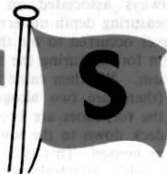


# newsletter



No. 86—MARCH, 1977

## An Appeal from the Chairman

IT IS truly amazing that the *Newsletter*, with this edition, reaches its Eighty-sixth Birthday and, during that period, every endeavour has been made to publish monthly. From time to time, we have sounded out our readers as to their appreciation of the publication and the decision to continue the *Newsletter* is unanimous. However, our biggest problem is obtaining material and our thanks are expressed to all those who have sent in such useful articles.

To ensure continuity in monthly publication, we urgently require articles, information, in fact anything at all, both from our friends at sea and at home, which will help to make our *Newsletter* interesting. I would, therefore, appeal to all readers to offer their services in the form of articles of any nature and, having virtually at this moment run out of contributions, we are commencing with this issue, asking each Department ashore to be responsible for the next few issues.

It is with the luck of the draw that the Secretarial Department and Chairman's Office make a first effort, which I hope will set the pace for healthy competition in later issues—and maybe the volume of contributions received from the seafaring staff, after reading these first efforts, will indicate to us the standard attained!

Seriously, we will not be at all offended if we are inundated with material from wherever received.

Lieutenant told us she did not pitch very much, but rolled badly.

There were six torpedo tubes, each loaded, and fourteen further torpedoes were stowed, seven on each side. Each torpedo is 21 inches diameter and weighs nearly a ton-and-a-quarter. These are slid across and loaded automatically. The part of the deck on which we were then standing is usually removed and stowed, which gives access for the loading. The torpedo tubes are filled with water and the pressure forces the torpedo out. Using water pressure reduces the chance of a bubble rising to the surface and thus giving the submarine's position away.

When necessary, the area is also used as extra sleeping quarters which, as can be imagined, gives very little room. Also in this area is situated the emergency escape hatch, which can take two men at a time. Emergency escape drill is carried out frequently and, on either side of the deck-head, are a number of air connections, so that in the event of an emergency, each man can clip his emergency air kit to these connections and so survive until it is his turn to escape through the hatch. This area is designed to be completely watertight in all conditions.

We then worked our way aft and, at intervals, bunks were situated on each side of the alley, which is so narrow that two people can only squeeze past sideways if each flattens himself against the bulkhead. You would really have to roll out of the bunk because there just is not the head-room to do anything else and most men, unless very slim, would not be able to lie flat on their backs, so narrow are the bunks.

We were shown the masses of electronic equipment which enable vessels of this type to do their job efficiently, including the latest Sona equipment and plotting devices. The Sona equipment could not only pinpoint ships, but could also tell what type they were; i.e. Merchant, fishing boats, passenger liner, etc., with approximate tonnage and could judge their speed. It was

*continued overleaf*

## A VISIT TO A SUBMARINE (or . . . The Day I Joined the Navy!)

WELL . . . for two hours anyway! One of my ambitions as a child was to visit a submarine, but whenever one came to Cardiff, about three thousand other citizens had the same idea. However, better late than never, a short while ago I was fortunate enough to receive an invitation, along with two others, to go aboard H.M. Submarine *Oracle*, one of the Oberon class, which was on a courtesy visit to Barry.

We were met on arrival by the Second Lieutenant, who was Duty Officer, and immediately taken below. I was glad I was one of the "lean" type, for the more portly would never have got down the vertical ladder through the very narrow opening. Once down on the lower deck, we were taken for'd where the details of the vessel were briefly given.

The *Oracle* is 295 ft. long, with a beam of 26 ft., and has an underwater speed of 15 knots. It has twelve tanks, four of which are outside tanks—two on either side—and eight inside. Because of this, the vessel's beam is her most vulnerable part. Some are fuel tanks and some buoyancy tanks and the workings of the tanks mean that the submarine is constantly being trimmed for stability. An interesting example of how the outside water pressure affects a craft of this nature at varying depths is that if a piece of string is stretched taut across the vessel when on the surface, when she dives, the string would be found sagging quite noticeably. The *Oracle* is capable of diving to a depth of 400 ft. and of remaining submerged for a period of six weeks at a time. The

also interesting to discover that, although I had always associated an Echo-sounder with measuring depth underneath a ship, it had never occurred to me that submarines use them for measuring the height of water over them. We then came to the torpedo hatch (there are two altogether) through which the torpedoes are brought from the upper deck down to the lower deck where they are housed. This is a slanting chute with a cable attached, which is clipped around the torpedo to steady it and take the strain as it is guided down the hatch. It is then supported by a cable on an overhead gantry and guided to where it is to be stowed. As previously mentioned, this takes some effort, due to the considerable weight of the torpedoes. We were later told that when the submarine is open to the public, these hatches are opened to make additional accesses to the lower deck. I should imagine that most of the school-children had quite a bit of fun going aboard in this way!

The galley would have intrigued most women, as kitchens never seem big enough. It was approximately 6 ft. x 8 ft. and contained a deep fryer, hotplates and a sink. In this small area three meals a day are cooked for the crew, which usually numbers 68 men, but on occasions when training, there are up to 72 men aboard. We were told, with some pride, that they even had an oven and could bake their own bread!

By this time we were in the engine room, which housed twin-engines, run on diesel fuel, which must be an expensive business these days. The Lieutenant explained that most of the time the *Oracle* ran on her batteries, even in port, and these were charged, from time to time, by generators. To reduce the possibility of detection, the air for these engines can be drawn down through a snort system while the vessel remains submerged. The two main batteries were situated on the bottom deck (which we did not see) in the same area as auxiliary machinery, store-rooms, etc.

We were now at the aft end of the vessel, which was rigged as sleeping accommodation. Once again there were torpedo tubes—two this time, suitable for electric torpedoes. This type of torpedo is virtually floated out of the tubes, rather than fired like the for'd torpedoes and are apparently used as a last resort, or parting shot. Two spares were also stowed there.

On our way for'd again, we stopped to have a look at the periscope, of which the *Oracle* has two. After requesting permission to raise the periscope (a procedure adopted in port in case there is someone working inside the conning tower) we were each given the opportunity of viewing the surrounding area. I must admit when seeing the periscope used in Naval war films, I had assumed the handles on each side

were merely for turning it. I found this was not so, as they also have another function. When turning the left handle forward you get an aerial view and turned backwards a sea-level view is obtained. If the other handle is turned forward a binocular effect is obtained, giving wide vision, and turned backwards it is monocular. The second periscope is not as versatile, as it is only binocular. This instrument is quite fascinating and a while was spent asking questions and looking at various sights around the Docks.

Having seen at first hand how little room there is on a submarine, I could readily understand why men who put on weight are ordered to diet—or leave the Service.

Each section of the ship is separated by a watertight bulkhead, in which there is a round access door. Once again, I found it a distinct advantage being fairly small and reasonably agile, as it made negotiating these accesses pretty easy. On commenting on the size of the openings, I was told that the present ones were much larger than on the old submarines, where a handle was provided for you to hold as you swung your feet and legs through first.

Our tour of the *Oracle* was complete and we made our way to the Officers' wardroom for a well-earned drink, or "one for the plank", as it was called, and I realised how very little space there is for leisure. The Officers' wardroom was small, to say the least, having accommodation for about eight to ten people, but the other members of the crew either had to be content with their bunks or a very small open area which had two seats in it. The two Duty Ratings had only a slightly larger area in which to work. It makes one realise that to spend six weeks submerged in such a confined space you would really have to be of the right temperament. The Lieutenant was asked how long it took to find out if anyone suffered from claustrophobia. Apparently, there is six weeks basic training at a shore base in Gosport and then three months at sea, but it is usually within the six weeks that they are able to tell whether a man is suitable for the Service.

I must admit that having achieved my ambition to go aboard a submarine, I can honestly say they were two of the most interesting and absorbing hours I have spent and I shall always remember the day I was invited to consult (?) the *Oracle*!

PAM WARD

## A weighty problem!

THE FOLLOWING was received in a telex message from Holland recently:—

"In total in the whole of Holland there are now between 20,000 and 25,000 ton labourers on strike in all branches of industry including the ports."

## Winged visitors

VERY OFTEN birds of many species land on ships at sea. Identifying these birds is a very interesting pastime, so much so, that many seafarers are expert ornithologists.

The *Marine Observer*, a quarterly journal of Maritime Meteorology, usually contains many very interesting reports submitted by observers on ships at sea, such as the following:—

The master of the m.v. *Silverfjord*, Captain R. Sidney, with his 2nd Officer, Mr. S. L. Bishop, reported that four small birds were seen to land on their vessel whilst in the South China Sea on 28th March, 1976.

They closely resembled house sparrows in shape, size and habits, only their markings and colourings were different.

Each bird had a reddish-brown "cap", and face and throat were black with two small white patches on either side of the neck. The underside was a uniform grey and the tail and centre of the back were fawn in colour. The wings and back of the birds' heads were the same colour as the tail with dark-brown and cream lines running irregularly through them.

It was not possible to get close to the birds as they moved away when approached.

They spent most of their time on the deck apparently feeding, although it was over a year since the vessel last carried an edible cargo.

At the time the birds landed on the vessel the nearest land was San Fernando, Luzon, 150 n. miles to the east.

The birds remained on board for several days and their "singing", which again was similar to that of a house sparrow, was regularly heard.

Position of ship: 16° 53' N, 117° 38' E.

Note. Captain Tuck comments:

"Land-bird identifications in remote parts of the world are much more difficult to assess. These birds are probably Java sparrows, *Padda oryzivora*."

## m.v. "INDIAN CITY"

IN THE 5 years the vessel was on Time Charter to Yamashita she carried a total of 52,942 motor cars. If you take the average car as being 14 ft. long and park with a 2 ft. space, we will have a traffic queue 161 miles 757 yards long.

Captain JAMES MURRAY

Note.—Traffic queues from the West Country last Summer seemed all of 161 miles long!!

# REARDON SMITH LINE LIMITED

## NOTES OF PROCEEDINGS AT A MEETING OF DIRECTORS HELD ON THURSDAY, 24th FEBRUARY, 1977

THE ESTIMATED results for the year ending 31st March, 1977 are shown below and the comparison with the previous year confirms the unstable position in all Sections that continues to obtain. Generally, the situation reflects the indications given by the Board in their Statement last September. World trade shows little sign of moving out of recession and it is only when it takes on a more stable character that satisfactory profitability will show in the various trades in which your Company is involved.

The rig owned by Celtic Drilling Company, in which your Company has a 53% interest, is under contract to British Petroleum and is operating in the North Sea at a rate of hire which, currently, can be considered satisfactory.

During the year under review, following the acquisition by The Ben Line Steamers Ltd., of The Sheaf Steam Shipping Co. Ltd., there were changes in the structure of the Atlantic Drilling Company by Sheaf

Drilling also acquiring the interests of the minority Partners. This resulted in an equal interest by Reardon Smith and Sheaf in the Partnership and allowed an arrangement to be concluded so that each Company was able to become the sole owner of one rig—the *Atlantic 1* rig being owned by Reardon Smith. Discussions are taking place between the two Companies with a view to entering into a pooling agreement for the two rigs and, for a variety of reasons, this will give advantages to both Companies in the joint marketing, administrating and operating of the rigs.

The first Atlantic Drilling rig *Atlantic 1*, continues to operate under charter to the Panoean Oil Corporation (North Sea) and we are optimistic regarding continuity of employment for this rig.

Since the publication of our last Accounts, the *Welsh City* and *Cornish City* have been sold.

The estimated results for the financial year, whilst not satisfactory, are as anticip-

ated in the trading conditions currently prevailing. However, bearing in mind the long period of dividend restriction, the Board consider, and accordingly declared, that a further dividend of 0.8125p per Unit, equivalent to 2½% gross, be paid on the 1st April, 1977 to Stockholders whose names appear in the Register of Members on 21st March, 1977.

The payment of this second dividend will make the total dividends for the year 1.625p per Unit (5% gross).

No further dividend will be recommended at the Annual General Meeting.

The Transfer Books and Stock Registers of the Company will be closed from 21st March to 31st March, 1977, both dates inclusive.

The projected results for the year ending 31st March, 1977 are as follows. These are estimates only and are unaudited:—

	<i>Estimated</i>		<i>31.3.76</i>
	£'000		£'000
GROUP RESULTS DERIVED FROM TRADING:—			
Bulk Carriers	2,974		794
Tankers	(3,253)		2,023
Rigs	978		(144)
SHIP SALES PROCEEDS	6,600		6,248
INVESTMENTS	358		426
CURRENCY LOAN LOSSES	(230)		—
	7,427		9,347
INTEREST PAYABLE	2,437		1,104
	4,990		8,243
DEPRECIATION	3,406	1,775	
Less: Investment Grants Credits	188	378	
	3,218	1,397	
Ship Disposals book value	2,400	2,198	3,595
(LOSS)/SURPLUS BEFORE TAXATION	(628)		4,648
PROVISION for future taxation	207		(2,659)
(LOSS)/SURPLUS after taxation	(421)		1,989
DIVIDENDS for year 1.625p per Unit (1976—2.7422p)	133		224
(LOSS)/SURPLUS transferred to REVENUE RESERVE	(£554)		£1,765

The final results of the financial year will be shown in due course on completion of the Company's Accounts, which it is hoped will be published in June and the Annual General Meeting will then be held in July.

# SUPPORTING AN INSHORE LIFEBOAT

THERE ARE two delightful little villages on the Gower Peninsular in South Wales—Port Eynon and Horton—and both names have a connection with the Royal National Lifeboat Institution.

In the churchyard at Port Eynon, there is a very fine life-size monument in marble of a Lifeboatman erected to commemorate the tragic loss of a lifeboat off Oxwich Point many years ago. The inscription on this monument includes many names which are still common in the two villages—none more prominent than the name "Grove" and perhaps not surprisingly, the present Helmsman of the local Inshore Lifeboat is Walter Grove, whose relatives are remembered in the inscription.

For many years, the area was without a lifeboat of any type, but nevertheless, an unofficial lifeboat was, from time to time, involved in activities, operated—as you may well have anticipated—by Walter Grove. It was becoming very necessary, with the increased activity of the small boat, fishermen, skin divers, bathers, etc., and all who suffer the hazards of the sea from time to time, for more permanency to be introduced in the area and, in 1968, the R.N.L.I. installed the present Inshore Lifeboat.

The original lifeboat of years ago was housed in Port Eynon and the lifeboat house there still exists, but is used as a Youth Hostel. Over the years the concrete slipway has been ravaged by storms and very little remains.

In their decision to provide an official lifeboat in the area, the R.N.L.I., in conjunction with local knowledge, decided that for an Inshore Lifeboat, the most efficient place for housing and launching was at Horton and it is particularly pleasing to record that, in deference to the historical connections of Port Eynon in the Lifeboat Service, the Station is referred to as the Horton and Port Eynon Lifeboat.

In the period from the installation in 1968 of the present Inshore Lifeboat, there is officially recorded a saving of 103 lives up to the end of the 1976 season, which normally begins in April and ends at the end of October. It is believed that the boat holds the unofficial record for time in launching and Helmsman Grove would be the first to admit that living virtually on top of his job helped in this achievement. Both his sons are crew members and Diana, his wife, gives tremendous support, to such an extent that I suspect even before "Women's Lib," she could well have been a crew member!

Looking back over the rescues, there are many exciting incidents, but one most impressive—and which emphasises the importance of training—occurred when

three lives were saved in April 1976. A week before this call-out, a practice outing included co-operation with a helicopter, in which crew members were winched out of the boat and landed ashore and vice versa. Just a week later, the real thing happened, when the over-turning of a dinghy off Worm's Head involved a nine-year-old boy, whose condition deteriorated. He was winched out of the lifeboat by the summoned helicopter and landed in hospital at Swansea before the lifeboat had returned to base. This was a particularly notable rescue, when the co-operation of Coastguard, R.A.F., and R.N.L.I. crew and shore-based members operated so efficiently.

Operating an Inshore Lifeboat Service often meets with difficulties before the boat enters the water and, last year, wind and tides provided a problem with the build-up of sand at the entrance to the boathouse, to such an extent that, in the interests of efficiency, approximately 20,000 tons of sand had to be removed, with the help of a bulldozer and at a cost of about £80.

However, this winter, the Helmsman, the Treasurer, John Richards, a crew member, Peter Muxworthy, and myself have, armed with shovels, cleared approximately the same tonnage—but let it not be said that I have deviated from the strict truth! There appeared, after an interval of nearly two years, the starting up of a stream, which originates from a spring and, aided by the wet winter, this stream passed the boathouse with increased volume, to such an extent that each weekend, with the Helmsman as Foreman, and shovels at the ready, the stream has been diverted a little at a time, washing away enormous quantities of sand, so there is now a clearance so successful, that a concrete slipway, installed a couple of years ago, is again visible.

Interest in a Lifeboat Station is not solely confined to fund-raising, which although a very important part, is not the only consideration. There is much hard work carried out continually in an effort to keep the Station operating efficiently.

In this sparsely populated area of Horton and Port Eynon, contributions, whether by deed or monetary, are so very much appreciated and, whilst such a service enables one to narrate many interesting incidents, the foregoing will serve to illustrate why not only do I become so enthusiastic about this very important service, but it also helps to show why I appreciate very much the interest that is shown from the staff, both at home and at sea.

C. R. CHATTERTON



THE LIFEBOATMAN MEMORIAL, PORT EYNON

## LATE CAT. OFF. C. A. PARRY

WE HAVE received the following nice letter from Mrs. Dorothy Parry, widow of the late Cat. Off. C. A. Parry. She writes also on behalf of her daughter, Mrs. Susan George.

Dear Sirs,

*I feel I must write to express to you my sincere appreciation and deepest gratitude for the thoughtful and sympathetic approach to me in my time of bereavement.*

*To Padre Peter Good, of the Missions to Seamen at Kobe, I feel I owe a special debt of gratitude; also my thanks to Captain Lawson, and the Officers and Crew of the "Amparo."*

*I shall always be grateful to the Medical Staff of the hospital at Kobe for their dedicated work at this time.*

*All these people have contributed in considerable measure to making this time of sorrow so much easier for me by their kindnesses over and above their required duties.*

A LINER left port with X number of passengers on board. At the first port of call one-third of the passengers disembarked and 29 boarded. At the second port of call another third got off and 13 got on. At the third port of call 11 more got on than got off.

The Chief Steward remarked to the Captain that they now had the same number of passengers on board as when they started.

How many were there on board?

See page 5.

## To Directors and Staff:—

I WOULD like to thank you all once again for the lovely present you gave me before I left Cardiff. I have used it on a number of occasions and it proved extremely accurate and I have no doubt it will prove useful in the very near future!

We eventually finished our packing and boarded the *S.A. Vaal* safely in Southampton. We had a very rough Bay of Biscay crossing with most of the passengers ill (I must confess to feeling slightly queasy myself!). The rest of the voyage passed all too quickly with much sunshine, activity and liquid refreshment. We duly arrived in Cape Town at 6 a.m. but unfortunately Table Mountain was covered in cloud and the beautiful scene lost a little of its magnificence. It was nevertheless a moving moment.

We spent three days with my parents in Cape Town before setting off in the Trans Karoo Express for Johannesburg.

This journey takes 28 hours and covers 950 miles. It was very hot travelling through the Karoo 90°F. but fortunately there are showers on the train which one can use to cool down.

We are at present staying with my wife's parents in Johannesburg and I fly back to Cape Town on Sunday to begin my course on Monday the 24th of January.

I hope you all had a very Happy Christmas and I take this opportunity of wishing you all and the Company a Happy and Prosperous New Year.

PATRICK DUNSEITH

## The late Miss Ethel Caines

THE SAD NEWS came to us recently of the passing away of Ethel Caines on 29th January last. She was in her 88th year.

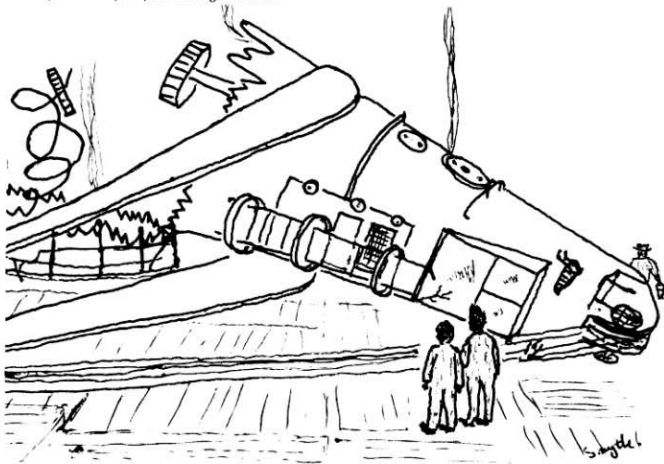
Miss Caines joined the Company in 1919 as Registrar and retired in April 1948.

She was a frequent contributor to the *Newsletter* with her poems and maintained a lively interest in it. Two of her latest contributions were published in the January issue this year.

As a tribute to her, we publish an extract from a poem of hers which appeared in the April, 1976 edition:—

*"Let's not dwell upon the past,  
We'll be content while life shall last,  
And hope that we all did our best,  
And now are quite content to rest."*

"Are you sure you put the right oil in?"



## AVOCADOS (The Alligator Pear)

**Growing Avocados:**—There are two ways to grow these from a stone. The first is to stick matchsticks around the sides of the stone and support it on top of a glass or jar filled with enough water to touch the base of the stone—the flat end. The water must be kept at this level while the plant is growing.

The stone will enlarge slightly as it absorbs water, then gradually split apart. Once the root starts to grow, it will be followed by a shoot or shoots growing up between two halves of the split stone.

The young plant can now be transferred to a 12.5 cm (5 in.) diameter pot (with a drainage hole) filled with John Innes potting compost No. 1. The top of the stone must be left above the compost.

The second way is to plant the stone in a flowerpot filled with John Innes potting compost No. 1, leaving the top of the stone uncovered. The flat end must be facing downwards and the growing medium kept well watered.

The shoot will grow as a single stem with shiny green leaves. When this reaches 30–35 cm (12–15 in.) high, pinch out the young growing tip to encourage the side branches to form.

Keep the plant in direct light e.g. a window-sill, but try to avoid strong direct sunlight. Water the compost often, but don't allow it to become waterlogged. Once the plant is established it can be transferred to a large pot. An Avocado can grow very large, so if you want to restrict its size keep it in a smaller pot and feed it regularly. Unfortunately Avocados will not fruit in this country, but they do make beautiful house plants. Sponge the leaves occasionally with a damp cloth, keep the plant out of draughts and away from gas fumes.

DENNIS MATHEWS

How many on board? 78.

## WISE WORDS . . .

- No one plans to fail—they just fail to plan.
- Fools wander, wise men travel.
- A twinge of conscience is a glimpse of God.
- No one can walk backwards into the future.
- Hard work is the yeast that raises the "dough."
- Happiness is a condition of mind, not a result of circumstances.
- Tact: Changing the subject without changing your mind.
- Flattery is like perfume, so smell it but don't swallow it.
- To the weak an Obstacle is a stumbling block. To the strong—a stepping stone.

# SHIPS POSITIONS AT 16th FEBRUARY, 1977

**Cardiff City.** On Time Charter a/c Salen. Sailed Rotterdam 29th January. Loads Rice Mobile 16/24th February and Generals at Tampa and Houston for Persian Gulf. Arrives Port Said for Suez Canal Transit 18th March. Arrives Damman to discharge Generals 28th March. Sailing 4th April for Iran to discharge Rice cargo. Estimated discharge Iran 5/20th April.

**Devon City.** On Time Charter a/c Motortank. Arrived Algiers 9th February to commence discharge Wheat cargo. Sails 19th for Skikda to complete discharge, arriving 20th and completing 1st/5th March.

**Eastern City.** On Time Charter a/c Showa. Sailed Kawasaki 6th February. Arrives Newcastle N.S.W. 18th February to load a cargo of coal for Japan. Sails 22nd February for discharge either Kawasaki or Fukuyama 7/9th March.

**Fresno City.** On Time Charter a/c Nidera. Sailed Bahia Blanca 10th February for Kaohsiung. Calls Durban for bunkers 24th February. Arrives Singapore for changing crew 11th March. Arrives Kaohsiung 20th March, and completes discharge about 30th March.

**Indian City.** Sailed Houston 2nd February with cargo Sorghums for Japan. Transited Panama Canal 9th February. Arrives Japan to commence discharge 7th March, completing 12th. Loads cars one or two ports Japan up to 17th March. Transits Panama Canal 10th April. Discharges either U.S. Gulf or U.S. East Coast 15/20th April or U.K./Cont. 24/30th April.

**New Westminster City.** Sailed Kobe 3rd February to load under B.C./U.K. Cont. Berth Service. Arrives Los Angeles to load bulk parcel 17th February. Sails 21st calling Eureka 22nd/24th February, Coos Bay 25/27th, Vancouver (Wash.) 28th/1st March, Tahsis 2nd/3rd March, and Vancouver B.C. 4/5th March. Transits Panama Canal 17th March. Arrives London 31st March to commence discharge. Sails 5th April for Esbjerg where continues discharge 6/8th April, Rotterdam 9/13th, completing Santander 15/17th April.

**Port Alberni City.** On Time Charter a/c Seaboard. Arrived Liverpool to commence discharge

10th February. Sails 21st for Bremen where arrives 24th. Sails 26th for Antwerp, arriving Antwerp 27th, completing discharge and redelivering from Time Charter 28th February. Delivers under Time Charter to Cobelfret and sails Antwerp 5th March after loading steel. Transits Port Said 15th March and arrives Abadan 25th March to commence discharge. Completes 18th April and sails redelivering from Time Charter passing Muscat outbound 20th April.

**Prince Rupert City.** On Time Charter a/c Nidera. Arrived Kaohsiung 7th February to discharge cargo Sorghums. Completes discharge 16th February and redelivers from Time Charter. Proceeds on U.K. Cont. Berth Service arriving Harmae or Nanaimo 4th March to commence loading. Continues loading Crofton 9/11th, Vancouver (Wash.) 13/14th and Vancouver B.C. 15/18th March. Transits Panama Canal 30th March. Arrives Dublin to commence discharge 13th April sailing for London 19th, where arrives 21st. Continues discharge and sails for Brake 27th April. Arrives Brake 29th April, sailing 2nd May, completing discharge Antwerp 3rd/5th April.

**Tacoma City.** Arrived Rotterdam 5th February to commence discharge Grain Parcels. Expect complete discharge 18th February and proceeds to drydocks Flushing for about 8 days.

**Vancouver City.** On B.C./U.K. Cont. Berth Service. Arrived Tilbury 12th February. Sails 17th February and completes Esbjerg 18/23rd February. Proceeds Flushing for repairs 25/4th March and bunkering. On completion sails for Port Elizabeth to load ore for Japan. Arrives Port Elizabeth 25th March, and sails 28th. Calls Singapore for crew change 13th April, arriving Japan 22nd April to commence discharge completing 26th April.

**Victoria City.** On B.C./U.K. Cont. Berth Service. Sailed Vancouver B.C., 4th February with Forest Products for discharge U.K./Cont. Transits Panama Canal 16th February. Arrives Dublin 3rd March to commence discharge. Sails Dublin 5th March, continuing discharge London 7/13th March, Antwerp 14/16th March and completing Brake 17/19th March.

**Amparo.** Sailed Kure 6th February with Generals for Los Angeles. Arrives Los Angeles 20th February, sailing same day for Guaymas. Continues cargo operations at Guaymas 23rd/25th February, Manzanillo 27th/1st March, Acapulco 2nd/3rd March, Punta Arenas 6/7th, Corinto 8/10th, Cutuco or Acapulco 11/12th, Champerico or San Jose 13/14th, Salina Cruz 15/16th, Guaymas 19th/22nd and completing Ensenada 25/27th March. Returns to Japan calling Yokohama 10/11th April, Nagoya/Yokkaichi 12/14th April, Osaka/Kobe 15/17th, Taiwan 20th/21st April and Hong Kong 22nd April. Vessel then loads for return trip to Mexico.

**Atlantic.** Arrived Jeddah 4th September. Hopefully completes discharge first week March when sails for Goa to load ore for Japan.

**Elena.** Sailed Kobe 16th February to load Yokohama 17th/21st February, Fukuyama 23rd/24th, Kure 24/25th, completing Kobe 26/28th February. Proceeds Mexico arriving Ensenada 17th March. Sails 18th, calling Manzanillo 19th/21st, Acapulco 22nd/24th, Punta Arenas 27/28th, Corinto 29th/31st March, Cutuco or Acapulco 1st/3rd April, Champerico or San Jose 4/6th April, Guaymas 10/12th and Ensenada 15/16th April. Proceeds to Yokohama for discharge 12/13th May and Hong Kong 14th May, after which loads Hong Kong and Japan for Mexico.

**Gela.** Sailed Gothenburg 2nd February with cargo Generals for Vera Cruz, where arrives 18th February, from whence proceeds to Tampico and Coatzacoalcos on presently uncertain dates.

**Maria Elisa.** Arrived Vera Cruz 15th February. Sails 19th for Tampico where completes discharging 26th. Vessel also loads whilst discharging, at the above ports and continues to load at New Orleans 4/7th March. Sails for South America calling Recife 20th/22nd March, Rio 25/26th, Santos 27th/31st, possibly Buenos Aires 2nd/4th April, and optional port Brazil 7/14th April, possibly Santos 16/20th April, before returning Vera Cruz 5/7th May and Tampico 9th May.

**Sara Lupe.** Arrived New Orleans 14th February. Sails 19th for Houston to complete discharge 21st/23rd February, after which drydocks Beaumont 24th February for about 5 to 8 days.



# STAFF NEWS

## OBITUARY

We regret to record the tragic loss of Deck Cadet, Andrew Meighan. He was lost overboard on 20th November, 1976 (local time) whilst serving on the m.v. *Indian City* on passage from Panama to her first port of discharge in Japan.

Cadet Meighan was nineteen-years-of-age and had been with the Company for about a year. He had a very promising career before him.

He was very popular with his shipmates and this was reflected by his colleagues on the m.v. *Indian City* donating £135 to the Royal National Lifeboat Institution—

"In memory of Cadet Meighan."

Readers will wish to be associated with expressions of sympathy conveyed to his parents and family.

It was with deep regret that we heard from Captain Lawson that Mr. C. A. Parry, Catering Officer, m.v. *Amparo* passed away on 31st January at Kobe.

As the vessel was sailing 1700 2nd February a Memorial Service was arranged at the Kobe Missions to Seamen, which took place at 1100 hours, 2nd, attended by all Officers together with the Master and Officers of the m.v. *New Westminster City* which happened to be in port. In addition, representatives of the various Agencies attended.

Mr. Parry was one of our long serving officers and was very much respected. He was 43 years of age when his untimely passing came. He will be missed by all his colleagues ashore and afloat. All readers will wish to be associated with expressions of sincere sympathy with his widow Mrs. Dorothy Parry and family.

## THE LATE JACK SHARP

Jack was for many years in charge of General Office, at Devonshire House. During his years with the Company he was very popular and highly respected. At heart he was a countryman and had a wealth of knowledge and experience of horses, hounds and hunting. His wife pre-deceased him about six months ago.

## THE LATE MRS. CASWELL

We extend to Mr. H. A. E. Caswell and family our sincere sympathy on the passing of Mrs. Caswell on 16th February at Marlborough.

We extend our sincere sympathy to Miss Janet Frost on the passing of her mother recently.

## IN HOSPITAL

Mr. Lionel Wainright, Technical Department, Head Office has entered hospital for an operation. We wish him a speedy return to normal health.

Miss Wendy Locke, Marine Personnel Department, is in hospital awaiting an operation. We wish her a speedy return to good health.

## ILLNESS

Mr. Frank Thomas, Insurance Department, Accounts, Head Office has been ill at home for many weeks. We wish him a speedy return to good health.

## ACCIDENTS

Mr. K. Milburn, Chief Officer.

We understand Mr. Milburn is making good progress following his severe accident. For the first time since February 1976 the plaster on his leg has been removed permanently and he is now left with a type of gaiter. We all hope this progress will be maintained.

Miss Linda Clifton, Accounts Department, Head Office.

We are sorry to hear of Miss Clifton's motor car accident in which she suffered severe facial injuries. We wish her a speedy recovery.

## BIRTHS

*Congratulations to:*

Captain and Mrs. D. Jack on the arrival of Alastair Sinclair on 2nd February.

3rd Engineer, Mr. J. Leslie Magill and Mrs. Magill on the arrival of Janine Sandra on 3rd December, 1976.

## MARRIAGES

*We extend our congratulations and best wishes to the following:*

Mr. Graham Johnson, Accounts Department, Head Office on his marriage to Miss Daphne Wotton of Milford Haven, on 19th February at Llanishen Parish Church, Cardiff.

Mr. David Tucker, Ship Sales and Purchase Department, London Office on his marriage on Saturday, 19th February.

Miss Hilary Legg, Secretary, Chartering Department, London Office, on her marriage on 26th February to Mr. Terry Hughes.

## NEW STAFF

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

Mr. D. R. Howell, Trainee Cost Accountant, Drilling Rigs.

Miss Gillian Hague, Telephonist, Head Office.

## Sea Staff:

Officers joined Company in February.

J. D. Smith, Deck Cadet.

D. M. Hurl, Deck Cadet.

A. T. Evans, Catering Officer.

## SUCSESSES

*Congratulations to the following on obtaining their Certificates:*

Officers obtaining Certificates.

G. D. Evans, passed 2nd Mates.

G. J. Morris, 2nd class Certificate Motor.

T. J. Newell, 1st class Certificate Motor.

C. E. Hayles, 1st class Certificate Motor.

T. S. Lawrence, ONC/2nd Mates.

T. L. Lawrence, ONC/2nd Mates.

M. E. Parsons, ONC.

*Across:*

1. A DRINK
2. A BLOW
3. A MAGAZINE
4. A TOOL
5. A PUPPET

*Down:*

1. VEGETABLES
2. ANIMALS
3. BIRDS
4. OCEANS
5. SOMETIMES THESE ARE DROPPED

**Solution next edition.**


## LATE CADET

### ANDREW MEIGHAN

WE HAD a very nice letter from Jim and Mamie Meighan, the parents of the late Cadet Andrew Meighan, regarding the very fine tribute his fellow Officers had made to him in the form of a contribution to the R.N.L.I.

We are indeed pleased to quote as follows from their very kind remarks concerning this tribute:—

*"This leaves us very proud and very humble and we hope you can find space to publish this letter in your House-Magazine, conveying our sincere thanks to them and our heartfelt feeling for them in the distress they went through.*

*Each time Andrew changed his shipmates, whether by their paying off or by his, by his transfer or by theirs, he wrote home saying what a sad day it was, because the new lot could never match up to the old lot. Each time his next letter said it was O.K., the new lot was at least as good as the old, and maybe even better.*

*He loved his work, he was proud of his Company and he had a warm kinship with his shipmates.*

*We are grateful to all of you for all that he found in you."*

## DONATIONS TO R.N.L.I.

CAPTAIN PARKHOUSE has informed us of a donation of £23.00 from the officers of the *Cornish City*, together with a further £63.50 as a result of the auction of various books etc., some awarded to the vessel for weather reporting. This information was also mentioned by Mr. Hurst, Chief Officer in a letter to the company.

Captain Fulker reports a donation of £57.00 from the Officers of the *Atlantic*.

The organising Secretary R.N.L.I. acknowledges the sum of £17.10 from the Officers of m.v. *Eastern City*.

Many thanks to Captain J. Porteous and Officers of the *Devon City* for their contribution of £11.00.

### Sailors Children's Society

The sum of £6.85 was sent by the Officers of the *Sara Lupe*.

## ANSWERS TO CROSSWORD JANUARY 1977

Across: 1 Anchor; 4 Nights; 7 Allotment; 9 Rand; 10 Tear; 11 Betel; 13 Stewed; 14 Rivers; 15 Attend; 17 Bather; 19 Sails; 20 Ears; 22 Unit; 23 Staircase; 24 Sharks; 25 Surges.

Down: 1 Awards; 2 Hold; 3 Rooted; 4 Number; 5 Gent; 6 Sparks; 7 Ancestors; 8 Telephone; 11 Beans; 12 Liras; 15 Agents; 16 Davits; 17 Blocks; 18 Ratios; 21 Star; 22 USSR.

## MAGIC SQUARES

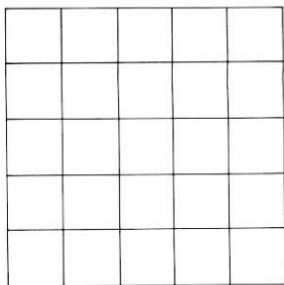
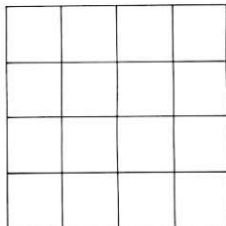
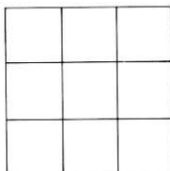
—an amusement dating back at least 2000 years to ancient India. The magic lies in the fact that whichever way you add the numbers in the square—horizontally, vertically or diagonally—you will always get the same answer.

To start you off, in the simple square the answer is always 15.

Now for the difficult one. This was created by a German, Albrecht Durer (1471—1528). Not only do all the lines add up to the same but also the four corners will give the same answer if done correctly. Another unusual feature of this square is that the supposedly magic qualities would protect one against disease, so here is a clue. The two middle squares in the bottom row give the date of the great plague. Use the numbers 1—16 and once each only.

A further 25 square puzzle answer can be given if anyone feels really mathematical. The largest Magic Square was completed by three American mathematicians. It contained 100 squares and was acclaimed as a major achievement although in theory there is no limit to the number of squares possible.

### Solutions in next edition.



CLIVE MOORE

*I do not pay to travel  
Although I travel far.  
I need not any transport—  
Ships, aircraft or a car.  
I visit mountain ranges  
And snow-capped peaks I see,  
Then on exotic islands rest,  
Palms waving over me.  
I call at all the beauty spots  
And many different places.  
They're nearly always new to me,  
Hardly any are retraces.  
Faster than by Concorde  
My journey is for me  
And I don't take any luggage  
So I travel hands both free.*

*No need of any passport,  
No customs to pass through,  
I've travelled this way many years  
And the sky is always blue.  
The tax man cannot touch me,  
I can have the things I want,  
Don't handle any money,  
So there's none of it to count.  
I can eat all I am offered  
And not put on any weight  
So I don't have any worries  
About my calorific state.  
It sounds such bliss this travelling—  
Just like a dream—you say,  
And this of course is what it is,  
As I dream along life's way.*

OLGA C. CROCKER