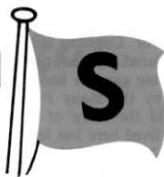


# newsletter



No. 87—APRIL, 1977

## WILD LIFE

AS THE majority of our readers will know, Head Office is situated in the centre of the Capital of Wales. To the one side we have the main shopping area of the City and on the other, our outlook is over one of the most magnificent Civic Centres in Europe with its imposing Municipal, Museum and University buildings laid out with broad tree-lined avenues between.

This area is bounded on all sides by the main transport arteries through the City. However, we are fortunate in having a natural sound break between us and the "Boulevard De Nantes," Cardiff's twin town in France, consisting of appropriately "the docks" feeder, its banks lined with numerous trees and wild flowers. It is to this particular feature immediately outside our windows that we would draw attention, for here in the midst of our City we have an assortment of wild life.

The Sparrows, Tits, Pigeons and perhaps a Water-Rat or two are not unexpected, but how delightful it is to see occasionally an Owl. Yearly we have a family of ducks visit the feeder to breed, but our most entertaining wild life act are the Squirrels.

These furry little creatures are of course the Grey Squirrels who were introduced into this country several times between 1876 and 1910 particularly at "Woburn," and now unfortunately threaten to oust our own natural Red Squirrel.

They have bushy tails as long as their head and body combined, their total length being between 16 and 26 inches and weighing up to 3 pounds. Acrobats could learn a lot from them as they can travel along both the top and bottom of branches and leap distances of 12 feet spreadeagling their legs and flattening their tails as a balance and rudder.

Their reaction to intruders is to scold them and then disappear behind a trunk which they keep between themselves and the danger, dropping 30 feet to the ground to escape if necessary. Primarily vegetarian, eating nuts, berries, soft fruit, buds and some fungi but on occasions will eat birds' eggs, nestlings and carrion.

The traditional image of hoarder is unfortunately not wholly accurate as they only bury single nuts or berries, these being well spread out. They also do not hibernate all winter, but may sleep a few days if the weather is very bad.

Squirrels build nests or dreys and will construct several in surrounding trees. They mate between January and August, have two litters a year of up to six, usually three or four, born naked and blind. The young squirrels leave the nest at 7-10 weeks old full of mischief. They moult their body fur twice yearly but their tail only once. Tree climbing ability is provided by 4 sharp toes in the front feet and five in the hind feet. Their front teeth are continually growing at the roots and this explains why squirrels continually grind their teeth and gnaw some unusual objects, lead cables, etc. in parks, to keep their teeth the normal length.

Their natural enemies, Goshawks, Horned Owls, Pine-Martens, Bobcat and Fox, are declining because of man, so their future seems pretty safe, our entertainment assured.

Another unusual inhabitant of our City Centre, audible most afternoons in the office, are the Peacocks which reside in Cardiff Castle.

There is a history of Peacocks living here for quite a long time. They were introduced by the Bute family and roamed throughout the castle grounds and Bute Park. They also appear in many places in the decorations within the castle, being well loved by the family.



#### Wild Life—Continued

The line of Peacocks was broken in 1947/48 when the castle was given to the citizens of Cardiff, but fortunately were reintroduced by the present custodian in 1968. Fate gave its hand to this as a guest struck by the many Peacocks decorations was told the story of how Peacocks had always lived here but left in 1948. He then offered his pair of birds, which he had and had not succeeded in breeding, to the castle.

We have a "Muster" of thirty-four birds, three quarters of them being adults. Except when they breed or wander outside the castle walls they require very little attention. Feeding takes place every morning and consists of rough corn, consuming just under one hundred weight each month, making this up with their own foraging and titbits from the many visitors. Their only other important needs are plenty of room and abundant fresh water.

Peacocks are creatures of routine, feeding, sunbathing, displaying and roosting in the same place day after day. It is

while on their way to roost, in late afternoon, that they are to be heard bugling loudly. The cry is a horrible, harsh, unearthly scream, the Poet John Skelton put it mildly saying, "I sing not musical, for my voice is decayed."

Breeding takes place naturally within the group and once the chicks hatch, both they and the hen are caught and put into wire floored cages, raised off the ground. Daily feeding with fresh greens, turkey mash and plenty of fresh water is given until the chicks can fend for themselves. In captivity the breeding season is in early summer the Peahens laying four to six eggs, which take a month to hatch. Wild Peacocks breed between January and March having eight to twenty eggs. These they lay in nests but if there are no ground predators they will scrape a shallow hollow in the ground instead.

The common or Blue Peacock originated from India and has been semi-domesticated for over 2,000 years. During this time they have had both good and bad beliefs linked to them because of their "Eye-Spot" tails.

Their use as a food source was not overlooked, Peacocks being a delicacy in Europe, until the more humble turkey was introduced from Mexico.

The magnificent plumes of the male are not actually made up of tail feathers but of the tail-coverts which sprout from the back of the base of the tail, and do not grow until adulthood at three years old. The eye-spots on these long plumes are not caused by any actual green or blue pigments on the feathers but are the optical effect of the refraction of the light that falls on them. The tail can account for two thirds of the Peacock's total length of seven feet and at the end of each year this is thrown, a complete new one being regrown early each year.

If the Peacock's two faults can be overlooked—its dingy feet (this is easy) and its harsh voice (not so easy)—it must be the most beautiful bird that lives with us and attracts visitors from far and wide to our city.

CLIVE MOORE

## STAFF NEWS

### IN HOSPITAL

#### Mr. J. Harrison, Radio Department

We are pleased to learn that Mr. Harrison is making satisfactory progress at Llandough Hospital, Cardiff. All readers will wish him a speedy recovery.

#### Mr. Alec Collett, Head Office Chauffeur

Mr. Collett has undergone an operation and we wish him a speedy recovery.

We are pleased to record that Mr. Lionel Wainwright and Miss Jackie Roe have now returned to their respective departments.

### MARRIAGES

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

Mr. D. R. Wilkinson, Electronics Officer, on his marriage to Miss Patricia Robinson at Scarborough on 19th February.

Mr. C. J. Buckley, 3rd Engineer, on his marriage to Miss Amanda Jane Norton at Hazlemere Parish Church, High Wycombe on 2nd April.

### SUCCESSSES

*Congratulations to the following on obtaining their Certificates:*

Mr. J. C. Pagler, 2nd Mate's Certificate.  
Mr. J. N. Haugh, 2nd Class Motor Certificate.

### NEW STAFF

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

Mr. J. A. Sands, Telex Operator, London Office.  
Miss Barbara Williams, Relief Telephoneist, London Office.

### BIRTHS

Congratulations to Junior Engineer and Mrs. M. J. Yates on the arrival of Louise Helen on 5th March.

Congratulations to Mr. and Mrs. Gordon Walker on the arrival of Hilary Clare on 7th April.

Congratulations to Chief Officer and Mrs. M. J. Bellamy on the arrival of Amy Jacqueline, a sister for Lucy.

### OBITUARY

#### Passing of "Bob" Finlay

We regret to record the passing of Mr. R. B. Finlay, Catering Officer, on 15th March.

He had served the Company for over forty years and his conscientious approach had earned for him a special niche in the firm's history. In spite of indifferent health he managed to maintain a high standard of service.

We are sure all readers will wish to be associated with expressing deepest sympathy with Mrs. Finlay at this time.

#### Passing of Mr. J. A. Woodman, Director

All readers, particularly those who knew him well, will be saddened by the news of the untimely passing on Easter Tuesday of Mr. Alan Woodman. He passed away at the Heath Hospital, Cardiff, after a comparatively short illness.

He had served the Company for forty-four years, the last four years as a Director. During the greater part of his career he had been concerned with personnel matters (sea staff). He served on many Committees attached to the Shipping Industry both nationally and locally.

There is no greater tribute to his memory that can be given by all who were fortunate to have known him as a friend, colleague and confident than to say—"We will all be that much the poorer for his passing."

To his brother and family we extend our deepest sympathy.



## Darts night at the Kobe Mission to Seamen

MOST OF the sea-going staff, especially those who have served on the T.M.M. vessels which trade regularly with Japan, are familiar with the Kobe Mission to Seamen and the Padre, Ken Good. However, I wonder how many know what an enjoyable evening Tuesday evening, or "Darts Night," can be.

The Padre is always trying to drum up opposition to try and "whitewash" his team of local British residents. The evening, as well as having an air of friendly competition about it, always provides for a chance to meet some very interesting

people from all walks of life in a relaxed and informal atmosphere.

The photograph shows the team from the mission, righthand eight people, and the team from m.v. *Elena* during a match which took place in December. Unfortunately, as the score indicates, the *Elena* lost 9-6. At the time it was mentioned that the Padre had been crafty in placing the shorter Marconi Marine representative in front of the *Elena's* score rather than the *Elena's* sparks who might have prevented the score from being recorded on film.

Since that particular match, we have only managed one other match which the *Elena* again lost, by a hairsbreadth, 5-4. Hopefully before we leave the coast we will try and regain at least some of our lost pride, if not, we leave it to some of our fellow officers to revenge us.

In the meantime, remember that Tuesday night is darts night at the Kobe Mish and all opponents are made welcome.

D. Edge, Electronics Officer.

*Photograph courtesy of Mrs. T. Hampton, Electrician's Wife.*

## WORDS

AM I the only one who regrets the way of speaking today? I feel sure that I cannot be.

How many times have you winced at "At this moment in time" when the words "at present" would suffice, or that ugly expression "Don't lose your cool" is used. I hate hearing women referred to as "Birds" and equally hate the word "Guy" when referring to a man. Then again, have you ever counted the number of times that "You know" is used. You must have! "Doing your own thing" is another modern expression which could well be dispensed with.

Do we use these expressions because of laziness or is it because we are self-conscious in the use of words and that we follow the fashion of the day be it good, bad or indifferent. I fear the latter is the case.

Have you any idea of the number of words that are contained in the twelve volumes of the Oxford English Dictionary and are available for our use—414,825. Of course, some of these are completely outdated but even discounting these the

number in current use is 200,000. The average person has a vocabulary of 10,000 words, whereas a competent modern novelist uses between 10,000 and 15,000. Do you read "The Times" and, more to the point, do you understand everything you read? If you do, you are an exception. To be able to read and understand every article in a single issue requires a vocabulary of 50,000 words! This is due mainly to the fact that so many specialist subjects are covered. What most of us lack in variety we make up in repetition.

Does this information surprise you? It did me. I am aware that most of us can recognise a far greater number of words than we ever use in speech, but what of our thoughts. Do we use words in our thoughts (respectable ones) that we are unable to utter and if so, why can we not use them in speech? How many times have I wished for words to express my feelings on seeing something beautiful—whether it be the living countryside, a sea breaking on rocks and leaving a swirling mass of foam or some inanimate object.

My favourite time of day in summer is twilight. A time when the sun has fallen

but there is still sufficient light, when the harshness has gone and the colours of flowers show their true beauty. Trying to put my feelings into words however, usually ends up as "Beautiful"—a good enough word, but sadly lacking in expression for what it has to portray.

In this Department we open all the Mail and occasionally see letters from former Indian Crew personnel. These are, perhaps, written by professional writers but the way that they are written puts our use of language to shame. For instance:—

"With due respect and humble submission I, the undersigned ex-employee, beg to inform your Honour that I have received your letter Ref. ...."

"I beg to submit the following for your sympathetic consideration and necessary sanction."

These, if written by us, would probably be "Thank you for your letter Ref. ...." and "Will you please."

I realise that present day language is supposed to say much in the shortest way, but have we not lost a great deal?

# SHIPS POSITIONS AT 16th MARCH 1977

**Cardiff City.** On Time Charter a/c Salen. Arrived Houston 11th March to complete loading. Sails 15th for Persian Gulf. Arrives Port Said 30th March and transits Suez Canal. Arrives Dammam 8th April to commence discharge. Sails 13th April for Bandar Shahpour to complete discharge, arriving 14th April and completing 28th.

**Devon City.** On Time Charter a/c Motortank. Sailed Vigo 15th March with cargo of buses for Venezuela. Arrives La Guaira 26th March and completes discharge 28/30th March. Next business unknown.

**Eastern City.** On Time Charter a/c Showa. Sailed Fukuyama in ballast for Newcastle N.S.W. to load coal. Arrives Newcastle 22nd March, loads and sails 25th. Discharges Kawasaki or Fukuyama arriving 7th April, completing 9th.

**Fresno City.** On Time Charter a/c Nidera. Arrived Kaohsiung 16th March to discharge cargo Sorghums. Completes discharge 26th and redelivers from Time Charter. Then delivers under Time Charter to Retla, loading Kaohsiung 30th March, and Manila 1st/8th April. Transits Panama Canal 5th May. Discharge position presently uncertain but probably U.S. Gulf 9/12th May and U.S. Atlantic 17/25th May on completion of which redelivers from Time Charter.

**Indian City.** Sailed Mizushima 15th March. Loads cars Yokohama 16/19th March for U.S.A. Sails 19th March. Transits Panama Canal 14th April. Arrives Savannah 19th April and completes discharge 21st April.

**New Westminster City.** On B.C./U.K.-Cont. Berth Service. Sailed Tahsis 15th March. Continues loading Crofton 15/16th March and Vancouver 17/18th. Transits Panama Canal 1st April. Arrives Tilbury 15th April to commence discharge, sailing 19th April. Continues discharge Esbjerg 20th/22nd April, Rotterdam 23rd/25th April, and completes Santander 27th/1st May. On completion delivers under Time Charter to Alianca for 18 months' trading.

**Orient City.** Sailed Sunderland for Sea Trials 10th March. Returned 11th and sailed for Southampton 11th March. Called Flushing for bunkers 12th March. Arrived Southampton 13th March and drydocked 15th. Undocks 16th March and delivers from builders 17th March. Sails Southampton 18th March. Arrives Richards Bay (South Africa) 7th April, loads coal cargo and sails 10th April. Arrives Le Havre 2nd May for discharge, completing 5th May.

**Port Alberni City.** On Time Charter a/c Cobelfret. Sailed Antwerp 4th March with Steel cargo. Sailed Suzad after transiting Canal 14th March. Arrives Abadan 23rd April to discharge, completing 11th April and sailing. Redelivers from Time Charter at Sea passing Muscat 13th April.

**Prince Rupert City.** On B.C./U.K.-Cont. Berth Service. Sailed Vancouver (Wash.) 15th March. Arrives Coos Bay 16th March to continue loading, sailing 19th, arrives Vancouver B.C. 21st March, completing loading 26th March. Transits Panama Canal 7th April. Discharges Dublin 21st/26th April, London 29/4th May, Brake 6/8th May and finally Antwerp 9/11th May.

**Tacoma City.** On Time Charter a/c Nidera. Delivered under Time Charter passing Flushing 10th March. Arrives River Plate to load grain 27th March, sailing 5th April. Calls Durban for bunkers 19th April and arrives Kaohsiung 10th May. Completes discharge and redelivers from Time Charter, 20th May.

**Vancouver City.** Sailed Hamburg 13th March. Arrives Port Elizabeth 4th April to load cargo Ore for Japan, sailing 10th April. Calls Singapore for crew change 26th April, arriving Japan 5th May and completing discharge 10th May.

**Victoria City.** Sailed London 15th March. Arrived Antwerp 15th March to continue discharge of Forest Products. Sails Antwerp 17th to complete discharge Brake 19th/22nd March. Returns to Antwerp to load Steel, loading 24/27th March, then proceeds to Middlesbrough to complete 28th March/5th April. Transits Panama Canal 20th April. Discharges Long Beach 28/30th April, Oakland 1st/2nd May, Portland 4/5th May and New Westminster 6/8th May.

**Amparo.** Arrives Punta Arenas 13th March with expected sailing 16th March. Calls Cutuco 17th March, Champerico 18/20th, sailing Vera Cruz 21st/22nd, Manzanillo 23rd/24th, and Ensenada 28/29th when proceeds Japan. Arrives Yokohama to discharge 13th April, sailing 14th, for Nagoya/Yokkaichi 15/17th April, Osaka/Kobe 18/20th, Taiwan 23rd/24th completing Hong Kong. On completion returns Japan to load for Mexico.

**Atlantic.** This vessel still at Jeddah having arrived 4th September. Now expects sail 30th March. Having been fixed to load ore Goa 6/13th April for Japan arriving 29th April, completing 5th May. After which drydocks Hyundai, South Korea.

**Elena.** Sailed Kobe for Mexico 3rd March. Arrives Ensenada 18th March sailing 20th for Guaymas, where calls 23rd/25th March, Mazatlan 26/27th, Manzanillo 28/30th, Acapulco 1st/3rd April, Punta Arenas 6/7th April, Corinto 8/9th, Acajutla 10/11th, San Jose 12/13th, Guaymas 17/18th and Ensenada 21st/22nd April. Returns to Japan arriving Yokohama 7th May and sailing 8th. Then proceeds Nagoya/Yokkaichi 9/11th May, Osaka/Kobe 12/15th May, Taiwan 16/19th and finally Hong Kong 20th May, after which scheduled load Japan for Mexico.

**Gela.** Sailed Vera Cruz 8th March with cargo Generals for Hamburg, where arrives 24th March. Sails Hamburg 25th for Bremen 26th, Antwerp 27/28th and Gothenburg 30th/1st April. Returns Vera Cruz for discharge after which loads for Mediterranean Berth Service, calling Tampico 21st/23rd April, Coatzacoalcos 24/25th Progreso 26th, St. Tomas 28th, Puerto Cortes 29/30th, New Orleans 2nd/3rd May and Baton Rouge 4/5th May. Vessel then proceeds Atlantic Islands and various Mediterranean Ports for discharge.

**Maria Elisa.** Sailed New Orleans 10th March. Arrives Recife 23rd March, sailing 25th March. Continues Salvador 27/28th March, Rio 31st/2nd April, possibly Santos 3rd/7th April. Returns Santos 13/18th April after which proceeds to Vera Cruz 6/9th May and Tampico 10/11th May.

**Sara Lupe.** Sailed Tampico 13th March for Progreso where arrived 14th, sailing same day for Puerto Cortes. Arrived Puerto Cortes 16th March, sailing 17th, calling Vera Cruz 21st/22nd March, New Orleans 24/25th and Baton Rouge 26/27th. Proceeds Tenerife arriving 7th April sailing 8th arriving Las Palmas same day. Sails 9th April calling Valencia 12/13th April, Naples 16/17th, Leghorn 18/19th, Genoa 20th/22nd Marseilles 23rd/24th, Barcelona 25/26th April and Le Havre 1st/3rd May. Vessel then returns Vera Cruz 19/26th May to discharge and then load for a further Mediterranean Round.

## OFFICERS' POSITIONS AS AT 30/11/74

VESSEL	GARDNER CITY	DEWING CITY	EASTERN CITY	SHEDDO CITY	SEA NEWMANSTON CITY	ORIENT CITY
MASTER	G.S. CARLECK	A.D. LIGHTFOOT	D.L.G. JONES	D.L. BELL	J.S. HURNAY	B.A.G. BOYER
CHIEF OFFICER	H.G. HURST	D.H. MURPHY	N.W. SLAYMAN	J. JACKSON	T.G. HOOD	G.T. PARKER
SECOND OFFICER	T. HAXELL	T.J. HUNTER	J. ROSS	A.P. JAGGERS	S.P. GORFORD	B.T. HENHAMAN
THIRD OFFICER	I.H. MOULLEY	G. SIZER	P.A. BULLARD	H. JERRUM	T.A. BURLEY	C.S. HENDRELLS
FOURTH OFFICER		F.S. LAWRENCE	K. BART		M.L. FRAZER	T.J. LAWRENCE
ELECTRONICS OFFICER	H.B. EVERETT		D.P. BIRDHEAD			A.J.L. COFFEE
RADIO OFFICER		J. HESLOP	R.G. CHUGG	C.P.S. WAITS	D.S.H. THOMSON	
JUNIOR RADIO OFFICER						
CHIEF ENGINEER	M.E. RAYNER	D.N. HENRY	D.M. PARSONS	L.M. WILLIAMSON	J. SCOTT	R.J. TRIGG
JUNIOR CHIEF ENGINEER						
SECOND ENGINEER	N. NESSITT	H.C. GOVERNY	J. FOOTS	P.J. WALKER	J.B. HOCKING	A.G. HODGSON
JUNIOR SECOND ENGINEER					D.G. WEDLAKE	K.I. DAVIES
THIRD ENGINEER	J.H. DAVIES	P.D. SLADE	D.G. LEWIS	A.C. COOMBS	W.H. TUCKER	
JUNIOR THIRD ENGINEER						G.C. ANDERSON
FOURTH ENGINEER	J.A. JONES	D.E. HORNE	R.G. QUAYE	G.C. BULL		R.H. ASHLIN
JUNIOR ENGINEER	A.D. COULING	S.G. WARD J/4	A.M. BAXTER J/4		K.R. NECELE J/4	P.B. WILLIAMS J/4
JUNIOR ENGINEER		M.G. SMITH	R.G. WELLS J/4	W.R. PARKIN J/4	S.G. MORRIS	M.J. TWITCHETT J/4
JUNIOR ENGINEER			D. GAFFYN			
ELECTRICAL ENGINEER	J. McIVER	M.J. SCHMIDT	G.G. SEATON	P. TYERMAN	J.T. LORRAINE	K.E. ROBERTS
JUNIOR ELECTRICAL ENGINEER						
CATERING OFFICER	P.P. DELANEY	J. BUCKMASTER	W.J. BURT	H.H. FROST	L. STAVINSKI	R.G. PIERCE
DECK CADET	M.R. SEALEY		C.A. PRESCOTT		H.D. JOHNSON	G.R. J. FAULKNER
DECK CADET	J.G. KEYTE		P.D. GADD		A. WILLIAMSON	T.J. FULMER
DECK CADET					J.C. BROWN	C.S. VEES
DECK CADET						
DECK CADET						
ENGINEER CADET	R.P. PHILLIPS			A.J. WHITE		
ENGINEER CADET	J.A. DAVIES			M.J. BATER		

VESSEL	PORT ALBERNI CITY	PRINCE RUPERT CITY	TACOMA CITY	VANCOUVER CITY	VICTORIA CITY
MASTER	A.L.G. GOSSETT	K.B. WHITTING	H.J. HIGGINS	J.J. KAININS	J. PORTEOUS
CHIEF OFFICER	T. WOOLLARD	R.S. MCKAY	R.V. DUNCAN	J. SHARPLES	F. SCOTT
SECOND OFFICER	P.F. MATHIAS	E.M. RICHARDSON	P.C. COLES	J.R. ASHLEY	P.P. LEWIS
THIRD OFFICER	I.A. SMITH	S.W. PRESCOTT	S.R. BREEDON	A. ABEL	P.C. ROBERTS
FOURTH OFFICER					
ELECTRONICS OFFICER					
RADIO OFFICER	N.C. SANDERS	V.F. CULLEN	J.R. MATHIAS	G.E. MACEY	C.J. BURT
JUNIOR RADIO OFFICER					
CHIEF ENGINEER	D.H. AMEY	D.C. ROWLANDS	R. CHAMBERS	J. CORMACK	B.M. DRAPER
JUNIOR CHIEF ENGINEER			G.E. HAYLES	J.J. BAGHURST	
SECOND ENGINEER	T.J. NEWELL	M.R. GREEN			C. GRADDAGE
JUNIOR SECOND ENGINEER					
THIRD ENGINEER	A. HOBIN	H.N. PINKNEY	J.N. HAUGH	R.E. RUSSELL	M.B. PERROTT
JUNIOR THIRD ENGINEER					
FOURTH ENGINEER	S. DOUBLER	G. MORGAN	R.S. ALLEN		R.H. MOORE
JUNIOR ENGINEER	G.E. ASHLIN J/4	C.B. PUGH J/4	C. REES J/4	G.D. MORGAN J/4	D.C. PULLEY J/4
JUNIOR ENGINEER	W.J. LAIT	C.F. RUSSELL	P.J. RICHY J/4	P. McVAY J/4	K.W. NEWTON J/4
JUNIOR ENGINEER				S.T. BROWN J/4	
ELECTRICAL ENGINEER	D.G. GRANT	J. KELLY	K.F. BEAN	T. MOORE	A.E. DAVIDSON
JUNIOR ELECTRICAL ENGINEER					
CATERING OFFICER	T.D. SMITH	C.J. HARRY	R.C. MOYLDN	A.T. EVANS	J. BONNER
DECK CADET	S.J. VUSS		J.J. MOORE	R.W. DAVIES	D.J. HERRING
DECK CADET	L.C. BSALE		H.S. MORGAN	R.W. PRICE	J.D. SMITH
DECK CADET	P.R. COOK			M.R. LOVIBOND	D.M. HURL
DECK CADET					
DECK CADET					
DECK CADET					
ENGINEER CADET				R.H. STEAD	
ENGINEER CADET					

VESSEL	GELA	ANPARD	ELINA	ATLANTIC	MARIA ELISA	SASA UHNE
NAVIER	P. J. BOROUGHT	T. LARSON	D. B. JACOB	J. VANDEMAN	T. D. JOHN	T. SARGENT
CHIEF OFFICER	R. T. ALFORD	K. JONES	A. M. NICHOLLS	H. P. MURPHY	R. L. BAKER	D. J. KELLY
SECOND OFFICER	R. G. HAYTON	K. J. GRIBBIN	H. D. HOBELL	T. A. PILCO	K. T. O'HIGGINS	J. G. SHIRLEY
THIRD OFFICER	L. COFFAN	J. P. BARNES	J. C. PACHER	T. H. BOWETT	A. C. PROSSER	L. J. HICKS
FOURTH OFFICER						
ELECTRONICS OFFICER						
RADIO OFFICER	E. G. BRONHAM	R. W. McINNES	D. R. WATKINSON	P. J. BARKER	M. W. SAVORY	I. F. BULLOCK
JUNIOR RADIO OFFICER						
CHIEF ENGINEER	R. N. HARVEY	M. McQUEEN	N. S. SHILSTONE	D. HARRISON	E. R. MORGAN	J. McVAY
JUNIOR CHIEF ENGINEER					P. W. EVANS	
SECOND ENGINEER	R. H. PADDOCK	P. R. BRYANT	R. A. RESS	R. J. ALLGOPP		R. H. BELL
JUNIOR SECOND ENGINEER				A. EDWARDS		C. J. MORRIS
THIRD ENGINEER	P. J. PRENDERGAST	C. J. BURTON	K. J. NATHSLEY		K. A. Velda	
JUNIOR THIRD ENGINEER			G. F. STEVENSON			M. CORRIE
FOURTH ENGINEER	D. B. WALTON	P. BEAVIS		R. S. DUNBAR	R. THOMAS	
JUNIOR ENGINEER	S. W. WALTERS J/4	R. C. POWELL J/4	N. THOMAS J/4		C. L. TAYLOR	A. J. BUDGE
JUNIOR ENGINEER	M. J. YATES J/4	P. R. LANGFORD J/4	P. R. DAVIES J/4		N. J. BUNT	I. C. PEARCE
JUNIOR ENGINEER						
ELECTRICAL ENGINEER	T. WILLOUGHBY	J. A. GRATNER	B. F. LAMBERT	A. HAMILTON	P. WILLIOTT	J. F. McKEOWN
JUNIOR ELECTRICAL ENGINEER						
CATERING OFFICER	G. J. LYONS	F. W. LEVER	A. A. COULDIS	A. H. FOX	L. E. SEABROOKE	P. F. AKERS
DECK CADET	P. C. HARDING				T. J. WARD	S. R. DAVIDS
DECK CADET					J. M. VINCENT	A. D. MORRIS
DECK CADET						S. F. LOARY
DECK CADET						A. P. MORRIS
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.

<u>MASTERS.</u>	<u>THIRD OFFICERS.</u>	<u>CHIEF ENGINEERS (CONTO).</u>	<u>FOURTH ENGINEERS.</u>	<u>ELECTRICIANS.</u>	<u>ENGINEER CADETS (CONTO).</u>
J. CANN	K. F. BALLARD	W. J. GILL	R. J. BELL	B. R. DAVEY	M. RICHARDS
R. I. CRAWFORD	A. BRAZIER	J. F. HEUSON	D. J. CARTER	E. M. BENNINGTON	A. RIDDOCK
W. J. CROSS	A. L. BRUCE-SMITH	G. HUGHES	W. CAUSER	B. CAWTHREY	M. C. WILLIAMS
G. F. R. ELLERY	M. J. CLARKE	D. R. INGLIS	E. S. CHAVES	J. P. CRAWFORD	<u>DECK CADETS.</u>
K. D. FULKER	N. DAVIES	D. J. JENNINGS	D. M. W. CHURCHER	M. G. DAVIES	P. BOWLEY
M. E. JONES	J. A. DODDY	J. H. McRRIDE	D. J. COCHRAN	K. W. G. HAMPTON	D. J. CAREY
W. D. JONES	G. D. EVANS	T. A. ROGERS	M. G. EVANS	J. D. W. McLEAREN	A. P. COLES
D. J. T. LINDSAY	A. A. FIELD	L. G. I. TAYLOR	I. S. EXTON	D. OSBORNE	R. F. COLLINGS
L. R. STAINES	P. J. GOODING		P. JOHN	G. SHADDOCK	P. G. ELLIOTT
A. K. STUART	N. R. JACKMAN	<u>SECOND ENGINEERS.</u>	B. R. JONES	P. G. STOKER	M. A. EVANS
R. A. H. VANNER	R. McFFITT	K. ATKINSON	J. KING	M. G. YOUNG	G. R. EYLES
	M. E. PARSONS	D. BROWN	P. R. NICHOLAS		G. R. CARLAND
<u>CHIEF OFFICERS.</u>	M. S. RICE	W. A. BRUCE	P. W. PLACE	<u>CATERING OFFICERS.</u>	D. J. JENNINGS
P. S. BAVERSTOCK	J. W. SMITH	F. CLARKE	W. M. ROSELL	L. HAYWARD	S. G. HUGHES
M. J. BELLAMY	I. M. SEGFART	J. C. GULLEN	N. J. PRATT	A. P. HUGHES	D. P. KIRLEY
P. G. BESCHAMPS	A. THOMPSON	T. W. DAVIES	A. PRICE	D. McPHAIL	G. P. KIBELL
		R. E. DIAMOND	D. E. REES	J. A. McTHEWS	L. G. MILLER
P. R. GRABHAM	<u>RADIO OFFICERS.</u>	K. DURWARD	O. A. ROBERTS	A. J. PATRICK	C. O. RANDELL
R. J. INGRAM	D. R. APPLETON	T. GRABHAM-MUSSILL	R. D. SCHMIDT	R. A. PEACH	A. R. REFORMAN
K. McILBURN	P. BRADLEY	G. J. GRIFFITHS	I. E. J. SPERRIN	D. K. RAY	C. L. REES
D. J. A. NICHOLL	W. P. BUDDEN	D. P. JONES	R. J. D. STRANGE	L. B. SUREY	R. E. SPRIGGINS
J. S. PEARSELL	W. P. CAMERON	T. J. LAMBERT	D. C. McRINK	R. C. WEBBER	A. R. TANNER
I. C. STUTT	J. M. A. CLARK	K. G. MORGAN			T. J. TUBBALL
D. C. TOON	D. FOGG	K. McWENNY	<u>JUNIOR ENGINEERS.</u>	<u>ENGINEER CADETS.</u>	R. K. WILLIAMS
J. E. S. YORK	W. P. McHEWARD	M. G. SEAPAN	J. A. COLORICK	A. J. AKHURST	M. J. VOISEY
	P. D. McHAYLS		S. J. DAVIES	K. J. AYRES	S. L. WARD
<u>SECOND OFFICERS.</u>	R. J. PRITCH	<u>THIRD ENGINEERS.</u>	H. L. DYKE	D. M. ELEY	K. G. WHITTINGHAM
P. J. ANDREWS	P. M. SANDERS	D. J. AUST	R. D. W. EVANS	G. CAYWOOD	
A. M. BECVOR-REID	K. H. SELLAN	G. J. BRUCKLEY	G. CAYWOOD	P. P. DESCHAMPS	
E. BINKLEY	D. G. SHIRT	K. J. BURBUP	M. J. McILL	M. S. DUKE	
D. J. CONVE	G. THOMAS	M. G. BUTCHER	J. C. McXTABLE	D. E. FOSTER	
R. J. DAVIS	S. G. W. McWHIRRE	M. G. EVANS	J. A. JONES	R. I. HALL	
E. J. DUNK	E. A. WILLOCKS	J. McFRENCH	S. J. PHILLIPS	M. P. HENRY	
W. CAFFEY	<u>CHIEF ENGINEERS.</u>	K. G. McLEESON	J. REYNISH	A. KEAST	
J. W. CURTIN	D. ARCHIBOLD	M. G. McCALL	S. J. STAINES	A. J. KETCHEN	
J. HENDERSON	P. CHARLESQUETHA	M. G. McNEES	W. A. STONE	P. G. McIBBANS	
S. O. L. McLYD-JONES	P. G. McWHIRRE	J. McNEGAN	R. B. STRONG	T. G. McKISSELL	
M. F. MARCY	M. G. McWHIRRE		A. G. VINCENT	H. D. McLELLINE	
A. K. SMITH	J. McWHIRRE		K. R. UARNER	M. P. PRICE	
D. E. STANNARD	M. L. McWHIRRE		C. G. WATERS		
M. E. McWHIRRE			N. WATKINS		
A. M. YOUNG					

# Mini Cruise to Denmark

IT HAS been most interesting for we land lubbers to read from time to time of the varied and interesting places that have been visited by members of the sea-going staff. These related experiences certainly widen the horizon for those of us who are office bound for most of our lives.

Recently however, my wife and I together with two friends decided to join a party for a mini cruise to Denmark, leaving Cardiff at 9 a.m. on a Friday morning and returning Sunday evening.

It was with some excitement that we joined the coach party that morning bound for Harwich wondering what lay ahead of us on this "daring" winter weekend away from home. The coach was full of office workers like ourselves and these were to be our companions for the next few days.

We had a pleasant journey driving along the M4 and were pleased when the driver said that we were going straight through London instead of taking a bypass. This became most interesting as the route taken was along the bank of the Thames. It was most enjoyable to be pecking away at our sandwiches, letting someone else worry about the driving and looking out at such historic sights as the Houses of Parliament, Westminster Abbey and Tower Bridge etc. You can imagine my surprise when looking out of the window to see that we were outside our London Office. I kept peering out of the window hoping to see someone I knew, but without success.

We eventually arrived at Harwich about 3.30 that afternoon and were now anxiously awaiting the first sight of the ship upon which we were to spend the next two nights. Much to our delight it was to be the m.s. *Dana Regina* the larger of the two vessels that the Danish Company D.F.D.S. Seaways operate on the Harwich/Esbjerg route. This vessel was most impressive, being quite different to the normal cross-channel ferries I had known. Built in 1974 at a cost of £10m it is the newest vessel in the D.F.D.S. fleet and at 12,200 tons is Denmark's largest passenger ship. It is difficult to believe that this magnificent vessel is really in the category of a car ferry. It accommodates 1,006 passengers and up to 250 cars and has a speed of 21 knots powered by twin screws with variable pitch. Every cabin has its own shower and toilet, three channel radio receiver, socket for a baby listening microphone and a telephone. Apparently this ship sailed up the Thames before entering service and was

the largest merchant ship ever to go under Tower Bridge and to enter the Upper Pool. At various places on the numerous decks were such amenities as the Bellevue Lounge, Mermaid Bar, Restaurant to seat 344, Coffee Shop Cafeteria, Discotheque, The Admiral Pub, Children's playroom, supermarket and boutique.

Immediately we arrived on board we were given our cabin numbers and the name of our Deck and were pleased to find our cabin was on the best of the passenger decks. It was impressive to walk along the fully carpeted corridors between the cabins that stretched for the whole length of the ship. The cabins, mainly four berth, were luxurious having all facilities as described above and were scrupulously clean, the bunk beds being let down from the walls. We found we had to share a cabin with strangers but with a little bit of persuasion we were able to swap ourselves around to be with our friends. This was most pleasant and practical as we had brought along picnic lunches etc. having previously been told that the cost of food on board was expensive. However, we could not be aboard a Danish ship without sampling the delights of the "Danish Open Table" which for the cost of approximately £4 allowed us to eat as much as we wished from a well stocked buffet.

By the time the ship sailed it was dusk and we were due to arrive at Esbjerg approximately mid-day on Saturday. We were very fortunate, as for most of the short voyage the sea was calm. However, there was a small swell when we awoke on Saturday morning and a few of us did not really feel well until we had out little "bit of sickness." This of course may have been partly due to an excess of Danish Lager.

My friend, being a Master Mariner (lecturing in the Department of Maritime Studies, Llandaff College of Technology, Cardiff), was able by prior arrangement to make several visits to the bridge and discuss this fine ship and some of its modern equipment with the Master. We obviously took great interest in exploring the ship and were impressed by the large refrigerated bacon trailers, butter containers etc. which we found on the car deck. Apparently D.F.D.S. carry the bulk of Denmark's agricultural produce to the United Kingdom.

The two evenings passed all too quickly, dancing until the early hours of the morning in the large lounge to the accompaniment of an excellent trio. The

younger people had their discotheque some distance towards the stern whereas the lounge was situated under the bridge.

The only disappointment in the trip was that we were four hours late arriving in Esbjerg, the ship having had to reduce speed to seventeen knots because of some slight engine trouble. This unfortunately meant we now only had two hours ashore in which to "explore" Denmark. However, the pre-arranged coach trip was still "on" and we were intrigued to make a flying visit to nearby Ribe. This ancient city apparently used to be the capital of Denmark. In the Viking Era and during the Middle Ages it was a thriving sea port trading with all corners of the known world. The many sixteenth century houses, narrow crooked streets and intriguing alleyways all conjured up a vision of life in the Middle Ages.

As we had very little time we hurriedly explored the central area, initially being disappointed to find that Saturday was their early closing day. Not one shop was open. Our little bit of window shopping however soon told us that had the shops been open we would not have wished to pay prices in excess of double the cost of most things at home. One of the cheapest gent's suits that I remembered seeing was approximately £100.

Just before boarding our coach to return to the ship we were shown in to a very ancient hotel and supplied with tea and Danish pastries, this was most enjoyable and a remark was made "we had made this trip all the way to Denmark just to sample a Danish Pastry."

We all too soon arrived back on board for our return trip which was spent in the same pleasant manner as the outward journey.

It was interesting to see the pilot cutter approaching about mid-day on Sunday and the pilot climbing aboard also to watch the progress made entering Harwich. Incidentally the *Dana Regina* is fitted with the Decca Navigation Track Plotter enabling her to enter port "blind."

This weekend may seem to be a "bus-man's holiday" to our sea-going friends, but believe me in future when I see the name of Esbjerg on our movement lists it will bring back happy memories of this "magic weekend."

Note: The cost of this trip excluding food—£18.50 per person.

H. K. CROCKER





# PAST AND PRESENT HISTORY ON SHOTFIRING IN COAL MINES

AS WE are aware, coal has and still is playing a large part in the wealth of the Nation. It has been a way of life for many people, indeed, in the days of the Coal Companies and Coalowners, villages and social communities were built around a coal mine. We found at the turn of the Century that power derived from steam was being used on a larger scale, for example its uses for driving trains, engines and ships etc. were proving the importance of the market for coal. Although the labour force at this time was plentiful from the point of the coal companies, they foresaw the need of improving the ways of obtaining coal, thus keeping in line for demand of their product. One such introduced at this time was "blasting" or "shotfiring" as we term the method today.

We saw in 1947 the coal industry becoming nationalised and thus took the title of "National Coal Board." One of their first findings were that the coal companies and owners had in fact mined the easiest and most profitable reserves from their mines. Old charts and survey plans were brought out from the old companies' archives to see just where the coal had been mined and where further supplies lay. After a great study they found that in order to get and maintain output, a need to develop new roadways to remove profitable reserves was the first steps they had to take. Once these roadways had been developed, a haulage system had to be introduced in order to get the coal from the new developments to the pit-top. Although the board had no problem in respect of its labour force, they found that their biggest problem was to find the best way in which to use this labour to get at these reserves of coal. It must be remembered that in some of these new developments, roadways would probably have to be driven hundreds and sometimes thousands of yards, with other roadways branching off from the main one for means of ventilation, developing coal faces and haulage houses, and to achieve this aim men would have to tunnel through solid rock and the only conceivable answer to this was of course the use of explosives to blast through the thick rock. The use of explosives as far as mining was concerned at this time, was no new venture but up to this point of time had only been used lightly, so of course the new project for winning coal would mean intensifying the use of explosives and in order to do this, the men had to be specially trained in its uses. Special powders had to be derived for its uses in different conditions such as wet conditions, hard rock conditions, firing in

coal (soft conditions) and so on. Special establishments were set up to experiment on the capabilities of such powders with the safety aspects being given top priority, and after numerous tests four types of powder were found to be best suited for mining. These included cooling agents, flameproof agents and effective blasting agents all combined in one cartridge. To do this job properly, men were given the opportunity to train in the techniques of shotfiring, and when these men had finally qualified they were required to observe the laws regarding shotfiring, such as explosives to use under conditions prevailing, testing for gas before shotfiring and testing for gas once he had fired, the use for proper tools for the job and many, many more. All these facts were to become law and be included in the "Mines and Quarries Act 1954."

As the years have gone by, more sophisticated means of mining have come into force with the introduction of electrically powered loading machines. Nevertheless shotfiring is still the main factor behind modern mining. The number of fatal accidents resulting from shotfiring incidents and serious injuries have proved one of the setbacks of this subject, but special refresher courses have been introduced to bring shotfirers up-to-date with new techniques in shotfiring and safety, and there is no doubt that as long as coal is required, so will be the need of SHOTFIRING in our mines.

Miss KIM ALI

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## *A Day at the Ranch*

SUNDAY IN Buenos Aires and what to do? The question was settled for us by the arrival of George, a multilingual articulate gentleman who with the aid of glossy photographs soon convinced us that where we should be was down at the ranch.

Sunday morning saw a group of us waiting patiently outside the dock gates for the transport. It eventually arrived, a luxury coach which was well past its prime. After collecting a group of Peruvians we set off for a sight-seeing tour of the city. This proved to be most interesting with the ubiquitous George providing the com-

mentary. As in most large cities it was interesting to note the contrast between the fine buildings in the centre and the slums on the outskirts.

Having left the city it was only a short drive to the ranch where we disembarked to be greeted by mine host dressed in full regalia. We were soon ushered into an open thatched building which served as a restaurant. The meal is best described as being "different" with pasties, mixed grill and goat steaks being served. Perhaps not all to our tastes but thanks to liberal imbibing of red wine we all managed to eat something. During the meal a cabaret was in progress with traditional Argentine dancing and music all excellently performed.

It was then decided that we should all go horse riding. This was arranged by George at a small extra charge of course. The horses we were given ranged from frisky to downright obstinate. After some difficulty we all mounted and under the supervision of a "Gaicho" set off across the pampas. The frisky set a good pace but the obstinate had to be bullied along by the particularly ill tempered gaicho who, although he spoke no English, continually muttered what sounded like "stupid British."

Alas the wide open spaces soon ran out as we came across a four-lane highway which the gaicho indicated we were to cross. Though after one of the horses was struck by a car, nothing would persuade us to do so. The ride almost finished there and then with Anglo Argentine relations very strained. However being determined to get our money's worth we eventually headed back into the bush scattering picnickers in our wake. The horses probably realised that we were on our way back because they took short cuts of their own leading us through forest and marsh. Fortunately, bar a couple of falls, there were no serious accidents.

Back at the ranch we found that it was about to close but it so happened that George had a friend down the road who also had a ranch and where we would be made most welcome. Off we went, and there, the more adventurous of us decided once again to ride whilst the remainder were content to enjoy the company of the Peruvians.

The day quickly drew to a close and our farewells were made at the Peruvian ship. All agreed that it had been well worth while but, saddle-sore and weary, decided that if we ever changed our vocation, then life at the ranch was not for us.

MARGARET JACKSON  
m.v. Fresno City

# A Line in Time

WE WERE pleased to hear from Mr. James W. Haynes of Furness Inter-ocean Corporation, our Agents at Portland, Oregon. He referred to an incident involving the m.v. *New Westminster City* when she was loading lumber at the Port Docks, Astoria, Oregon on Sunday, 6th March.

Toward mid-morning the *U.S.S. Rogers*, a U.S. Navy Destroyer, arrived at the face of Pier 2 and obviously someone had forgotten something—no Linemen. Assistance came promptly in the form of Seamen from the *New Westminster City*.

The following letter was received:—

U.S.S. Rogers (DD-876)  
F.P.O. San Francisco 96601

Master  
HMSS NEW WESTMINSTER CITY  
Port Docks, Astoria, Oregon

6th March, 1977

Dear Captain,

Many thanks for the rapid action of your two seamen in handling our lines as we made the face of Pier Two this morning. We couldn't have moored without their most welcome assistance.

Please extend my best wishes.

Very respectfully,  
K. W. LARABEE  
Commander, U.S. Navy  
Commanding Officer

We echo Mr. Haynes's thoughts on this incident. Actions of this nature, in a small way, can do nothing but promote good feelings between peoples of different nations.

It is also rather refreshing in this modern day, with its computers, technology etc., that a warship of the modern U.S. Navy can still use a little help for small details such as handling lines.

# An Unusual Catch

CAPTAIN FULKER on the m.v. *Atlantic* sent in the above photograph of an unusual "fish" caught one evening by a couple of the crew whilst the ship was on the buoys in the inner harbour at Jeddah, Saudi Arabia.

The "tackle" employed was a ten ton derrick, complete with five ton hook and cargo net, although to date, Captain Fulkler had been unable to find out what "bait" had been used!

Apparently, this is not an unusual occurrence, due to the vast quantities of livestock being imported. The "fishermen" are going to try for a camel next time.

It appears the port authorities showed no interest in the "catch" so it was M.K'D and hasn't been seen since.



## The Albatross

*The stars are fading, the dawn does break,  
We have a friend following our wake,  
How he flies with effortless ease,  
This Concorde of the seven seas.  
Nature's created a perfect machine,  
With no limbs to tire, no parts to clean.  
Swooping, soaring with the air,  
Sometimes resting, always there.  
A friend indeed upon this lonely sea,  
Oh great winged bird,  
Come closer, and have a word with me.  
The sun goes down, fast fades the light,  
I wonder, which ancient mariner, watches  
over us this night.*

PHILIPPA JACKSON  
m.v. *Fresno City*

Answers to Puzzles in March edition.

8	1	6
3	5	7
4	9	2

16	3	2	13
5	10	11	8
9	6	7	12
4	15	14	1

17	24	1	8	15
23	5	7	14	16
4	6	13	20	22
10	12	19	21	3
11	18	25	2	9

P	U	N	C	H
P	U	N	C	H
P	U	N	C	H
P	U	N	C	H
P	U	N	C	H

HAVE YOU ever looked at the earnings of the Politicians and thought how dedicated they must be to work for so little, then realised that most of them are of such low calibre that they are happy to work for that sort of money.

## Buried Treasure

*The oceans have their secrets,  
Of time and ages past,  
Resting in unfathomed depths,  
Upon the sea-beds cast.  
Treasures of a lifetime,  
In silence washed and kept,  
Forcibly removed from man,  
Locked away and left.  
Grasped as if by giant hands,  
To a pirate's cave below,  
Hidden from all human gaze,  
The wealth we'll never know.  
For too deep are many oceans,  
For man to delve and see,  
And mysteries we would unfold,  
Are left to destiny.*

OLGA CROCKER

## Quote of the Month

*No-one admires thrift more than  
an heir.*