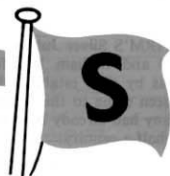


# newsletter



No. 88—MAY, 1977

## LOYAL GREETINGS

to Her Majesty on Her

## SILVER JUBILEE

THE QUEEN'S SILVER JUBILEE reminds us of twenty-five momentous years. The "wind of change" has blown with effect over many corners of the Earth. It probably affected us in these Islands more than anywhere else. The Queen's accession gave rise to hope for another Elizabethan Golden Era. The war had sapped the nation's energy, it had been a pyrrhic victory and had left us "bloody but unbowed". Nevertheless, the coronation lifted our spirits and the gracious lady who wore the crown that day has never let us down. Hers was to be a new technological age, the age of the Mini and the Concorde. It has been a quarter of a century of many changes. Escalating oil prices acted as a spur to shake a nation almost gripped by lethargy. Those who had pioneered political philosophies found in these years that their chickens were coming home to roost. The grass they found was not always greener on the other side. Confrontation became a popular word in politics, industry and sport. The "power" game was a new innovation—it was played with great success and enthusiasm by volatile minorities. Unfortunately, many of these minorities sought to destroy all that was good and worthwhile. Slowly but surely the tables are being turned and commonsense will prevail.

A day to remember during these twenty-five years was when England won the World Cup. Even the most die-hard rugby fan in Cefneithin felt a tinge of pride that day. Cricket crowds dwindled alarmingly, but sponsorship helped to bring them back as did the noble deeds of great characters like Freddie Trueman, Geoff Boycott, Gary Sobers, Barry Richards, Dennis Lillie and so on. Wales established itself as the premier rugby playing nation and the national side became a living legend. Twenty-five years of success gave us Barry John, Gareth Edwards, Mervyn Davies and J.P.R. and a host of other great ones before them.

There are so many avenues one could enter and call on the resources of "memory lane." They have been great years, with the Queen herself serene in the "Ship of State," weathering each stormy period with calm and dignity. Problems there were in 1952—problems there are in 1977—however, there are periods too that bring pleasure and make life worthwhile—the Silver Jubilee celebration is one of those periods.

# THE FIRM 1952—1977

THE FIRM'S Silver Jubilee was celebrated in 1930 and William Reardon Smith and Son was by then established. By the time the Queen came to the throne in 1952 the Company had already been in existence for nearly half-a-century.

The year 1952 was an uneventful year. Looking through the records of that year, the only event of interest was that a Dividend was declared!

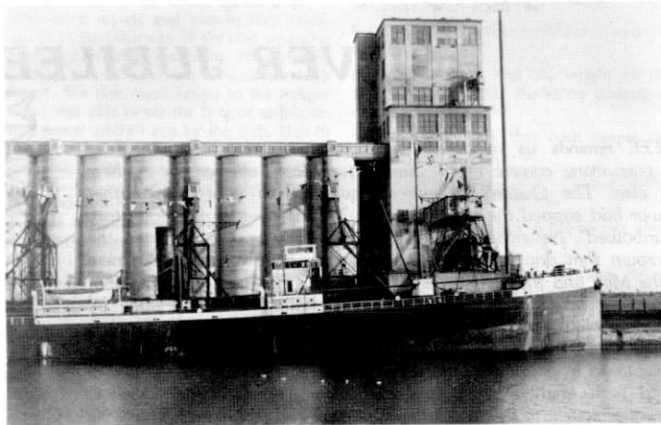
The early 1950's were boom years in shipping. Late in 1950 two new motorships were delivered to the Company, the first post-war buildings. At the same time contracts were entered into for the building of a further four vessels. The first two vessels were delivered in 1955 those being the ill-fated *Victoria City* and the *Leeds City*. So after fifty years with an excellent reputation and a total of 18 vessels the foundations were set.

During the twenty-five years many changes have taken place. A glance at the list of vessels in the fleet in 1952 will emphasize the reference to change.

Interests were developed in the Drilling Rigs sphere. A new class of vessel was added to the fleet (the Cardiff Class), following those came the 70,000 dwt. Panamax type vessels. Ventures into the "Chartering in" of tonnage were made—and all this in the last decade of the twenty-five years.

It was most unfortunate that world economic conditions deteriorated just as all these changes and ventures got under way.

As we celebrate in this Jubilee Year—so too, we hope for the years ahead that they may be prosperous for our Company and fully justify those aspirations kindled in the latter part of these twenty-five years.



*DRESSED OVER-ALL*

Appropriately enough, the photograph shows the m.v. "King City" "dressed over-all" in May 1935 at Victoria, Vancouver Island on the occasion of King George V's Jubilee.

Many thanks to Mr. Keith Stuart for sending us the photograph.

## Safety Helmets—History or Fiction?

THE REQUIREMENTS that construction workers, etc. wear hard hats on the job goes back more than 1,600 years.

When the Egyptian Obelisk was being erected in Rome's Circus Maximus during the reign of Constantine the Great (A.D. 288-337) the foreman ordered his work crews to wear metal battle helmets for protection against falling masonry.

*From National Geographic News*

## FLEET

REARDON SMITH LINE LIMITED  
and  
THE LEEDS SHIPPING COMPANY,  
LIMITED  
at 31st March, 1952

	Year Built	D. W.
m.v. <i>Atlantic City</i>	1941	9,000
m.v. <i>Bradford City</i>	1943	10,300
m.v. <i>Cornish City</i>	1943	10,200
m.v. <i>Dallas City</i>	1944	10,300
m.v. <i>Devon City</i>	1933	9,500
m.v. <i>Eastern City</i>	1941	9,000
m.v. <i>Fresno City</i>	1945	10,100
m.v. <i>Great City</i>	1945	10,100
m.v. <i>Homer City</i>	1944	9,500
m.v. <i>Houston City</i>	1942	10,400
s.s. <i>Indian City</i>	1944	10,300
s.s. <i>Jersey City</i>	1942	9,700
m.v. <i>King City</i>	1950	9,000
s.s. <i>Madras City</i>	1940	8,800
s.s. <i>Orient City</i>	1940	8,800
s.s. <i>Paris City</i>	1941	10,100
m.v. <i>Queen City</i>	1950	9,000
s.s. <i>Tacoma City</i>	1938	9,800
m.v. <i>Vancouver City</i>	1942	10,400

Total Deadweight 184,300

The 7 Steamers are all Oil Burning.

## Five and Twenty Years

*Into sight the limousine, deep breaths all around.*

*"There she is" a mother cries—a shrill cascade of sound.*

*A wave, a smile, a look of joy, creating warmth and splendour, a walk amongst her people, a day they'll all remember.*

*Through times of sadness, hardship, woe;*

*her smile has kept our hearts aglow, through ups and downs and all whatever, just like the sun she'll shine forever.*

*She's crowned her son the Prince of Wales, and crowned the Duke for too many ales!*

*Her daughter's gown and wed at last, and the other two lads are growing fast!*

*Through five and twenty years of reign, like gold she stands supreme, and all her worldly gifts remain, like her the perfect Queen.*

*Out of sight the limousine, down begins the rain*

*"she's gone"—the little children cry, "perhaps she'll come again."*

PAUL ELIAS



*m.v. "Amparo" discharging 95.5 ts./68 ts. lifts, using ship's gear.*

## Visit of Cadets from Mexican Training Vessel m.s. "PRIMERO DE JUNIO" whilst berthed at Salina Cruz

WHILST THE *Amparo* was in Salina Cruz, the Cadets from the training vessel m.s. *Primero de Junio* which was berthed astern were able to visit the vessel with their lecturers and spend the morning watching the vessel discharge with ship's gear two lifts—one of 95.5 ts. and the other of 68 ts. Engineer Cadets were able to tour the engine room and see all the control systems and have their questions answered by the Chief Engineer and his staff.

A period of time was also spent with the Radio Officer who was able to demonstrate to the Cadets the operations of the weather facsimile unit and the information that is available from this unit—Bridge control unit was explained and also radar plotting. A full morning's work was carried out by the various departments and the Cadets were able to gain valuable experience. The *Amparo* has aboard at the present time a Mexican Navigating Cadet who was able to help out with any translations but all the Cadets were of a very high standard, keen and interested in all that we could show them as were their lecturers. The standard of dress and personal appearance was a credit to their vessel but it was relieving to see that they also have to revert to boiler suits for general work.

These visits to the *Amparo* and the *Elena* should be encouraged as both vessels are carrying heavy lift cargoes and good first-hand experience can be gained. All the Cadets and lecturers were well versed in English Language.

T. LAWSON, *Master*

# STAFF NEWS

## OBITUARY

We regret to record the passing of Chief Engineer Sukiennik on 21st April.

## NEW STAFF

We extend a welcome to Miss Y. P. Forrest, Copy Typist, Accounts Department, London Office.

## Mr. J. HARRISON

We are pleased to hear that Jim has now returned home from hospital. It is understood he is making progress.

## MARRIAGES

Congratulations and best wishes to Mr. D. C. Short, Radio Officer, on his marriage to Miss Susan Anne Burley at Truro, Cornwall on 2nd April, 1977.

Congratulations and best wishes to Miss B. A. Bond, London Office on her marriage to Mr. David Cooper.

## CERTIFICATE SUCCESSES

G. D. Evans (2nd Mates).  
T. W. Davies (1st Class Motor).  
K. D. Morgan (Part A, 1st Class).  
A. Edwards (2nd Class Motor).  
S. J. Phillips (2nd Class Motor).  
D. G. Wedlake (2nd Class Motor).  
N. G. Whitby (2nd Class Motor).  
S. J. Staines (Part A, 2nd Class).

# SHARES

SINCE OUR last report the F.T. Industrial Ordinary Share Index has continued to gain ground, reaching 422.3 on the 22nd April compared with 377.7 on the 25th January, 1977.

There was a generally favourable response to the Chancellor's Budget Package and most share prices remained firm. Dealers were relieved that the proposals contained no "disagreeables" and the plan to make the second phase of cuts in personal taxation conditional on another round of incomes restraint met with particular approval.

Interest rates have continued to move lower, however, inflation news has been less favourable with industry's raw material costs moving up sharply in March. Labour troubles at Heathrow, dissenting union pronouncements about further pay restraint and the bleak outlook for any significant rise in industrial output has left equities dull with no inspiration for potential buyers.

The Shipping Sector has remained quietly firm with Common Bros. Ltd., being the subject of strong speculative demand on bid hopes and asset considerations. At the time of going to press the Reardon Smith Line Limited ordinary Units stood at 157p and the "A" Non-Voting Units at 55p compared with 207p and 79p respectively in the February *Newsletter*.

A. MORGAN

## Answers to April Crossword

5th April, 1977

*Across:* 1. Purchase; 5. Astern; 9. Let go aft; 10. Time-up; 11. Mineral cargoes; 14. Items; 15. Put up; 16. Rocks; 17. Error; 20. Paper; 22. A good education; 24. Lutine; 25. Door lock; 26. Stress; 27. Skippers.

*Down:* 1. Palm; 2. Ratline; 3. Hoopers; 4. Safe aground; 6. Stirrup; 7. Eye-bolt; 8. No passport; 12. Cuckoo clock; 13. Tide tables; 18. Rooster; 19. Rodents; 20. Pit prop; 21. Propose; 23. Skis.

## The late Chief Engineer

T. Sukiennik

READERS WILL be saddened to learn of the death of Mr. T. Sukiennik, suddenly, on Thursday, 21st April at the age of 67.

Mr. Sukiennik graduated as an Electrical Engineer at Warsaw University. Prior to the Second World War he was an Officer in the Polish Navy. He was seconded to the French Navy supervising the construction of a submarine being built in France for the Polish Navy. At the outbreak of hostilities he rejoined the Polish Navy serving under the general British command and took part in several engagements receiving the "VIRTUTI MILITARI" (Highest Polish decoration for Gallantry), also the British DISTINGUISHED SERVICE CROSS. He reached the rank of Commander.

His mathematical and electronics knowledge made it natural that he should be selected for the new science of radar and he preserved the secrecy of the new development long after it had become common knowledge. After the war he settled in this country becoming a British citizen and marrying a British girl, the present Mrs. Sukiennik.

He used his considerable manual dexterity to set up a watch-repairing business, but later decided there was greater outlet for his ability, as a sea-going Engineer.

He joined the Company as 3rd Engineer of the *Homer City* in March 1952 serving continuously for 22 months. A few weeks off to obtain his Second Engineer's Certificate (he wrote and spoke English, French and German as well as his native Polish), then off again as Second. He did the same with his Chief Engineer's Certificate leaving the *Great City* gaining his Certificate, and leaving again as Chief Engineer, all within a month. We have a record that Mr. Sukiennik did one continuous voyage of 28 months as Chief Engineer on the *Devon City* (what a contrast with present day leave conditions!). His loyalty to the Company was total.

His great intellect and ability meant that all who sailed with this quiet, modest, "man of many parts" will have a favourite story to tell. It is perhaps all summed up by saying he lived his life as an "Officer and a gentleman". We offer our deepest sympathy to Mrs. Sukiennik on her bereavement.

## Quote of the Month

*Never does a man look so small as when he is trying to look big.*

## HOME BREWING—

## or stewing in your own juices

THE CHANCELLOR in his wisdom decided not to put any extra duty on alcohol. However, if one can have his booze that little bit cheaper again, so much the better. And this is where home brewing comes in.

There are two aspects to home brewing (legally anyway)—Beer and Wine—Both are relatively simple, requiring a minimum of equipment, and there are numerous kits on the market, or for the more experienced you can buy the separate ingredients and do your own thing.

In general, beer is the simpler of the two operations, all you need being a white plastic bucket (never use metal) and some good, strong screw top pop or beer bottles. There are several varieties of beers, ales and stouts available and all vary little in preparation.

Basically, the contents of the kit are simmered and then added to water in the bucket. Sugar and yeast which create the alcohol are added, and the whole lot covered and left to ferment for a week or so. A good tip is to skim off any scum daily—this helps to eliminate the characteristic "Yeasty" tang common in so many home brewed beers. When the "must" (contents of the bucket) have reached a Specific Gravity of 1.000 (or if you do not possess a hydrometer, when there are no more bubbles rising to the surface) it is ready for bottling.

Half-a-teaspoon of sugar per pint should be added to clean bottles and the beer syphoned off to within 2" from the top of the bottle, taking care not to disturb the sediment in the bottom of the bucket. Now tightly seal the bottles, keep in a cool place for a fortnight or so until clear then away you go—but careful, it's powerful stuff!

Wine is slightly more complex but still well worth the effort. You do require more equipment, but with a little care and attention a very acceptable wine can be produced—no vintage stuff, obviously, but every bit as good as the cheaper "Vin Ordinaires" available in off licences—and in many cases much better.

As with beer, there are various types of red and white wines available in kit form, together with several fruit-type wines.

You will need a Demi-John and Air Lock to begin with to ferment the wine

also yeast, Camden Tablets, a Corking Machine, and some Sodium Metabi sulphide for sterilising your equipment—this is vitally important in both beer and wine making—cleanliness is imperative.

To make your wine mix the contents of your can with water at 70° in the Demi-John, brew the yeast and add to the mixture after a few hours. Fit the airlock which allows fermentation gases to escape whilst at the same time keeping out dust and bacteria, etc., and leave for a few days. Sugar then has to be added, usually two lots a few days apart and the whole lot left to ferment which may take anything from 6-8 weeks. If you can keep the must at an even temperature of 70° a more constant fermentation will occur.

When bubbles cease to form through the airlock, or for those with a hydrometer, when the S.G. is °996, fermentation has ceased. The wine can now be "racked", this is syphoned to another container to remove the sediment, and left to clear further. This process can be speeded by the addition of finings, or by the use of a filter. In either case a Camden Tablet should be added to keep the wine sterile and also to prevent any secondary fermentation occurring. When the wine has completely cleared, it can be bottled into clean, sound cork-type bottles. The corks should be soaked overnight and are then easier to force into the necks of the bottles.

To put the finishing touches labels and capsules are readily available and give a much more professional finish to your bottles.

Store the bottles in a cool, dark place for three months, and your wine is ready for drinking—if you can't wait it is drinkable much earlier, but the maturation in the bottle helps impart a much finer bouquet and flavour.

Share it with friends when they call—have it with a special meal—you will soon find your favourites, and on a hot summer day there is nothing more refreshing than a chilled white wine straight from the fridge—and all for about 25p per bottle.

R. BOWEN

## East Anglia Freight Terminal Ltd. (I.C.D. Felixstowe)

THERE HAVE so far been three articles in the *Newsletter* about R.S.C. subsidiaries. These were (1) Containercare (Southern) Ltd. and (2) Sandell Brothers Ltd. both of Southampton, and (3) Archibald Young (Warehousing) Ltd. near Felixstowe—all three are wholly-owned subsidiary companies.

The fourth company, the subject of this article, is an "associate" company and trades under the name of "I.C.D. Felixstowe" (I.C.D. meaning Inland Clearance Depot). It operates a depot at which containers are either loaded with exports, or discharged of their imports. These operations are respectively known as "stuffing and stripping" in shipping circles, as most readers of *Newsletter* already know, and are terms that should only relate to containers.

In this venture R.S.C. are associated with ten other companies. This is because H.M. Customs, who have to give their approval for any organisation to operate an Inland Clearance Depot, insisted that the depots are only operated by broadly-based consortiums of traders. The depots have H.M. Customs staff stationed on the premises to assess goods for duty and when this type of depot was first introduced it was thought by H.M.C. that the operators of such depots would make a fortune because they would have a privileged monopoly locally. They need not have worried. Of the twenty or so I.C.D.s that H.M.C. have approved in different parts of the U.K. all have had mixed fortunes and some have foundered. The reasons why I.C.D.s should be difficult to operate successfully probably lies in the fact that a consortium of ten or more companies is too large and complicated in operation anyway; and secondly, that any commercial venture put in a strait-jacket of rules and regulations by a Government regulatory body such as H.M.C. has no shortage of problems.

### The Depot

The story of I.C.D. Felixstowe in its first few years of operation has been one of struggle and hard work. As bed-fellows R.S.C. have Ellermans, the P & O Group, the Felixstowe Dock Company, and seven other companies with various shipping and forwarding, warehouse and transport interests. R.S.C. are the major shareholders in the consortium with 26½% of the total capital invested.

The Depot is situated on a 10-acre site half-a-mile away from the new Northern development of the Port of Felixstowe. The £1 million building of 150,000 sq. ft. is 750 ft. long and 200 ft. wide, and was specially built for I.C.D. operations with 14 dock-levellers or bridges on one side of the building at platform height to allow fork-lift trucks to drive in and out of containers from the warehouse. On the opposite side of the building there are 28 doors through which exports and imports are received or delivered from or to ordinary goods vehicles.

A two-storeyed office block 200 ft. long runs across one end of the building and accommodates 20 I.C.D. clerical staff and 12 H.M.C. staff. Within the warehouse are a similar number of fork-lift truck operators and warehousemen for the movement of goods which in a peak period rises to 200 tons a day.

The Company also has its own articulated trailers for shunting containers between the container terminal at the Dock and the Depot.

### The Work

The number of consignments per container is never less than two and may be as high as fifty. This is because all containers that come to any I.C.D. are L.C.L.s (less than a full container load). So small consignments are the normal. The whole purpose of establishing an I.C.D. is

to relieve the ports of the problem of congestion which occurs when a Port Authority attempts to "strip" imported containers and distribute to destination the thousands of small consignments (averaging about 1 tonne in weight) from within the port area. L.C.L.s were the prime cause of such congestion, so all L.C.L.s are now taken to an I.C.D. where the proper facilities exist for "stripping." This explains why the I.C.D. office and Customs staff are as numerous as the manual workers at an I.C.D.—there is a vast amount of documentation and Customs entries to be processed. The goods for export are mostly of high value and include whisky and cigarettes upon which H.M.C. keep strict control.

### The Future

The expectation of 2,000 tonnes per week that were envisaged when the I.C.D. company was formed in the 1970/71 boom period have not materialised; but in spite of this the I.C.D. fulfils a vital function at Felixstowe in providing a much needed service to the Port. Sales and marketing functions are co-ordinated with the Dock Company, and now that the possibility of the Port being taken over by British Transport Dock Board no longer exists the trade of the Port of Felixstowe and that of I.C.D. Felixstowe are once again moving ahead. Meanwhile, the I.C.D. is making full use of its area capacity by undertaking the general warehousing and storage of forest products, newsprint, woodpulp, and similar commodities in one-half of the building not used for I.C.D. purposes. This helps to augment the I.C.D.'s revenue, and brings nearer the day when the fortune that H.M. Customs once upon a time expected I.C.D. operators to make will become a reality.

J. H. UNDERWOOD



General view of Felixstowe I.C.D. with Harwich Roads in the background.

# SHIPS POSITIONS AS AT 27th APRIL 1977

**Cardiff City.** On Time Charter a/c Salen. Arrived Bandar Shahpour 25th April to commence discharge. Prospects and next business unknown.

**Devon City.** On Time Charter a/c Motortank. Arrived Corinto 21st April. Sails 28th for Mazatlan where completes loading 2nd/4th May. Proceeds to Los Angeles for bunkers 7/8th May thence Shanghai for discharge 25th May/10th June.

**Eastern City.** On Time Charter a/c Showa. Arrived Gladstone 27th April, to load coal for Japan, sailing 1st May. Indicated discharge Fukuyama or Kawasaki 12/14th May.

**Fresno City.** On Time Charter a/c Retla. Sailed Lianga (Philippines) with cargo Steel and Timber. Calls Long Beach for bunkers 9/10th May and transits Panama Canal 18th May. Discharges Savannah 23rd/26th May, Charleston 27/29th, Norfolk 30th/1st June, Camden 2nd/4th, and finally Bridgeport (Conn.) 5/7th June. On completion discharge redelivers from Time Charter.

**New Westminster City.** On B.C./U.K. Cont. Berth Service. Sailed London 26th April for Esbjerg. Arrives Esbjerg 28th April to continue discharge, sailing 1st May. Continues discharge Rotterdam 3rd/5th May. Finally completing Santander 8/11th May. Vessel then delivers under Time Charter a/c Alianca for about 19 months trading, but actual business not yet known.

**Orient City.** Sailed Richards Bay with full cargo coal. Arrives Le Havre 30th April, but due congestion not expected berth and commence discharge until 9th May, completing 12th. Next business not yet fixed.

**Port Alberni City.** On Time Charter a/c Retla. Sailed Tanjung Mani 26th April. Continues loading Pomalla 28th/2nd May, Sura Baya 4/9th, Singapore and/or Port Klang 11/14th May. Transits Suez Canal 28th May and arrives Tilbury to commence discharge 8th June. Sails 12th for Antwerp arriving 13th and sailing 14th. Arrives and sails Rotterdam 15/17th June completing Esbjerg 18/20th June, when redelivers from Time Charter.

**Prince Rupert City.** On B.C./U.K. Cont. Berth Service. Arrived Dublin to commence discharge Forest Products 27th April. Sails 3rd May. Continues discharge London 5/11th May, Brake 13/14th May and Antwerp 15/17th May. On completion loads Steel until 21st May sailing for

Middlesbrough to complete loading, arriving 22nd and sailing 28th May. Transits Panama Canal 12th June and arrives Long Beach to commence discharge 20th June. Sails for Oakland 22nd, calling 23rd/24th, Portland 26/27th, completing New Westminster 1st July. Next business probably returns to U.K. Cont. on B.C./U.K. Cont. Berth Service.

**Tacoma City.** On Time Charter a/c Nidera, sailed Recalada 10th April for Taiwan with cargo Sorghums. Called Durban for bunkers 23rd April. Arrives Kaohsiung to discharge 13th May, completing 20th May. Vessel then proceeds to B.C. to load Forest Products under Berth Service from 5th/23rd June. Transits Panama Canal 5th June, discharging 18/24th July and London 26th July—1st August.

**Vancouver City.** Sailed Port Elizabeth with cargo ore for Japan. Sailed Singapore after bunkering and crew change 23rd April. Discharges two ports Japan Kure 1st/2nd May and Ohita 2nd/3rd. Vessel then proceeds to Kakogawa to deliver under Time Charter a/c Cosmos, loading Kakogawa 6th May and Muroran 8/11th May, sailing via Cape Horn for Ensenada (Argentina) discharging 16th June to early July.

**Victoria City.** Sailed Middlesbrough 7th April. Arrived Panama Canal for transit 26th April and sails after repairs 29th. Calls Long Beach 7/8th May to discharge continuing on up coast Oakland 9/10th May, Portland 12/13th May, and New Westminster 14/16th May. Vessel then transfers to B.C./U.K. Cont. Berth Service, loading Forest Products New Westminster 18th May, Eureka 20th/23rd Coos Bay 24/27th, Vancouver (Wash.) 28th/31st Crofton 1st/3rd June, completing Vancouver B.C. 4/7th June. Transits Panama Canal 19th June. Arrives London to commence discharge 3rd July, sailing 9th, continues discharge Rotterdam 10/12th July with completion Brake 14/17th July. Vessel then drydocks Continent for 5 days.

**Amparo.** Arrived Yokkaichi 26th April, sailing 28th. Continues discharge Kobe 29/30th April, Fukuyama 1st/2nd May, Taiwan 5/6th and Hong Kong 7/8th May. Vessel then loads for Mexico calling Pusan 9/10th May, Kure 11/12th, and Yokohama 15/16th May after which proceeds to Ensenada, discharging 30th/31st May, Manzanillo 3rd/5th June, Acapulco 6/7th, Punta Arenas 10th June, Corinto 11/12th June. Calling at optional ports Cutuco or Acajutla 13/15th June, Champerico or San Jose 16/18th, then Manzanillo 20th, Guaymas 22nd/23rd, completing Ensenada 26/27th June. Vessel then returns Japan to discharge and load grain for Mexico after drydocking.

**Atlantic.** On Time Charter a/c Yulsan, sailed Jeddah 4th April. Called Singapore 19th April and makes further call Moji for storing, after which proceeds Ulsan (Korea) for drydocking from 30th April until 10th May. Next business not known.

**Elena.** Presently loading Mexico for Japan and Far East. Arrived Manzanillo 27th April, sailing 28th for Mazatlan to complete 29th/1st May. Proceeds Japan discharging Yokohama 15th May, Nagoya/Yokkaichi 18/18th, Osaka/Kobe 19th/21st, Taiwan 22nd/23rd, completing Hong Kong 24/25th May. Vessel then loads for return to Mexico at Hong Kong 25/26th May, Kobe 29th/31st Nagoya 1st June and Yokohama 3rd/5th, when proceeds Ensenada arriving 19th June, sailing 20th. Continues discharge Manzanillo 23rd/25th, Acapulco 26/27th, Punta Arenas 30th/1st July, Corinto 2nd/3rd, Cutuco/Acajutla 4/5th July, Champerico/San Jose 6/8th, Manzanillo 10/11th, Guaymas 13/14th and completing Ensenada 17/18th whence returns to Japan and Far East for discharge and drydocking.

**Gela.** Presently loading Mexico for Europe, Mediterranean trip having been cancelled. Arrived Tampico 27th May, sailing 28th for Coatzacoalcos continuing Progreso 1st/4th May, Vera Cruz 5/6th, and Tampico 7/9th. Proceeds Rotterdam arriving 25th May. Sails 27th for Bremen calling 28/30th, Hamburg 31/1st June and Le Harve 2nd/3rd June after which returns Mexico.

**Maria Elisa.** Sailed Santos 13th April with arrival Vera Cruz 4th May. Continues discharge/loading Tampico 5/6th May, Coatzacoalcos 7/8th, Progreso 9/10th, Porte Cortes 12/14th and New Orleans 16/17th. Vessel then proceeds to Atlantic Islands and Mediterranean area, calling Tenerife 30th/31st June, and Las Palmas 31/1st June. Then Valencia 5/6th June, Naples 8/9th, Leghorn 10/11th, Genoa 12/14th, Marseilles 15/16th, Barcelona 17/18th, and finally Le Havre, before returning Vera Cruz, arriving 10th July.

**Sara Lupe.** Arrived Leghorn 24th April, sailing 27th for Genoa. Arrives 28th, sailing Genoa 30th, calling Marseilles 1st/2nd May, Barcelona 3rd/4th, Valencia 5/6th, and La Havre 11/12th. Proceeds Vera Cruz arriving 28th May, sailing 31st after which calls Tampico 1st/2nd June, Coatzacoalcos 3rd/4th, Progreso 5/6th, Porte Cortes 8/9th, New Orleans 11/12th and finally Baton Rouge 13/14th June.

VESSEL	CARDIFF CITY	DEVON CITY	EASTERN CITY	FRESHO CITY	NEW WESTMINSTER CITY	ORIENT CITY
MASTER	G.S. GARLICK	A.D. LIGHTFOOT	D.L.C. JONES	H.P. STUART	J.S. MURRAY	H.A.G. BOYER
CHIEF OFFICER	M.C. HURST	D.H. AUBREY	M.J. SLAYMAN	P.M. DAVERSTOCK	N.C. HOOD	G.T. PARKER
SECOND OFFICER	T. HAKELL	T. J. HUNTER	J. ROSS	A.M. BEEYON-REID	S.P. GORFORD	H. T. HERLIAMAN
THIRD OFFICER	I. H. JOOLLEY	C. GIZER	P.A. BULLARD	J.A. DOOLY	T.A. BUDLEY	C.S. INNELLS
FOURTH OFFICER		T.S. LAURENCE	K. HART		M.L. FRAZER	T. J. LAURENCE
ELECTRICAL OFFICER	B.B. EVERETT		D.P. BLINDEAD			A.J. L. COYNE
RADIO OFFICER		J. HESLOP	R.C. CHUGG	E.A. WILLOCKS	D.S.H. THOMSON	
ENGINE RADIO OFFICER						
CHIEF ENGINEER	M.E. RAYNER	D.N. HENRY	D.M. PARSONS	D. ARCHBOLD	J. SCOTT	R. J. TRIGG
SENIOR CHIEF ENGINEER						
SECOND ENGINEER	N. NESHITT	H.C. CONVEY	J. FOOTS	K.D. MORGAN	J.H. HOOKING	A.G. HODGSON
JUNIOR SECOND ENGINEER					D.G. MEDLAKE	K.I. DAVIES
THIRD ENGINEER	J.H. DAVIES	P.D. SLADE	D.C. LEVIS	S.J. PHILLIPS	W.H. TUCKER	
JUN. OR THIRD ENGINEER						C.C. ANDERSON
FOURTH ENGINEER	J.A. JONES	D.E. HORNE	R.C. QUATE	D.E. REES		R.H. ASHLIN
JUNIOR ENGINEER	A.D. COMLING	S.C. WARD J/4	A.M. BAXTER J/4	R. GODSALL	K.R. NEGELE J/4	P.B. WILLIAMS
JUNIOR ENGINEER		M.G. SMITH	R.G. WELLS J/4		S.G. MORRIS	M.J. MITCHETT
JUN. OR ENGINEER			D. CAFFIN			
ELECTRICAL ENGINEER	J. McIVER	M. J. SCHMIDT	C.G. SEATON	D. OSBORNE	J.T. LORAIN	K.E. ROBERTS
JUN. ELECTRICAL ENGINEER						
CATERING OFFICER	P.P. DELANEY	J. BUCKMASTER	W.J. BURT	G.J. FEVERLEY	L. SLAVINSKI	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. ODD		A. WILLIAMSON	T. J. FULLER
DECK CADET					J.C. BROWN	C.S. WEEKS
DECK CADET						
DECK CADET						
ENGINEER CADET	R.E. PHILLIPS			P. PRICE		
ENGINEER CADET	J.A. DAVIES					
VESSEL	PORT ALBERT CITY	PRINCE RUPERT CITY	TACOMA CITY	VANQUVER CITY	VICTORIA CITY	
MASTER	A.L.G. COSSET	K.B. WHITTING	M.J. HIGGINS	J.J. KALNINS	J. PORTEOUS	
CHIEF OFFICER	I. WOOLLARD	R.S. MCKAY	K.V. DUNCAN	J. SHARPLES	D.C. TOON	
SECOND OFFICER	F.F. MATHEWS	E.H. RICHARDSON	F.C. COLES	J.R. ASHLEY	P.P. LEWIS	
THIRD OFFICER	G.D. EVANS	S.W. PRESCOTT	S.R. BEBBDON	A. ABEL	F.C. ROBERTS	
FOURTH OFFICER		D.P. KIRLEY				
ELECTRICAL OFFICER						
RADIO OFFICER	N.C. SAUNDERS	V.F. CULLEN	J.R. MATHEWS	G.F. HACEY	G.J. HURT	
JUNIOR RADIO OFFICER						
CHIEF ENGINEER	D.W. AMEY	W. GILL	R. CHAMBERS	J. CORNACK	R.M. DRAPER	
JUN. OR CHIEF ENGINEER			C.E. HAYLES	J.J. BAGHUEST		
SECOND ENGINEER	D.P. JONES	M.R. GREEN			C. GRADDAGE	
JUNIOR SECOND ENGINEER	N.G. WHITTY					
THIRD ENGINEER		H.N. PIKNEY	J.N. HAUGH	R.E. RUSSELL	M.P. PERROTT	
JUNIOR THIRD ENGINEER						
FOURTH ENGINEER	S. DOUBLER	G. MORGAN	R.S. ALLEN		R.H. MCCPE	
JUNIOR ENGINEER	G.E. ASHTON J/4	G.P. FUCH J/4	C. REPS J/4	G.P. MORGAN J/4	D.C. PULLEY J/4	
JUNIOR ENGINEER	W.J. LAIT	G.F. RUSSELL	I.J. RIGBY J/4	F. McAVAY J/4	R.W. NEWTON J/4	
JUNIOR ENGINEER				S.T. BROWN J/4		
ELECTRICAL ENGINEER	D.G. GRANT	J. KELLY	K.F. PEAN	T. MOORS	F.F. DAVIDSON	
JUN. OR ELECTRICAL ENGINEER		J. BEMISH 4/E				
CATERING OFFICER	P.D. SMITH	C.J. HARRIS	K.C. MOVLON	A.T. EVANS	J. TOPPER	
DECK CADET	S.J. VOSS	R.J. ELLIOT	J.J. MOORE	R.W. DAVIES	D.J. MERRING	
DECK CADET	J.C. BEALE	S.G. WINDGOS	M.J. MORGAN	S.P. PRICE	J.P. SMITH	
DECK CADET	P.R. COOK			M.R. LIVINGSTON	D.M. WYRI	
DECK CADET						
DECK CADET						
ENGINEER CADET				R.M. STEAD		
ENGINEER CADET						





## RETIREMENT OF CAPTAIN A. B. PARKHOUSE

AFTER 45 YEARS' service with the Company Captain Parkhouse retired on the 1st April last. He joined the Company as an Apprentice in April 1932 and was promoted Master in December 1959.

Whilst speaking to Captain Parkhouse recently he recalled two incidents in his long career at sea. (There were indeed many incidents besides.) The first being on the *Sacramento Valley* when she was torpedoed sailing independently off the Cape Verde Islands. After many days in an open boat they reached the West African shore.

On another occasion he recalls sighting the *Tacoma* which was the supply ship for the Pocket battleship *Graff Spee*. The *Tacoma* was sighted off South America, she immediately turned tail as obviously she did not want to be seen. The incident was reported to the Admiralty. The *Graff Spee* was sunk but the *Tacoma* made her way through dangerous waters eventually arriving in Norwegian waters.

All readers will wish Captain and Mrs. Parkhouse many years of happy retirement.

### Passing of Mr. Cliff Evans on 10th April

CLIFF EVANS had been with us as an engineer prior to taking up an appointment with Penarth Engineering. Here he was instrumental in the workshop training of the graduate junior engineers our company placed at Penarth Engineering. He retired last August. We extend our sincere sympathy to his family.

*If we could only stop the world,  
Get off and rest awhile,  
Take a pause and look around,  
Reflect upon each mile.  
We reach so many times in life  
The Crossroads, travelling on,  
And as the years are changing fast  
No time can we prolong.  
We're caught up in the slip-stream  
Of a fast, slick-moving world.  
The pace, it heightens every day,  
Revolving in a whirl.  
The sad part is, we have one life,  
A one-way ticket all,  
And precious moments that we miss  
Will go beyond recall.*

OLGA C. CROCKER

## Head Office Soccer Team Win 30-0

AFTER A "successful" soccer season, and seeking fresh fields to conquer, the Head Office Soccer XI mysteriously grew to XV and challenged their older colleagues to a rugby match.

The challenge match took place recently on a cold blustery evening at Llandaff Fields, and it remains somewhat of a surprise that your reporter and others were present.



*The young uns.*

No doubt our presence was as a result of the atmosphere created in Greyfriars Road in the days immediately before match day, or maybe it was simply in the hope of a feast at half-time, as Richard Hudson was referee. The atmosphere in Head Office was electric, not created by the nylon content in the carpets, but by the thought of the elders' terrible eight! Tea breaks were dominated by discussions of this pack containing such names as Graham (Mervyn) Johnson, Steve (Alan) Donovan, Arthur (Geoffrey) Locke, Glyn (Charlie) Taylor, John (Gareth) Stanton, Pentyrch's David Evans, Llantrisant's Paul Beattie, and the unfairest part of all Bob Owen was to hook, he had been to NEW ZEALAND!



*The old uns.*

If these eight men could provide the ball for the "talented" backs such as Clive Moore, Clive Stockdale, Dennis Matthews and Bridgend's answer to J.J.—John Jones, these were to be joined, thanks to Henry Crocker's careful selection of married ladies for the staff, by three men



*Which way do they go?*

who had played rugby before, the result was surely a foregone conclusion.

Clearly the match was an anti-climax, for with the advantage of the wind (both from the west and lungs) the youngsters, all exiles from the Grangetown end, established a 16-0 half-time lead, with tries worthy of Llandaff Fields from Richard Sewell, Nick Knight and his brother Mike, two converted by Nick. In the second half a further 14 points came with tries from Mike Knight and Alan Williams, with a conversion by Alan Williams.



*What, no ball?*

Well there was no feast at half-time, but some evidence emerged on the rough play, apparently prevalent in Welsh rugby at the moment (with the sole exception of the light blue and blacks, of course). There were allegations of biting, but I did not see Bob Lewis's dog on the field once. In fact although Wendy Evans was trainer (with a dry sponge) there were only three injuries, Clive Stockdale fell and cut his eye, requiring six stitches, but no doctor's certificate. Alan Williams, scrum half for the Soccer XV, had double vision, but he does not work for R.S.L. anyway, and John Jones did suffer a leg injury which justified a day off work, which even Colin Peters could not organise.

The game did leave some questions unanswered—who will play Pontypool?—why was Frank Leavers late?—does Nick Knight talk all the time Gil? Maybe we will have some of the answers next season.

JOHN RADCLIFFE

# Alone with the birds

By A. T. EVANS, Catering Officer

SOME YEARS AGO, with a few months summer leave due, I decided to take up gliding. I had seen a Peter Scott programme on television which was about gliding and this had impressed me very much. I found the nearest club was within 50 miles of my home, just outside Haverfordwest, which is on the tip of Pembrokeshire. One Sunday morning I drove down and found myself on an old R.A.F. airfield near the village of Withybush. This is the home of the West Wales Gliding Club.

It was a wet, windy day and no aircraft were to be seen. I entered the old control tower which had been converted into a club house and contained lecture rooms, bedrooms, a kitchen and a very well equipped bar. It was in the bar that I found most of the members, the majority of them grumbling about the weather. I introduced myself and was in turn introduced to the chairman of the club who also happened to be an instructor. He was very helpful and showed me around the club house. We then went across to the hangar and I was able to see the fleet of sailplanes and power aircraft run by the club. Due to the weather, flying was impossible that day, but I was advised to book myself in for a week's course. Courses were held at Withybush throughout the summer. The fee was very reasonable and included board and lodge and a guaranteed number of flights. I booked a course starting in early July.

I returned to Withybush in July, very keen to start my training. The club employed a resident instructor for these courses, and he turned out to be from Cornwall, a pilot with many hundreds of hours' flying behind him. There were six of us on this course, all novices and all very excited at the thought of our first flight in a glider. After a preliminary talk the instructor took us to the hangar so we could all see which glider we would be flying in the next day. It was a Capstan, this is a side-by-side trainer developed mainly as a teaching craft. It had a reputation of being very safe in the air.

The next morning we were all up early and were very pleased to see it was going to be a fine day. The instructor commenced his daily inspection on the Capstan. It was a very thorough check and involved checking all the fuselage, wings etc. When he was satisfied it was safe to fly he entered the log book which every glider has to carry by law.

Next we had to push the glider out onto the runway. You always take off and land into wind, and on that day we had to push

it to the far end of the long runway. It seemed miles away, but we all helped and we soon arrived there. The winch which was to pull us into the air stood at the other end of the runway with the cable stretching down to the launching area. The wire cable measured roughly 2500 feet. The winch driver sat in his cabin awaiting orders to launch, the orders being received by way of a brightly coloured bat signalled from the launching point.

I was to have the first flight and was soon sitting in the right hand seat strapping myself in. The instructor sat in the left hand seat as in a power aircraft. Before take-off there were a number of cockpit checks to be done. There is a simple formula to help people remember these checks—CB SIT CB.

I don't want to go into too much detail, but these letters stand for:

**C. Controls.** Check rudder pedals, elevators etc.

**B. Ballast.** Check that the weight of the two pilots are within the safety limitations of the aircraft.

**S. Strap In.** Check that both people are securely strapped in.

**I. Instruments.** Check that all flying instruments are set properly.

**T. Trim.** Set your trim in the correct position for take-off.

**C. Canopy Down and Locked.** When applicable—some gliders have open canopies.

**B. Brakes.** Check that your air brakes work properly.

After these cockpit checks, one of the helpers attached the cable and checked that the release mechanism worked. This was completed and the helper holding onto the wing tip was asked if it was all clear above and behind. This was to ensure that no other aircraft was in the vicinity.

"All clear above and behind," he shouted.

"Take up slack," the instructor said. The signal was given to the winch driver, and with a puff of smoke the winch slowly started taking up the cable. When the cable was taut the order "All out" was given and the winch started pulling us along at a much faster rate. We trundled along the runway and were soon in the air, rising very slowly at first, but once we reached a hundred feet the instructor pulled the stick back and we seemed to rise at an alarming speed. Within a minute we were at 1300 feet and over the winch at the far end of the runway. We now had to release the

cable and with a pull of the release knob we were free, alone with the birds.

It was very quiet and very smooth up there. I took over the controls whilst the instructor taught me to fly straight and level. I was so busy learning to fly that I never had a chance to look at the scenery. In no time at all we were back over the landing area. The instructor took over the controls, there were a couple of pre-landing checks to do, then nose down for speed, air brakes open and down we went. The runway seemed to be approaching us at a very fast speed indeed. A few feet from the ground the glider was rounded out and with a slight bump we were back on the ground. There was a wheel at the bottom of the glider and we rolled up the runway a short distance before coming to a standstill. We had been airborne for four minutes. The other lads came running up to help us push the glider back to the launching point, and it was somebody else's turn to go up.

Since then I have had hundreds of flights. Every weekend when home on leave I'm down at Withybush. I'm still waiting to go solo, but with my being away at sea most of the time I don't really get a chance to have a long stretch when I can fly every weekend, especially with the famous Pembrokeshire weather i.e. plenty of rain. Still, I'm quite happy to go up with an instructor. I've done cross-country runs and aerobatics, which I find rather frightening at times, although I always look forward to doing more.

We recently purchased a power glider. This is a German-built glider which has a small motor on the front just as a light aircraft does. We take off under power, attain what ever height we require, knock the motor off and it handles just like a conventional glider. Of course, this is more expensive to fly than having a winch launch, but you are able to stay up as long as you wish. This is what I fly in most of the times these days.

Unfortunately the West Wales gliding club has now stopped its summer courses, one of the reasons being that Withybush airport is now used quite a lot by commercial aircraft, ferrying oil personnel to various parts of the country. There are many other gliding clubs which have courses and would be only too pleased to see new members. The cost is cheaper than most people imagine, and you normally go solo between 60–100 flights, depending of course on the individual.

I'm sure of one thing—once you've caught the "gliding bug" it will be with you for ever.