

newsletter

No. 80—SEPTEMBER, 1976

Mexican Students write for 'Newsletter'

CAPTAIN BELL, Master of the m.v. *Gela* had with him three Mexican students working their passage to Hamburg in August.

We are grateful to Captain Bell for the following article written by the students. The article is published as received - to correct grammatical errors, etc. would take away some pleasure from the reading, particularly as the article is so well written.

11th August, 1976—on board m.v. "Gela"

THE following lines constitute a report of our trip to Europe, how we managed to sail on board a freight ship, and our plans for the future year there.

It was by means of a friendship we have with a man who works in the Secretary of Marines in Mexico how we managed to get a letter where he recommended us to TMM (Transportes Maritimos Mexicanas). We knew before this that TMM was giving facilities to young students and in this way we could save our airplane fare and pay our trip working on board TMM's freight ships. After a few weeks we assured ourselves a place on board the m.v. *Gela* which to our surprise was run by English Officers and had an Indian crew. This was by far a good situation for us because we could then start out our trip living with foreigners and practicing our English.

Anyhow, we set sail on July 27th, 1976 heading for Philadelphia. After two days we spent there unloading cacao, we headed now towards our destiny; Europe.

As far as today, we have been very pleased with the Officers and crew of this ship, and believe it, we have had quite an experience. We never imagined ourselves painting a ship or scrubbing a deck. Anyhow, we think these activities have resulted useful and we have had a good time doing them. They permitted us to feel we were on a ship, something

we had never experienced before as city dwellers, and also to live closer with the crew and officers who kindly showed us around the ship.

We hope to be in Hamburg, Germany on 14th August where we will leave the ship and continue our trip by train. In Mexico we bought what is called a "student railpass" which permits us to travel around 13 difference countries in Europe as many times as we wish during two months. We really want to make good use of this pass so we will be travelling quite a lot these next months. We can even use it to sleep during night trips and save hotel fares!

Anyway, by October we have to be in France, precisely in a small town called Aix-en-Provence, thirteen miles north of Marseilles, where two of us, Francisco and myself, will stay there for the next year to study different subjects dealing with France, from the language itself to its History and culture.

What motivated us to study French was simply a matter of liking it, apart from being touched with its wide variety of interesting historical facts, their country, and their cultured way of life.

We had never been living on our own before, and this is another reason why we planned this trip in order to work and earn some money on our own

Besides all of this we think this trip will help us know ourselves better because in a way it's a form of proving that we can live and solve our problems independently. Also, we will meet and treat different people and different

ways of thinking all which will widen our vision of this world we live in.

ALESANDRO ALVARADO BREMER,
ERNESTO FERNANDEZ BEER,
FRANCISCO GUERRERO PESQUEIRA.

m.v. "Elena" and m.v. "Gela"

In acknowledging valuable contributions received from Captain Crawford of m.v. *Elena*, we are reminded this edition is allocated to m.v. *Gela* contributions.

Captain Crawford in an article on T.M.M. refers to that Company's policy of naming their Mexican flag ships after districts or areas of Mexico, e.g. Monterrey, Chihuahua, etc., whilst the managed ships mostly under the British flag are named after wives and daughters of the Directors of T.M.M. As a matter of interest if you are wondering about the *Gela* he says, it is the shortened version of Angela.

A win for Head Office

Head Office X1 played Graig Shipping Co. under idyllic conditions at St. Fagans Cricket ground on 3rd August.

Graig were dismissed for 58 - Jim Bendon taking 3 for 10 (one with a ball reputed to have bounced at least three times before hitting the wickets). Graham Johnson seemed to be the man of the match with 3 for 4 and scoring 42 not out in a total of 100 for 4. John Jones scored 32.

m.v. "Eastern City" lifts record tonnage

On her maiden voyage the *Eastern City* lifted at Port Elizabeth in August, 1976, 52,604 tons of cargo. This constitutes the highest tonnage ever in the history of Reardon Smith Line.

Visit to S.S. "Great Britain"

MR. A. M. BEEVOR-REID, 2nd Officer, visited this vessel in July last in drydock in Bristol.

The ship is worth visiting as she is a tribute to the skill and ingenuity of men who nearly 120 years ago pioneered passenger ships. It is worthwhile acknowledging also the sentiments which prompted the task of towing this iron-built ship across the Oceans to her

present resting place in Bristol. The s.s. *Great Britain* Project of preserving an essential contribution to Britain's greatness (even if it was of the past) deserves every support.

The following menu card was purchased at the Souvenir shop. We hope to include Rules for passengers in a future edition.

MENU 6th JULY, 1861

DINNER—SALOON

Soup

Vermicilli

Dishes

1 Saddle Mutton, Jelly Sauce
4 Roast Mutton, Baked Potatoes
3 Roast Pork, Apple Sauce
2 Roast Geese, Apple Sauce
2 Roast Veal and Bacon
2 Roast Ducks
2 Roast Fowls
3 Boiled Mutton, Caper Sauce
2 Boiled Fowls
2 Braised Mutton
2 Braised Fowls, Mushroom Sauce
2 Stewed Ducks and Olives
1 Forced Turkey, Mint Sauce

1 Chevaux de Frize Lamb
1 Corned Beef
1 Corned Pork
1 Corned Ham
1 Corned Tongue
3 Mutton Cutlets
3 Braised Cutlets
3 Curried Fowl
3 Chicken and Ham Pies
6 Green Peas
6 French Beans
8 Boiled Potatoes
8 Mashed Potatoes
6 Boiled Rice

Pastry

6 Plum Puddings

6 Rice Puddings
6 Batter Puddings
6 Custard Puddings
3 Gooseberry Tarts
3 Blackcurrant Tarts
6 Open Jam Tarts
6 Omelettes
6 Macaroni and Cheese

Dessert

6 Oranges
6 Preserved Ginger
6 Raisins
6 Almonds
6 Walnuts
6 Barcelona Nuts

DINNER—SECOND CABIN

Soup

Mutton

Dishes

2 Roast Pork, Apple Sauce
5 Roast Mutton
4 Boiled Mutton, Caper Sauce
11 Fresh Potatoes
11 Boiled Rice

Pastry

7 Plum Puddings
7 Fruit Tarts
7 Rice Puddings

DINNER—3rd CABIN AND STEERAGE

Preserved Meat

Plum Pudding

Girls to abuse?

A COMPANY called Coubro and Scrutton deals, according to an article in the magazine *Offshore Oil*, in 'lifting gear, chain blocks, wenches . . .' as well as offering an 'industrial and marine insulcancy service.'

—*Observer, Financial Times*, 19.5.76.

Knowing his rights

FROM THE ISLE OF MAN comes the tale of an impeccably logical response by a visitor who refused to contribute to a Royal National Lifeboat Institution collection there: 'Oh, I flew over.'

—*Peterborough, Daily Telegraph*, 19.5.76.

The thirsty look

A FRIEND walked into a cocktail bar in an Austrian skiing resort and was asked by the barman what she would like to drink. 'Dry Martini, please,' she said. She was presented with . . . three Martinis.

—*Observer, Financial Times*, 1.4.76.

Drilling Rig "Atlantic I" Wins Contract

REARDON SMITH Exploration Limited, on behalf of Atlantic Drilling Company, have contracted the new semi-submersible drilling rig "Atlantic I" to the Panocean Oil Corporation (North Sea), operator for the Brae Field for the drilling of a further well on the Brae Field in the U.K. North Sea. Panocean is a wholly owned subsidiary of Marathon Oil Corporation. The rig has now commenced to operate the Contract. The current background of slack demand and depressed daily hire charges makes it a very difficult period for employing rigs. The employment therefore of "Atlantic I" is better than laying up and as work proceeds, so it becomes more advantageous.

"Atlantic II" is currently nearing completion at the Finnish yard of Rauma-Repola.

Reardon Smith Exploration is still confident that a fixture can be arranged before completion this year, but the prospects are narrowing with the onset of Winter in the North Sea and the consequent reduction in demand for exploration units.

The Unionist Prayer or the 23rd Rule

The Union is my Shepherd, I shall not Work,
It Maketh me lie down on the Job,
It Leadeth me beside the still Factories,
It restoreth my insurance benefit.
Yea, Though I walk through the shadow of unemployment,
I will fear no recriminations, for the Union is with me,
Its restrictive practices and shop stewards comfort me,
It prepareth a works Committee before me,
In the presence of my employer.
It annointeth my hand with Pay rises,
And my Bank balance runneth over,
Surely Works bonuses and Union Cards shall follow me all my Life,
And I shall dwell in a Council House for ever.

ANON.

Letters . . .

Dear Sir,

I thought you might like to know that I thought Edition 77 of our *Newsletter*, was one of the most interesting I have ever read. The article on "Cardiff" is very well written and of tremendous interest to this writer.

The passing of Mr. J. V. Cuckow was read with some sorrow. "Jack" as he was known to all of us was a great character of a bygone age. He was a great shipmate and always had a good story to tell. He often used to recall how when he was a schoolboy he contributed a shilling towards a fund in aid of Captain Scott's expedition to the South Pole. He began his sea career as a cadet with Ellerman Lines. In those days it was part of his duties to carry the Captain's Chronometer to and from the railway station, whenever there was a change of Master. After "retiring" from Smithcraft he worked for a long period on the Great Lakes of Canada. I last met him in 1965 at Sunderland; he was then mate of a 600 ton coastal tanker. He must have been nearly eighty when he died. The world is a sadder place without such characters.

JOHN R. MATHEWS
Radio Officer/Cardiff City

m.v. *Cardiff City*,
Baltimore,
Maryland.
29th July, 1976.

Dear Sir,

"Bouquets to our Navigators"

On the 20th of June, 1976, the m.v. *Cardiff City*, fully loaded with a cargo of steel pipes for Colombia, sailed from

Kawasaki Japan on a voyage to Balboa, Panama Canal.

Shortly after clearing Tokyo Bay I transmitted a routine safety message indicating our sailing plan to the United States Coast Guard at New York. Such messages are always transmitted by all Smithcraft vessels when they commence an ocean passage, as part of the well established Amver Organisation. The last part of this particular message from *Cardiff City* read "Estimated time of arrival at Balboa 1700 GMT July 12th".

The voyage would involve our ship in a journey of 7878 miles, a mileage covered by the average family car in twelve months. Great Circle and Rhumb Line sailing would be involved. From the summer of Japan the vessel would be driven into the utter wilderness of the North Pacific at forty degrees North on the International Date Line. She was then taken south towards the sun and the tropical bliss of the west coast of Central America.

On July 12th I stood on the bridge of *Cardiff City* and at 1656 heard the voice of Captain Kalnins issue the command "Let go port anchor", as we slid into the merchant ship anchorage at Balboa. *Cardiff City* had arrived at the Panama Canal four minutes early!

How about that then? Could Mission Control at Houston do better? After all their "ships" do not have to travel through the mountains and valleys of the North Pacific, or pause to have their turbo blowers washed. Well done *Cardiff City*, we are proud of you.

JOHN R. MATHEWS
Radio Officer/Cardiff City

Do you read the daily papers?

The Times—Read by the people who run the Country.

Daily Mirror—Read by the people who think they run the Country.

The Guardian—Read by the people who think they ought to run the Country.

Morning Star—Read by the people who think the Country ought to be run by another Country.

Daily Mail—Read by the wives of the people who run the Country.

Financial Times—Read by the people who own the Country.

Daily Express—Read by the people who think the Country ought to be run as it used to be run.

Daily Telegraph—Read by the people who still think it is.

The Sun—Read by the people who don't care who runs the . . . Country providing she's well endowed.

STAFF NEWS

OBITUARY

It is with regret that we announce the death of Mr. Leslie Howells' wife, Gladys. Mr. Howells was a Director of the Company before his retirement and met his wife in our London Office.

Miss Samuels as she was then, was a very popular person who had a particularly charming disposition. Many of our pensioners would remember her well and will be saddened at her passing.

We all extend our deepest sympathy to Mr. Howells in his loss.

We regret to record the passing of Mr. R. S. Burston's mother and extend to him and his family our deepest sympathy.

We extend our deepest sympathy to Mr. Jack Sharp on the passing of his wife. Jack will be remembered as the popular Chief of General Office for many years at Head Office.

BIRTHS

Congratulations to Mr. and Mrs. J. C. Cullen (2nd Engineer) on the birth of a son, David John, on 2nd August.

IN HOSPITAL

We wish Mr. Denis Matthews, Secretarial Department, Head Office, a speedy recovery after his operation.

We are pleased to hear that Mr. Eric Poingdestre, Engineering Superintendent, is now convalescing after his recent operation and making good progress.

GOLDEN WEDDING

Congratulations and best wishes to Mr. and Mrs. Jake Morgan on the celebration of their Golden Wedding on 18th September. We wish them many years of happiness to come.

NEW STAFF

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

Head Office:

Miss J. S. Llewellyn (Computer operator/Programmer).

Mr. R. V. Beere (Chartering Department).

London Office:

Miss G. F. Vaughan (Office Junior and trainee Telephonist).

Miss H. J. Legg (Secretary, Chartering Department).

Mr. G. J. Ingray (Office Messenger/Clerk).

Mr. N. A. Lexiford (Chartering Department).

Mr. C. J. Hunt (Chartering Department).

Sea Staff:

Mr. D. D. Arnott (Catering Officer).

Mr. S. F. Lowry (Deck Cadet).

CERTIFICATE SUCCESSES

Congratulations on obtaining the following certificates:

R. S. McKay (Master's).

E. Bingley (1st Mate's Certificate).

P. F. Mathews (1st Mate's Certificate).

T. H. Jowett (2nd Mate's Certificate).

A. Thomson (2nd Mate's Certificate).

K. I. Davies (2nd Class Motor).

D. W. Quaye (2nd Class Motor).

M. G. Evans (Part "A" 2nd Class).

Appeal for contributions to the Blind

Head Office Staff recently received an appeal for contributions to the Blind. The response has been most encouraging. In 1974/75 an annual total of £59.00 was contributed. As the result of the appeal £105.00 will be contributed.

THE HOBBY

BOREDOM is a nasty evil on board ship. What is required to keep Jack jolly is a hobby. A hobby which is compact, little weight, amusing, interesting and has possible financial gain. Try electronics.

For the price of a *Playboy* and a couple of cans of ale you can secure each month 3 excellent electronic magazines which will put you on the road to making all manner of amusing articles. A radio? For just over £1 the Ferranti ZN414 looking just like a small transistor makes an excellent buy. Put it with an LM380 at around 80p and you can have a 2 watt radio. For the car, power your cassette tape-recorder direct from the car battery via a stabilising unit around about 60p and push its output through £1 worth of TBA810AS, then sit back and enjoy 5 watts of delightful music.

Bring away to sea with you your own 20 watt amplifier. It's almost 1 inch long and weighs about 1 ounce. It is called a TDA2020 and will cost you around £3. Inventions? Well, the wife wanted to know when the cesspit was nearly full without the inconvenience of lifting a heavy cover. A quick burst on the banjo with a 555 coupled to a JK flip flop should set lights blinking away. And there is nothing like playing with a JK flip flop at the end of a hard day.

I thoroughly recommend the hobby for everyone, particularly cadets and junior officers who now need to know something about electronics. Learn by your mistakes. Blow up a few transistors, plunge the house into darkness, cause smoke to billow from your car radio. It's a fascinating hobby.

M. W. SLAYMAN

Thirty-three days at Sea

The Master of the m.v. *Vancouver City*, Capt. O. J. T. Lindsay, reporting from Kawasaki on 6th July last referred to his vessel's passage from Bahia Blanca to Kawasaki.

The passage from Bahia Blanca to Kawasaki via the Estrecho De Magallanes and Patagonian Channels was without incident, apart from inclement weather conditions. Distance on passage (Bahia Blanca Pilot to Uruga Channel Pilot) 11,360 miles - steaming time 33 days 8.5 hours - General average speed 14.19k.

How about that for a marathon?

m.v. "Sara Lupe" in the Bicentennial City

WE SAILED up the Delaware river on the 11th June towards the city of Philadelphia. We all were wondering about how long it would take to discharge our 13,000 tons of sugar.

As luck would have it the stevedores worked very sociable hours leaving plenty of time for all of our Officers to explore the city.

It was decided by ourselves to take the opportunity offered to us and explore the history of the city. Philadelphia played a large part in the beginning of the U.S.A. in 1776 and so in this year of the Bicentennial, Philadelphia was once more determined to play her part. Throughout the city there is an air of celebration. Whilst here we took the opportunity to see the famous liberty bell. While walking around this piece of American history surrounded by camera snapping locals, members of our party were heard to utter such phrases as:

"This bell ain't cracked up to what it's made out to be", and "It looks more like a weld cut to me".

From the bell we walked on to the Independence Hall. It was here where things first started. In this building the first congress sat and also signed the Declaration of Independence.

As we emerged from the hall, brains reeling from the string of dates and historical events which happened there we were set upon by a party of touring school children. It took some minutes to extricate ourselves from this mass, but on doing so it was decided something a little quieter was called for. The Maritime museum seemed a good idea, so with map in hand we proceeded to set our course.

We spent quite some time wandering around the many exhibits ending with a short film whereby with the aid of a little boy and a magic lantern we were able to view the ancient past of Philadelphia.

It was decided that an aerial view of the city was called for so we made our way to the City Hall. We ascended the 548 foot 2 inch tower to the viewing platform where we were afforded an uninterrupted view of the city. Philadelphia boasts the longest street in the world. This is Broad Street with a length of just over 12 miles.

Descending from our aerial perch we decided that the prospect of seeing all the historical sites had foot-sore possibilities so we decided to resort to touring in air conditioned luxury.

Mounting the cultural loop bus we did a quick tour of such sites as the Zoological Gardens, Benjamin Franklin Parkway and the First Bank of the U.S.

Leaving the bus we came to the conclusion that there was only time for one more tour before we had to return to the ship. Of course with the fatal fascination for money held by all cadets it was inevitable that we should choose the U.S. Mint for our last stop.

In the U.S. Mint we were given the opportunity to observe the processes employed in the production of U.S. coinage. We were able to drool at the thousands of perfect coins emerging at the end of the process.

Other interesting sites which we were able to explore on later dates were the U.S.S. *Olympia* and the Dutch Naval Frigate *Tramp*. These two ships afforded a vivid contrast to the life at sea in the 1880's and life at sea in 1976.

Our visit to Philadelphia sadly ended on the 16th June. It was with some sadness we left the friendly people of Philadelphia busily making last minute preparations for the 4th July. We thank the Philadelphians for their hospitality and for making our stay there a most enjoyable one.

Submitted by Deck Cadets S. G. Hughes and R. K. Villars.

OLDEST R.S.L. BOAT AFLOAT?

WHILST dinghy sailing in July last Mr. Deschamps entered into conversation with a gentleman who owned a clinker built lifeboat built in 1936 for *m.v. Devon City*. The *Devon City* was undergoing a refit at the Channel Dry Docks, Cardiff prior to being handed back to the Company after war service with the Royal Navy.

The boat was converted on family boat lines and named *Fiddlers 3*.

The present sole owner is Mr. A. Crocker who taught seamanship on the Reardon Smith Nautical College T.V. *Margarita*.

Many thanks to Mr. Hall for the accompanying photograph.



Seen lately in the national press

A clergyman went to a religious convention in Switzerland and was accommodated, at a girls' school, during the school holidays. He was amused at the sign which he saw beside his bed, which read "If you require a mistress during the night, please ring".

SHIPS POSITIONS AT 20th AUGUST 1976

m.v. Cardiff City. On Time Charter a/c Salen. Sailed Baltimore 10th August. Transits Suez Canal 26/27th August, and arrives Aqaba 28th August. Expect complete around 30th September-next business possibly repeat U.S.N.H./Aqaba.

m.v. Cornish City. On Time Charter a/c Safmarine. Arrived Durban 14th August. Expect complete and redeliver 21st August. Delivers under Time Charter to Federal Commerce and loads sugar sailing 26th for St. John N.B. Then possibly loads C.K.D.'s St. Lawrence for Turkey. Arrival St. John 16th September - completing 20/25th.

m.v. Devon City. On Time Charter a/c Motor-tank. Arrived Batumi 24th July. Expect sail 22nd for Skaramanga where drydocks 25th August/15th September. Next employment not yet decided.

m.v. Eastern City. Sailed Port Elizabeth 7th August with cargo Manganese Ore. Arrived New Orleans 1st August with expected completion 4/5th. Next business not fixed.

m.v. Fresno City. Sailed Esbjerg 6th August. Sailed Flushing 7th August after bunkering. Arrives Pascagoula to load grain 21st August. Sails 28th August and transits Panama Canal 2nd September. Arrives Japan 28th September, completing discharge 1st/5th October.

m.v. Indian City On Time Charter a/c Yamashita Shinnihon. Sailed Yokosuka 11th August with cargo cars. Arrives New Westminster 23rd, sailing 24th for Seattle 26th August and Los Angeles 30th/31st to complete, then returns to Japan in ballast.

m.v. New Westminster City Sailed Port Elizabeth 13th August with cargo of Manganese Ore for discharge Tachibana and Niigata. Calls Singapore for bunkers and crew change 31st August. Arrives Tachibana 9th September Sailing 12th for Niigata 12th completing Niigata 15th September.

m.v. Port Alberni City On Berth Service. Arrived Vancouver 11th August. Completes loading and sails 21st. Transits Panama Canal 2nd September. Discharges Dublin 15/20th September, and completes London 22nd/27th September.

m.v. Prince Rupert City On Time Charter a/c Seaboard. Sailed Vancouver 15th August with lumber cargo. Transits Panama Canal 27th August. Discharges Baltimore 23rd September, Port Elizabeth 4/5th, Brooklyn 6th, New Haven 7th, completing and redelivering Providence 8/9th September.

m.v. Tacoma City Sailed Middlesbrough 14th August on Steel Berth Service. Transits Panama Canal 28/29th August. Discharges Los Angeles 6/9th September, Oakland 10/11th, Portland 13/14th and New Westminster 15/17th. Vessel then proceeds under B.C./U.K. Cont., Berth Service. Loads Crofton 17/19th September, Vancouver (Wash.) 21st/23rd, Longview 24/25th, Coos Bay 27/29th and Vancouver B.C. 1st/2nd October. Transits Panama Canal 14th October for discharge London 28th October/4th November and possibly Antwerp or Rotterdam.

m.v. Vancouver City. On Time Charter a/c Rella. Sailed Port Klang (Malaysia) 16th August. Transits Suez Canal 29/30th August. Discharges Le Havre 10/12th September, Tilbury 13/15th, Holland 16/18th, Antwerp 19th/21st completing Esbjerg 22nd/25th September, redelivery from Time Charter on completion.

m.v. Victoria City On Time Charter a/c Nidera. Sailed Buenos Aires 16th July with cargo Sorghums. Sails Singapore after bunkering 13th August. Arrived Kaohsiung 18th August to discharge, completing 29th August and redelivers. Then delivers Boston/Galveston Range 20/30th October.

m.v. Welsh City On Time Charter a/c K.N.S.M. Arrived Port au Prince 19th August. Calling Kingston 20th, Nassau 22nd/23rd, Freeport 24th.

Morehead City 26th, and Charleston 27/30th, then returning La Pallice 9/10th September and Boulogne 12th September.

m.v. Amparo Sailed Acapulco 19th August for Manzanillo 19th August. Calls Manzanillo 21st/27th, Salina Cruz 29th/31st, Acapulca 1st/2nd September, Corinto 3rd/5th Cutuco 6/9th and Ensenada 13/14th. Then proceeds Japan, arriving Kawasaki 29th September/1st October, for Yokohama 2nd/4th, Nagoya/Yokkaichi 5/6th, Osaka/Kobe 7/11th after which loads further Japanese ports for Mexico.

m.v. Atlantic Sailed Singapore 18th August for Jeddah arriving 31st August, Future movements unknown.

m.v. Elena Drydocked Kobe 19th August - expect undock 27/28th. Thence loads Kobe, Hiroshima and Hitachi, sailing 8th September for Mexico, calling Ensenada 21st September, Salina Cruz, Acapulco, Manzanillo, Central American Port, Guaymas, finally completing Ensenada about 21st October, whence proceeds Japan.

m.v. Gela Expect sail Bremen 21st August for Liverpool. Arrives Liverpool 24th August, sailing 27th. Continues loading Rotterdam 29/30th, Antwerp 31st August/1st September and Le Havre 3rd/6th September for Vera Cruz where arrives 19th September.

m.v. Maria Elisa Sailed New Orleans 18th August for South America. Arrives Rio de Janeiro 3rd September, sailing 5th for Santos. Arrives and sails Santos 6/11th September, Itajai 12/14th optional for Brazil 15/17th, Santos 18th/23rd, Rio 24/25th and possibly Vitoria 26/28th September. Then returns Mexico.

m.v. Sara Lupe Arrived Santos 13th August. Sails 20th for Buenos Aires, arriving 22nd/23rd. Calls Montevideo 24/25th, Paranaqua 27/29th, Angra dos Reis 30th/31st and Santos 2nd/8th September. Proceeds to discharge San Juan 19th/21st September, Vera Cruz 26/30th completing Tampico 1st/2nd October.

m.v. "Eastern City" at Copenhagen

(Sent in by Mr. A. J. Matthews).



Arthritis strikes—but opportunity knocks

Mr. M. H. Mort was Electrician on m.v. *Gela*. Unfortunately he was forced to leave the Company and sea life owing to Arthritis of the spine. His former shipmates will be delighted to hear that Mr. Mort has now been successful in gaining entry to the Polytechnic of Wales on a work study course, sponsored by The Training Opportunities Scheme of the Manpower Services Commission.

We all wish Mr. Mort the very best of good fortune for the future.

Answers to Crossword in August edition submitted by Ch. Engineer D. Inglis.

ACROSS

1, Circumstantiate; 7, Pametrada; 9, Erg; 10, Reaper; 12, Arraign; 13, Leg; 14, Coir; 16, Set; 17, Aorta; 18, Rio; 19, Huon; 20, Pea; 21, Lay; 23, Nova (with 16, down); 24, Roentgen; 25, Li.

DOWN

1, Caper; 2, Remonstrate; 3, Ultraviolet; 4, Avaricious; 5, Titania; 6, Terrestrial; 8, Atrophy; 9, Eel; 11, Ego; 15, Roc; 16, & 23 across Super Nova; 22, T.N.T.

In the August edition we offered our best wishes to Mr. W. D. Howell, 2nd Officer, on his being chosen to represent Ireland in the European sailing Championships.

We asked him to give an account of his experiences, which we are sure will be of interest to our readers. In addition, we are most grateful to Mr. Howell for the three excellent photographs.

SURPRISING as it may seem, for a seafarer, I normally spend a great deal of my leave racing my 505 class dinghy. This Summer, following a series of good results at various events in Ireland, I was selected as a member of the six boat Irish team to go to the European Championships at Hayling Island Sailing Club, near Southampton.

The International 505 class dinghy, at 16' 6" (5.05 m) and setting 366 sq. ft. of sail, including spinnaker, is one of the largest and fastest monohull dinghies currently raced internationally, and was initially designed for Olympic competition, though selection for the Olympics was eventually granted to the "Flying Dutchman" class instead.



A rare moment of light weather shortly after the start.

The Irish team arrived at Hayling Island at three o'clock in the morning of 15th July, and after a few hours sleep it was time to present the boats for measurement. Each of the 86 competing boats, from eleven nations, had to be weighed and then measured with templates, and each sail had to be checked, to ensure that all the boats complied with the class rules concerning hull shape and sail area. Fortunately my boat and the five other Irish boats all passed successfully, though there were quite a few others who had to make quick visits to the local sailmakers to have sails altered.

The next day, Saturday, was practice race day when all competitors have a

EUROPEAN 505 CHAMPIONSHIPS 1976

chance to race over the course area and familiarize themselves with the race committee, and starting procedure for the event.

Racing at events of this size is normally carried out over a triangular shaped course marked by three buoys, the one at the leeward side of the course forming one end of the starting line, the committee boat marking the other extremity of the line. From the start boats tack to windward to the first mark, leaving it to port, then two reaching legs back to the starting mark. From the starting mark, the second time, boats return to the first mark, leaving it to port again, then return directly to the starting mark on a dead downwind leg, followed by one more round of the triangle and a beat to the finish. With each leg being about one and a half miles this gives a race of 13½ miles in all.

Sunday, the day of the first championship race, dawned bright and sunny with light breezes as the eighty-six strong fleet sailed out to racing area for the start. At the gun, I started at the starboard end of the line, hoping that the developing seabreeze would produce a windshift favouring boats on that side of the first leg. Sure enough the expected breeze came and freshened bringing me into the first mark amongst the leaders, only to find the race stopped due to the size of the windshift, so it was back to the start while the committee relaid the course to suit the new and freshening



Action at the leeward mark.

wind. The fleet got away cleanly at the second start and I was lying in quite a good position until the second round disaster, a bad capsiz while planing fast under spinnaker left me with the spinnaker hopelessly tangled round the mast and rigging, and no option but to retire from that race.



A tricky moment, recovering the spinnaker at the end of the run.

On Monday we were greeted by gale force winds and heavy seas. A one hours postponement was announced to see if the wind would moderate at all, then away we went. After a hard fought race in some of the heaviest conditions I have ever raced in I finished 24th, in spite of several capsizes. But what a toll of destruction when we reached shore again, twenty-two broken masts, and one competitor picked up by a Navy helicopter after he gashed his head during a bad capsiz.

The remaining four races were held in slightly lighter conditions, marred for me by a couple of capsizes at crucial moments which cost me a lot of places,

(continued overleaf)

and that coupled with not noticing the developing seabreeze front and associated windshift in the fifth race, a mistake which left me back in the last ten at the first mark, effectively ended my chances.

At the end of the week, with everyone's five best results out of the six races to count, Peter Colclough from Lowton Sailing Club, England, was the new European champion with Frenchman, Loday second, a Swede third, another English boat fourth and the first Irish boat fifth. Myself, well I was second Irish boat but a couple of bad results in the overall tally left me only 48th overall.

However at the end of it all, a thoroughly enjoyable week's racing with much valuable experience gained in racing amongst large fleets, and a well earned win for the new European champion.

ANGRA DOS REIS

ANGRA DOS REIS of Angry Dai Rees using the more colloquial terms is a small port about 60 miles south of Rio De Janeiro.

The ship threads its way amongst the small densely forested islands reminiscent of Western Canadian and Scottish lochs, with their picturesque name of I. Dos Coqueiros, I Francisca, to eventually berth alongside the silo.

The cargo is brought alongside in freight wagons drawn by of all things a converted Steam Loco, made in the Baldwin Locomotive works, Philadelphia P.A. in November 1920, and numbered 54055, which possibly may have run around the Chicago-Illinois region according to markings. Its configuration is 4-6-0 with tender, having been converted to oil in 1948, and has the inscription RMV233 on its front headlight, complete with cowcatcher guard.

Although there is not a lot in Angra Dos Reis, one can sample the locally caught delicacies of squid, octopus and other various assorted sea foods in the seafood restaurant which overlooks the harbour, or browse amongst the shops that line the Praia Do Anil.

The ancient convent of San Antonio stands halfway up the cobbled street, symbolic of days gone by, now only a ruined shell, with a few ornately carved altar pillars and stands to illustrate its

former glory, closed up at present due to restoration work.

Rising as a backdrop against the sky is Mountain Do Bolo with the houses perched precariously amongst the palm fronts, and thickly wooded hillside, where at night the light speckle the night sky.

In Winter Agra Dos Reis is damp and humid with frequent rainfall but in Summer is a favourite spot for visitors from Rio and certainly will be worth a second visit.

ITAJAI

TWO HOURS up the Itajai-Mirim River lies the sleepy port of Itajai, typical of many small Brazilian ports.

Just before the berths is the fish quay where the multicoloured fishing boats with their blue and red hulls lie gently swaying against the slatted wooden pier, booms extended as they discharge their latest catch, the green, red and white nets spread across the pier as the crewmen repair them. Large multiwheeled refrigerated lorries await their turn to be loaded before rolling en route to the various inland markets.

A few minutes walk from the fish quay is Vila Ramos Square where the gnarled trees stand guard in the black and white mosaic paved square, so popular in Brazil, casting their shadows over the old fishermen as they argue the sticky sleepy afternoon hours away.

On the opposite corner of Vila Ramos Square stand the belching buses which lumber their way down the coast to Cabecudas, Cambui, Florianopolis, carrying the chattering children, families and friends happily conversing as only Latins do.

Cabecudas is a typical Summer resort in Brazil, closed and shuttered in Winter months the bungalows with white and pink stucco walls most of which have richly coloured mosaics and marbled driveways, some with deep rosewood doors and pillars, others partially timbered on a gable wall.

Walking further on, and up a rough path one stands at Pt De Cabecudas and gazes on to the Praia Brava, deserted in Winter, where the piles of driftwood and broken bamboo break up the emptiness of the long white expanse of sand, and watch the Atlantic rollers crash on towards the beach, the surf spume whipped as it thunders on to the beach.

A one cruzeiro fare on the bus brings one back to Itajai, and Vila Ramos Square, and into Avenida Hercula Luz. This street leads to the main crossroad at Praca Irinhei Bornhausen, and Marcos Kondor, where the Itajai Cathedral stands, a typical example of Spanish-Portuguese architecture.

End of the Road

A Chief Steward stood at the Pearly Gate, His head was bent and low, Humbly he asked the man of fate, Which way he had to go.

"What have you done", Saint Peter said,
"To claim admission here?"
"I was a Chief Steward in Smith's", he cried,
"For many and many a year."

Saint Peter opened wide the gate,
And with a smile as well,
"Come in and choose a harp", said he,
"You've had your share of HELL!"

ANON.

Help

IS THERE any significance in the Government's choice of May Day for a new public holiday, since this is also recognised as the international distress signal?

—*Observer, Financial Times*, 5.4.76.

Bring boat

FLEET STREET employment agency advertised for a 'Floating shorthand typist wanted for international company . . .'

—*Observer, Financial Times*, 23.3.76.

Excuses

FROM A LETTER to Birmingham tax office: 'My clients took over the ruining of the business from the previous owner.'

—*Observer, Financial Times*, 16.3.76.

Ken again

IF, AS I SUGGESTED on Thursday, a creche is a crash in Kensington, what is the definition of sex? Quite easy: it's what residents of the same area get their coal delivered in.

—*Observer, Financial Times*, 1.3.76.