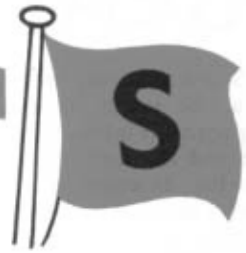


# newsletter



No. 90—JULY, 1977

## m.v. "Orient City" forges ahead

FOLLOWING THE lift of 68,816 tonnes of coal at Richards Bay, the largest single cargo lifted by a Reardon Smith vessel, the vessel can now lay claim to the "Blue Ribbon" for the fastest Transatlantic crossing by a Reardon Smith Line ship in the Company's history.

The *Orient City* made her departure off the Bishop's Rock lighthouse at 2020 hours, local time on the 15th May, 1977, and made her landfall off Cape Ray lighthouse on the South Western tip of Newfoundland at 1330 hours local time, on the 21st May, 1977, some 143.2 hours later. She had steamed 2,423 miles between the two points at an average speed of 16.92 knots.

Of course, in doing so another record was also set, perhaps this one a little painful to recount. Her daily consumption of fuel oil in performing the above feat was also the highest on record in the Fleet's history I'm sure, at somewhere around 62 tonnes per day. But the piper always has to be paid, and set off against this can be another record. The *Orient City's* daily consumption of diesel oil is the lowest for the present day fleet, at less than one quarter of a tonne overall.

Captain B. BOYER

IT WAS planned to include in this edition contributions from the Chartering Department, Head Office. The publication of the Company Accounts and an overflow of Personnel Department items in this edition did not allow sufficient space. The Chartering Department, will therefore be featured in the August edition.

Advert. under "LIVESTOCK" in *Edinburgh Evening News*:—

"For sale, crossbred puppies, mother Border Collie, father capable of jumping ten foot fence."

Captain J. PORTEOUS

## SHIPS' MAIL

THE SCENE in the Personnel Department first thing in the morning, prior to the arrival of the crew mail is nice, clear, orderly desks.

The scene after the mail has arrived is straight out of a postman's nightmare, a great mass of multi-coloured envelopes with a variety of shapes and sizes spilling all over the place.

This then is the first sight of the mail, later to be sorted into the various pigeon-holes for despatching every Monday and Thursday.

The job of separating the envelopes, post cards and parcels can be, and indeed is at times rather exciting and also frustrating. To pick up an envelope and discover the absence of the name of a vessel means a long hunt through the crew lists to find the fellow's whereabouts. To discover that he left the Company two years ago and his

amorous Bolivian girlfriend hasn't supplied a return address is also rather upsetting.

On the lighter side; it is interesting to keep a lookout for the messages, drawings and strange groups of initials that often decorate the envelopes.

One that passed through our hands recently intoned "I am available" on the reverse side.

Another young lady used to adorn her letters with drawings of a little boy and girl holding hands. One day an envelope appeared with the boy and girl standing separately. If the couple concerned are reading this, we hope everything turned out for the best.

Often seen are those envelopes with lipstick all over the place accompanied by a string of initials. We cannot go into detail because some of them might not mean

what we think they do; but we do see some very strange words like BOLTOP.

It is not only the decoration of the envelopes that brings a smile; unusually shaped parcels appear leaving us guessing as to the contents and listening out for ticking noises. Recent packages that have required investigation for customs label purposes have contained cakes, cuddly toys, medicines, glasses, ornaments, whole varieties of clothes and garments, a cigar, mysterious tapes and even Easter eggs.

It is often very disheartening when the mail having been despatched, misses the vessel and has to be forwarded, or is returned here undelivered—then it is a question of repackaging and starting again, not as one master, who shall remain nameless, suggested on his acknowledgement slip, "a bit slow, try pigeons."

HILDA DEACON  
GILLIAN TOOZER  
(Personnel)

# "SEA CONQUEST"

I WAS first to lay my eyes on yard number RR5 at the works of Rauma Repola at Mantyluoto in Finland during the month of March and the year 1976. I joined a team under the direction of Duncan Milroy, Project Leader, a man whose skills as a negotiator were to be used to their fullest in the coming six months. The rest of our small inspection team were Captain J. Markham (Marine), Graham Stark (Welding Inspection), Pete Reynolds (Electrical), Tony Rodnight (Steel Work), Ian Evans and myself (Mechanical). I use the term "Inspection Team" very loosely for during the completion of RR5 the "Inspection Team" became a construction unit which tackled jobs of such varying nature that we contemplated manufacturing our own Drilling Rig. At this time the Construction work was 90% completed and outfitting 60% and RR5 seemed to be well on the road for completion at the end of June. This date was based on our experience with "Atlantic I" which I had just left after completion of successful sea trials. Unfortunately in our estimations we neglected to make allowance for the Finnish factor. The Finns are very pleasant people but to work alongside can lead one at times to a total feeling of frustration and fill you with a sense of inadequacy which I found hard to justify to myself.

The main Power source aboard RR5 is supplied by 4 Ruston Paxman 12 RKCZ Diesel Engines. The power from these engines can be utilised for propulsion or switched to drilling operations as and when required. You will appreciate that a Drilling Rig of the self-propelled type such as our two rigs, combines all of the regular equipment found aboard an ocean going ship with the addition of a considerable amount of drilling equipment and associated systems. With most of our readers conversant with the equipment aboard an ocean going vessel, I will not dwell on this aspect other than to say we are equipped with twin screw Diesel Electric propulsion, bridge controls (UGH) and Kort Rudder Nozzles. The drilling side of our installation uses names and titles for the equipment that make your imagination run riot, for example:—Kelly Cocks, Mouse-O-Matic, B.O.P. Stack (Blowout Preventor), Kill and Chock Lines, Mud System, Possum Belly, Headache Post, Rotary Table, Stabbing Board and Spider Deck, the list is endless and would take the whole *Newsletter* to explain the equipment's different functions. It must be said that RR5 is a very modern Drilling machine, highly efficient, well equipped and capable of drilling in water depths of 1200 ft.

RR5 was now to be taken on contract by British Petroleum Development and was to

replace a rig named "Sea Quest" which BP had used for the past 10 years with great success in the North Sea. At last RR5 was to be named and Mrs. Steel, the wife of the Chairman of BP, carried out the naming ceremony at Mantyluoto, naming RR5 "Sea Conquest." During these last few hectic months at the yard as the days appeared to have only 20 hours and the weeks 5 days instead of 7, "Sea Conquest" was affectionately known to us as Sea Confusion.

It was during August that we finally left the quay to commence sea trials, all of us being aware that we were far from ready and events proved us correct for the 4 days allocated ran into 3 weeks, the main delay being caused by the modifications required to the control equipment to enable it to meet its highly complex role. During this period we were living aboard "Sea Conquest" and trips ashore were by helicopter which was only allowed to fly during daylight hours. This led to many different experiences, one of which I will relate. During anchor trials a clutch fitted to one of our four Pusnes double windlasses carrying chain of 1,045,000 lb. breaking strength failed. I with several others flew ashore and boarded our second rig at Mantyluoto, RR6 (now named "Atlantic II" and owned by the new owners Ben Line Steamers Ltd.), and set about removing the clutch and other parts required to effect the repair aboard "Sea Conquest." We completed this task at 2100 hours and it was only then that I realised that out of our party I was the only one living aboard, and with no access that night to "Sea Conquest" I was stranded ashore dressed in a now greasy pair of overalls, a tin hat and a pair of size ten Redwing boots. I must confess that having friends, plus a versatile nature, I did manage to indulge in a welcome pint or two.

A request by BP for personnel from our Company to make the initial passage from Mantyluoto to the Firth of Forth saw Captain M. G. B. Thomas, Pete Reynolds and myself sign on articles. Duly signed on as Chief Engineer and armed with the knowledge that at least three of us should know how things worked we departed from Finland. The passage across, despite my fears, was very successful and despite the last 4 days being in bad weather necessitating our ballasting down to a draft of 60 feet, we completed the passage with an average speed of 7.5 knots.

It was with some difficulty that I tried to analyse my feelings on leaving "Sea Conquest" after a period of high pressure and constant activity for the preceding 6

months. Was it relief, quiet satisfaction or a sense of achievement? Whatever it was, I was looking forward to, in my opinion, a well deserved holiday. As Mike, Pete and I stepped from the helicopter, who should be waiting to greet us but Mr. R. Keen, our Operations Manager. We all stopped and looked at each other, all thinking it's not me he wants, but as we drew close his first greeting reached us and then "well Jack" and I knew my well deserved holiday was disappearing over the horizon.

The "Sea Conquest" at the time of writing is approximately 13,000 feet into the earth's crust on her second well off the east coast of the Shetland Islands after completion of her first successful well. To date, the "Sea Conquest" has proved herself to be a complete drilling rig and I feel proud to be still associated with her on behalf of our company. I must conclude by saying that I have found my three years in the oil industry rewarding in the many people I have come into contact with, often frustrating, always exciting in its opportunities and to date I wouldn't have missed a moment of it.

J. V. BARNES  
Superintendent Engineer  
Oil Rigs Division

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## TRUE YARN

IN THE afterglow of the British Raj, when the last of the British Pilots and Harbour Masters were being phased out of Calcutta, a nervous young Third Mate, greeted an irritable Assistant Harbour Master who had been called upon to shift a ship from Hoogli River Moorings into Kidderpore Dock, at 0200 hours.

*Third Mate:* "Can I please have your name, Sir?"

*A.H.M.:* "Featherstone-Haugh."

*Third Mate:* "Sorry Sir, could you please repeat that . . ."

*A.H.M.:* "Featherstone-Haugh!"

*Third Mate:* "Sorry Sir, but would you please repeat it again . . ."

*A.H.M.:* "SMITH, dammit!!!"

.....  
—the only thing changed is the name of the A.H.M.

Captain J. PORTEOUS

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## Contributions to R.N.L.I.

CAPTAIN GOSSETT advises us of a contribution from the Officers *Port Alberni City* of £21.30.

# LAYMAN'S ACCOUNTS for the year ended 31st MARCH, 1977

REARDON SMITH LINE LIMITED AND SUBSIDIARY COMPANIES

## *The result of your efforts*

	<i>This Year</i>		<i>Last Year</i>	
	£	£	£	£
During the year profits were made by the bulk carrier division of and the rig division contributed profits of		3,922,752		795,182
while losses were incurred in running the tankers of		1,481,872		(144,564)
so that the group's operating profit is		(2,928,147)		2,022,974
The cash invested earned interest of		2,476,477		2,673,592
and we sold shares to make a profit of		325,221		425,405
two of our older vessels were sold at a profit of		62,088		—
to make a total trading profit of		4,236,173		4,050,449
out of which we set aside to write off the original cost of the ships over their estimated useful lives		7,099,959		7,149,446
less the Government cash grants for their building, released to profit this year	3,484,864		1,774,709	
	187,839	3,297,025	377,538	1,397,171
		3,802,934		5,752,275
but foreign currency bought to repay overseas shipbuilding loans cost an extra amount of		361,890		—
Leaving a surplus of		3,441,044		5,752,275
the interest paid on money borrowed to finance the cost of shipbuilding was		2,938,327		1,104,376
giving us a profit before taxation of		502,717		4,647,899
last year there was a tax payment but this year a tax credit arises in respect of trading losses amounting to		140,000		(2,538,438)
to leave a Group profit of		642,717		2,109,461
so that out of what was available for the year we are paying dividends to Stockholders of	132,774		224,056	
on which the Government is entitled by way of tax to	62,982	195,756	120,646	344,702
		446,961		1,764,759
and redeemed shares in a subsidiary last year of		—		300
leaving in the Group for future development		£446,961		£1,764,459

## *Where the money came from*

Our profit before taxation in the accounts is		502,717		4,647,899
but before arriving at that figure we made book-keeping adjustments of		(547,395)		(2,927,603)
so that the cash which had to be found this year to support the Group's trading activities amounted to		44,678		—
while last year's activities generated cash of		—		1,720,296
to which must be added cash from other sources:—				
further loans to help with the expansion of our fleet	24,106,607		16,677,446	
proceeds on sale of ships	10,575,659		6,246,718	
sale of investments	261,849		—	
sale of tax allowances on vessels	97,401		919,672	
		35,041,516		23,843,836
so altogether the total cash received during the year amounted to		£34,996,838		£25,564,132

## *How the money was spent*

We paid towards ships, property and equipment and repaid shipbuilding loans of		33,425,897		21,971,880
We paid Stockholders a dividend during the year of	157,670	3,003,356	226,858	2,108,150
on which there was tax paid to the Government of	81,827		117,907	
making the dividend paid during the year		239,497		344,765
we redeemed shares in a subsidiary of		—		300
to give a total of		36,668,750		24,425,095
to finance these payments we extended our credit for money outstanding to suppliers and others by	1,162,038		917,029	
and amounts used in keeping stocks and giving credit was increased by	32,381		263,510	
		1,129,657		653,519
so altogether during the year we spent		£35,539,093		£23,771,576
The difference between what we received and what we spent represents the (DECREASE) INCREASE IN OUR CASH RESOURCES DURING THE YEAR		(£542,255)		£1,792,556

# LAYMAN'S ACCOUNTS for the year ended 31st MARCH, 1977

REARDON SMITH LINE LIMITED AND SUBSIDIARY COMPANIES

## How we stood at the end of the year

	This Year		Last Year	
	£	£	£	£
<b>WE OWNED</b>				
Ships which had cost us		52,821,454		32,298,986
but we have set aside to reduce their value over their useful life		7,817,183		6,993,986
		<u>45,004,271</u>		<u>25,305,000</u>
thus lowering their book value to		6,630,917		24,516,173
Money paid towards the cost of new ships and oil rigs being built				
Premises at cost	517,952		422,181	
but we have written off to date on leasehold property	76,648		72,648	
		441,304		349,533
reducing the cost of the property to				
Our drilling rigs cost us now they have begun trading	26,216,514			
but we have set aside amounts as they wear out of	1,409,573			
		<u>24,806,941</u>		<u>—</u>
thus reducing their book value to				
Thus the amounts invested in items we own used in our business to earn our profits stood at		76,883,433		50,170,706
we own shares in other Companies which cost us	200,794		400,555	
our investment in businesses which are not entirely ours is	92,750		92,750	
expenditure on voyages not yet completed and money owed to us was	4,155,127		4,133,531	
and cash invested earning interest	4,650,479		5,192,734	
		<u>9,099,150</u>		<u>9,819,570</u>
So altogether we owned		85,982,583		59,990,276
but				
<b>WE OWED</b>				
Balance outstanding of money which was borrowed to help build our ships	49,962,965		25,386,644	
for supplies and services	4,670,705		3,527,512	
An amount we are required to provide for tax in the event of our selling all our ships at their book value	12,690,277		12,868,792	
And we have put aside for the following purposes:				
Cash received towards future services	—		101,733	
the balance of cash grants received from the Government for investing in vessels to be used over the five-year period in which they may be repayable	20,160		207,999	
future special surveys and overhauls of the ships	390,884		197,200	
Paying the second dividend to Stockholders	66,387		91,283	
		<u>67,801,378</u>		<u>42,381,163</u>
The difference between what "WE OWNED" and what "WE OWED" is what the value of STOCKHOLDERS SHARES ARE IN THE BUSINESS based on historic costs		<u>£18,181,205</u>		<u>£17,609,113</u>

## Facts and figures

your Company earned after tax per unit of 50p	7p	24p
and we paid out of this a dividend per unit of	1.625p	2.7422p
The book value of our total assets employed was	£81m	£56m
based on the difference between what we own and what we are owed each 50p unit was worth	£2.23	£2.16
Included in the total assets was the book value of our present fleet, property and drilling rigs of	£70m	£25m
which are really worth	£86m	£50m
this would make each unit worth if we revalue the assets	£4.23	£5.21
the percentage return based on the historic value of the assets employed	0.62%	8.27%

# STAFF NEWS

## IN HOSPITAL

Mr. Jim Harrison, Radio Department, has undergone a major operation. We are delighted to hear that Jim is making good progress and is out of intensive care. All readers wish him a speedy return to better health, and fit enough to join his colleagues once more.

Mrs. Goodrich of Head Office is making good progress after an operation.

Mr. J. Kaltenbach continues to make good progress after his operation.

## NEW STAFF

We extend a welcome to Mr. R. Morgan, Trainee Computer Programmer, Head Office, on joining the Company.

## VISIT TO HEAD OFFICE

Captain W. Lawday visited Head Office recently and looked very fit and well.

## WEDDING

Congratulations to Mr. T. J. Newell, 2nd Engineer, on his marriage to Miss S. F. Smith at Worlingham Parish Church on 11th June, 1977.

## CERTIFICATE SUCCESSES

*Congratulations to the undermentioned Officers:*

- R. J. Godding, 1st Mate's Certificate.
- M. G. Seaman, 1st Class Motor.
- D. J. Carter, 2nd Class Motor
- R. J. Bell, 2nd Class Motor.

# Pollution

SHIPPING COMPANIES the world over have a tremendous part to play in the effort to combat pollution of the seas.

Great strides have been made to minimise oil pollution but there still remain the odd few Masters and Engineers who think the sea is the cesspit for their sludge and rubbish. Evidence of this is all too frequent around our coasts. Reports of an oil slick caused by a discharge from an unknown vessel are unfortunately still too frequent.

Like the Sword of Damocles, the threat of major oil pollution of the seas is ever present. This was brought home to everyone during the recent "blow out" in the North Sea.

Our Company is deeply involved in industries which are so closely connected with this twentieth century hazard. Vessels of the fleet, oil tankers on hire and last but not least the involvement in the oil rig business makes us conscious of the part to be played. It is being played with all the expertise and management associated with our firm.

The subject is not confined to the seas, although the activities associated with pollution of Urban and Rural areas in most cases find access to the sea via our rivers and sad to say, sewers.

It is appalling how industrial and transport pollution has been allowed such free rein. Our rivers have become the recipients of all kinds of industrial waste, some of which is of a toxic nature. When will the River Authorities exert their powers or are they still creating empires of administration and becoming too detached and bogged down with too many cowboys and not enough indians.

The medical profession and Government too is set on discouraging the smoking of tobacco. Yet one can inhale enough tar, carbon and poison by just following a corporation bus or a lorry for a short distance. The black smoke emitted from these badly maintained vehicles would have done credit to a destroyer smoke screen during the war. It is surely time the emphasis was pressed home in the right direction.

Pollution of the seas, land and air is of concern to everyone. If we are to preserve the wonders of nature and the orderly progress of man, then we must create habitats that provide freedom from the effects of pollution.

So when you are tempted to throw rubbish into a stream, or open a valve to get rid of sludge, think on these things!!

## CRICKET

THE NEWLY formed Reardon Smith Cricket Club has made an excellent start to the 1977 season. Three matches have been played, and have been comfortably won.

The outstanding feature of the team's performances has been the batting of Graham Johnson, but this has been supported by some good bowling and enthusiastic fielding.

The results to date are:

21st June, 1977

At St. Fagans C.C. Ground

Reardon Smith 73 (G. H. Johnson 30)

Mann Judd 61 (R. Sewell 3-2, J. Jones 2-8)

29th June, 1977

At UWIST Ground

Reardon Smith 123 for 5 (G. H. Johnson 58 not out, J. P. Reardon Smith 22 not out)

UWIST Maritime Studies Staff 92 for 6 (J. P. Reardon Smith 2-3)

8th July, 1977

At St. Fagans C.C. Ground

Reardon Smith 78 for 6 (J. Birrell 28 not out, D. Matthews 18, F. Levers 15)

Graig 72 (F. Levers 3-7, J. Jones 2-0)

Games restricted to 20 overs.

J. RADCLIFFE



"... and all I ask is a tall ship, with a star to steer her by!"

# SHIPS POSITIONS AS AT 22nd JUNE, 1977

**Cardiff City.** On Time Charter a/c Salen. Arrived Durban 15th June to load cargo steel. Sails 7th July to discharge San Juan 1st port 27th/31st July, completing Houston 5/10th August. Next business not finalised.

**Devon City.** On Time Charter a/c Motortank. Arrived Fukuyama 21st June to complete loading Japanese steel. Sails 21st June, transiting Suez Canal 16th July. Discharges 1st port Ereğli (Turkey) 20/25th July, Thessaloniki 26/27th, and completes Bari 29/30th July. Next business not known.

**Eastern City.** On Time Charter a/c Showa. Sailed Fukuyama 22nd June for Port Kembla. Arrives 4th July, loads and sails 8th July for Japan to discharge 21st/24th July. Future business not yet declared.

**Fresno City.** Sailed New Orleans 17th June with cargo corn for Kaohsiung. Transits Panama Canal 22nd June arriving Kaohsiung 22nd July, expecting to complete discharge 3rd August.

**New Westminster City.** On Time Charter a/c Alianca. Sailed Maceio 20th June. Arrived Recife 22nd June, completing discharge 27th. Next movements not known.

**Orient City.** Sailed Port Cartier 31st May with cargo corn. Passed through Panama Canal 9th June for discharge Inchon. E.T.A. South Korea 5th July, completing around 15/25th July.

**Port Alberni City.** On Time Charter a/c Retla. Arrived Antwerp 21st June. Sails 23rd for Rotterdam, arriving 24th and sailing 29th. Arrives Esbjerg 30th June to complete discharge. On completion Esbjerg 2nd July redelivers from Time Charter. Next business not yet fixed.

**Prince Rupert City.** On steel berth service. Sailed Middlesbrough 1st June with cargo steel for U.S. West Coast. Called Falmouth for engine repairs 5/15th June then Ponta Delgada for further repairs arriving 20th June, sailing 22nd. Transits Panama Canal 1st July. Discharges Long Beach 10/12th July, Oakland 13/15th, Portland 17/19th and New Westminster 20th/23rd July. Then proceeds on B.C./U.K., Cont. berth service, loading New Westminster 23rd/25th July, Eureka 27/30th, Coos Bay 31st July/3rd August, Vancouver (Wash.) 4/5th, Crofton 6/7th and completing Vancouver B.C. 8/11th August. Transits Panama Canal 23rd August. Discharges London 6/12th September, Brake 14/16th and finally Rotterdam 17/20th September.

**Tacoma City.** On B.C./U.K., Cont. Berth Service. Arrived New Westminster 19th June, sailing 23rd. Continues loading at Crofton 23rd/25th June and Vancouver B.C. 26th June/1st July. Transits Panama Canal 15th July. Arrives Dublin 30th July, sailing 5th August to Cardiff where arrives 6th. Continues discharge Cardiff, sailing 9th August. Arrives London 17th, sailing 17th for Antwerp arriving 18th and completing discharge 20th August.

**Vancouver City.** On Time Charter a/c Paltona. Arrived Buenos Aires 19th June. Sailed 20th June, arriving Ensenada 20th to complete discharge and redeliver from Time Charter around 22nd June. Vessel then expects about 15 days delay, waiting to load grain, sailing Buenos Aires about 10th July. Calls Durban for bunkers 24th July and arrives Taiwan 14th August, completing discharge 20/26th August.

**Victoria City.** On B.C./U.K., Cont. Berth Service. Sailed Vancouver 12th June with cargo Forest Products. Transits Panama Canal 24th June, arriving London 10th July to commence discharge. Sails 18th arriving Rotterdam 19th, sailing 21st for Brake to complete 22nd/24th July. Vessel then scheduled drydock for 8 days, completing 3rd August, when commences loading steel at Antwerp for U.S. West Coast. Sails Antwerp 6th August for Middlesbrough, where arrives 7th and completes loading 16th August. Transits Panama Canal 31st August and arrives Long Beach to commence discharge 8th September. Discharges Long Beach 8/11th September, Oakland 12/13th, Portland 15/17th and completes New Westminster 18/20th September.

**Amparo.** Arrived Punta Arenas 21st June, sailing 22nd for Corinto, arriving 23rd, sailing 24th optional ports Cutuco or Acapulco 25/27th, San Jose 28/28th, Champerico 29th/2nd July, Manzanillo 4/5th, Los Angeles 10/11th, Yokohama 27/28th, Nagoya/Yokkaichi 29th/31st, Osaka/Kobe 1st/3rd August, thence drydocks 4/12th August. Proceeds Kanda 13/14th, Keelung 17/18th and Hong Kong 19/20th. Vessel then proceeds to Kobe arriving 23rd, sailing 25th for Nagoya 26/27th, Yokohama 28/30th, Ensenada 13/14th September, Manzanillo 17/19th and Acapulco 20th/22nd September.

**Atlantic.** On Time Charter account Yulsan. Arrived Busan 16th May, sailing 5th July for Singapore, arriving 12th, sailing 13th for Dammam arriving 24th July. Completing dated Dammam not yet known.

**Elena.** Sailed Yokohama 16th June for Ensenada arriving 28th, sailing 29th for Manzanillo 2nd/4th July, Acapulco 5/7th, Salina Cruz 8/9th, Punta Arenas 11/12th, Corinto 13/15th, Cutuco/Acajutla 16/18th, Champerico/San Jose 19th/21st, Manzanillo 23rd/24th, Mazatlan 25/26th, Guaymas 27/28th, Ensenada 31st/2nd August, Yokohama 18/19th, Nagoya/Yokkaichi 20th/22nd, Osaka/Kobe 23rd/25th, thence drydocks 26th/3rd September. Proceeds Kanda 4/5th, Keelung 8/9th and Hong Kong 10/10th September.

**Gela.** Sailed Antwerp 20th June for Le Havre, arriving 22nd, sailing 23rd for Gothenburg 25/27th, Gijon 1st/2nd July, Dalhousie or Three Rivers 12/13th and Vera Cruz 23rd July.

**Maria Elisa.** Arrived Las Palmas 17th June, sailing 21st for Palamos 25/27th, Marseilles 28th/2nd July, Naples 4/5th, Leghorn 6/7th, Genoa 8/10th, Barcelona 11/12th, Valencia 13/14th and Coatzacoalcos 26/27th July.

**Sara Lupe.** Arrived Progreso 20th June, sailing 21st for Porto Cortes 22nd/23rd, Baton Rouge 26/27th, New Orleans 28/29th, Rio Haina 3rd/4th July, Tenerife 13/14th, Las Palmas 15/16th, Valencia 20th/21st, Savona 23rd/25th, Leghorn 26/27th, Genoa 28th/1st August, Marseilles 2nd/3rd, Barcelona 4/5th and Vera Cruz 20th/21st August.

## Answers to June Crossword

### ACROSS

1. See 17. 4. Corgis. 8.24. Crown Jewels. 9. Tow Line. 10. Athlete. 11. Lathe. 12. Rehearsal. 17.1. River Thames. 19. Tassels. 21. New Year. 22. Olive. 23. Errata. 24. See 8.

### DOWN

1. Tic Tac. 2. Another. 3. Ernie. 5. See 15. 6. Glint. 7. Scenes. 9. The Garter. 13. Hardest. 14. Lee Tide. 15.5. Prince of Wales. 16. Assets. 18. Vower. 20. Scone.

# PENTOMINOES

(A Twelve Piece Jig-Saw)

COPY THE pattern in the 6 x 10 rectangle below and cut out the individual pieces which are named after the letter they resemble for ease of identification, now all you have to do is to "jig-saw" the pieces, each made from 5 squares, together again to form rectangles of dimensions 6 x 10, 5 x 12, 4 x 15, or 3 x 20. Easy? Try it.

If, after a couple of hours trying you have not managed to solve any of the rectangles be encouraged by this bit of information; There are more than 2,000 solutions to the 6 x 10 rectangle (I did not believe that at first until I discovered that it was determined by a computer and not a mere mortal), and there must be hundreds of solutions to the 5 x 12 and 4 x 15 rectangles. There are however, only two sequences which give solutions to the 3 x 20 rectangle, these I will give in next month's *Newsletter*.

When you are addicted, as you no doubt will be, and are seeking further information try obtaining the following books, which according to Arthur C. Clarke tell you all the answers and pose some interesting problems:—

- "Mathematical Puzzles & Recreations" by Martin Gardner.
- "Polyominoes" by Dr. Solomon Golomb.

If you find that your home-made set of Pentominoes frays at the edges, keep a lookout at your local toyshop where they are sold as children's puzzles, made out of sturdy plastic, one trademark is "Peter Pan."

Keep a set in your hand baggage, it is an absorbing travelling game, good luck and good hunting!

		I							
					X		F		U
	N	Z		W					
						T			
			Y						P
V						L			

It took me a week to find an alternative solution to the one above, remember the pieces have two sides and four different aspects.

M. P. BEATTIE  
(Personnel)

# WHAT "TRAIN SPOTTING" IS ABOUT

WHEN SOMEONE mentions Train Spotting as a hobby, children between the age of 7 and mid-teens immediately spring to mind. Admittedly there are a lot in this age group but there are also plenty of older Train Spotters, even to the extent of some middle-aged men being interested.

Anyone who has participated in this hobby will readily agree that there is more to train spotting than just standing on a station writing down the Loco. numbers and transferring them to the "Loco. Spotters Book." There is in fact, a lot of information that can be learnt such as: "Type and Size of Engine," "Weight of Locomotive," "Maximum Tractive Effort," and "Maximum Speed."

Diesel locomotive spotting is still the biggest attraction, but there is an increasing number of people taking particulars of Electric Locomotives and Diesel Multiple Units as well. Diesel Locos. have caught the imagination of many of the spotters and have been given pet names. (Whilst B.R. would refer to a certain Locomotive as a "Class 37, Type 3, English Electric," the spotters have given them the name of "Leccys.") Thus we have unusual names for Locomotives like "Baby Leccys," "Brush 2", "Buckets," "Peaks," "Brush 4," and the present king of all Locomotives, the "Deltics." These Locomotives were given this title "King of the Locomotives," because they are the most powerful, and until the recent introduction of the "HIGH SPEED TRAIN," were the only Locomotives permitted to touch the magic 100 m.p.h.

Locomotives are split into the various Regions, "Scottish," "Western," "Southern," "Eastern," and "London Midland," and are allocated to numerous Depots (Sheds) in their respective Regions. An example being the Western Region having 398 Locomotives, allocated over 15 sheds. So as to collect all the Locomotive Nos., 3,458 in all, it can be seen that there is a lot of travelling to be done. It is on these travels that the train spotter can be disappointed or satisfied. Firstly you have to pick your destination for the day out. Most spotters choose a destination where there is a shed, so as to be able to have a look around (if lucky). I say if lucky, because due to recent vandalism in the Loco. sheds around the country, the shed foremen are clamping down and refusing groups of train spotters whether genuine or not the freedom to have a look around. From my own experience shed foremen seem to allow an individual

(continued overleaf)

(continued from page 7)

spotter to walk around the shed, but you are constantly being watched.

Whilst walking around the shed you have to be very careful, one wrong step could prove to be fatal or you could, at the least, be seriously injured. In the shed the spotter may see a "Stranger" a name given to a Locomotive of the same Region but a different shed. If the spotter is extremely lucky he may see a "Foreigner," this being a Locomotive from another Region.

Of my many years as a train spotter, I have had quite a lot of disappointments but these have been offset by the two main highlights I have had. The first being seven years ago, when at the age of 18, I was allowed to start up a Class 47, Type 4 "Brush" Locomotive at the Cardiff Canton shed. It is the second highlight however that I shall never forget when at the age of 23 on a visit to the Toton shed, Nottingham, I actually drove a

Class 45 "Peak" Locomotive. This was only possible because it was Easter Sunday and there were only a handful of railway personnel working that day.

As previously stated the age variation is so great that you can meet people of interest, such as retired engine drivers with whom you can reminisce over the old Steam Locomotives, still sadly missed by many a true rail fanatic. Odd as it may seem another topic is the phasing out of certain Diesel Locomotives. Some have already completely gone (All Diesel-Hydraulic Locomotives) (North British, Beyer Peacock Hymek, and more recently the Western Class). The first Locomotive to be scrapped was a North British Type named "Ark Royal," this being in 1971.

In all, train spotting can be most enjoyable, but expensive. Shown below is an extract of my home-made train spotter's log book showing how a locomotive can vary in its duties.

Date	Place	Time	Working	From	Destination	Loco. No.	Shed Code
9.4.77	Reading	10.15	Passenger	Swansea	Paddington	47530	Swansea
9.4.77	Reading	14.50	Freight	Stratford	Southampton	47530	Swansea
10.4.77	Cardiff	15.10	On Shed	—	—	47530	Swansea
12.4.77	Cardiff	08.45	Passenger	Swansea	Leeds	47530	Swansea

J. R. MAYES  
(Personnel)

## "The Good Old Days"

LOOKING BACK to "The Good Old Days"—in the Year of Grace 1852, staff conditions were somewhat more rigorous than they are today. As witness the following office rules issued by a Sydney Firm.

### Merchants & Ships' Chandlers, Sydney Town 1852 RULES FOR CLERICAL STAFF

- Godliness, Cleanliness and Punctuality are the necessities of good business.
- On the recommendation of the Governor of this Colony, this firm has reduced the hours of work and the Clerical Staff will now only have to be present between the hours of 7 a.m. and 6 p.m., on week-days. The Sabbath is for Worship, but should any man-of-war or other vessel require victualling, the Clerical Staff will work on the Sabbath.
- Daily Prayers will be held each morning in the Main Office. The Clerical Staff will be present.
- Clothing must be of a sober nature. The Clerical Staff will not disport themselves in raiment of bright colours, nor will they wear hose unless in good repair.
- Overshoes and top coats may not be worn in the Office, but neck-scarves and headwear may be worn in inclement weather.
- A stove is provided for the benefit of the Clerical Staff. Coal and wood must be kept in the locker. It is recommended that each member of the Clerical Staff bring 4 pounds of coal each day during cold weather.
- No Member of the Clerical Staff may leave the room without permission from the Head of Department. The calls of nature are permitted, and the Clerical Staff may use the garden below the second gate. This area must be kept in good order.
- No talking is allowed during business hours.

9. The craving for tobacco, wines or spirits is a human weakness and, as such, is forbidden to all members of the Clerical Staff.

10. Now that the hours of business have been drastically reduced, the partaking of food is allowed between 11.30 a.m. and noon, but work will not on any account cease.

11. Members of the Clerical Staff will provide their own pens.

12. The Head of Department will nominate a Senior Clerk to be responsible for the cleanliness of the Main Office and the Private Office, and all Boys and Juniors will report to him 40 minutes before Prayers, and will remain after closing hours for similar work. Brushes, brooms, scrubbers and soap are provided by the Owners.

13. The new increased weekly wages as hereunder detailed:

Junior Boys (to 11 years) . . . . . 1/4d.  
Boys (to 14 years) . . . . . 2/1d.  
Juniors . . . . . 4/8d.  
Junior Clerks . . . . . 8/7d.  
Clerks . . . . . 21/0d.

(After 15 years service with the Owners.)

THE OWNERS HEREBY RECOGNISE THE GENEROSITY OF THE NEW LABOUR LAWS, BUT WILL EXPECT A GREAT RISE IN OUTPUT OF WORK TO COMPENSATE FOR THESE NEAR UTOPIAN CONDITIONS.

THE ORGANISING Secretary, City of London Branch, R.N.L.I. acknowledges a contribution from the Officers of the m.v. *Indian City*. This was on handing over of vessel after being sold. The contribution was sent by Mr. Bradley, R./Off.

## A wisp of smoke and all is lost

WHEN THE *Atlantic* was at Jeddah some time ago waiting to discharge, Mr. D. Trigg, Ch. Engr. took the following photograph of the *Blue Sea* passenger vessel on fire.





VESSEL	HARVEY CITY	DEVON CITY	EASTON CITY	WINDSOR CITY	WINDSOR CITY	WINDSOR CITY
MASTER	G.S. GARLICK	G.F. H. ELLIWAY	M.D. JONES	R.K. STUART	J.S. MURRAY	H.A.C. BOYER
CHIEF OFFICER	M.C. HENST	J.C. SMITH	B.R. BOYER	P.H. BAYNE-JOHN	H.G. HOOD	G.T. PAFFER
SECOND OFFICER	T. HAYELL	P.J. GORDON	J. ROSS	A.H. TREVON-SEID	S.P. GONNOR	R.T. HERLIAMAN
THIRD OFFICER	I.H. WOODLEY	A.L. BRUCE-SMITH	P.A. WILLARD	J.A. DOODY	T.A. BURLEY	G. GIBBELLIS
FOURTH OFFICER			K. HART		M.L. FRACER	T.J. LAWRENCE
ELECTRONICS OFFICER	H.H. EVANSITT		D.P. BISHOP			A.J.L. COTTIE
RADIO OFFICER		B.P. BUOEN	R.G. CHUGO	E.A. HILLACKS	D.S.H. THOMPSON	
JUNIOR RADIO OFFICER						
CHIEF ENGINEER	H.E. RAYNER	H.L. FLETCHER	W.J. GILL	D. WAINWOLD	J. SCOTT	G.S.H. REBRIDE
JUNIOR CHIEF ENGINEER						
SECOND ENGINEER	N. HESSEITT	G.L. GRIFFITHS	J. POOTS	K.D. MORGAN	J.B. HOSKING	A.G. HODGSON
JUNIOR SECOND ENGINEER					D.G. VESPAKE	F.I. DAVIES
THIRD ENGINEER	J.H. DAVIES	J.C.C. FRENCH	D.C. LEWIS	S.J. PHILLIPS	M.H. TUCKER	
JUNIOR THIRD ENGINEER						G.C. ANDERSON
FOURTH ENGINEER	J.A. JONES	P. JOHN	R.C. QUAYE	D.E. REES		R.H. ASHLIE
JUNIOR ENGINEER	A.D. COOLING	M.D. STAINES	A.M. BAXTER J/4	R. GOODALL	K.R. NEGGLE J/4	P.B. WILLIAMS J/4
JUNIOR ENGINEER		K.R. TONKS	R.G. WELLS J/4		S.G. MORRIS	M.J. FITZPATRICK J/4
JUNIOR ENGINEER			D. CAFFYN			
ELECTRICAL ENGINEER	J. McIVER	J.D.V. McLAHLEN	M.J. YOUNG	D. OSBORNE	J.T. LORAINE	K.E. ROBERTS
JUNIOR ELECTRICAL ENGINEER						
CATERING OFFICER	P.P. DELANEY	H.C. WEBBER	R.A. PEACH	G.J. PEVERLEY	L. SLAVINSKI	T.G. PIERCE
DECK CADET	M.R. SEALEY		C.A. PRESSCOTT		H.D. JOHNSON	G.R.J. FAULKNER
DECK CADET	J.G. KEYTE		P.D. COOD		A. WILLIAMSON	T.J. FULLER
DECK CADET					J.C. BROWN	C.S. WEEKS
DECK CADET						
DECK CADET						
DECK CADET						
ENGINEER CADET	R.P. PHILLIPS			P. PRICE		
ENGINEER CADET	J.A. DAVIES					
VESSEL	PORT ALBERNI CITY	PRINCE RUPERT CITY	TACOMA CITY	VANCOUVER CITY	VICTORIA CITY	
MASTER	L.R. STAINES	K.R. WHITTING	M.L. HIGGINS	J. CANN	J. PORTER	
CHIEF OFFICER	J.E.S. YORK	R.S. MAYAY	R.V. DUNCAN	D.J.A. MORGAN	D.C. TOOK	
SECOND OFFICER	D.J. COLE	B.M. RICHARDSON	P.C. COLES	J.W. GURTON	P.P. LEWIS	
THIRD OFFICER	N.R. JACKMAN	S.W. PRESSCOTT	S.R. BREEDON	J.M. SMITH	P.C. BERTS	
FOURTH OFFICER		D.P. KIRLEY				
ELECTRONICS OFFICER				V.P. BIRCHARD		
RADIO OFFICER	B.G.D. LIGHTFOPE	V.F. GILLEN	J.R. PATHEWS		G.J. BURT	
JUNIOR RADIO OFFICER						
CHIEF ENGINEER	J. FITZSIMONS	D.H. AWEY	R. CHAMBERS	D.R. INGLES	B.M. DRAPER	
JUNIOR CHIEF ENGINEER			C.E. HAYLES			
SECOND ENGINEER	D.P. JOAES	M.R. GREEN		T. GRAHAM-RUSSELL	G. GRADYATE	
JUNIOR SECOND ENGINEER	N.G. SHIBBY					
THIRD ENGINEER		H.M. PINCOBY	J.W. HAUGH	R.C. BUTCHER	M.B. BERROTT	
JUNIOR THIRD ENGINEER						
FOURTH ENGINEER	T.E.J. SPEHRIN	G. MORGAN	R.S. ALLEN	R.S. CHAVES	R.H. MOSE	
JUNIOR ENGINEER	K.J. GRACE	G.R. PUGH J/4	C. REES J/4	G.G. WATERS	D.C. WELBY	
JUNIOR ENGINEER		G.F. RUSSELL	F.J. RIGBY J/4		K.W. WELBY	
JUNIOR ENGINEER						
ELECTRICAL ENGINEER	P.G. STEKER	J. KELLY	K.F. BEAN	B. CAWTHRELEY	A.E. DANTON	
JUNIOR ELECTRICAL ENGINEER		J. BRITISH 4/E				
CATERING OFFICER	J.R. PATRICK	G.J. HARRY	R.G. MOYLAN	D.C.H. TRINICK	J. POTTER	
DECK CADET		B.J. ELLIOT	J.J. MOPE		D.J. WERRING	
DECK CADET	M.R. EVANS	G.G. HAYLES	M.T. MORCAN		T.J. TURBALL	
DECK CADET	B.F. COLLINGS				I.C. MILLER	
DECK CADET						
DECK CADET						
ENGINEER CADET	T.C. LANGFILL			H.J. BATER		
ENGINEER CADET						

