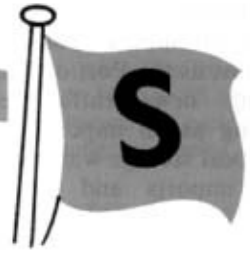


REARDON SMITH LINE LIMITED

# newsletter



No. 84—JANUARY, 1977

## REARDON SMITH COGGINS

The third subsidiary of the R.S.C. Group is Archibald Young (Warehousing) Ltd. which was to be the first of three in the Felixstowe area.

### *The Story of Archibald Young*

THE COMPANY started a warehousing operation in 1969 at Martlesham for the specific purpose of providing storage space close to Felixstowe for the U.S. Air Force. Supplies from the U.S.A. for the U.S.A.F. airfields in the U.K. were beginning to arrive at Felixstowe instead of Southampton, as previously, and a bottleneck in the movement and distribution of these supplies had arisen. At that time A. E. Smith Coggins (Southampton) Ltd. were the prime Contractors to the U.S.A.F. for shipping services at all U.K. ports so that the problem at Felixstowe had to be solved by someone. AY(W) was formed and a contract signed to provide a distribution depot and the new company leased a large building that was formerly a R.A.F. hangar which was ideal for the purpose.

Today, seven years later, much has changed, and the Company have three hangars (100,000 sq. ft.) on a 10 acre site used entirely for general commercial warehousing of all kinds, whilst the U.S.A.F. supplies, now fully containerised, move direct from Felixstowe to the air bases and have no need for a distribution depot. The change from a U.S.A.F. supplies depot to general warehousing was gradual and has given the Company a wider base for operations.



(continued from page 1)

### Warehousing

Thus Archibald Young came into being just as the Port of Felixstowe was reaching new traffic records and emerging as an important U.K. port, when local storage was much needed to house imports and exports passing through the port. Martlesham Heath, where the hangars are situated, is 6 miles north of Ipswich and 8 miles from Felixstowe. It is a quiet area of heath and woodlands that had been the site of an important R.A.F. aerodrome for experimental aircraft which first came into operation over 50 years ago. It was finally closed several years ago after being, in two World Wars, one of Britain's most important airfields.

The three largest hangars are now leased by Archibald Young for the storage of bagged fertiliser (generally 10,000 tons is in store), bulk grain, machinery, helicopters, manufacturers' goods, foodstuffs, and numerous other commodities. High above these goods suspended from the roof girders hangs a pair of flying boots thrown there presumably by some departing demobbed R.A.F. pilot of 30 years ago. This reminder of the past returns again on visiting Sid Barrett (Executive Director) who sits in the former office of the R.A.F. Commanding Officer where doubtless in years gone by R.A.F. personnel came smartly to attention with much stamping of feet upon the parquet flooring. No one is given 7 days' detention in this office today, but nevertheless it is busy with clients representatives in and out, a white-

coated supervisor appearing at the door to report, and the noise of the chattering telex in the background.

The first impression of a visit to Archibald Young's premises is thus one of "R.A.F.". Hangar doors are still clad with  $\frac{1}{2}$  in. armour-plating, and the 4 ft. thick walls (once considered bomb-proof) are still as solid as when first built. Warehousing, however, is a necessary requirement for many export commodities and different reasons. Oil rig equipment for North Sea rigs is assembled by suppliers and manufacturers before being shipped out to the rig, a complete chemical process plant mostly manufactured in Scotland, is assembled in parts prior to shipment to Yugoslavia. Oil pipe-line valves and other hardware are received and crated before loading on to a T.I.R. trailer for the 3,000-mile overland journey to Saudi Arabia.

Imports at Martlesham are also various. Cane chairs in thousands from Poland, carpets from Turkey, and on occasions new cars of the latest design from Continental manufacturers (that must be hidden from Public view pending a Motor Show unveiling), are a few examples. Yet another item is a 16-ton propeller hidden in one corner of the largest hangar, awaiting the day it is needed by its owners, the Reardon Smith Line.

### Containers

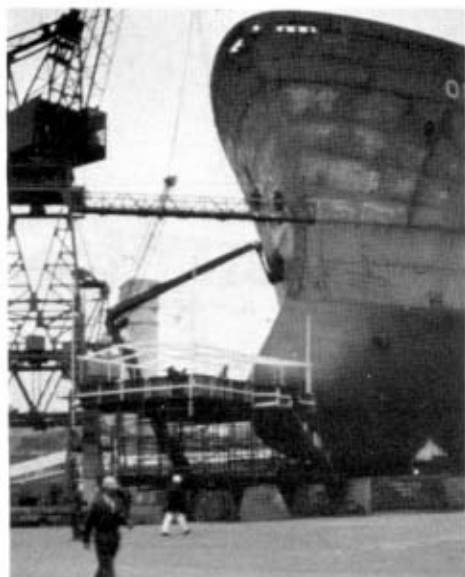
One thing leads to another, and warehousing soon led Archibald Young to forming a "Containercare" division for container repairs. A part of one of

the hangars was converted into a repair shop for containers and there is thus a sister Company to Containercare (Southern) Ltd. of Southampton engaged in similar work, at Martlesham.

The work of container maintenance and repair has already been described in a previous Newsletter so it need not be repeated now, but Graeme Richardson, who is Manager of the division, stacks his 200/300 containers at the side of the hangar in colourful array. Reds, yellows, blues, greens, and white together form an eye-catching glimpse between the trees for the passing motorist who a half-mile distant on the A12 may be driving northwards to Great Yarmouth. How beautiful the Constable country is he thinks (now glimpsing his speedometer), were they dahlias or roses?

### The Staff

Mr. Sid Barrett (ex Bullard King, ex Nigerian Port Authority) is Executive Director in charge of Martlesham operations and brings a great knowledge of freight handling to the scene, and has led the way in establishing Archibald Young (Warehousing) Ltd. at Martlesham. Mr. Graeme Richardson (ex Bristol City Line, ex Bell Line) is a marine engineer turned container specialist. Numbers of staff are small. A team of only 8 covers the Warehousing, and 12 the Container Repair work; but it is said of business today that to be small is beautiful—so Archibald Young will try to stay beautiful in its country setting in East Anglia if it can do so with profit.



## Launch of ORIENT CITY

OWING to an industrial dispute it was not possible to carry out the launching ceremony as had been arranged for Monday.

The naming ceremony was however, performed by Mrs. J. B. Lemon. The dispute was eventually resolved and on Thursday evening the launch was duly performed by Mrs. Lemon. A small ceremony took place at which representatives of the Shipowners and Shipbuilders attended. The launch was unusual inasmuch as it was performed after dark and was the first launch by the Shipbuilders during the hours of darkness.

## HEAD OFFICE

### Annual Dinner/Dance

THE ABOVE EVENT was held at the Angel Hotel, Cardiff on 14th December. It was a most successful evening. Everybody enjoyed themselves and the friendliness of the atmosphere created, contributed in no small measure to the success of the evening.

The Chairman in his few brief remarks thanked those who had organised the evening. He extended the usual warm welcome to members of the seafaring staff as well as a number of Retired staff.

## CONTRIBUTIONS FROM OUR RETIRED STAFF

AS THE result of advising Pensioners of an increase in their pensions we have received some very nice letters.

We are always glad to hear from our retired staff and to have their personal reminiscences and some stories, etc. of past events.

Mr. H. R. E. Caswell, one of our retired directors, gave us a particularly enviable account of life in Marlborough where Mrs. Caswell and he reside.

An extract from his letter reads as follows:—

"These are very difficult times. Here in Marlborough life goes on in a quiet unhurried way with none of the 'big city' problems. You walk everywhere—hence my return to my youthful figure. (We can only take his word for that—Editor.) Everyone adopts a 'good neighbour' attitude, sharing garden fruits and vegetables. When I go to the local for my evening relaxation matters political, world affairs, or work problems just do not interest the locals, but horses, gardens, and family life are the main topics."

It seems incredible that such a life is possible these days, but it is refreshing to know that there are such havens.

Mr. Caswell went on to say how much he enjoyed the Newsletter. Each month there is always an item which brings back memories. The item *Welsh City* at Bilbao reminded him of the time he was there in 1931 on board the *Braddovey*. King Alfonso

was deposed, there were warring factions and burning of Churches. The vessel eventually discharged at Aviles. The agent was Ceferino Ballasteros and it is often won-

dered whether the young man of present day golfing fame comes from the same line. The family then were involved in all sorts of sporting activities.

The packages of lumber shown in the photograph were delivered to the Deptford Yard of Sunderland Shipbuilders. They were loaded in the *Victoria City* on Voyage BS.65—April, 1976, B.C./U.K. Cont., Berth Service. This consignment was discharged in London. In the new building berth nearby was the *Orient City* on which this timber was being used for staging purposes, etc.

In this way the *Victoria City* has played her part in the construction of the *Orient City* soon to join her as a new addition to our fleet.

(Submitted by Ian Jones, Superintendent on new building at Sunderland.)



### ACROSS

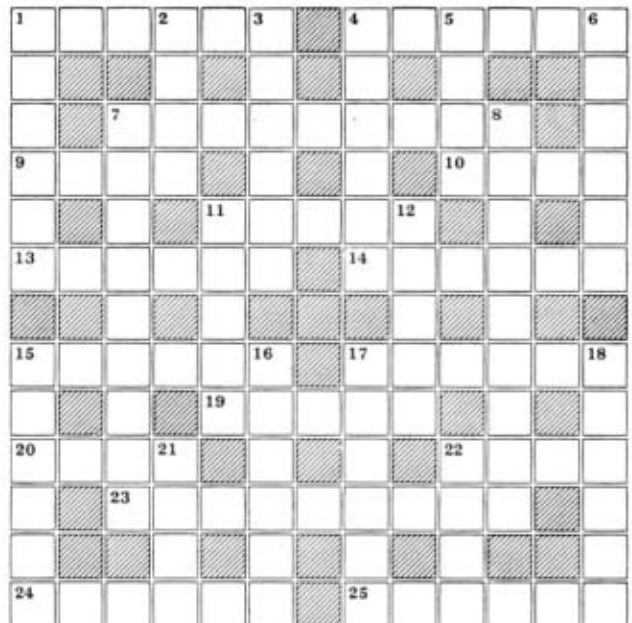
- 1 This is weighed to get away. (6)
- 4 Officers spending these aboard may get more money. (6)
- 7 A garden plot that may contain money. (9)
- 9 S. African currency. (4)
- 10 You may break up and cry with it. (4)
- 11 Nut commonly chewed in India. (5)
- 13 You may be called this with too much drink. (6)
- 14 Their courses usually end in the sea. (6)
- 15 Some do no more than this at a meeting. (6)
- 17 May be seen just off the shore. (6)
- 19 Wind is necessary for these. (5)
- 20 There are two per head. (4)
- 22 Commonly part of a whole. (4)
- 23 Can come before or after the landing. (9)
- 24 Fishy devils ashore and afloat. (6)
- 25 "Up and coming" waves may cause these. (6)

### DOWN

- 1 Salvage grants. (6)
- 2 Many a ton has gone into this. (4)
- 3 Firmly grounded? (6)
- 4 A vessel has an official one. (6)
- 5 Commonly known as a City one. (4)
- 6 They may fly if he is annoyed. (6)
- 7 Fathers gone before us. (9)
- 8 Ear to ear form of conversation. (8)
- 11 Could be broad and have kidneys. (5)
- 12 Make some money out of liars. (5)
- 15 They look after the ship in port. (6)
- 16 Many a boat is held by them. (6)

- 17 Ships may take a rest on these. (6)
- 18 Relations that are always the same. (6)
- 21 Could be a source of navigational aid. (4)
- 22 World's biggest union? (4)

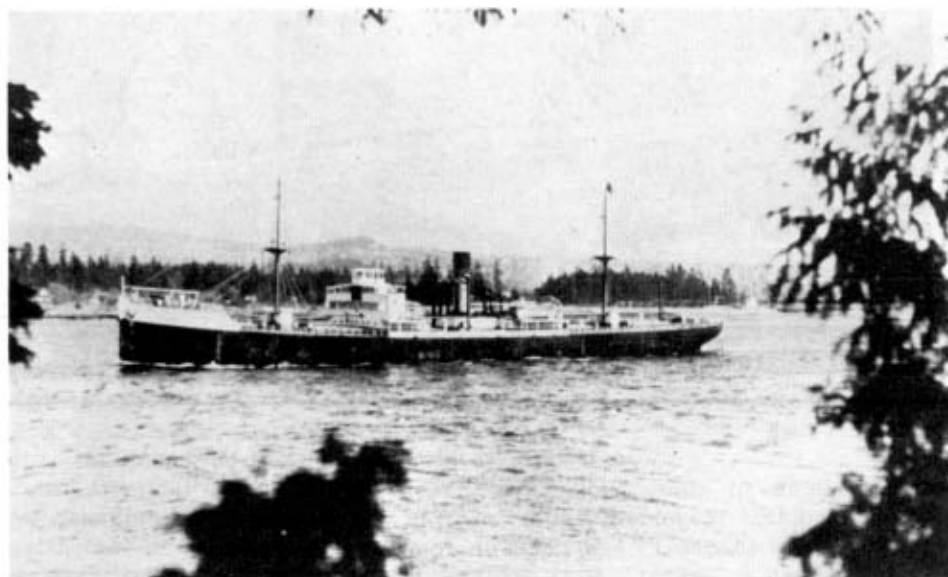
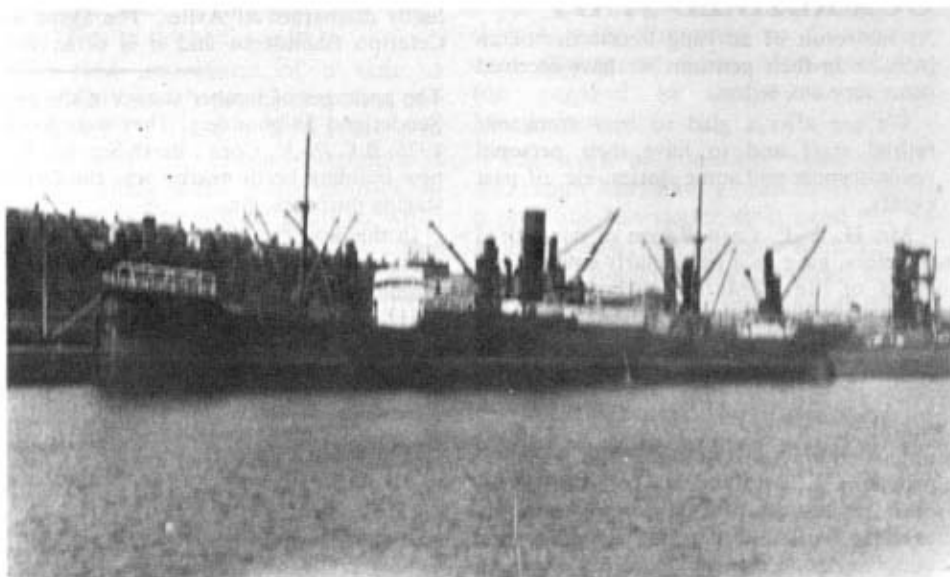
By J. Thorn, Head Office



# From the Archives

## History in Pictures

s.s. "Bradesk" loading coal at Penarth, September 1928 for Villa Constitucion.



s.s. "Bradfyne" leaving Vancouver, B.C. March 1935—later torpedoed N. Atlantic, 22nd November, 1940, with the loss of 39 lives—3 saved.

## DEVOLUTION

THIS undoubtedly is the topic of the hour. It would obviously be unwise to discuss the merits or demerits of shifting the emphasis of power. Every reader will have his own opinion on the subject.

However, one thing is common to all—it will have an influence on the life of everyone living in Wales and Scotland—for good or for ill.

In the discussing and the legislating let us hope the interests of all will be taken into account and not those of the power-seekers and those blinded by their own dogmas.

## Sweet Sailing

THE following is an extract from a recently received weather forecast by Paramaribo Radio, Belize:—

Part 3—Prognostic of weather 1200/1200 Nov. 21/22 1976 = A mainly scattered, during morning increase of convection and showers actively may be expected along the coastal region = winds easterly 20 Kts = visibility unlimited.

(K. H. Sellar, R/O "Sara Lupe".)

## BETTER RESULTS

WE ARE pleased to report that our Head Office football team have chalked up some notable successes lately.

\* \* \*

**Sign in a "Take Away" food store:**

Try our local made meat pies—you'll never get better.

\* \* \*

**A timely warning to some of our politicians and their fellow travellers:**

"He who loves not his country can love nothing"—Byron.





## From the West they came

WEST WALES has played a notable part in the development of our Company. Indeed this could also apply to many other Companies. It has supplied an unending list of its sons as seafarers who made their mark with the Companies they served. Generation has succeeded generation, many to command famous liners, and countless others to command cargo vessels of every kind.

With the passing of the years, changes inevitably have taken place. Ship design has advanced in keeping with the demands of technology. Navigational aids of every description are making life more pleasant and less hazardous. In spite of the changing scene however, the same high qualities are demanded of our seafarers today as in years ago. Appearances do change nevertheless, as can be seen from the photograph taken on board the s.s. *Indian City* in 1921. It shows one of West Wales's famous sons, the late Captain Dan Davies, and his 2nd Officer. It is interesting to note that Captain J. D. Lloyd (now retired) was Captain Dan Davies's son-in-law and rose to become Commodore of the Reardon Smith Line Fleet.

## STAFF NEWS

### Marriage

*Congratulations and best wishes to:*

Mr. G. Sizer, 3rd Officer, on his marriage to Miss Marian Brooks at Rheoboth Church, Milford Haven on 8th January, 1977. Mr. D. Hain, 4th Engineer, was best man.

Miss E. MacDonald, Telex operator, London Office, on her marriage on 4th December, 1976—now Mrs. E. Crouch.

Mr. Frank Levers, Purchasing Department, Head Office, on his marriage to Miss Ann Thomas at Cardiff on 6th December, 1976.

### New Staff

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

Mrs. Mudie (Typist/Clerk at Montrose Office, Drilling Rigs).

Mr. A. Moss (After hours telex, Head Office).

Mr. A. W. Langer (Messenger, London Office).

Miss Ethel Caines has sent in the following contributions. We wish her well and many more years of composition.

### *The Undertaker's Daughter*

The undertaker's daughter—she  
Went out to buy her grocery.  
A pound of this, a tin of that,  
Bacon, yes! but not too fat,  
With loving hands, the grocer lay  
Her rashers on the scales, to weigh,  
And as he gave a final pat  
He said with pride "So little fat".  
She answered with a smile of bliss  
The grocer, well! he couldn't miss  
Softly gave a tiny sigh,  
And gently wiped a piping eye.  
"Laid out lovely, too," she said  
Paid her bill, and then she fled.

E.E.C.

## GOLD

Gabriel blew his Trumpet.  
St. Peter answered "Right!"  
The Pearly Gates flew open.  
Anyone in sight?  
An old man round the corner  
Bent beneath his load,  
A Tag was tied upon it  
The word upon it "GOLD".  
St. Peter eyed him sadly  
"Oh no! Old Man," he cried,  
"We've no room here for litter  
Have you aught else beside?"  
"'Tis Gold," The old man whispered,  
"Pure Gold, I guarantee."  
"I know," St. Peter answered  
"That word means naught, to me.  
Little Acts of kindness,  
When done on earth below,  
Is Passport, through these Pearly Gates.  
If nothing else, to show."  
The old man sadly gathered up his gold  
And went his weary way.  
We know not where he wandered.  
He left no word to say.

E.E.C.

# SHIPS POSITIONS

as at 15th December, 1976

**Cardiff City.** On T/C Charter a/c Salen. Sailed Maputo 25th November with cargo ore. Called Ascension to land sick seaman 8th December. Discharges Baltimore 18/20th December and Wilmington 22nd/25th December. Sailed Morehead City 11th January with phosphate, for Rotterdam E.T.A. 24th January.

**Cornish City.** On Time Charter a/c Saguenay. Arrived Port of Spain 2nd December. Experienced some delay and expects to sail 24th. Calls Georgetown 25/29th to complete discharge, then loads Linden 29/30th December and Chaguaramas 1st/2nd January. Arrives Rotterdam 13th January and completes and redelivers 15th January—Now Sold.

**Devon City.** On Time Charter a/c Motortank. Sailed Stade 7th December with cargo Alumina for Baie Comeau. Arrives Baie Comeau 18th December, completing early January. Next business loads wheat St. John N.B. for Algeria.

**Eastern City.** Arrives Baton Rouge 13th December to complete loading grain cargo. Sails 19th, transits Panama Canal 24th December and arrives Japan 19th January. Completes 25th January and delivers under Time Charter for about one year's trading.

**Fresno City.** On Berth Service. Sailed Dublin 14th December to complete discharge London 16th/23rd December and Esbjerg 24/29th December. Proceeds Flushing to bunker 30th December and delivers under Time Charter a/c Nidera. Intention is to load grain in the Argentines 17/28th January. Calls Durban for bunkers 11th February and Singapore for crew change 26th February. Arrives Kaohsiung 2nd March, completing and redelivering from Time Charter 17th March.

**Indian City.** On Time Charter a/c Yamashita Shinnihon. Arrived Yokosuka 15th December to load cars. Sails 16th for Yokohama to complete 17th. Transits Panama 10th January. Arrives Jacksonville to commence discharge 12th January sailing 13th for Norfolk. 15th, completing and redelivering from Time Charter 17th January.

**New Westminster City.** Sailed Flushing 1st December to load grain cargo New Orleans. Arrives New Orleans 18th December and expects about 10 days berthing delay. Sails around 30th December and clears Panama Canal 4th January. Arrives Japan 30th January, completing discharge 5th February.

**Port Alberni City.** On Time Charter a/c Seaboard. Arrived Kawasaki 15th December, sailing same day for Nagoya. Completes discharging 18th December and redelivers from Time Charter. Drydocks Osaka 19/24th December and on undocking delivers again to Seaboard. Sails Japan 25th December, arriving Vancouver to load 6th January. Sails 14th January and transits Panama Canal 26th January. Then proceeds either to U.K./Cont. to discharge 10/20th February or

Tampa/Boston Range 2nd/10th February. On completion of discharge in either case redelivers from Time Charter.

**Prince Rupert City.** On Time Charter a/c Nidera. Sailed Brest 7th December. Loads River Plate 24/30th December, completing Bahia Blanca 2nd/5th January. Calls Durban 19th January for bunkers. Arrives Kaohsiung 7th February, completing discharge around 20/25th February when redelivers from Time Charter.

**Tacoma City.** Sailed Esbjerg 26th November to load grain products River Plate, loading Rosario 15/18th December. Arrives Rotterdam 19th January, completing discharge 25th January.

**Vancouver City.** On Berth Service. Arrived Los Angeles 12th December to load parcel concentrates. Sails 14th for Coos Bay, 15/16th Vancouver (Wash.) 18/20th, Crofton 22nd/24th, and Vancouver B.C. 25/29th. Transits Panama Canal 10th January and arrives Dublin to commence discharge 24th January. Sails 31st for London arriving 2nd February, and sailing for Esbjerg 6th. Arrives Esbjerg 7th February, completing discharge 10th February.

**Victoria City.** On Steel Berth Service. Sailed Antwerp 10th December with cargo steel products. Transits Panama Canal 25th December. Discharges Longbeach 4/7th January, Oakland 8/9th, Portland 11/13th and New Westminster 14/15th January. Then proceeds on B.C./U.K. Cont. Berth Service, loading Eureka 16/20th January, Coos Bay 22nd/23rd, Vancouver (Wash.) 25/27th, Crofton 29th/31st completing Vancouver B.C. 2nd/5th February. Transits Panama Canal 17th February. Arrives London 3rd March, sailing for Antwerp where discharges 10/12th completing Brake 13/15th March.

**Welsh City.** Arrived Newcastle 3rd December—Sold.

**Amparo.** Arrived San Carlos 13th December. Sails 14th to complete loading at Ensenada 16/18th December. Discharges Nagoya or Yokkaichi 4/7th January, Osaka or Kobe 8/11th January, Yokohama 12th January and Onahama 13/14th. Proceeds Keelung 17/18th, calling Hong Kong 19/20th, Kobe 23rd/26th, Nagoya 27th, and Yokohama 28th/31st January. Returns to Ensenada arriving 14th February. Sails 15th February for Manzanillo 18th/22nd, then Acapulco 23rd/27th and Central American Port 28th February/6th March, Guaymas 10/12th March, finally completing Ensenada 16/17th March and sailing for Japan. Arrives Yokohama 1st April. Sails 2nd for Nagoya/Yokkaichi 3rd/6th April and Osaka/Kobe 7/9th April.

**Atlantic.** Arrived Jeddah 4th September, with very uncertain prospects possibly completes February, after which expected to proceed Alexandria awaiting next business.

**Elena.** Sailed Yokohama 5th December. Arrives Ensenada 18th December, sailing 19th for Salina Cruz, where arrives and sails 23rd/26th. Proceeds Manzanillo 27/29th, Acapulco 30th/31st December, Corinto 1st/4th January, Champerico 5/8th, Guaymas, 12/14th and Ensenada 18/20th January. Arrives and Sails Yokohama 10/12th February—Nagoya/Yokkaichi 13/16th and Osaka/Kobe 17/20th February.

**Gela.** Sailed Progresso 13th December. Arrives and sails St. Tomas de Castillo 14/18th December and New York 24/25th. Then proceeds Hamburg to discharge arriving 5th January. Sails 6th for Bremen 9/10th, Amsterdam 11/13th, Antwerp 14/15th and Le Havre 18/18th when returns Vera Cruz—arriving 2nd February.

**Maria Elisa.** Arrived Buenos Aires 11th December. Sails 18th for Santos 21st/26th, Paranagua 27/28th, Angra dos Reis 29th December and San Juan 10/17th January. Then calls one port out of Houston, Galveston, New Orleans or Savannah 21st/25th January before proceeding Vera Cruz 30th/2nd February and Tampico 3rd/8th February.

**Sara Lupe.** Sailed Rio 14th December for Santos where arrives 15th sailing 19th. Then calls Buenos Aires 22nd/26th December, Vitoria 29th December/2nd January, Angra dos Reis 3rd/6th January. San Juan 16th/21st January, Newark 26th/31st January, Houston 7/11th February completing Vera Cruz 13th February. Vessel then drydocks.

# VOYAGE RECORD

by Capt. T. W. Picton Davies

IN A previous issue an extract was included from records kept by Captain T. W. Picton Davies when serving on the *Fresno City* (1).

1931 was a bad year in the world of commerce, with the employment situation ashore and afloat in a most depressing state. Captain Davies refers to the intense relief he felt on being appointed to serve on the *Fresno City* and sailing for the next three years as second mate at the commencement of the vessel's fifth voyage. It is noted that he obtained his Master's Certificate in the Spring of 1931.

**Voyage No. 5** commenced with a ballast passage leaving London in August and arriving in Geelong on 1st October, 1931. A cargo of wheat was loaded for Shanghai, the vessel's route passing through the Sino/Japanese war zone navigating the Woosung River.

The Company Liver Service had been in operation regularly since 1929 from Pacific North American ports—B.C. and U.S.A. The pilotage procedure of "rolling across the bar" at Grey's Harbour required special stowage, and securing of manufactured doors in partially filled holds. Competition in the General cargo trade was intense. It necessitated the lengthy navigation of the Columbia and Willamette Rivers to arrive Portland, Ore., at 0900 hours and sail at 1300 hours for a limited freight offering quickly dealt with by two gangs of stevedores.

Shipments at several berths in San Francisco and Los Angeles Harbour (San Pedro) were also handled in hours rather than days. Then homeward bound.

**Voyage No. 6** commenced rather like carrying coals to Newcastle. This time however, it was baled cotton from Mobile and New Orleans to Bombay, shipped by that well-known firm Anderson and Clayton to their Indian House. A 12,000 miles passage around the Cape without refuelling. Vessel then loaded wheat at Port Augusta and Port Lincoln for China—Taku Bar where one could just see the low-lying land from the anchorage.

**Voyage No. 7** saw the vessel back in Cardiff in November, 1932, from Syd-

ney, N.S.W. with another cargo of wheat.

**Voyage No. 8** saw the *Fresno City* back in Sydney in January 1933, loading a wheat cargo for Chinkiang, over 100 miles up the Yangtze. Afterwards the vessel loaded general cargo at B.C. and U.S. Pacific ports. At London installation commenced of the Lux Rich/Walter Kidde Fire alarm and fire extinguishing CO<sub>2</sub> Systems under the supervision of Mr. T. K. Watson. He could not persuade all the fitters involved to continue the work whilst on passage to Liverpool. The two who volunteered were sea-sick most of the time.

Towards the end of August, 1934, the vessel sailed from Birkenhead with Captain Davies now 1st Mate to load yet another cargo in the Gulf Ports for Japan returning from Dairen homewards before the end of November. At the Panama Canal the vessel received a supply of Baltic Sea charts which were well studied whilst on passage, especially as Karlsham had been declared the discharge port for the soya bean cargo. After passing through the Pentland Firth in exceptionally mild clear weather for January (1935) advantage was taken to swing the vessel for a complete record of compass deviation, a prudent action by Captain Thomas as the weather became unsettled in the Kattegat, though fortunately the Great Belt and light buoyed channel southward was cleared before daylight and further reduced visibility. As expected, passage with the services of a pilot through the Little Belt was not possible thus post ETA information regarding arrival at discharge port proved inaccurate, the vessel in fact reached Karlsham a day earlier.

On 30th January, arrived off Brixham changing articles, some crew, storing and that further experience of being so near home yet one might as well have been a thousand miles away from the family.

**Voyage No. 12** commenced with a double days' pay again by sailing on the same day as arrival—first loading port Mobile, then New Orleans, Houston and Galveston. The cargo was mostly scrap steel rails and cotton. An ex-

ceptional experience was the long distance to reach final loading port—Mazatlan to load round bales of cotton for discharge at Kobe and Moji.

The sixth of May 1935, was a fine sunny day and vessel bound for Prince Rupert when ship's Company drank the good health of H.M. King George V and Queen Mary on the occasion of their Silver Jubilee.

Ten months since leaving Brixham vessel arrived at Barry Dock with a cargo of wheat. On completion of discharge vessel was drydocked.

The record goes on to chronicle—

**Voyage No. 13** commencing on the 13th July, 1935, too! and indeed closed on the same date of the last month of the year without anything untoward recollected. An east-bound voyage around the world, firstly with coal to Port Said. Whence Kosseir, where after the heat of a Red Sea day the trip by lifeboat to a nearby sandy beach toward sundown and a pleasant sea-bathe proved very popular. A member of the Ships Company who shall remain anonymous lost his briefs overboard close off the shore, the volunteer diver was not successful in salvaging the missing garment but rather accused of discolouring the water . . . later back alongside and climbing up the rung ladder slung overside with shirt tail wafting in the breeze of the quickly ending dusk of a tropical night is perhaps now just an amusing memory. The phosphate cargo was discharged at Misumi (again!), Fushiki and Hakodate. Afterwards the bulk wheat cargo loading in Vancouver was discharged in London, a "happy birthday" arrival early in December, and as stated the voyage ended on the 13th at Newport.

---

We were very pleased to hear from Captain Picton Davies. The item in the November Edition about the s.s. *Indian City* in a typhoon recalls for him a similar experience on the 19th July, 1929 when he was 2nd Mate of the s.s. *Cragness*, 34 days out from Safaga towards Moji with a cargo of phosphate.



## BICENTENNIAL YEAR

THE UNITED STATES celebrated its two hundred years of nationhood in 1976. The United Kingdom took more than a passing interest in this event. Our forefathers were the settlers who laid foundations on which the Constitution was eventually established. They were over there to live in freedom, to worship without persecution—they had visions of a New World. Those were the days when old men dreamed dreams and young men had visions. Welsh, English, Scottish and Irish have left their mark. The passage of the first two hundred years has not been sufficient to cover over the part played in establishing a New World.

One of the places which played a large part in the development of the United States was the city of Philadelphia.

We envy the opportunity afforded two Deck Cadets last year who sailed up the Delaware River towards Philadelphia on the *Sara Lupe*. Cadets S. G. Hughes and R. K. Villars made the most of their chance to visit this famous City, and very kindly put their impressions down on paper.

Philadelphia played a large part in the beginning of the U.S.A. in 1776 and so in this Bicentennial Year, Philadelphia was once more determined to play its part. Throughout the city there was an air of celebration. One of the objects of interest historically was the famous Liberty bell. From the location of the bell the next place of interest visited was Independence Hall. It was here where things first began to move. In this building the first Congress sat, and here the Declaration of Independence was signed.

The Maritime Museum was visited. Whilst wandering around viewing the many exhibits, a stop was made to watch a magic-lantern show. The show enabled the ancient past of Philadelphia to be seen.

The City Hall is an imposing building with a very high tower. The ascent of the 548 foot tower was made to the viewing platform where an uninterrupted view of Philadelphia was possible. Philadelphia boasts the longest street in the world with a length of just over 12 miles.

Descending from their aerial perch the Cadets decided that the prospect of seeing all the historical sites had foot-sore possibilities, so they decided to resort to touring in air conditioned luxury. In the cultural loop bus they did a quick tour of such sites as the Zoological Gardens, Benjamin Franklin Parkway and the first Bank of the United States.

After the bus tour there was just time enough for one more sight seeing trip before returning to the *Sara Lupe*. Fascination for money led them to choose the U.S. Mint for their last visit. Here the processes involved

in the production of U.S. coinage was seen, and to see the many thousands of perfect coins emerging at the end of the process.

Opportunity came at a later date to visit the U.S.S. *Olympia* and the Dutch Naval Frigate *Tromp*. These two ships emphasised the vivid contrast between life at sea in the 1880's and life at sea in 1976.

The Philadelphia citizens were very hospitable and friendly and helped to make the stay of our two Cadets pleasant and enjoyable.

---

## Cardiff—Roath Park

MANY PEOPLE ENVY the opportunities afforded sea-going personnel of visiting new places of interest and beauty.

Since the Newsletter was first published many articles have been written by our sea-going staff of their impressions on visiting well-known places and some not so well-known. These contributions have always created a great deal of interest, and it is our hope that many will put pen to paper again and let us share in the experience of visiting some exotic place or interesting town.

Some time ago, one of our Officers was at Head Office, Cardiff attending a conference. During his limited opportunity of seeing the City he noticed that Cardiff was well catered for in its many parks and open spaces. Some of these parks are known all over the world. Not least of course the famous Cardiff Arms Park. He had heard of this mecca of rugby enthusiasts and strangely enough during the conversation he also mentioned Roath Park. How many citizens of this no mean City know that until 1889 the valley in which Roath Park lies consisted of rough pasture and bog land, through which there was not even an occupation road or public footpath—how remarkable a change has taken place over the years! The total area of the Park when first constructed was 120 acres. The greater portion of the land was presented to the town by the Marquess of Bute. (This seems almost inevitable in the history of Cardiff.) Smaller portions of land were given by Lord Tredegar.

It seems the ceremony of cutting the first sod in the construction of Roath Park was performed by the Marchioness of Bute on 24th August, 1887,

but it was not until July 1889 that actual work was taken in hand by the commencement of the first contract for the construction of the roads surrounding the two lower sections of the Park.

The land upon which the Park has been formed was situated in the bottom of a valley through which ran a beautiful stream providing a plentiful supply of water for the lake.

One of the chief features of Roath Park is the lake. It is approximately a mile in length and has a water surface of 32 acres. The lake has been formed by constructing a dam across the valley, the length of which is 600 feet.

When the Park was opened to the public in 1894 on the 20th June by the Earl of Dumfries, thirteen-year-old heir to the Marquess of Bute, the lake was stocked with trout and provided excellent angling facilities for the inhabitants of Cardiff. (In this present day and age it is extremely doubtful whether trout would survive in the lake.)

Roath Park is an important part of the City of Cardiff. Its acres still bring pleasure to countless thousands.

---

## Ch. Off. E. Walmsley takes over from Capt. A. J. H. Crowther as Cargo Superintendent Berth Service.

AS we say cheerio to Tony Crowther, we wish him every success for the future. He came ashore to take up an appointment as Cargo Superintendent on our Berth Service, nearly five years ago.

We extend a warm welcome to Mr. Walmsley on taking over on 1st February.

---

## Responsibility

“THE carrier shall properly and carefully load, handle, stow, carry, keep, care for and discharge the goods carried”.

Hague Rules, Article III, Rule 2.



VESSEL	CARDIFF CITY	DEVON CITY	EASTERN CITY	FRESNO CITY	INDIAN CITY	NEW WESTMINSTER CITY
MASTER	O. J. T. LINDSAY	A. D. LIGHTFOOT	D. C. GRIFFITH-JONES	D. L. BELL	R. T. CRAUFORD	R. A. H. VANNER
CHIEF OFFICER	P. H. HAVERSTOCK	D. H. AMBREY	M. J. SLAYMAN	J. JACKSON	P. R. GRAHAM	M. C. INGRAM
SECOND OFFICER	A. H. YOUNG	T. J. HUNTER	A. K. SMITH	A. P. JAGGERS	H. F. MARCO	M. R. E. UNDERWOOD
THIRD OFFICER	J. H. SMITH	G. SIZER	N. DAVIES	N. JERRON	A. A. FIELD	M. S. RIGG
FOURTH OFFICER		T. S. LAWRENCE			N. E. PARSONS	
ELECTRONICS OFFICER			G. THOMAS		P. BRADLEY	M. P. HERVEARD
RADIO OFFICER	E. A. WILLOCKS	J. A. HESLOP	P. M. SANDERS	G. P. S. HATTS		
JUNIOR RADIO OFFICER						
CHIEF ENGINEER	J. FITZSIMONS	D. H. HENRY	W. J. GILL	L. H. WILLIAMSON	C. HUGHES	G. J. H. MCBRIDE
JUNIOR CHIEF ENGINEER					D. J. JENNINGS	
SECOND ENGINEER	D. P. JONES	H. C. CONVERY	T. GRAHAM-RUSSELL	P. J. WALKER		D. BROWN
JUNIOR SECOND ENGINEER						
THIRD ENGINEER	C. C. FRENCH	P. D. SLADE	E. J. BURRUP	A. C. COOMBS	J. L. MAGILL	R. H. WORGAN
JUNIOR THIRD ENGINEER						
FOURTH ENGINEER	D. E. REES	D. E. HORNE	I. S. EXTON 3/4	G. C. BULL	D. A. ROBERTS	P. R. NICHOLAS
JUNIOR ENGINEER	B. R. JONES 1/4	S. C. WARD 1/4	R. J. D. STRANGE 1/4		D. J. COOMBS 1/4	K. R. JARNER
JUNIOR ENGINEER	C. A. DAVIES 1/4	M. G. SMITH	R. D. SCAMMELLS 1/4	W. R. PARKIN 1/4	E. S. CHAVES 1/4	N. WATKINS
JUNIOR ENGINEER			G. G. WATERS			
ELECTRICAL ENGINEER	P. SMITHERS	M. J. SCHMIDT	G. SHADDOCK	P. TYERMAN	B. CAWTHERLEY	J. P. CRAWFORD
JUNIOR ELECTRICAL ENGINEER						
CATERING OFFICER	A. H. FOX	J. BUCKMASTER	D. R. ROY	N. H. FROST	D. C. M. TRINICK	L. HAYWARD
DECK CADET			G. D. RANDELL		I. C. MILLER	
DECK CADET			M. A. EVANS			
DECK CADET						
DECK CADET						
DECK CADET						
DECK CADET						
ENGINEER CADET	R. P. PHILLIPS			A. J. WHITE	P. PRICE	
ENGINEER CADET	J. A. DAVIES			M. J. BATER	C. J. BROWN	

VESSEL	PORT ALBERNI CITY	PRINCE RUPERT CITY	IACOMA CITY	VANCOUVER CITY	VICTORIA CITY	
MASTER	A. L. G. COSSET	M. E. JONES	R. K. STUART	J. J. KALNINS	G. F. R. ELLERBY	
CHIEF OFFICER	I. WOOLLARD	B. R. HOPPER	D. C. TOON	J. SHARPLES	F. SCOTT	
SECOND OFFICER	P. F. MATHEWS	E. J. DUNK	R. T. ALFORD	J. R. ASHLEY	D. J. COOKE	
THIRD OFFICER	I. A. SMITH	N. R. JACOMAN	A. THOMPSON	A. ABEL	R. MORFITT	
FOURTH OFFICER						
ELECTRONICS OFFICER		D. R. APPLETON				
RADIO OFFICER	N. C. SANDERS		R. J. PRSECE	C. E. MACEY	S. G. J. WHITMORE	
JUNIOR RADIO OFFICER						
CHIEF ENGINEER	T. SUKIENNIK	T. A. ROGERS	D. ARCHBOLD	J. CORMACK	H. L. FLETCHER	
JUNIOR CHIEF ENGINEER				J. J. BACHURST		
SECOND ENGINEER	T. J. NEWELL	M. A. BRUCE	K. DURWARD		C. CRADDAGE	
JUNIOR SECOND ENGINEER						
THIRD ENGINEER	A. HOBIN	R. C. BUTCHER	W. H. TUCKER	R. E. RUSSELL	K. D. AUST	
JUNIOR THIRD ENGINEER						
FOURTH ENGINEER	S. DOUBLER	J. KING	S. W. PHILLIPS		P. JOHN	
JUNIOR ENGINEER	G. E. ASHTON 1/4	M. G. EVANS 1/4	M. D. W. EVANS	G. D. MORGAN 1/4	N. J. PRATT 1/4	
JUNIOR ENGINEER	W. J. LAIT	A. PRICE 1/4	S. C. MORRIS	P. McVAY 1/4	J. REYNISH	
JUNIOR ENGINEER						
ELECTRICAL ENGINEER	B. G. GRANT	M. G. DAVIES	J. D. W. McLAREN	T. MOORE	C. J. LINDLEY	
JUNIOR ELECTRICAL ENGINEER						
CATERING OFFICER	P. D. SMITH	R. C. WEBBER	C. J. LYONS	A. G. DREY	R. A. PEACH	
DECK CADET	P. C. HARDING		P. D. CODD	R. W. DAVIES	A. M. TANNER	
DECK CADET	R. J. ELLIOT		R. E. SPRIGGINS	R. W. PRICE	B. F. COLLINGS	
DECK CADET	D. J. HERRING		A. P. COLES			
DECK CADET	C. L. REES					
DECK CADET	P. R. COOK					
DECK CADET						
ENGINEER CADET			P. M. DESCHAMPS			
ENGINEER CADET						

POST	GELA	AMPARO	EIENA	ATLANTIC	MARIA ELISA	SAGA LUPE
MASTER	P. J. BORDUGHS	T. IANUSON	M. D. JONES	K. W. FETKER	W. J. CROSS	J. GANN
CHIEF OFFICER	P. G. DESCHAMPS	K. JONES	D. J. A. NICHOLL	J. ROSS	N. P. WALDRON	J. S. PEARSELL
SECOND OFFICER	J. W. GIBTON	K. J. CRIMMIN	E. BIRGLEY	D. E. STANNARD	A. M. BEEVOR-REID	T. A. PRICE
THIRD OFFICER	I. CONAN	W. P. BARNES	A. I. BRUCE-SMITH	K. F. BALLARD	A. BRAZIER	J. A. DOODY
FOURTH OFFICER						
ELECTRONICS OFFICER			D. EDGE			
RADIO OFFICER	W. P. CAMERON	R. W. McINNES		W. P. BUDDEN	F. G. TAYLOR	K. H. SELLAR
JUNIOR RADIO OFFICER						
CHIEF ENGINEER	R. H. HARVEY	M. McQUEEN	D. R. INGLIS	J. F. HEWSON	D. HARRISON	G. M. CUTHBERTSON
JUNIOR CHIEF ENGINEER					D. S. EVANS	
SECOND ENGINEER	R. H. PADDOCK	P. R. BRYANT	M. G. SEAMAN	T. J. LAMBERT		J. C. CULLEN
JUNIOR SECOND ENGINEER				K. ATKINSON		
THIRD ENGINEER	P. J. PRENDERCAST	C. J. BURON	P. H. EVANS		D. E. SIMONS	A. McNALLY
JUNIOR THIRD ENGINEER						
FOURTH ENGINEER	D. B. EVANS	P. BEAVIS	T. E. J. SPERRIN	P. W. PLACE	D. M. W. CHURCHER	V. H. POWELL
JUNIOR ENGINEER	S. W. WALTERS	R. G. POWELL J/4	J. A. COLDRICK	R. M. STRONG	N. CAUSER J/4	H. J. HUGGILL
JUNIOR ENGINEER	H. L. DYKE	P. R. LANGFORD J/4	S. J. DAVIES	W. A. STONE	S. J. STAINES	G. GAYFOOD
JUNIOR ENGINEER						
ELECTRICAL ENGINEER	T. WILLOUGHBY	J. A. GRAINGER	K. W. G. HAMPTON	E. M. BENNINGTON	B. R. BATEY	P. G. ST...
JUNIOR ELECTRICAL ENGINEER						
CATERING OFFICER	D. MacPHAIL	G. A. PARRY	A. J. MATHEWS	L. B. SURREY	W. J. BURT	L. SLAVINSKI
DECK CADET	T. J. TUDBALL				H. D. JOHNSON	A. P. MORRIS
DECK CADET						
DECK CADET						
DECK CADET						
DECK CADET						
ENGINEER CADET						

Below are listed Officers and Cadets presently at home either 1- On Leave, Study Leave, under Rank heading and in alphabetical order. We cannot enter into any correspondence concerning Officers whose names appear on this list. Every endeavour is made to ensure that the list is as accurate as possible at the time of printing.

\* Temporary Employment.

#### MASTERS.

B. A. G. BOYER  
G. S. GARLICK  
M. J. HIGGINS  
D. B. JACK  
T. W. D. JOHN  
D. L. G. JONES  
T. R. McMULTY  
J. S. MURRAY  
A. B. PARKHOUSE  
J. PORTEGUS  
L. R. STAINES  
J. VAUGHAN  
K. B. WHITTING

#### CHIEF OFFICERS.

R. E. BAKER  
M. J. BELLAMY  
R. W. DUNCAN  
D. W. ELLIS  
M. C. HURST  
R. S. McKAY  
K. MILBURN  
A. M. W. MITCHELL  
G. T. PARKER  
K. H. STEVENS  
I. C. STUTT  
H. G. WOOD  
J. E. S. YORK

#### SECOND OFFICERS.

J. P. ANDREWS  
P. C. COLES  
R. J. DAVIS  
M. GAFFNEY  
S. P. GORFORD  
T. MAXELL  
J. HENDERSON  
B. T. HEARNACH  
W. D. HOWELL  
P. P. LEWIS  
S. D. L. LLOYD-JONES  
K. T. O'HIGGINS  
B. M. RICHARDSON / J. G. SHIRLEY

#### THIRD OFFICERS.

P. A. GULLARD  
T. A. BURLEY  
M. J. CLARKE  
G. D. EVANS  
P. J. GOODING  
R. G. HAYTON  
L. J. HICKS  
T. H. JOHNETT  
J. C. PADLER  
S. W. PRESCOTT  
A. C. PROSSER  
P. C. ROBERTS  
I. M. STEWART  
C. SWINDLELLS  
I. H. WOOLLEY

#### FOURTH OFFICERS.

A. POWELL

#### RADIO OFFICERS.

P. J. BARKER  
C. J. BERTRAM  
D. P. BIDMEAD  
E. G. BROMHAM  
I. F. BULLOCK  
C. J. BURT  
J. M. A. CLARK  
A. J. L. COTTLE  
V. F. CULLEN  
B. B. EVERETT  
J. R. MATHEWS  
P. D. MORRIS  
M. W. SAVORY  
D. C. SHORT  
D. S. H. THOMPSON  
O. R. WILKINSON

#### JUNIOR RADIO OFFICERS.

R. G. CHUGG

#### CHIEF ENGINEERS.

D. N. AMEY  
R. CHAMBERS  
R. CHARLESWORTH  
B. M. DRAPER  
W. R. GORDONSON  
J. McVAY  
E. R. MORGAN  
D. M. PARSONS  
M. E. RAYNER  
D. C. ROWLANDS  
J. SCOTT  
N. B. SHILSTONE  
L. G. I. TAYLOR  
R. J. TRIGG

#### SECOND ENGINEERS.

B. J. ALLSOPP  
R. U. BELL  
F. CLARKE  
T. W. DAVIES  
R. E. DIAMOND  
O. W. EVANS  
J. FOOTS  
M. R. GREEN  
G. J. GRIFFITHS  
C. E. HAYLES  
J. B. HOCKING  
A. G. HODGSON  
K. D. MORGAN  
N. NESBITT  
D. W. QUAYE  
R. A. REES

#### THIRD ENGINEERS.

C. J. BUCKLEY  
J. H. DAVIES  
K. I. DAVIES  
J. R. GLEESON  
D. C. LEWIS  
G. J. MORRIS  
M. B. FERROTT

#### THIRD ENGINEERS. (CONTO)

H. N. PINKNEY  
K. ROONEY  
K. J. WALMSLEY

#### FOURTH ENGINEERS.

R. S. ALLEN  
C. C. ANDERSON  
R. J. BELL  
D. J. CARTER  
R. S. DUNBAR  
A. EDWARDS  
R. M. B. JENKINS  
G. MORGAN  
R. C. QUAYE  
G. E. STEVENSON  
R. THOMAS  
K. A. VELDA  
D. G. WEDLAKE  
N. G. WHITBY

#### JUNIOR ENGINEERS.

R. J. ASHLIN  
A. M. BAXTER  
S. T. BROWN  
A. J. BUDD  
A. D. COWLING  
P. R. DAVIES  
D. M. ELEY  
J. FRASER  
J. N. HAUGH  
N. J. HUNT  
J. C. HUXTABLE  
W. D. JACK  
J. A. JONES  
R. H. MOORE  
K. R. NEGELE  
K. W. NEWTON  
R. B. NICHOLAS  
I. C. PEARCE  
S. J. PHILLIPS  
G. B. PUGH

#### JNR. ENGINEER (CONTO).

D. C. PULLEY  
C. REES  
P. J. RIGBY  
G. F. RUSSELL  
L. A. SELBY  
C. L. TAYLOR  
N. THOMAS  
M. J. TWITCHETT  
A. G. VINCENT  
P. A. WEBBE  
R. G. WELLS  
P. R. WILLIAMS  
M. G. WILLIAMS-JONES  
M. J. YATES

#### ELECTRICIANS.

K. F. BEAN  
A. E. DAVIDSON  
A. HAMILTON  
J. KELLY  
B. F. LAMPERT  
J. T. LORRAINE  
J. McIVER  
J. F. McKEOWN  
D. OSBORNE  
K. E. ROBERTS  
C. C. SEATON  
P. WILLMOTT  
M. G. YOUNG

#### CATERING OFFICERS.

P. F. AKERS  
D. D. ARNITT  
P. P. DELANEY  
A. A. GOULDIE  
C. J. HARRHY  
A. P. HUGHES  
F. W. LEVER  
R. G. MUYLON  
J. A. PATRICK  
R. G. PIERCE  
J. L. SANJAY / L. A. SEABROOKE

#### ENGINEER CADETS.

A. J. AKHURST  
K. J. AYRES  
A. P. BRANDRAM-JONES  
M. S. DUKE  
D. E. FOSTER  
R. I. HULL  
M. P. HENRY  
A. KEAST  
A. J. KETCHEN  
P. W. KNIBBE  
T. C. LANSLO  
H. D. McLINDIE  
M. R. PRELCE  
M. RICHARDS  
A. RIDDICK  
R. M. STEAD  
N. C. WILLIAMS

#### NAVIGATING CADETS.

P. BORLEY / R. K. VILL  
S. R. BEECHAM / J. M. VINE  
M. J. CAREY / M. J. VOICE  
S. R. DAVIES / S. J. VOSE  
G. P. EYLES / S. L. WAIN  
G. R. J. FAULKNER  
M. L. FRAZER / T. L. WAIN  
T. J. FULLER / G. S. WEE  
G. R. GARLAND  
K. HART / K. G. WHITTINGTON  
S. G. HUGHES  
J. G. KEYTE  
D. P. KIRLEY  
T. L. LAURENCE  
G. M. KIVELL  
M. R. LOVINGHAM  
S. F. LOWRY  
J. J. MOORE / A. WILLIAMS  
M. S. MORGAN  
A. D. MORRIS  
J. C. NCALE  
C. A. PRESCOTT  
J. R. REDFAN  
M. R. SEALEY