the benefit shown, each week, for 52 weeks £287.00
- B** Qualified nurses' charges for full-time nursing at home up to the benefit shown, each week, for 26 weeks per year £143.50

*Note: Daily Rates (not weekly) are paid for periods of less than a week. The daily rate of benefit is one seventh of the weekly rate.*

#### Specialists' Fees

<b>C</b> Surgeon's and anaesthetist's fees for an operation, including aftercare, according to classification	each major operation	up to £200.00
	each inter. operation	£110.00
	each minor operation	£55.00
<b>D</b> Specialist physician's fee for regular attendance in a hospital or nursing home up to the benefit shown, each week, for 26 weeks per year		£35.00
<b>E</b> Specialist's fee for radiotherapy each complete course, up to		£136.00
<b>F</b> Specialist fees for consultation, pathology, radiology and physiotherapy:		
(i) In-patient treatment, and out-patient treatment related to hospital or nursing home in-patient treatment, the full cost each year, up to		£92.00
(ii) Out-patient treatment not related to hospital or nursing home in-patient treatment, the full cost each year, up to		£55.00



John Thorne of the Personnel Department relates how one morning he thought a skull had appeared on his lawn overnight. On investigating he discovered it was a huge fungus growth. The photograph shows the fungus prior to its being destroyed and to prove that strong drink does not enter into the business.

### Contributions to R.N.L.I.

The sum of £11 is acknowledged with thanks from the Officers of the Maria Elisa.

# SOUTHERN COMFORT

A FULL CARGO has been loaded and the vessel is down to her marks. The draft has been read as maximum at five feet, the pilot is on the wheel, the old man is miles away at the fore end of the accommodation and remains there until we are well under way. What kind of ship is this we are running? Surely Smith's cannot be this bad!

Rest assured. The Mississippi stern-wheel steamboat *Natchez* has just left her berth in the French Quarter of New Orleans.

Loaded with up to 1,600 passengers including two sparkies taking a busman's holiday, *Natchez* does two-hour sightseeing trips around New Orleans harbour. Of all-steel construction and only recently built, outwardly she is an authentic replica of the old riverboats so distinctive of the old movies and the wild west and is the last of a long line of distinguished ancestors that used to ply the Old Man River and its many tributaries.

The history of the Mississippi steamboats is relatively short. The first of the traditional design of twin smokestacks, shallow draft, big paddles and gingerbread fancy work around the large white accommodation did not appear until 1816 and yet by 1890 the railroads had virtually driven them all off the river. However, in their heyday they reigned supreme, wending their way along the length and breadth of the central United States. Their very shallow draft allowed them passage to virtually anywhere where there was water. From the Appalachians to the Rockies and from New Orleans to Winnipeg, Canada, the vast majority of rivers flow into the Mississippi, and almost anywhere on these rivers you could find a steamboat. At one time it was possible to travel from New Orleans to Fort Benton, the head of navigation on the Missouri in the mountains of Montana, 4,500 miles above the Gulf of Mexico. Consider it is only 4,515 miles from Bristol to New Orleans.

From its humble beginnings in 1816 the steamboat rapidly advanced until the outbreak of the Civil War, when most were commandeered for war service. With the ending of the war in 1865 new, larger and more palatial

boats quickly appeared on the river. This was the age of the large packets, so called because they plied regular routes, but even so they would usually pull into the bank if a signal from shore indicated that there were passengers or cargo waiting there.

Among the better known of these "floating palaces" were the *Robt. E. Lee*, *Natchez*, *J. M. White* and the *Ed. Richardson*. Most famous must be the *Robt. E. Lee*, built in 1866 on the Ohio river at New Albany, Indiana (90% of all steamboats were built in yards along this short stretch of the Ohio). Of 1,200 tons measurement, she was 285 feet long by 48 feet beam, and each of her two paddles were 38 feet in diameter and the paddle blades were 16 feet long and two feet wide. Powered by steam engines on each paddle she had eight boilers, all wood-fired. In this she was rather an odd-man-out as, contrary to popular belief, most of the steamboats on the lower Mississippi were fuelled by cheap Pittsburgh coal.

In 1870 she achieved everlasting fame when she raced against the *Natchez* from New Orleans to St. Louis. The *Robt. E. Lee* won the race, travelling the 1,218 miles in 3 days, 18 hours, 14 minutes, including stops an average speed of 13.5 knots. The reward for this feat was the most prized possessions a riverboat could earn, a pair of deer antlers mounted high on the upper decks. It was a symbol of the fastest boat on the river and the *Robt. E. Lee* holds the distinction of never being challenged for this prize. For all her glory, alas, she ended her days in ignominy as a railroad wharf boat, until she finally caught fire and was destroyed. The *Natchez* suffered an even worse fate, ending up as a storage hulk for a refuse oil plant, until she too finally caught fire and sank.

The *J. M. White* was the largest and most luxurious boat to appear on the Mississippi and the *Ed. Richardson*, whilst not quite so luxurious as the *J. M. White*, boasted the reputation for setting the finest table on the river. A typical ten-course dinner consisted of a choice of 6 roasts, 6 entrée's, fish, game, assorted cold dishes, a bewildering array of vegetables and half-a-hundred desserts. The weekly bill for

fruit and vegetables on the *Ed. Richardson* came to over \$500, and that was in 1870. Fares on these river packets varied from \$50 first class down to \$8.00 for deck passage, where you had to provide your own food and blankets. These fares were from New Orleans to St. Louis. A legacy from the days of the riverboats is still with us today in the staterooms on today's passenger liners. The name stateroom comes from the practice of calling the cabins on the steamboats after states which started when a third deck began to be added to the very early steamboats. This third deck was an addition to the vessel as Texas was an addition to the union, so this third deck got called the Texas, and the practice spread. Today the names are gone but cabins are still called staterooms.

But all was not luxury on the steamboats, in fact a lot of them were downright dangerous. The practice of racing, which gave big rewards to the winners in extra passenger bookings, led to the practice of screwing down safety valves on boilers to give extra steam, resulting in many boiler explosions. Fire, sandbars and snags in the river also took a large toll. In fact the life expectancy of a riverboat was on average only three years, during which owners made enormous profits.

The worst disaster on the river, and one of the worst in maritime history, was the wreck of the *Sultana* in the dead of night on 27th April, 1865. She was a few miles north of Memphis on that night with over 2,200 troops and ex P.O.W.s on board, along with 200 civilians, when her entire bank of boilers exploded, ripping the vessel apart. The most reliable figure for the casualty toll puts 1,647 persons killed in the explosion, and for weeks afterwards the banks of the river below the scene were littered with dead bodies. Another, not so tragic, incident was the sinking of the packet *Mississippi*, which struck a snag and immediately started sinking. As she settled in the water the superstructure parted company with the hull and floated off by itself downriver. She was eventually spotted around dawn, with some of her hundred or so passengers still in their beds fast asleep.

*Continued overleaf*

Most were eventually rescued, the only one to perish being those who had panicked and jumped overboard.

Finally, railroads replaced steamboats as the major mover of goods and people, and one by one they left the river to be replaced by the functional but unromantic towboat with its string of barges, until today only one overnight steamboat is left, the *Delta Queen*.

Built in the 1920s, on the Clyde at Glasgow, with engines from Dumbarton and her paddle shaft and cranks forged by Krupp in Germany, she was towed to San Francisco, where she had her wooden superstructure added and was fitted out to be even more luxurious than any of her predecessors. Serving on the Sacramento river until Pearl Harbour, she was commandeered for war service in 1941. At the end of the war she was purchased and towed through the Panama Canal to the Mississippi, where she was completely refitted before entering service on the river. Since then her popularity has increased every year, until today bookings on the *Delta Queen* have to be made well in advance.

In all her years on the river the only trouble she has experienced has been with the 1966 safety-at-sea act, which declared wooden ships to be unsafe. However, such a hue and cry developed over this, with supporters declaring that she was never out more than a mile from dry land and that to apply the act to the *Queen* was ridiculous. In the end of the devotees won and Congress passed a special act to exempt her from this legislation. So successful has been the *Delta Queen* that plans are now being considered for a possible companion.

As the *Natchez* steams down the river propelled by her huge stern paddle, some impression is gained of life in the more leisurely times of the era of the big Mississippi steamboats. Suddenly you are rudely brought back to earth with the sight of all the modern deep-sea ships lying in the river anchorage and the abuse being hurled at a certain two passengers on the *Natchez* from the ships company of the *Victoria City*.

P. BRADLEY  
Radio Officer

# STAFF NEWS

## ENGINEER SUPERINTENDENT

Mr. D. W. Litson, Chief Engineer, has commenced duties as Engineer Superintendent, and we extend to him a welcome to Head Office.

## OBITUARY

We learn with regret of the passing of Mrs. Dixon, widow of the late Captain T. W. Dixon, who predeceased her in 1969.

## BIRTH

Congratulations to 2nd Engineer and Mrs. G. J. Griffiths on the arrival of Matthew Graham on 18th April (9 lb. 11 oz.).

## SHARES

THE STOCK MARKET reacted favourably to the Budget news with the *Financial Times* 30-Share index rising 7.1 points, ending Budget Day at 411.8. This response came late in the day, with sharp marking-up of prices in a thin market. So far this year, the Index has gained nearly 12 per cent. However, sentiment is still uneasy because of sterling's weakness, awaiting some compromise on the Government's wages policy.

Last month the pound came under substantial pressure, touching a new low against the dollar of \$1.8070, forcing the Bank of England to increase its Minimum Lending Rate, thereby making sterling relatively more attractive to the foreign holder.

At the time of printing, the *Financial Times* 30-Share index stood at 409.9 (391.3—April Newsletter).

The Shipping sector again failed to attract any substantial interest, but managed to hold a firm undertone. At the time of going to press, fresh speculative demand in a thin market left the Reardon Smith Line Limited ordinary Units standing at 240p and the "A" Non-Voting Units at 66p, compared with 158p and 57p respectively in the April Newsletter.

## NEW STAFF

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

### Sea Staff:

Mr. P. D. Morris (Radio Cadet).  
Mr. J. Reynish (Trainee Jr. Eng.).  
Mr. M. G. Davies (2nd Elec.).

## MARRIAGE

Congratulations to Mr. Terry E. James (Trainee Sub Sea engineer) on his marriage to Miss Shelagh Leighton of Southampton, on 24th April, 1976.

## CERTIFICATE SUCCESSES

*Congratulations to:*

Mr. C. E. Hayles (Part A, 1st Class Motor).  
Mr. W. D. Davies (Part A, 2nd Class Motor).

## Echo from the Past

MR. G. H. LITTLE was 3rd Engineer on the s.s. *Indian City* when she was badly damaged in a typhoon near the China Coast in August 1929. His son recently called at our London Office with a cutting from a Canadian Newspaper dated 14th September, 1929, which has been passed to us by Mr. Bill South of London Office.

A graphic description is given of the typhoon. It caused a great wave to rise from the vortex of the typhoon which enveloped the steamer and swept away both upper and lower bridge decks; one of the crew being lost.

The *Indian City* was on passage from the Black Sea to Vladivostok with a cargo of salt at the time when the wave nearly 50 ft. high caused such heavy damage. It picked up a ventilator and flung it with such force along the top of the ship that a three-foot dent in the funnel resulted.

The report goes on to say that the estimated cost of the damage to the ship's superstructure was \$5,000 (that was a large sum fifty years ago).

Most of the necessary replacement work was carried out following the vessel's arrival at North Vancouver.

ANSWER FROM PAGE 1.

£6.13s. £13.6s.



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# SHIPS MOVEMENTS

## AS AT 23rd APRIL 1976

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**m.v. Cardiff City.** On Time Charter a/c Salen. Arrived New Orleans 2nd April and berthed Destrehan 12th. Sailed 13th with 25,825 MT of soya beans for discharge Taiwan. Arrived and sailed Panama Canal 17/19th after shipping fuel. Arrives Keelung (Taiwan) 16th May and completes discharge 25th May.

**m.v. Cornish City.** On Time Charter a/c Broken Hill Proprietary Co. Arrived Sydney 25th Feb. and sailed finally 3rd April, delay on account of labour dispute. Arrived and sailed Whyalla 6/10th. Arrived Port Kembla 14th April, expect sail 24th with steel for Piombino (Italy). Passes Aden 15th May and arrives and sails Suez Canal 20th. Arrives Piombino 24th and completes discharge 31st May. Redels passing Gibraltar 3rd June.

**m.v. Devon City.** On Time Charter to Motor-tank. Arrived Bandar Shahpour 3rd March, commenced discharge 23rd March. Owing to very heavy congestion now expect sail 13th April. Redelivers passing Muscat. Calls Bombay 5th May to change crew. Next business loads barley South or East Australia for discharge Black Sea option Continent. Drydocks on completion discharge.

**m.v. Fresno City.** On Berth Service B.C./U.K. Cont. Sailed Tilbury 23rd March on completion discharge of forest products. Arrived and sailed Antwerp after discharge and bunkering. Arrived Port Elizabeth 16th April and sailed 18th with full cargo of manganese ore for discharge Japan. Arrives and sails Japan 14/16th May for B.C. Loads Coos Bay 28th/31st May, Vancouver (Washington) 1st/3rd June, Portland 4/6th and Vancouver (B.C.) 7/10th under Berth Service B.C./U.K. Cont. Arrives and sails Panama Canal 22nd June for discharge Dublin 5/10th July and completing Esbjerg 14/18th.

As the *Natchez* steams down the river propelled by her huge stern paddle, some impression is gained of life in the more leisurely times of the era of the big Mississippi steamboats. Suddenly you are rudely brought back to earth with the sight of all the modern deep-sea ships lying in the river anchorage and the abuse being hurled at a certain two passengers on the *Natchez* from the ships company of the *Victoria City*.

**m.v. New Westminster City.** Arrived Kawasaki 22nd April to discharge grain cargo. Sailed 23rd for Kinurha to continue discharge and completes Kagoshima 28th. Then proceeds on berth service loading forest products at Portland, Vancouver (Washington), Coos Bay, Crofton and Vancouver B.C. Arrives Portland 12th May, sailing Vancouver 31st May, Transits Panama Canal 12th June and discharges London 26th June/2nd July, Antwerp 3rd/4th July completing Esbjerg 10th July.

**m.v. Port Alberni City.** On Berth Service. Sailed Vancouver 10th April with cargo forest products. Sailed Cristobal 22nd April for Dublin as first discharge port. Arrives and sails Dublin 6/10th May, arriving Cardiff 11th, completing discharge 16th May.

**m.v. Prince Rupert City.** On Time Charter to B.H.P. Arrived Immingham 21st April to commence discharge. Expect sail 26/27th for Rostock to complete. Sails Rostock 9th May and redelivers from Time Charter passing Brunsbuttel 10th May. Drydocks 5 days before proceeding on next business.

**m.v. Tacoma City.** Sailed Middlesbrough on Steel Berth Service 19th April. Transits Panama Canal 3rd May, and discharges Los Angeles 12/13th May, Oakland 14/15th, Portland 17/19th, Seattle 20th, and New Westminster 21st/23rd May. Loads forest products on Berth Service, loading New Westminster 23rd/24th May, Portland 25/28th, Vancouver (Washington) 29th/31st, Coos Bay 1st/5th June, Crofton 6/8th, completing Vancouver (B.C.) 9/10th, Transits Panama Canal 22nd June and discharges London 6/12th July, and Antwerp 13/15th July.

**m.v. Vancouver City.** Arrived Tilbury 14th April to discharge cargo forest products. Sailed 23rd for Antwerp to complete, then drydocks Vlissingen for 8 days completing around 10th May.

**m.v. Victoria City.** Sailed Yokohama 4th April to load forest products under Berth Service. Arrived Vancouver (Washington) 15th April to commence loading and sailed 21st. Continues loading Coos Bay 22nd/27th, Crofton 29/30th, and Vancouver 1st/3rd May. Transits Panama Canal 15th May, arriving London 30th May to commence discharge. Sails 4th June for Esbjerg to complete arriving 5th June, free 8th June.

**m.v. Welsh City.** On Time Charter to K.N.S.M. Sailed Port au Prince 21st April. Loads and discharges Nassau 23rd, Freeport 24th, Charleston 27th and Morehead City 28th April, when returns U.K./Cont. for discharge and drydocking.

**m.v. Amparo.** Arrived Tokyo 21st April sailing 24th for Ensenada. Arrives Ensenada 9th May, then calls Manzanillo, Acapulco, Acapulco, Champerico and Ensenada, probably for Japan.

**m.v. Atlantic.** Time Charter to Unimarine. Sailed New Orleans 16th April with cargo of corn for Alexandria. Arrives Alexandria 6th May, completing 15th May. On completion proceeds via Suez Canal to Mamugao, arriving 27th May to deliver under Time Charter to Pulsan for trip to Korea and Persian Gulf.

**m.v. Elena.** Sailed Champerico 19th April for Guaymas 23rd sailing 24th for Ensenada to complete 26/28th April. Arrives Yokohama 13th May, sailing 15th for Yokkaichi, 17th, Nagoya, 18/19th, Osaka 20th. Drydocks Kobe 21/31st May. Before proceeding Nagoya 1st June and Yokohama 2nd/5th June.

**m.v. Gela.** Sailed Le Havre 8th April for Vera Cruz, arriving 22nd April, after which proceeds Coatzacoalcos and Tampico.

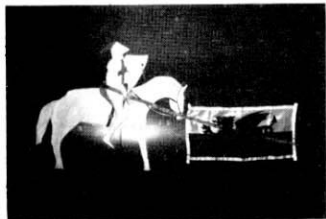
**m.v. Maria Elisa.** Presently loading Tampico 22nd/30th April and New Orleans 2nd/7th May for South American Service, calling optional Port Brazil 19th/23rd May, Santos 24/29th, Buenos Aires 3rd/5th June, Brazilian Port, 6/8th June, Santos 10/15th, Optional Port Caribbean 26/28th, Vera Cruz 2nd/5th July, completing Tampico 7/8th July.

**m.v. Sara Lupe.** Arrived Ensenada 21st April, sailing 23rd for Manzanillo 27/29th, Acapulco 30th April/2nd May, Corinto 6/7th May and Acapulco 8/9th May. On completion vessel will operate under T.M.M. Gulf/South American Service.





## CYMRAEG AM BYTH



UNDER THE ABOVE heading we received a contribution from patriotic Welshmen on board the m.v. *Victoria City*. In true Celtic fashion, they report, the Welsh Dragon adorned the bulkheads on St. David's Day. Leek soup and Welsh Rarebit were prepared in the Galley. The consumption of large quantities of Consommé de Leek Porthcawl and other delicacies prior to retiring to the smoke room, provided a good start to celebrating Dydd Gŵyl Dewi.

It appears however, that an attempt was made to bring a slight diversion into the proceedings. To the consternation of the Celts, whilst they were celebrating, infiltrators had placed an effigy of St. George complete with lance from the foible to the tip completely piercing the dragon. The photograph sent with this report illustrates the whole occurrence. (We hope the reproduction is good enough.)

Investigations proved the ring leaders came from North of the Mason-Dixon line twixt Trent and Humber and to be prominent members of the campaign for the restoration of Offa's Dyke.

However, we are certain that everyone enjoyed themselves.

## Mr. E. V. A. Bryan

SOME WEEKS ago Mr. Bryan, one of our retired Chief Engineers, sent in some interesting photographs. In his letter to the Chairman he refers to how keenly he looks forward to receiving the *Newsletter*. "It is a valued means of information about the Line, frequently refreshes one's memories of old associates, and keeps the relationship alive and personal." The Chairman thanked Mr. Bryan for the photographs and letter, and referred to the fact that he could recall the people shown on the photographs but drew a line at *Eastern City* 1922 which was a bit before his time.

## THE CADET'S LAMENT

"*Thou art old Captain Jim*"  
The Deck Cadet said  
"And your beard has begun to turn white.  
Yet you continually hit me on the head,  
Do you think at your age this is right?"

"*Since my youth*" said the sage  
As he looked at the boy,  
"Things have started to look very bad,  
For insulting the Mate you would once  
get the lash,  
Life today would appear to be made."

"*Thou art old Captain Jim*"  
The Deck Cadet said  
"Yet you still fight with those number nines  
But the days of white crews are certainly  
gone,  
Should you not let the by-gones be byes?"

"*In my youth*" said the Cap.,  
"When life was quite rough  
And the sailors were permanently drunk,  
The way to get work done was for you to  
be hard;  
And the way to be hard is to be tough."

"*You are old Captain Jim*"  
The Deck Cadet said  
"And your theories on slot grabs are mad.  
Now you trouble your brain, that what is  
left  
Dont you think in old age, this is bad?"

"*You cheeky young whelp.*"  
The aged captain he cried  
"You are starting to give yourself airs.  
I have answered two questions and that is  
enough  
So \*\*\*\* off or I'll kick you downstairs."

D. J. KINSEY  
Deck Cadet (Retired)



m.v. "*Welsh City*" 1958

Skipper..... W. R. Doughty  
Mate..... A. B. Parkhouse  
Steward..... J. L. Sanday  
and Mr. Bryan

## "OCEAN NAVIGATOR"

### Mk. 1, 2, 3 and Kadut

IN THESE TIMES of economic depression, I thought it a good idea to compare, for the Ship Owner, various navigational aids that he sometimes forgets he has. Some companies lash out money on satellite navigation, whilst others turn to Omega or Loran. But by far the most accurate and useful is the "Ocean Navigator" series.

**Mk. 1**—is by far the most expensive to run, and comparatively useless. Upkeep comes to anywhere between £6,000-£7,000 p.a., and it suffers from a complaint "StellAE obscurae" which the Mk. 2 and 3 very rarely have. But, once in a blue moon, when it does obtain a fix, its accuracy is well within that of the Omega.

**Mk. 2 and 3**—work very well together and can also be used separately, the Mk. 3 being almost as reliable as the Mk. 2. Between them they can produce position lines all through the day and produce a fix half-way through daylight hours. This fix, the "noonode", although less accurate than the Mk. 1's "stellae observae", is far more abundant. If a fix is impossible they have the ability to produce the "floggode noonode". As for expense, they run to between £4,000-£5,000 p.a. each.

**Kadut**—is an experimental navigator. It is the cheapest to run at £1,100 p.a., but is unreliable. If used in conjunction with any of the above models can cause a short circuit and seriously affect the accuracy of any fix obtained. With time and programming can easily be turned into a Mk. 3.

Once installed on a ship none of the models should be adjusted in any way.

Lubricate freely with "Tennants multi-grade" or "Harp 20/50". Avoid using foreign lubricants.

All models have a slight disadvantage in the fact that after an approximate period of six months running they require a rather lengthy period of rest and re-charging.

I. A. SMITH  
Third Officer

## SAILORS BEWARE!

ON THE STAFF of Head Office, Cardiff we have a young lady who specialises in the art of Judo.

Miss Jackie Lockett of the Telex Department, is a 1st Dan in Judo at Cardiff Central Boys' Club. On 11th April she took part in the Welsh National Closed Championships at the National Sports Centre, Cardiff, and was a bronze medal winner. Many congratulations to her with the hope that she brings home the gold next time.