

# newsletter

No. 77—JUNE, 1976

THE NAME *Welsh City* has been associated with various vessels since 1922. The three photographs emphasize the development in shape and size since those early days.

It is undoubtedly a name well chosen for a vessel forming part of the fleet of Wales' leading shipowners.



s.s. "Welsh City". Built in 1922 by Ropners.



m.v. "Welsh City". Launched April 1956.



m.v. "Welsh City"—present day.

## CARDIFF

APART FROM the Devonian connections of our Company its association with Cardiff remains in an unbroken chain from the very first days. (Our Company has grown over the years—Cardiff too has grown.)

Knowledge of Cardiff, both under the Roman occupation and for many centuries after, is not sufficient to justify our dwelling on the subject at any length. Its history however is interesting. After the recall of the Roman Army the country returned to the rule of native chieftains, and Cardiff formed part of the Kingdom of Morganwg. Saxons and Danes did their fair share of invasion and pillage and left their mark in the names of some of our islands and creeks around the South Wales coast.

In his "A sketch of the history of Cardiff" by W. Eilir Evans appearing in "Cardiff an illustrated handbook" published in 1896 under the auspices of the Executive Council of the Cardiff Exhibition, 1896, he writes that not until before the eleventh century—the time of Jestyn ap Gwrgan—that we find a firm footing in tracing the history of Cardiff. The Norman was then in the land and from that time on the history of the town is closely associated with that of the Conqueror's followers. Glamorgan—the Land of Morgan—passed into the hands of strangers a decade or so before the close of the eleventh century.

In those very early years much feuding took place between the landed gentry, their mercenaries and the locals.

The chief link with the past history of Cardiff is its famous castle. Another building of historic interest is the

Church of St. John the Baptist which was erected in 1443.

In the seventeenth century Cardiff was more bilingual, and it appears that King James found it expedient to make sure that an equal number of Welshmen and Englishmen were called to the Aldermanic bench. It is said that racial prejudices were freely indulged in during the Tudor and Stuart periods and were strongly marked in Glamorgan and Cardiff, during the Commonwealth. This is evident from a manuscript which records an incident that occurred subsequent to the battle of St. Fagans in 1648. The manuscript reads:—

"Sir E. Stradling, of St. Donats and his kinsman Sir Edward Carne, of Osmand's Ash (Little Nash) took a prominent part in the battle. They commanded between them 4,000 men, fed and clothed at their expense. Sir Edward on returning home after the battle, fatigued and badly wounded, the bridge over the river Taff destroyed, he asked a Welshman (speaking in the English tongue) where he could most safely cross the river. The latter replied, "keep straight on, for that is the shortest and best way to your home". Sir Edward, not suspecting any treachery in the directions given went ahead to the river bank, but before entering the river addressed a few words of direction and advice to his soldiers in the Welsh language. His former guide seeing that he was not an English Knight, directly called out to him not to enter the river at that point as there was a most dangerous whirlpool

*Continued overleaf*

## *Cardiff continued*

there, and disclosed that he had purposely advised him to cross there in the hope that he would lose his life. However, finding he was a true Cambrian he hastened to prevent him from following his directions".

In 1555 Rawlins White, a Cardiff fisherman was burnt at the stake in Cardiff for his religious opinions and in 1679 Philip Evans, a Jesuit, and John Lloyd, both Welshmen, were hung, drawn and quartered for being Catholic priests.

It is difficult to realise life as it was spent in old Cardiff, with its castled lord, for centuries the arbiter of life and death, its constable, its provost, its bailiffs, its chancery, its exchequer, its "bothall" for pleas and fairs, its ale tasters, its complex system of tolls, its guilds, its conventional institutions, its numerous rights and privileges handed down by tradition.

Municipal life in Cardiff developed from 1608. In those days burgesses acquired their freedom by birth, marriage, apprenticeship and gift. Every son of a freeman, born after the admission of his father as burgess; the husband of every daughter of a freeman born after the admission of her father, and every person having served an apprenticeship of seven years to a freeman no matter where was entitled to freedom. Burgesses were exempted from all tolls, except a small portion of the harbour dues, and from serving on Country juries.

The police force in those days was as inexpensive as it was inefficient. It consisted of a Chief Constable at a salary of £30 with rent and taxes free, a second Constable whose income was about 10s. per week and 12 Constables who derived no visible means of subsistence from their office at least.

Towards the middle of the seventeenth century Nonconformity obtained a firm footing in Cardiff. It was the birthplace of William Erbury who, like William Wroth of Llanvaches and Walter Cradock was also one of the pioneers of Welsh Nonconformity.

The first Dissenting chapel was erected in Womanby Street about 1640. Famous leaders of religious life visited Cardiff during this period. It was here the Welsh Quakers first suffered for their views, and here the first Wesleyan Chapel was put up in Wales.

The Parliamentary history of Cardiff dates from 1542, when with its constituent boroughs it first returned a member to Parliament. The first member was John Bassett, a name well known in the annals of Glamorgan, and among his successors have been representatives of the Herberts, the Lewises of Vair, the Prices, Mansels, Stradlings, Aubreys, Mackworths, Stuarts and Nicholls—families which have long flourished in the county and inseparably connected with its history. Up to 1852 Cardiff had only 824 Parliamentary voters, Llantrisant 215 and Bridgend 105. The population at that time, was under 20,000.

The great landmark separating the old from Modern Cardiff was the Glamorganshire Canal. Commenced in 1790, it was made navigable to Cardiff in 1794. The name of Crawshay of Cyfarthfa will ever be associated with this enterprise. The era of coal and iron had come in South Wales and the mineral wealth of the district around Merthyr was being actively developed.

Cardiff was the chief port of export but means of transit were slow and laborious. The mineral produce of the "Hills"—coal and iron—was conveyed to the town principally on the backs of mules, discharging their loads at the Old Quay where small vessels loaded. In 1790 an Act was obtained "to make and maintain a navigable canal from Merthyr Tydfil and through a place called the Bank, near Cardiff. In 1796 the company was empowered to extend the canal to a place called the Lower Layer below the town. In June 1798 the first vessel passed the sea lock. The Canal thus played a prominent part in the development of trade communications between Cardiff and the Hill districts.

In 1801 Cardiff had a population of 1,000 by 1838 its population had risen to 10,000. The first dock had not yet been opened, but the value of Cardiff's foreign shipments amounted to £362,000 carried in 292 vessels, whilst 2,449 vessels carrying 123,614 tons of coal were employed in the coasting trade. These were the results of the canal principally and were only the first fruits of the great commercial future of Cardiff. The development of the Docks is a fascinating story. The first was constructed at the expense of the then Marquess of Bute. Wealthy as Lord Bute was, it is said that he staked every penny which he possessed or could

borrow in the concern, which had it proved a failure would have made John Crichton Stuart a bankrupt. He had very keen foresight and sagacity and saw the end from the beginning. In 1839 the West Docks were opened. Other notable commercial undertakings have their niche in the development of Cardiff. The Taff Vale Railway in 1840, the South Wales Railway (all merged in the Great Western System in 1850, and now swallowed up by a Nationalised undertaking with diminishing facilities and prohibitive charges). The Bute East Dock was opened in 1859, the Roath Basin in 1874 and the Roath Dock in 1889. The Queen's Dock followed.

In his article entitled "Cardiff as a Seaport", the late William Turner writes:—

"Although it is only in modern times that Cardiff has been brought into prominence it has rather an ancient history as a port. In 1359 Cardiff was mentioned in a Charter granted by Edward III to Hugh Le Despenser, Lord of Glamorgan, and in another in the year 1455 granted by Henry VI to the "Burgesses and other men and tenants of Cardiff". From the terms of these Charters it would appear that the port must have done some trade in both imports and exports.

In the next century a new feature arose in the port—it became notorious as a "general resort of pirates". In April 1577 a report to the Council described the examination of 60 pirates and their abettors at Cardiff.

In connection with the pirates the name of Admiral Sir Thomas Button, the famous arctic navigator, should be mentioned, if only because he was one of the most distinguished men this district has produced and yet is but little remembered. He was of the family of the Buttons of Worlton, near St. Nicholas and had a house in Cardiff. His services were employed to a considerable extent in checking the activities of the pirates.

It is desirable to explain that the port of ancient times (using the word "port" in its limited sense with reference to the town of Cardiff alone) exists no longer.

The old town of Cardiff with the exception of a few houses, was comprised within the walls. On the North it was bounded by the Castle wall, and on the

*Continued overleaf*

### Cardiff continued

East by a wall, the line of which was shown by the course of the Glamorgan-shire Canal, which from the place known as "The Tunnel" to the Custom House Bridge was formed in or on the site of the town ditch. The most westerly streets were Womanby Street and St. Mary's Street near which at that time flowed the River Taff, navigable at high water by the small vessels then in use.

Vessels came up the river to a quay, the remembrance of which is kept up by the street now, as in old days, called "Quay Street", and which formerly led to the Quay. Here and along the banks of the river, goods were shipped and discharged and shipbuilding was carried on.

## MERCHANT NAVY HOTELS AND CLUBS

THE MERCHANT NAVY Welfare Board has suggested that it might be helpful if seafarers were reminded of the facilities offered by the Board in the UK.

The Merchant Navy Welfare Board comprising representatives of the Shipowners, Seafarers and Voluntary Organisations, operates a group of seven hotels and three non-residential clubs in ports in England and Wales. The hotels are situated in London, Southampton, Cardiff, Swansea, Liverpool, South Shields and Middlesbrough. The clubs are at Avonmouth, Milford Haven and Isle of Grain.

Accommodation at the hotels is for the use of serving merchant seafarers and their families. Children, of course, are welcome. Retired seafarers, as honorary members are encouraged to make use of the restaurant and bar facilities.

All restaurants serve both à la carte and table d'hôte menus, all establishments have full bar facilities and colour TV lounges. A proportion of bedrooms have either showers or bathrooms included and all are fitted with radios. Five of the hotels have their own laundries and a limited service is available for guests.

The rates charged are extremely reasonable as the group is non-profit making and exists to provide an essential service for seafarers and their families. The standards compare very favourably with commercial hotels, and are to be recommended to personnel in transit or on leave.

## "Indian City" Cadet Wins Bronze Medal

WHILST OUR SHIP the m.v. *Indian City* was in drydock at Sembawang, Singapore, two of our cadets (from Mobil Tankers for dry cargo experience on our vessel) Michael Andrew and Jonathan Birdsall entered the International Sportsweek for Seamen, being held between the 2nd/7th May at the Singapore National Stadium. The nations being represented were Norway, U.S.S.R., Yugoslavia, Great Britain, Singapore and Indonesia, with a total of 530 men from 13 ships. The *Indian City* was the only British ship represented.

In the semi-final of the high jump both our cadets were well placed in a field of 21 Russians and 1 Norwegian. Michael Andrew came first with a jump of 1.56m and Jonathan Birdsall came 5th. They also entered the long jump, 100 metres and the shot put. They gained a total of 2,773 points, so that the *Indian City* had an average of 1,386 points, the highest number points out of all the ships.

The high jump finals were filmed for Singapore TV in which 2 Singaporeans came equal first with a 1.61 m jump, and Michael Andrew came third with a jump of 1.56m.

The presentations were made the next day by the Norwegian Ambassador. Michael Andrew received the bronze medal for the high jump, and was the only British person to receive an award. This medal is very proudly displayed on the wall of his cabin, and as you can imagine everyone was very pleased with the 2 cadets achievements.

*We would like to congratulate the two cadets on such a praise-worthy effort.*  
Editor.

R. A. H. VANNER  
Master m.v. *Indian City*

## NAMING CEREMONY FOR CELTIC DRILLING COMPANY DRILLING RIG

ON 14th May, 1976, Mrs. Ann Steel, wife of the Chairman of B.P., named the Celtic Drilling Company Aker H3 rig "Sea Conquest". The rig being built by Rauma Repola at their Mantyluoto Yard in Finland, and is due to be delivered this summer.

On delivery, the rig will be bare-boat chartered to British Petroleum Development Limited for three years, with their option to extend the charter for a further two years.

Among those present at the Ceremony were Mr. and Mrs. C. R. Chatterton, Mr. and Mrs. W. A. J. Reardon Smith, Mr. D. E. C. Steel (the Chairman of B.P.) and Mrs. Steel, Mr. P. Honkajuuri (the Chairman of Rauma Repola) and Mrs. Honkajuuri with other representatives of the Celtic Drilling Company, B.P. and Rauma Repola.

## m. v. "Victoria City" v. "Irish Larch" at Coos Bay, Oregon



A very enjoyable afternoon was spent on 24th April when the Vics played the Irish Larch in a football match arranged by Mr. Whelan the assistant Harbour Master. The Vics looked very smart in their R.S.L. T-Shirts. However, sad to say we lost 7-0. The Irish boys had played together for some time and had some very good players. The match was televised and shown on local TV Sunday evening. Football is in the process of being promoted here, Mr. Whelan being a strong Glasgow Celtic fan. The Irish lads invited us to their ship in the evening, everybody had a very good night. We of course returned the invitation and another good night was had by all. Our lads offered to send for Gareth Edwards and play them rugby but they turned that down. Both crews mixed very well and I think we will all remember our visit here.

G. J. LYONS, Catering Officer

# HOLIDAYS

—with a difference

MANY THANKS TO Captain James A. Murray for the following article. The accompanying photograph indicates clearly the "off beat" nature of the holidays.

I wonder how many of the Company personnel take "off beat" holidays? This is a field in which the staff of both Cardiff and London office could contribute to the *Newsletter*. Due to the fact that the sea staff are not really able to make long term bookings shore personnel have the advantage in this field and I hope the following may prompt some to relate, their holidays with a difference. It is doubted if anyone goes yeti hunting in Outer Mongolia, or other strange pastimes. Equally so it is doubted if everyone sits in a deck chair on either Blackpool or Southend sands eating fish and chips and ice-cream.

During the past year my family and myself were lucky enough to spend two separate weeks, one in March the other in October living in a log cabin in the beautiful Strathyre Forest, Perthshire, Scotland. The cabins are owned by the Forestry Commission, being situated on the edge of Loch Lubnaig, which is about four miles from Callander. If you are not familiar with the area it is often referred to as the Gateway to the Trossachs, it may help if I tell you that Callander is Tannochbrae of Doctor Finlay fame.

It was such a contrast to see the same area at what in that district must be the two most beautiful times of the year. In the spring everything is fresh and green, whilst the streams, of which there are a great many bounce and gurgle with the ice cold water coming down from higher ground. If we looked out of our front window across the loch we could see Ben Vorlich about five or six miles away, whilst from the rear window towering above the forest which climbs part way up its slopes, and right above us stood Ben Ledi, nearly 3,000 feet of it. The cap of snow on its peak would gleam in the sunshine. Sunshine we did have for a week, whilst if you remember those days before Easter last year, the rest of the country shivered in a blizzard-like weather with the country covered in snow, weather that we were not to see.

Back again in the Autumn and though the pines were still green it was now a

more subtle and sedate shade that blended with the amber, russet red and gold of the other trees and bracken, with patches of pale purple that can only come from Scottish heather.

There is no smoke or exhaust fumes, they just do not exist, but on a clear cold sunny day the air sparkles like a glass of freshly poured champagne, plus the air of peace and quiet that one finds hard to believe exists.

What is there to see besides the beauty of the hills, glens and water in the form of lochs, rivers, streams and waterfalls? If you keep your eyes open plenty; rabbits and pheasant abound, in fact when driving one often comes close to hitting them, squirrels, both red and grey, a badger now and then or maybe a heron or fox. If you are lucky and rise early, there is a chance that you may see the wild deer come down from the forest to drink at the loch in the morning.

Within a short car ride there are a great number of castles and historic buildings that are worth a visit, yes there is plenty to do. It is pleasant to drive your car to a lonely spot, put on your boots, pick out a track from a good map and walk. Often it is possible to find a circular route, but nobody will object if you climb a gate and cross a field, as long as you do no damage, but beware it is great country for both Highland and Angus cattle.



The local people are extremely friendly and will frequently pass on pieces of information or directions. On one gentleman's advice we found a delightful little church in Glen Lyon that could not have held much more than two dozen people, also nearby a seat dedicated to the man who for many years had driven the car that took the children of the glen

to school, this was placed on a very lovely spot near the river.

The cabins by the way are extremely well fitted with cooker, fridge, toaster, immersion heater and shower, plus plenty of heaters. So there is no need to cook your porridge in a blackened pot over a wood fire.

We all have fond memories of that cabin under the shelter of the pines, that whispered away in the breeze at night and to hear the Falls of Leny tinkling away in the distance. It all had a far greater beauty than I have the power of words to tell.

So, where away this year? With the help of our personnel department getting us home in time, we shall again point our noses north, because this year we are Orkney bound.

JAMES S. MURRAY

## STAFF NEWS

### BIRTH

Congratulations to Chief Officer and Mrs. D. W. Ellis on the arrival of daughter Rhian Angharad on 4th May.

### OBITUARY

We regret to learn of the death of Mr. J. V. Cuckow in Victoria B.C., on 23rd March, 1976. On his retirement Mr. Cuckow was a 2nd Officer. Our deepest sympathy is extended to Mrs. Cuckow and family.

### CERTIFICATE SUCCESSES

*We congratulate the following:*

Mr. P. C. Coles (1st Mate's Cert.).

Mr. A. Doubler (Part A, 2nd Class Motor).

### NEW STAFF

*We extend a welcome on joining the Company to (Sea Staff):*

Mr. R. P. Graham (Chief Officer).

### London Office:

Mrs. J. E. Johnson (Secretary, Mr. W. A. J. Reardon Smith).

Mr. P. R. Gerrie (Telex Operator).

### Mr. R. S. BURSTON

We are pleased to report that Mr. Burston has made good progress after his operation and has resumed his duties at Head Office since early May.

## RULES FOR DICTATORS

THERE ARE 15 delightful "Rules for Dictators", published in the *Time House Journal*. Policemen who still dictate to human beings rather than talking machines or tape-recorders will, I hope, appreciate them. So, I am sure, will their secretaries. They are certainly quoteworthy:—

1. Never start work first thing in the morning. Typists much prefer a terrific rush in the late afternoon.
2. Please smoke while dictating. It assists pronunciation.
3. Do not face the typist while dictating. This would be too easy for her.
4. Hours for dictation: During the lunch hour and at any time between 4.30 p.m. and 5.30 p.m.
5. When dictating, please parade up and down the room. Typists can understand what is said more distinctly.
6. Please call in the typist for dictation and then proceed to sort papers, look up old files, telephone and receive calls, etc.
7. Please lower the voice to a whisper when dictating names of people, places, etc., and in no circumstances spell them to the typist. Typists are sure to hit upon the right way of spelling them—they know the name of every person, place and firm in the world.
8. When typists do not hear a word and dictators are asked to repeat it, shout it as loudly as possible. The typists find this most gentlemanly. Alternatively, dictators should refuse to repeat them at all. The typists have second sight and it may come to them.

After a pause for contemplation, the rules continue:—

9. Whenever possible, dictators should endeavour to keep the typists late. Typists have no homes and are only too thankful to have nowhere to spend the evening.
10. Should a letter require a slight alteration after it is typed, score the word heavily through about four times and write the correct word beside it, preferably in ink or heavy pencil, and always make sure the alteration is on the top copy.
11. Should a typist be too busy or too lazy to take down dictation, please write letters with a blunt pencil in the left hand, whilst blindfolded. Incorrect spelling, balloons, arrows and other diagrams are very helpful to typists.
12. Should work be required urgently (a most unusual occurrence) it aids the typist considerably if the dictator rushes in at intervals of 30 seconds to see if it is done.
13. If extra copies of a letter are required this desire should be indicated either after "yours faithfully" or overleaf, so as to ensure that it is the last thing the typist will see when the letter is completed.
14. If a typist is making a tricky alteration, requiring concentration and precision, always stand over her and breathe down her neck while she does it.
15. With regard to statements, do not on any account use lined paper. If figures are altered please write heavily over those previously inserted, the correct figure in each case being the one underneath.

### m.v. "Port Alberni City" at Cardiff, May 1976

AN EXERCISE in public relations together with the educational aspect was given a boost during this vessel's stay in Cardiff recently discharging lumber. Numerous

parties of visitors including office staff were shown over the vessel by Captain Cann and his Officers. We have received many reports referring to the courtesy displayed by Master and Officers and the excellent way in which the tours were conducted. Visits proved very popular and instructive and were greatly appreciated.

## Scouts pay visit to Cargo Ship

THE FOLLOWING report appeared under the above heading in the *Penarth Times* recently. The visit was arranged by Mr. Viv Adney of the Chartering Dept. Head Office whose son is a member of the troop.

The 6th Penarth (Trinity) Scouts paid a visit to the motor vessel *Port Alberni City* last week.

Owned by the local shipping company Reardon Smith Line Ltd., the cargo ship was berthed in Cardiff Docks.



The scouts were welcomed aboard by the ship's master, Captain Cann, who together with another Reardon Smith Master, Captain Lemon, and some officers of the *Port Alberni City* showed the boys over the ship.

Up on the bridge, Captain Cann showed the scouts all the modern navigating equipment carried by the ship and explained how it was used at sea.

In the radio room the ship's radio officer was on hand to show the boys how the ship keeps in touch with the outside world.

Down below an engineer showed the enormous engine which drives the 25,000 ton vessel through the sea at 16 knots.

Up on deck Captain Lemon explained how and where the ship's cargo is stowed—in this case a full load of timber.

After the tour the scouts enjoyed refreshments with Captain Cann and thanked him for laying on a thoroughly enjoyable evening.

### THOUGHT FOR THE DAY

IF YOU think your confused, consider poor old Columbus. He didn't know where he was going, when he got there he didn't know where he was, and when he got back he didn't know where he'd been.

---

# SHIPS POSITIONS AS AT 25th MAY 1976

---

**m.v. Cardiff City.** On Time Charter a/c Salen. Arrived Kaohsiung 16th May and expect complete and sail 31st May for Japan. Arrives Japan 3rd June and sails 10th June after loading steel pipes for discharge Caribbean/U.S. Gulf. Arrives and sails Panama Canal 5th July thence arrives and completes Caribbean/U.S. Gulf 9/20th July.

**m.v. Cornish City.** On Time Charter a/c Broken Hill Proprietary Co. Arrived Piombino 23rd May. Completes discharge and sails 6th June, redelivering from Time Charter passing Gibraltar 9th June.

**m.v. Devon City.** On Time Charter a/c Motor-tank. Arrived Geelong to load grain 24th May. Sails 3rd June for Sydney to complete, arriving 5th and sailing 9th. Proceeds via Aden and Suez Canal to discharge Black Sea or Continent. Calls Aden 28th June, and transits Canal 3rd July. If Black Sea arrives discharge port 7th July completing 18th. If Continent arrives 13th July, completing 18th.

**m.v. Fresno City.** Sailed Niigata 20th May to load under B.C./U.K. Cont. Berth Service. Loads Concentrates Los Angeles 3rd/4th June, then Forest Products Coos Bay 6/8th June, Portland 10/11th, Vancouver (Washington) 12/14th, and Vancouver (B.C.) 16/18th. Transits Panama Canal 30th June, arriving Dublin first discharge port 11th July. Sailing 21st for Esbjerg where completes 25/27th July.

**m.v. Indian City.** On Time Charter a/c Yamashita Shinnihon. Sailed Yokosuka with cars for discharge Houston and Jacksonville. Transits Panama Canal 14th June arriving Houston 20th. Sails 21st and completes Jacksonville 24/26th June. Then loads coal Hampton Roads 28th June/1st July for Japan, transiting Canal 7th July and discharging Japan 1st/5th August.

**m.v. New Westminster City.** On B.C./U.K. Cont. berth service. Sailed Vancouver (Washington) 19th May for Coos Bay continues loading Crofton and Vancouver 21st through 31st May. Transits Panama Canal 12th June. Arrives Antwerp 26th June to commence discharge. Sails 27th for London 28/4th July and completes Esbjerg 5/10th July.

**m.v. Port Alberni City.** Sailed Cardiff 19th May and delivered under Time Charter a/c Nidera for trip Japan, via River Plate. Calls Rio de Janeiro for bunkers 2nd June and loads River Plate 6/16th July. Proceeds Japan via Singapore where calls 14th July, completing and redelivering Japan 22nd/30th July.

**m.v. Prince Rupert City.** Sailed Flushing 24th May for Durban or East London arriving 13th June and sailing 23rd after loading cargo of Maize for discharge Japan. Arrives and sails Singapore 8th July and arrives and completes Japan 16/25th July.

**m.v. Tacoma City.** On Steel Berth Service. Sailed Seattle 22nd May and arrived New Westminster 23rd completes discharge 26th thence loads on Berth Service B.C./U.K. Cont. at New Westminster 27/28th, Portland 30th, Vancouver (Washington) 31st/3rd June, Coos Bay 5/7th, Crofton 9/10th, and finally arrives and sails Vancouver (B.C.) 11/13th June for Panama Canal 25th. Discharges London 9/16th July and Antwerp 17/19th July.

**m.v. Vancouver City.** Delivered under Time Charter a/c Daichi at Flushing 6th May and sailed 7th May for Diamante and Bahia Blanca (South America) to load grain. Arrives and sails Diamante 25/30th May, Bahia Blanca 1st/5th June. Arrives and sails Montevideo 6th June and arrives and completes discharge Japan 10/15th July.

**m.v. Victoria City.** On Berth Service B.C./U.K. Cont. Sailed Panama Canal 19th May and discharges London 1st/7th June completing Esbjerg 8/10th June. Next business not yet fixed.

**m.v. Welsh City.** On Time Charter a/c K.N.S.M. Drydocked Hamburg 15th May, undocks and sails 26th May for Bremen 28th Antwerp 29/30th, Rotterdam 31st, Amsterdam 1st June thence sails for Caribbean/U.S. Arrives Curacao 14th June, Aruba 15th, San Juan 17th, Santo Domingo 19th, Kingston 21st, Port au Prince 23rd, Nassau 25th and Freeport 27th June.

**m.v. Amparo.** Sailed Acapulco 20th May, arrived Champerico 21st and sails 1st June for Guaymas 6/8th June thence arrives and sails Ensenada 10/12th June.

**m.v. Atlantic.** On Time Charter to Unimarine. Arrived Alexandria 7th May to discharge cargo of corn. Sails 10th June in ballast for Mormugoa via Suez Canal 11/12th June. Arrives Mormugao 21st June and delivers on Time Charter a/c Pulsan Industries for 6 months trading.

**m.v. Elena.** Sailed Kobe 22nd May and arrived Nagoya 23rd, sails 26th for Yokohama 27/29th May thence Ensenada 12/13th June, Manzanillo 19th/22nd, Acapulco 23rd/25th, Central America 27th/1st July, Guaymas 6/8th July, Ensenada 10/12th July. Arrives Japan 27th July. On completion cargo operations drydocks Kobe area early August thence sails Japan 24th August for various Mexican ports.

**m.v. Gela.** Sailed Progresso 10th May. Arrives and sails Hamburg 25/27th May, Bremen 28th/31st, Rotterdam 1st/2nd June, Amsterdam 2nd/3rd, thence drydocks Amsterdam 4/14th June, arrives and sails Le Havre 15th/17th, Hamburg 19th/21st, Bremen 22nd/23rd and finally Rotterdam 24/26th June, thence arrives, Vera Cruz 12th July.

**m.v. Maria Elisa.** Arrived Rio de Janeiro 22nd May and sailed 24th. Arrived Santos 25th May and sails 30th May for Paranagua, Itajai, Buenos Aires, Santos, Angra do Reis, Rio de Janeiro, Option Port Caribbean, Vera Cruz and thence Tanpico.

**m.v. Sara Lupe.** Arrived Acajutla 13th May and sails 24th May. Then operates on Gulf/South American Service.

---

## Posting of Official and Crew Mail to Vessels

IT HAS BEEN the practice, for a considerable number of years, for mail to be despatched by this Office to vessels, on Tuesday and Friday of each week. Due to the reduced working by the General Post Office over weekends, it has become apparent that mail destined for abroad is being delayed. In an effort to obviate the delay official and crew mail will be in future despatched from this Office on Monday and Thursday of each week.

We would ask Officers to advise their next of kin accordingly so that mail may be sent to this Office in accordance with the new schedule.

---

PARTICIPANTS IN "Crossing the Line" ceremony m.v. *Cornish City* on passage Sasebo to Sydney, April 1976.



Mr. D. Amey, Chief Engineer, Barber.

Mr. A. P. Hughes, Catering Officer, Ship's Surgeon.



Initiates and Officials.

Left to right top row: M. Frazer, Senior Cadet, Executioner; K. Davies, 3rd Engineering Officer, arrister; (The late) B. Jones, Master, Neptune; A. Davidson, Electrical Officer, Queen Neptune; A. Hughes, Catering Officer, Ship's Surgeon.

Cadets left to right: G. Garland; R. Spriggins; A. Meighan; A. Williamson; S. Davies.

Many thanks to Mr. A. P. Hughes, Catering Officer for this contribution.

## WANTED—an Officer to correspond with School

ARE THERE any volunteers for the above? A group of pupils—eleven year olds or thereabouts would like to correspond with one of our Officers. The pupils are from the Pen-yr-Heol Primary School, Llanrumney, Cardiff. Their school master is a Mr. Fletcher and it appears they are interested in vessels on our Berth Service from British Columbia/UK, Cont.

The Company Assistant Secretary, Mr. Anthony Morgan will be pleased to hear from an Officer interested in this

kind of educational public relations. In turn Mr. Morgan will supply necessary details.

## "Yes—we do read the newspapers—don't we"?

ONE OF THE more pleasant tasks for a ship's agent is to deliver mail to the ship's Captain. He is watched by many pairs of eyes, pregnant with excitement, sceptical, wondering ("is she", "has she", "will she", "won't she"?). Eyes are watching carefully as the brief case, swag bag or brown manilla envelope bulging (we hope) mounts the gangway with mail for all. In these modern times of seafarers welfare there usually follows the agent, plodding behind, an agents runner to carry his bulky "cargo" of—yes, you've guessed it—newspapers. Newspapers fresh (give or take, plus or minus one or two weeks, "hot" from the presses). Newspapers to bring joy and contentment to all—in their own way. Newspapers to keep the less informed a little more—informed.

In the hurly-burly super-cauldron of the Captain's cabin (a real one this time, not some pseudo annexe, to the public bar of our local), the "arrival" takes place in verbal combat, who can produce the most forms, us—or "them"? Meanwhile the bundle of newspapers, now a little cooled in the air-conditioned surroundings, have been broken into by our "Mail Distribution Officer" (M.D.O.) and two newspapers poached, already secreted in a place known only to our M.D.O. The Captain, meanwhile, with one eagle eye fixed on the more sophisticated Sunday edition is happy knowing that as per the rules it has been left behind virginal for his later perusal (as soon as he can call "time") of the six "City News" pages. (He knows he can catch up on the other important items, "Latest Wills", "The Boss", and "The great corny joke contest" later when the poached papers make their comeback—wonder if he has won this time?). Meanwhile a perspiring young junior engineer one deck below, knowing the format, wonders whether he will be able to check on how his "Cocoa shares" will be affected by the latest Coup in Africa. In another area the two poached papers have been recaptured and are now on "general release". As usual the cellotape securing has torn a white band across the front page photograph of the trendy couple seen at Heathrow departure/arrival lounge to/from Los Angeles (is there a staff photographer im-

prisoned in the Heathrow departure/arrival lounge to/from Los Angeles?).

An upset young man is slumped in the corner of the lounge—first trip cadet "blues", no mail from home perhaps? Neither. The delivery date of the new "Jaguar XJS" is expected to be lengthy in the UK ("our motoring correspondent reports . . ."). We haven't seen him so dejected since the "motoring correspondent" omitted to include the "Will it fit your garage" for the Rolls Royce Camargue. We presume now that the "XJS" will fit, but oh those long delivery delays are a killer! Already the crossword has been slit from one poached paper, no doubt for the next sea passage. Get it before someone else and before it becomes too grubby to tell blanks from those other spaces where we put the letters). This now means that the reverse side of one page a headless cleavage pushes out towards us and the conclusion to the story (thrilling?) "WHAT HAPPENED IN A LONELY ROAD THE NIGHT MRS. X WENT OUT TO PLAY BINGO WHILST MR. X WAS ON NIGHT SHIFT AND SHE SHOULD HAVE STAYED HOME AND WATCHED KOJAK", but then—"WHAT HAPPENED IN A LONELY ROAD . . ." is there every week (do they only change the names or should I say letters).

The Captain is pleased by now to see at a glance, none of his investments are mentioned in the "Down" Box and is trying to unravel the mystery of many and varied graphs (drawn as if several ants with ink on their legs had dashed across the page) which appear regularly but mean nothing to anyone except the graph construction journalist (and perhaps a few dashing ants as well). He is now nearly ready to tackle the "Latest Wills", "The Boss" and the relief of the "Great corny (never ending) joke contest". If he but knew a small item on the Coup in Africa and Cocoa fixtures, tucked in neatly beside the greyhound results (who ever reads greyhound results?) would bring even greater relief to an even more perspiring junior waiting anxiously below (is his cocoa too hot?). Not to worry there are already more of the same waiting somewhere, being posted and even being printed, and we repeat the process over (and over) again.

G. T. PARKER, Chief Officer



ex-German Quebec City taken at Port Arthur 1924/25.

Front Centre: Chief Engineer Wilson, from Hull, his right is 3rd Mate, Wilkins, other side Mate Roberts.

Standing behind Chief is the Master, G. R. Rees from St. Dogmaels, on his right 2nd Engineer, George Popham, outside on right is Radio, next to him 3rd Engineer from Barry.

ONCE UPON A TIME considerable quantities of various types of oil were carried by cargo vessels, that was before the days of oil tankers in all their various sizes.

The oil was usually gasoline or kerosene and was carried in 2 gallon tins, 2 of these cans were secured in a wood case and these cargoes were referred to as case oil cargoes.

Large quantities were carried from Texas in particular to various ports in the Far East.

At that time our ships were often on charter to the Texas Oil Company and loaded at Port Arthur or Beaumont.

In July 1929 one of our vessels loaded 199,000 cases of kerosene for Chinkiang, Wuhu, Nanking and Kiukiang, all Treaty ports on the Yang Tse River, Kiukiang being about 500 miles up the river from Shanghai.

It was alleged at the time that one of the oil Companies had made larger numbers of oil lamps freely available throughout the country and where previously only the more primitive form of artificial light was available if any at all. By giving these lamps it was hoped that eventually there would be a demand for kerosene.

In due course the river pilot boarded off Woosung and vessel proceeded to anchor off Chinkiang where the stevedores insisted that their own men should drive the winches. Nothing we could say or do would make them change their minds and in order to get discharging started and with much fear and trepidation we endeavoured to coach them in the art of driving winches having one of our men standing by.

The stevedore's men made valiant efforts but after several instances of slings almost reaching the derrick head block then suddenly dropped back into the hold with disastrous results, to the great amusement of the men working in the holds. Eventually they gave up and we had no more troubles.

After completion of discharge at Chinkiang. 50,000 cases including breakages, we proceeded up river to Wuhu but the Texas Oil Company advised that there were no lighters available at Wuhu and vessel should proceed direct to Kiukiang. This was done but discharging could not commence for a couple of days after arrival owing to lighter shortage.

While at Kiukiang it was very hot and humid and the pilot suggested that we should go up the hill nearly to Kuling where it was a little cooler. We took a taxi out to the foot of the hill and after much persuasion we each agreed to go up the hill in sedan chairs. To ride in a sedan chair is quite an experience, the two chappies carrying the chair are continually chattering away to one another and one has no idea what they are talking about, which is probably just as well for one's piece of mind.

The route up the hill was very narrow and winding and at times on the corners we were suspended over the chasm with a drop of 30 to 40 feet looking over the side of the chair. However, eventually we reached the hotel at the top. This was a very comfortable small hotel, built, maintained and used by the missionaries. All around the hotel were very narrow colourful lanes, reminiscent of the English countryside and we spent a very pleasant time there.

When we were ready to make our return journey the sedan chair wallahs were again looking for business but Brown and I discussed it and both agreed that the downward journey would be very trying on the nerves, and decided we would walk down much to the annoyance of the chair wallahs.

Eventually we reached the bottom of the hill and took a taxi across the plain to rejoin the ship.

On completion of discharge at Kiukiang we returned to Wuhu overnight arriving there at 8 a.m. only to find that there were still no lighters available, apparently they had all been commandeered by the military authorities to transport troops down the river, there was still a considerable amount of fight-

ing on at various places along the river but the lighter shortage was fortunately, the only trouble we experienced.

The Agents found out that the lighters were a couple of hundred miles down the river and it would be weeks before they could possibly get back to Wuhu against the strong river current.

At 6 p.m. I finally decided that the only solution to the problem was to proceed to Shanghai to complete discharge and sent a message to Cardiff advising them of the position.

In due course we arrived at Shanghai and stayed there 3 days completing discharge, thus ended our trip up and down the Yang Tse Kiang.

Captain W. LAWDAY



Taken from H.M.S. Azelea—m.v. "Fresno City II" after the first torpedo had struck.

(submitted by Mr. Lionel Wainwright).

## PROMOTIONS

We are pleased to announce the following promotions to the rank of Master:

### Captain T. Lawson

Captain Lawson first joined the Company as a Deck Apprentice on 14th October, 1959, and obtained his Master's Certificate on 10th August, 1971.

Captain Lawson was appointed to the command of the m.v. *Maria Elisa* 2nd May, 1976.

### Captain K. B. Whitting

Captain Whitting joined Reardon Smith Line as a Second Officer in 1970, having previously obtained his Master's Certificate. He was promoted to Chief Officer in June 1971 and assumed command of the m.v. *Victoria City* on 3rd June, 1976.

We offer our congratulations and best wishes to the two recently appointed Masters.