



Photograph by John Thorne

Visit of H.M. The Queen

THE ROYAL VISIT in June was greeted with great enthusiasm in Cardiff. We were fortunate in being granted time to see the various colourful processions. It was an occasion that will live long in the memory and demonstrated so vividly that as a nation we still have so much to be proud of and to show others.

THIS MONTH'S edition features contributions from the Chartering Department, Head Office. It is the Department that reflects the mood of the market. When the freight market is good and things are looking up a bit the atmosphere is less tense and severe. The Department in fact acts as a barometer. Unfortunately, the barometer pressure indicates we are passing through a very "low" period. This "low" has been with the Shipping Industry for a long time. It is our hope that fair weather again will pass our way and the boys of the Chartering Department, will revel in "sunshine" freights, from which we all benefit.

CARDIFF

HAVING A few hours to spare in unfamiliar surroundings can be rewarding, particularly where young members of a family are concerned, if one is aware of some local places of interest. This might be the case when an occasion arises to call at Head Office, Cardiff, or whilst aboard a vessel in Cardiff Docks.

One such place might be the National Museum of Wales, which is merely five minutes walk from the office. Its main purpose is to show, by its collections, what kind of a place Wales is and some of the activities and achievements of its people.

On entering the museum, visitors can obtain from the book counter a short guide to the various departments. The guide will help you locate the fine collections of paintings, porcelain, coins and other treasures on display.

If interested in finding out about Wales generally, go first to the Geology Department. Walk up the steps in the centre of the gallery and you look down on a fine relief map of Wales. After the Geology Department, plants and flowers found growing in Wales can be seen in the Botany Section. This Botanical collection is regarded as one of the best in the Country. Other departments include Zoology, Art, Science Displays, Archaeology and Industry.

The Industrial Section has on display a couple of dozen ship models. Included amongst these is a model of the *York City* of 10,000 tons, built in 1922 by J. L. Thompson, Sunderland, and sold in 1937. She was one of six sister ships built around that time. A model of a previous *Cardiff City* 14,600 TDW can be seen; built in 1962 by William Doxford and Sons Limited, Sunderland, and sold in 1972.

The figurehead of the *Terra Nova*, in which Captain Scott sailed from Cardiff on

15th June, 1910, on the ill-fated expedition to the South Pole, can be seen here. She was an auxiliary barque of 764 tons and was considered ideal for the expedition, being built exceptionally strong for the whaling trade in 1884 at Dundee.

Other models include HMS *Victory* and the sailing ship *Torrens* of 1,335 tons, built by James Laing, Sunderland, in 1875. She was amongst the last of the composite ships—timber for external work and iron frames. Said to be one of the most successful sailing ships, capable of 18 knots, and well known passenger ship on the run to Adelaide often carrying immigrants to Australia. Joseph Conrad served in her as Mate in 1893.

Undoubtedly, there must be something of interest for anyone amongst such a vast and varied display.

On a much smaller scale, but handy to those aboard a vessel in Cardiff Docks, is the Welsh Industrial and Maritime Museum, Bute Street, not far from the main entrance to Cardiff Docks. The emphasis at the moment is on industrial rather than maritime exhibits.

Various types of machinery, brought to first class condition, can be seen working. Generators, pumps, winding gear and engines from collieries, ships and pumping plants are displayed for close viewing. Films and commentaries are available to back up the exhibits.

Outside the museum is a steam locomotive dating back to 1902 from Coed Ely Colliery, an old tug and a pilot cutter, *Kindly Light* dating back to 1911.

If passing, this museum is well worth a call, particularly for any young, mechanically minded, members of a family.

A. J. CROCKETT

The Worshipful Company of Fishmongers

ON THE 28th April a Dinner was given by the General Council of British Shipping to members of the International Chamber of Shipping, who were meeting in London, representatives coming from countries all over the world, including U.K., U.S.A., Switzerland, Norway, Japan, Holland, Portugal, France, Denmark, Greece, Liberia, New Zealand, Germany, Ireland, Yugoslavia, Finland and Sweden. The venue for the Dinner was The Fishmongers' Hall, near London Bridge, which building is the home of the Worshipful Company of Fishmongers.

The Fishmongers' Company is one of the most ancient of the City Guilds with an unbroken existence for more than 700 years. They were in existence long before Edward I (1272) granted them their first Charter. The Charter provided that no fish could be sold in London except by members of the Company; it limited the number of markets at which fish was sold in the City; and made it the duty of the Wardens of the Company to oversee the selling and ensure that only sound fish was sold.

The wealth and influence of the Fishmongers increased considerably during the Middle Ages. They were required to furnish three ships for the Royal Navy in the reign of Edward I. On occasion they provided a pageant for Edward I and II (1307—37), and also provided a ship for Edward III's Queen. In the same reign they made a substantial contribution to the cost of the 100 Years War with France.

In 1381 the leader of the Peasants' Rebellion, Wat Tyler, who appeared to be threatening the life of the boy king Richard II, was fatally stabbed by Sir William Walworth, a Prime Warden of the Fishmongers and Mayor of London. The dagger he used is now preserved in Fishmongers' Hall.

The Fishmongers lost their monopoly in the sale of fish in the fifteenth century, but today they still keep their connection with fish. They examine all fish coming into London to see that it is fit to be sold, and they can institute proceedings if it is not so. The Company spends a great deal of its resources on education and charity.

The site of the Hall has been on or near its present site since 1434. It was destroyed by the Great Fire of London in 1666 but rebuilt in 1671. When London Bridge was rebuilt in 1827 it was necessary to pull the Hall down, and the present Hall was completed in 1834, on a site a few yards upstream.

During the 1939-45 World War the Hall was badly damaged by fire but restored as near as possible to its original interior colouring.

The famous portrait of H.M. Queen Elizabeth II by the Italian Artist, Annigoni, was commissioned by the Company, and is on display in the Hall, as also is his portrait of H.R.H. Prince Philip, Duke of Edinburgh.

(A.F.W. with acknowledgements to Witherby & Co. Ltd.)

Wee Wullie goes to Sea

IT ALL began on a fine afternoon in May, more years ago than I care to remember. The morning had been very similar to any other—feverish activity repairing, refurbishing, checking and rechecking our machines prior to test flight, usually over the Wash.

After lunch, except for re-organising crews the Squadron was relatively quiet prior to the evening activity of nightly, sometimes twice nightly visits over enemy territory. It was at this point I was rudely interrupted by our Flight Sergeant with the comment, "Taff Bach you are on the boat." The very next morning I was on my way home for seven days embarkation leave—any sought after information as to where, when, what, why, or which, was met with either stony silence or sorry don't know. The following week sped by on winged heels. During the week a buff envelope arrived together with travel warrant and instructions reference where to report, etc.

At the transit camp approximately 100 poor unfortunate assorted RAF Personnel were duly kitted out with tropical gear, not a pretty sight!! After the tailors had done their utmost to make us look at least presentable, we were bundled into "Queen Mary's" (to the uninitiated these are 60 ft. long open articulated vehicles) and transported to Liverpool Docks—alongside the Royal Liver Building.

There she was, her huge superstructure silhouetted against the evening sky, waiting for the last 100 assorted RAF men to be transported with some thousands of Light Infantrymen and an assortment of Guards.

It was with sinking hearts we walked up that gangway although to be fair the reception we received was very much better than anticipated. Our minds were in turmoil—where were we going, how long would we be away, and would we ever again see the Land of Our Fathers. Some of that gallant band never did.

Our home for the next two months or so could not be classed as luxurious. Starboard side aft, 18 men to a table. I found myself next to a huge 6 ft. plus "Fell" man from Cockermouth who was as much nonplussed with his short Welsh companion as I was with him. To digress for one moment I was to remain with this character for the next 18 months when unfortunately he was invalided home, however, I am still very proud to call him "friend" to this day, and we regularly communicate.

Hardly had we set foot aboard when the gangway was raised and with the singing of "Auld Lang Syne" we were off. Bow out into Liverpool Bay, right hand down a bit and we headed (as we later learned) for somewhere in Scotland.

Eventually we were joined by another Trooper and together with an escort, in our case a Corvette, we set sail for—where!! Everyone was issued with a hammock, fine except only about one third could be slung, the remainder were obliged to utilize the table tops, benches alongside the table and eventually the deck. There still was not enough head to toe space and so alleyways etc., were used as a last resort—shared of course with an army of cockroaches.

It must be said, whatever else, we at that time had the cleanest Army in the world. Every hour, on the hour, a squad of soldiers and their officers showered (salt water of course) at the far end of our quarters—that's right, to get to them they were required to traverse the length of the deck with the resultant chaos.

I woke the next morning sometime around daybreak to find that the crew were Javanese and the Officers Dutch. The ship was a converted East India (cattle—Immigrant—Pilgrim??) ship—long since delivered to the Breakers Yard. Her name—m.v. *Sibajak* registered Rotterdam. Whilst we did not appreciate it she was a good sea boat.

Owing to the zig-zag course it was difficult for the layman to assess direction, however we came to the conclusion, by studying the stars and the ever increasing wind and waves, we were heading roughly WNW. After the first day out, there were very few of us left to partake of the meals provided (and on this subject it is better a kindly veil be drawn—suffice to say when we landed from this particular craft every man was minus at the very least one stone).

continued overleaf

Wee Wullie—continued

Our craft was now really rocking and rolling, the green Arctic waves breaking over the bow scattering all before them. When I now see abstracts with the notation "Shipping water, overall" I know full well the situation of the poor unfortunates. After about three days of this treatment and still being on my feet, very foolishly I decided to partake of what appeared to be a very succulent kipper—evidently it was not exactly Al at Lloyds and the results were disastrous—Oh dear, how sad, never mind. It was getting on some five days later before I took any interest in anything or anybody. Strangely enough after this episode in some sort of peculiar way, I began to enjoy it. Gradually, the sea began to behave itself and some 14 days after leaving Scotland, Gibraltar came in sight. We anchored alongside—a Naval guard ensuring we did not stray ashore. After the hammering we had received the sun was glorious, and if we could have obtained some real food, life would have been pleasant indeed.

Four days later, we were on the move again, this time in a very much larger convoy. As the sun got stronger our discomfort increased for another 10 days until we entered a harbour in West Africa. I don't know what offence we had committed but the whole time we were at anchor we had to endure torrential rain accompanied by the most spectacular lightning I have ever seen.

Yet again, we were on our way, this time life being made even more difficult owing to water rationing, particularly as the climate became hotter each day. By this time everybody was to coin a phrase "Seaworthy" and able to enjoy the spectacle of flying fish, etc. All who go down to the Sea in Ships are familiar with the Ceremony of Crossing the Line and our company was no exception. Owing to the disparity in numbers, the small body of RAF were obviously on the receiving end, and therefore, having no alternative, we accepted our fate gracefully.

Very soon we came face to face with the Cape rollers. These seas fully living up to their reputation, causing us all manner of problems. One of these in the form of a cast iron dixie of hot porridge very nearly decapitated yours truly. As quickly as they came, so they departed and we entered a zone I can only describe as a sea of glass, not even a ripple. I have never seen anything like it before or since. Not a thing in sight and yet we were certain we could detect the sound of singing—yes even we were greeted by the now legendary "Lady in White"—never has "Land of Hope and Glory" sounded so grand.

We set foot ashore at Maydon Wharf, Durban and were quickly hustled aboard a steam train—the Infantry to Clairwood

Racecourse, we went onto the next stop, Merebank. Never had food tasted so good, even better it was not rationed! I shall never forget the good folk of Durban, they were really wonderful, their hospitality overwhelming.

The next few weeks sped by, even the weather was magnificent and to us the place was Valhalla. Of course, all good things must come to an end and very soon we were once more on the move, this time with a difference. The Gods had smiled on us and we found ourselves boarding the Liner *Nieuwe Amsterdam*—even up on the Promenade Deck, to be transported to Port Tewfik via Diego Suarez. An uneventful journey for the already tried and tested. Disembarkation at Port Tewfik was to say the least hazardous. I was used as a guinea pig being first off—there must be a snag—of course, the gangway even extended, was roughly 5/6 ft. short of the bobbing landing craft dependent on whether she was up or down. A huge cheer went up when Taff boy landed on his feet dead amidships. We said cheerio to our travelling companions, the Infantry, and boarded a steam train for the transit camp.

Very many hours later, it was pure exhaustion sent me to sleep the instant my head hit the cold alien sand of Egypt. Having traversed half the Globe little did I realize my wanderings had hardly begun and it was to be nearly 4 years later before I again returned to the Land of My Fathers—but then that's another story.

W. J. BURGE

Does any of our "valiant seafarers" recognise this graffiti?



Answer—It is actually a drawing of Viking ships and the runic inscription, "Here sails the valiant seafarer." It is part of a knotted stick from the 13th century found on the Bryggen sites in Bergen.

The inscription is now used as an emblem by The Institute for Shipping Research, Bergen.

B. GULLY

Never a dull moment

Many thanks to Miss Edna M. Gaudie for the following article.

Miss Gaudie was on London Office Staff for many years prior to her retirement.

THE PEACE and quiet of the countryside was a great attraction after the hustle and bustle of the City. Of course, life moves at a slower pace, but it is packed with interest. Planning and making a garden was my first objective and proved great fun, the joy in one's achievements overcoming the disappointments.

We are a very small community and just now are planning our Jubilee celebrations. We have already had a taste of forthcoming attractions—after attending a very lovely concert at Lacock Abbey, we dashed home to the village bonfire followed, by kind invitation of a local farmer, by country fare, sitting on bales of straw in a huge barn and drinking champagne. That's something you can't do in a city!

We have acquired a West Highland terrier, "Bumble" and a fluffy cat "Spud." Bumble is taken for walks in Savernake Forest. It really is a lovely place any time of the year, but is best known for the Grand Avenue of beeches on calendars. Spud explores the fields beyond our garden and brings home the mice instead of chasing them away.

Stonehenge is not so far away and the inscrutability of these stones strikes one forcibly when the tourist season is over and one stands alone among these giant stones. Even more fascinating are the Sarsen stones at Avebury, because they completely surround the village. Pewsey, of course, is in the Vale of the White Horses, the one at Westbury being the most famous, but Pewsey White Horse is trotting and all the better for it.

Salisbury, just 18 miles away, with its slender cathedral tower is worth a visit any time, whether to the theatre or to shop in the market. To get there one goes across Salisbury Plain and occasionally meets the army "playing soldiers" and very alarming that can be meeting these massive tanks on the road, my one thought being that the man at the wheel knows how to handle it and it is not his first time out! We also meet the Hunt and I fervently hope Mr. Fox gets away and more often than not I think he does.

On the whole, I can recommend life in the country, but if you want a quiet life, stick to the town.

It's not all "go"—the greengrocer calls and the fishmonger, and the Mobile Library stops outside my bungalow. Need I add to all this that I am President of the local Women's Institute, and belong to the Wiltshire Folklife Society, also secretary of North Newton Neighbours—hence the title.

EDNA M. GAUDIE

Down to the Sea

IT HAS always been my ambition to go to sea on a "square rigger." Until recently the ambition was never realised. I spent a few years aboard an aircraft carrier and one or two trips ranging from Liberty Ships to Ocean Liners with the odd visit or two to R.S.L. vessels.

The chance came, with three others, to join a 27 ft. Snapdragon Bermudan Sloop. We joined the vessel at Fowey and were ready for the trip after the preliminaries of stowing gear and bonded stores, etc. Once on board the *Pennyllass* the necessary precautions were taken, including a quick mouthful of "Marzine." The most experienced hand was elected "skipper."

Pennyllass was 27 ft. long, beam 8 ft. and drew 2 ft. 6 in. on twin keels. She was sloop-rigged with a roller reefing main sail and a choice of three fore sails.

On board was a supply of local charts and harbour guides and the navigation equipment consisted of a grid compass, a portable radio direction finder and an echo sounder.

It was decided to sail out for an hour or so prior to deciding on a proper course. So the fors'l was shackled on and raised, the main hauled up. We slipped the mooring and nosed cautiously out of the estuary to sea. Outside the estuary sails were trimmed and a course set for the beacon on Dodman Point some 10 to 12 miles to the S.W. It was a beautiful evening, a force 3/4 wind set us bowling along as we whetted our appetites for the week ahead. After an hour or so we returned to Fowey and a good meal prepared in the galley.

A little disappointment was evident in the boat. She was a "bit long in the tooth" and a coat of varnish would have helped. The echo sounder was not efficient, the compass on the top of the radio direction finder turned out to be about 40° out. Apart from all this she seemed to be "tight, staunch and strong."

On the Sunday morning we were up at dawn, sails set, mooring gone before breakfast. By 8 a.m. the wind had died down and we were becalmed a mile or so off shore and drifting. I thought of Captain Boyer who made a point of rescuing yachts, but at the time he was in Dunkirk discharging his coal cargo. Then there was the *Prince Rupert City* likely to pass in a few days, bound from Dublin to Tilbury. Would our bonded stores hold out! I was aroused from my reverie by the sound of the outboard engine situated in a well in the transom. Eventually we arrived at Newton Ferrers, some 30 miles distant, at mid afternoon. The area is beautiful with its tree clad slopes and fields leading down to the river. Quaint cottages were dotted here and there with many boats of all shapes and sizes riding at their



Pennyllass

moorings. The next run was to Salcombe, still with no wind. Motor power again being used. This again is a very picturesque area and a pleasant place to anchor for the night. With the assistance of the motor we arrived at Dartmouth after the night's rest. Our arrival coincided with an empty petrol can again and come to think of it a few empty beer cans as well. The high spot of our visit to Dartmouth was attending the inauguration of one of the crew's father-in-law as Mayor of Dartmouth. We sailed from Dartmouth at 2 a.m. on the Tuesday morning. Once outside, the sails were used. As we proceeded towards Falmouth the weather worsened and precautions were taken in face of the impending rough weather. The wind force soon reached force 6/7 from the North West and had no trouble weathering Start Point. Prawle Point came up on the starboard bow with no improvement it was decided to run for Salcombe and shelter. The waves were 8 feet and the wind howling in the rigging with *Pennyllass* getting bounced about like a pea on a griddle. Down below was a shambles, as everything that could move had moved—soaked, cold and miserable so the night passed and eventually we arrived in the relative calm of Salcombe. The day was mainly occupied cleaning up the confusion on deck and under deck. A trip ashore helped us to regain our composure and health before returning to *Pennyllass* for the night. The next day saw us heading for Falmouth again. A course was set for St. Anthony Point some 75 miles away. The trip was uneventful but pleasant. Rame Head on the starboard side, then Eddy-stone Lighthouse only just visible on the port side and later Dodman Point looming up ahead as darkness fell. Early in the morning, 2 a.m. precisely, we rounded St. Anthony Point and moored in St. Mawes. A trip was made up the river Fal to King Harry's Ferry. The following day we sailed back to Fowey which was the best sail of the week, averaging a good six knots or more. After a final night aboard,

Pennyllass was redelivered from charter and we went ashore for the run home.

Plans are already being hatched for next year, when all being well (and the wife willing) we shall go down to the sea again.

R. A. BOWEN

Triple Triumph

WHEN RADIO OFFICER John R. Mathews was on m.v. "Tacoma City" in Durban last April he submitted an article under the above heading.

Could it be that being in Durban reminded him of the Springboks and in turn to remember the exploits of the Welsh XV.

He writes:—

Wales won the rugby Triple Crown this year for the fourteenth time, which is a new record. Phil Bennett was selected to lead the British Lions on their forthcoming tour of New Zealand, and of the thirty players in the tour party, no fewer than sixteen are Welshmen.

Max Boyce says "Rugby to a Welshman is a religion." Trevor Fishlock a staff journalist of *The Times* writes this about Cardiff. "The capital city of Cardiff has a Colosseum dedicated to Rugby football, where Englishmen are sacrificed on Saturday afternoons." He is speaking of course of Cardiff Arms Park, the National Stadium of Wales. Willie John McBride, former Irish Captain and most capped of rugby players, apart of course from you know who, has played against Wales at Cardiff more than any other player in history.

Readers will have guessed my "you know who" above as that Rugby player, extraordinary, that maestro of the game, Gareth Owen Edwards. Not only is he one of the greatest players in the World, but the cleanest as well. He has only had his name taken once, and that was by H.M. The Queen when she bestowed on him the MBE.

So Rugby Union grows in popularity all over the World. The Russians have hinted they would like to see the game at the 1980 Moscow Olympics.

All best wishes to the Lions. The tour started at Wairarapa Bush on 18th May and ends with fourth test at Auckland on 13th August. So please take a hint Mr. Personnel Department and get me home by 28th July so that I can watch the last two tests on my TV receiver!

JOHN R. MATHEWS
Radio Officer

Editor's Note:—
Hope his wish was realised.

STAFF NEWS

The Royal Merchant Navy School

OUT OF HOSPITAL

Mr. J. Harrison

We are pleased to hear that Mr. Jim Harrison is home again and making steady progress, and all readers hope he will continue to do so.

Mrs. Goodrich

We are pleased to hear Mrs. Goodrich is making good progress.

SUCSESSES

We Congratulate the following:

Deck Cadet, G. D. Randell—Awarded Certificate for Progress ONC(L) Phase 1, First Term.

A. G. Vincent—Part "A", 2nd Class.

Deck Cadet, K. Hart—Chichester Trust Prize—Best Phase 3 Deck Cadet of the Year.

College of Further Education, Plymouth.

MARRIAGE

Congratulations and best wishes to Mr. K. J. Cribbin, 2nd Officer, on his marriage to Miss Kathleen Ryan of Mullingar, Co. Westmeath.

BIRTHS

Congratulations to:

Mr. and Mrs. T. W. Davies on the arrival of Jane Alexandra at Haverford-west County Hospital on the 12th June, 1977.

Mr. and Mrs. A. Young on the arrival of a daughter Natalie on 21st July, 1977.

Captain and Mrs. R. K. Stuart on the arrival of Keith Martin on 23rd July, 1977, 5 lb. 10 oz.

NEW STAFF

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

Head Office, Cardiff

Mr. M. E. Cross—Data Processing Manager.

Sea Going Staff

Mr. M. A. Amos—Radio Officer.

Mr. J. Bonner—Catering Officer.

Mr. G. J. Peverley—Catering Officer.

Mr. R. Godsall—Junior Engineer.

Mr. D. Caffyn—Junior Engineer.

Mr. M. D. Staines—Junior Engineer.

Mr. K. R. Tonks—Junior Engineer.

Mr. K. J. Grace—Junior Engineer.

Mr. J. Retallick—Junior Engineer.

Mr. J. C. Brown—Deck Cadet.

Mr. J. B. Dinsdale—Deck Cadet.

THE ROYAL Merchant Navy School, Bear Wood, Wokingham, Berks., celebrates the 150th anniversary of its founding.

The work of the school, of which Her Majesty the Queen is patron, and Prince Philip, Duke of Edinburgh, is president, is devoted to the education and support of children whose fathers have died or been disabled in service with the merchant fleet. Over 8,000 children have been educated since the school began in London's East End. In 1862 the school moved to new premises at Snaresbrook, Essex, the foundation stone of which was laid by Prince Albert. It had accommodation for 250 children subsequently enlarged to 300. It received the title "Royal" in 1902 by order of King Edward VII and changed its name to Royal Merchant Navy School (from Orphanage) in 1935 by command of King George V. In 1920 the school moved to Bear Wood to a former mansion in 500 acres of parkland, gifted by two ship-owners, Sir Thomas Lane Devitt and Sir Alfred Yarrow. Bear Wood previously had been the seat of John Walter, proprietor of *The Times*.

The anniversary is being marked by special celebrations on 13th to 16th July at Bear Wood, and an appeal has been launched from Trinity House for £150,000 to help the school contain inflation and provide more places for the children of seafarers. The foundation assists children from the age of eight. Boys go to a school near their home until ready to come to Bear Wood at 11. Girls are educated at boarding schools as near their home as possible. Over 80 children are presently being maintained.

The celebrations include the opening of a swimming pool, concerts, an organ recital, a cricket match against a Middlesex XI, and a sea-faring pageant narrated by BBC news reader, Richard Baker, on 13th, 14th and 15th July.

It is interesting to note that the school is about to place Richard Wootton in a preparatory school at Stamford in Lincolnshire. His father was Chief Officer on the m.v. *Tacoma City* when he so unfortunately lost his life. One of our Directors, Mr. W. A. J. Reardon Smith of London Office, is Vice-Chairman of the Board of Management of the Royal Merchant Navy School.

Clock-watchers never become men of the hour.

Answer to Last Month's

PENTOMINOES

Sequences for the 3 x 20 rectangle in their letter notation:—

UXPILNFTWYZV

VLNFTWYZIPXU

These can both be reversed and/or inverted.

This apparently easy example, where all the pieces are laid in one line with a minimum of overlapping, also shows why only a computer can deal with the general problem. If you attempted to solve this by brute force, trying every possible arrangement, you would have 12 choices for the first letter, 11 for the second, 10 for the

third, and so on, giving a total of $12 \times 11 \times 10 \times 9 \times 8 \times 7 \times 6 \times 5 \times 4 \times 3 \times 2$ permutations. This comes to the impressive number 479,001,600—but the real number is very much higher still, for most of the letters can assume at least four positions—and some can be flipped over to make their own mirror images, giving eight distinct cases. (Only the completely symmetrical X looks exactly the same whichever way, and whichever side, you put it down.)

This little complication increases the possibilities by another 2^{11} or 134,217,728 arrangements, giving a grand total of more than sixty thousand million million. If you tried every possible way of placing the 12 Pentominoes in line, putting down one piece a second, it would take over 20 billion years, or the currently accepted age of the universe, to examine them all . . . and only 24 seconds out of that time would give the two correct answers.

SHIPS POSITIONS AS AT 22nd JULY 1977

Cardiff City. On Time Charter a/c Salen. Sailed Durban 18th July for San Juan where expected to arrive 8th August. Thence Houston to complete discharge. Next business not yet known.

Devon City. On Time Charter a/c Motortank. Sailed Suez Canal 20th July for Eregli where arrives 23rd July for part discharge. Expected to sail 29th July for Thessaloniki. Next business not yet finalised.

Eastern City. On Time Charter a/c Showa. Expected to arrive Fukuyama 23rd July to discharge coal. Scheduled to sail for Hay Point, Queensland 25th July.

Fresno City. Sailed New Orleans 17th June via Panama Canal and expected to arrive Kaohsiung 24th July to discharge corn. Drydocks Hong Kong 4th August. Next business not yet known.

New Westminster City. On Time Charter a/c Alianca. Arrived Rio Grande 16th July, sailing uncertain. Discharges Porto Cabello and Maracaibo. Next business not yet known.

Orient City. Arrived Moji 18th July. Sailed Matsue 22nd July for British Columbia to load wheat for China.

Port Alberni City. On Time Charter a/c Alianca. Arrived Gijon 14th July. Scheduled to sail 23rd July for Rio de Janeiro and Sao Francisco do Sul to discharge rails and bedplates. Next business not yet known.

Prince Rupert City. On Steel Service ST.44. Scheduled to complete discharge steel products at New Westminster 22nd July. Nominated BS.82. Loads New Westminster 25th July then B.C./U.S.W.C. ports for Tilbury transiting Panama Canal about 24th August.

Tacoma City. On Berth Service 81. Transited Panama Canal 16th July, and expected to arrive in Dublin to discharge part Forest Products on 30th July. Additional ports of discharge Cardiff 6th August, London 12th and Antwerp 22nd. Next business Steel Service ST.47, loading Antwerp and Middlesbrough for discharge Long Beach, Oakland and New Westminster.

Vancouver City. Sailed from Buenos Aires 18th July with cargo of maize bound for Taiwan calling at Durban around 1st August for bunkers. Expects to arrive at Taiwan 21st August completing discharge end of August. Next business not yet known.

Victoria City. On Berth Service 80. Sails Rotterdam 22nd July for Brake. Completes discharge Brake. Drydocks Amsterdam. After un-docking around 3rd August, loads steel (Steel Service 46) Antwerp for discharge Long Beach, Oakland, Portland, Seattle, New Westminster.

Amparo. Sailed Ensenada 16th July after loading Generals. Arrives Yokohama 30th July sailing the following day. Arrives and sails Nagoya/Yokkaichi 1st/3rd August, Osaka/Kobe 4/6th, Keelung 9/10th, Hong Kong 11/11th and

thence drydocks until 20th August. Continues loading for a return trip to Mexico.

Atlantic. On Time Charter a/c Yulsan. Sailed with cargo of cement, and expected to arrive in Singapore 24th July to change crew. Sails the same day for Dammam where expected to arrive 2nd August. Next business not yet known.

Elena. Arrived Corinto 18th July. Sails 23rd. Arrives and sails Acajutla 26/27th, San Jose 28/29th, Champerico 30/8th August and other Mexican ports for Yokohama where expected to arrive early September. Anticipate drydocking Hong Kong mid September.

Gela. Arrived Houston 15th July. Sailed 19th for Coatzacoalcos. Expected to arrive 23rd July sailing two days later. Other ports arriving and sailing Vera Cruz 26/30th, Tampico 31st July/1st August, Progreso 2nd/3rd. Porto Cortes 5/8th. New Orleans 11/12th. Thence to Canary Islands arriving about 24th August.

Maria Elisa. Sailed from Barcelona 16th July. Arrives Coatzacoalcos 31st July. Sails next day for Vera Cruz. Arrives and sails 2nd/3rd August and Tampico 4/5th. Thence drydocks.

Sara Lupe. Sailed for Rio Haina on 12th July and expected to arrive in Valencia on 24th. Arrives and sails Leghorn 28/29th, Genoa 30th July/2nd August, Savona 3rd/4th, Marseilles 5/6th, Barcelona 7/8th. Canadian Port 18/20th and Vera Cruz about 31st August/2nd September.

PHAETHON AETHEREUS

WHILST EN ROUTE from Kobe to Ensenada, we had the pleasure (if it can be called that), of welcoming on board an old and familiar friend to many seafarers. The Red Billed Tropicbird, known more commonly as the "Bosun Bird" because of its shrill, piping cry, roams far across the warm Atlantic and western Pacific Oceans and the Persian Gulf. Solitary for much of the year, it ranges with swift, graceful wingbeats, then hovers briefly before plunging with half folded wings to take fish and squid from just below the water's surface.

Tropicbirds are generally between 16 and 19 inches long. They have long pointed wings, and a wedge shaped tail, with elongated central feathers. The faint pink tinge to its feathers is caused by an orange-red oil which it uses to waterproof itself with. It has a short neck, with a large head. Its bill is longish, slightly decurved

and very strong. Plumage is glossy white with varying amounts of black on the wings and head; there is also a black stripe extending from the bill to and beyond the eyes.

Our passenger boarded sometime during the very early hours of the morning of 25th May (much to the second mate's surprise), when we were about 2,800 miles from our destination. Having landed on the Bridge deck, it took an instant dislike to the green deck, and proceeded to re-colour it white. This didn't exactly go down too well with the mate, not just because of its choice of colour, but more because of its choice of paint (?).

Its departure came rather abruptly, when the mate got the 8-12 secuny to give it an assisted take-off, and it was last seen, unhappily as it may be, flying in a southerly direction.



M. J. CLARKE
Third Officer
m.v. Amparo

How about a cargo of Boule?

HISTORY OF THE GAME

The game has been played for many centuries in various forms, and was very popular with the Services, who played with small cannon-balls. It is worthy of note that Sir Francis Drake was playing a game with cannon-balls on a shingle surface at Plymouth Hoe, surely a form of Pétanque rather than Bowls.

In 1911 the first metal boules were manufactured, and official rules were devised. At this stage the game was played mainly in the South of France, but after the Second World War, it spread rapidly and is now the second largest participant sport in France.

At the last International Federation meeting, 16 countries were represented from Europe, Africa and North America. The game has spread like wildfire in the West Coast area of the U.S.A. this year and the signs are that the same is beginning to happen in Britain.

The British Pétanque Association hold their Championships in Britain every year.

THE GAME OF PÉTANQUE

1. The game is played by two teams of two or three players. In teams of two each player has three boules; in teams of three each player has two boules.
2. Players use metal boules, diameter between 7 cm and 8 cm, weight not to exceed 800 gms. The marker ball (cochonnet) is wooden, diameter between 25 mm and 30 mm.
3. The starting team is decided by toss of a coin. One member of the team chooses the starting place and draws on the ground a circle in which to stand, 36 cm to 50 cm across. Both feet of the thrower must remain inside the circle till the boule lands.
4. The first thrower throws the cochonnet between 6 m and 10 m away, not nearer than 50 cm from any obstacle (wall, tree, etc.).
5. He then throws his first boule, trying to place it as near as possible to the cochonnet.
6. A player in the other team then comes into the circle and tries to throw his boule nearer to the cochonnet, or knock away the leading boule. The boule nearest to the cochonnet leads.
7. Then it is up to a player in the team not leading to throw until his team gets a leading boule, and so on . . .
8. When a team has no more boules the players of the other team throw theirs and try to place them as close as possible to the cochonnet.
9. When both teams have no more boules the points are counted. The winning team gets as many points as it has boules nearer than the best of the losing team.
10. A player of the winning team throws the cochonnet from where it is, and the game starts again until one team reaches 13 points.

THE JOY OF THE GAME

The great thing about Pétanque is that it can be played by anyone, anywhere and almost at any time. The game can be played by men, women, children, young and old, Master or 4th Officer, Chief Engineer or Junior.

It can be played on gravel (ideal), grass, tarmac, smooth or rough ground.

It has yet to the writer's knowledge to be played on deck but there is always a first. Additional Rules would have to be agreed between players to allow for the toss and roll of the ship. If when ashore you can find somewhere to play near your local pub, the social attributes of the game are obvious.

B. GULLY

DURING THE Queen's recent visit to Cardiff, *Britannia* was berthed in Cardiff Docks. An appropriate sign had been erected for sightseers over what had once been a "trains crossing" sign on the Dock. The result was as follows:

Time for a refit for *Britannia*??!



BUCKINGHAM PALACE

18th July, 1977

Dear Mr. John,

I am commanded by The Queen to thank you for your letter of 30th May enclosing a copy of the Silver Jubilee edition of the "Reardon Smith Line Limited" Newsletter.

Her Majesty greatly appreciates your loyal good wishes for her Silver Jubilee year.

Yours sincerely,

C.D. John, Esq.,

Editor,

Reardon Smith Line Limited Newsletter.

An Unusual Rescue

DURING A recent exercise of the Horton and Port Eynon Inshore Lifeboat the crew observed a large bird struggling in the water and, after some clever manoeuvring, which indeed was good practice, were able to take this bird, which turned out to be a beautiful specimen of an adult gannet, and bring it ashore.

We found, on examination, that both the wing and belly were penetrated by fishing hooks, complete with weight, which restricted the bird's flight and would, without doubt, have resulted in its death.

It was obviously necessary to try to save this bird's life by the removal of the hooks and the one from the wing was carefully removed without apparent damage. The hook embedded in the belly was rather more difficult, but after a careful operation, this too, was removed without any great damage to the bird and, after a short while taken by the bird examining us, it waddled down to the water and flew out to sea. This was certainly my closest view of a gannet and, as its measurement from beak to tail is approximately three feet, the wing span was considerably more and it was a majestic sight to watch this marvellous creature return to service.

This incident was reported by our Chairman, who is Chairman of the Horton and Port Eynon Lifeboat Station.

ABBA—Soaking Up Success

IMAGINE FOR a moment that you're a millionaire, so is your wife, so is your best friend and his girlfriend, it would be like a dream come true. But for Swedish pop group Abba who won the 1974 Eurovision Song Contest held in Brighton, it did happen. The song was "Waterloo" a real hum dinger, and made number one in Britain only a few weeks after release.

Altogether the group have had five number one singles in Britain, three of which were in 1976. They also have a great deal of success in other countries, especially Australia where they had five singles in the Australian top ten at once. Their single "Dancing Queen" made number one in the following countries: America, Australia, Austria, Belgium, Denmark, Germany, Holland, Norway, Sweden and Switzerland as well as here. Also their single "Fernando" sold in millions in America. They write, compose, produce and record all their own music and have now sold no less than thirty million singles worldwide.

They also have a great deal of success with their albums, four of which they have released in Britain. Their debut album "Waterloo" like the single got them a silver disc. Their second called simply "Abba" made number thirteen in the charts and also got them a silver disc. Their third album "Greatest Hits" has been a huge success for them since its day of release which was sometime in May 1976. It entered the charts at number five and moved up to number one where it

stayed for eleven weeks. It is still in the top twenty and has sold no less than six million copies worldwide. It was also voted album of the year in Britain in 1976. Their fourth album "Arrival" is also a huge success entering the charts at number six and moving up to number one. It stayed at number one for at least twelve weeks and is still in the top ten.

The group itself is Agnetha Faltskog (Anna for short) who is twenty-seven and married to thirty-one year old Bjorn Ulvaeus. They have a four-year old daughter named Linda and another baby is due in November. Anni-Frid Lyngstad Fredriksson (Frida for short) is also thirty-one and is engaged to thirty-year old Benny Andersson. The name "Abba" was made up from the first letter of each of their christian names. Before "Abba" they were all very well known singers. Bjorn was in a group called the "Hootenanny Singers," who were Sweden's equivalent to "The Beatles." Benny was in the "Hep Stars," another well known group, and Anna and Frida were very successful solo artistes. They all live in Stockholm, but have a holiday island in the Swedish Archipelago which they bought and share with about twenty other families.

They also have a very good business arrangement. Their manager Stikkan Anderson (no relation to Benny) own's one hundred per cent of Sweden Music. Benny and Bjorn own one hundred per cent of a company called Harlekin, and Sweden



Music and Harlekin own fifty per cent each of Polar Music, so they write and produce not only their own music but that of many other artistes as well. They also have contracts with numerous record companies around the world.

So after that there is just one thing I am left to say which is "try to listen to at least one of their records, you won't be disappointed."

Photograph:—Benny, Frida, Anna and Bjorn.

With thanks to the C.B.S. Record Company for allowing the photograph to be used.

Richard Beere—1977.

Growing Oranges, Lemons and Grapefruit from Pips

AFTER YOU have enjoyed the fruit, why not plant the pips to grow an unusual houseplant. One of the quicker ways of germinating is to select plumper pips and plant in potting compost about $\frac{1}{2}$ inch (1.25 cm) deep, a few to a pot at equal distances to allow for those pips which fail to germinate. John Innes No. 2 compost which is a well drained compost, is acceptable for carrying out the germinating and replanting process. The compost must be kept moist and at room temperature. After about six to eight weeks single shoots will appear.

When the first leaves have formed, the seedlings can be transferred into individual 4 inch (10 cm) diameter pots, first placing crocks/stones into the pot base for drainage. The top soil should be periodically changed and regularly forked over. Regular

feeding on a balanced plant food is necessary throughout the growing season. Check that the plants do not become potbound.

Once the shoots have reached about eight to ten inches (20.5 to 25.5 cm) high, cut off the young tips to encourage the side shoots to grow. Keep the plants on a window sill or in a sunny spot and sponge the leaves occasionally with a soft damp cloth to keep them bright and shiny.

It is possible for germination to take place in pots outdoors in a sheltered sunny spot during the summer months. Those plants which have been germinated indoors will benefit from a spell outdoors during these months. Do not allow the compost to dry out.

After about five to eight years, the plants may flower filling the room with scent, after which they could produce fruit.

DENNIS MATTHEWS
Secretarial

THE FACT that the AMVER Organisation is available to help in cases of need was very much appreciated by Captain Porteous of the m.v. *Victoria City*, on 28/29th June last. In response to his request for assistance to a sick Indian seaman, he received medical advice by radio.

In his letter to the Commanding Officer, U.S. Coast Guard Station, San Juan, Puerto Rico, Captain Porteous thanked the doctor and all concerned. The seaman made a complete recovery and resumed normal duties prior to arrival at Tilbury. He has since gone home to India on leave.

Donations to R.N.L.I.

Captain Lightfoot, in a letter addressed to the Chairman, enclosed a donation of £30 from the Officers of the m.v. *Devon City*.

Donation to Royal Alfred Merchant Seamen's Society

Captain J. Porteous reports a donation of £32.50 from the Officers of the m.v. *Victoria City*.

VESSEL	CARLIFF CITY	DEVON CITY	EASTON CITY	FRESH CITY	NET WESTMINSTER CITY	ORIENT CITY
MASTER	D.L. BELL	J.F. McLELLIN	W.D. JONES	R.V. STUART	J.G. HOPKIN	P.J. WOODHAMS
CHIEF OFFICER	J. JACKSON	J. COOMBS	D.E. HOPPER	R.M. BAYNESTON	W.G. WOOD	K. JONES
SECOND OFFICER	E. SIMPLEY	R. J. COOMBS	J. RICE	A.H. BROWN-REID	T.P. SIMPSON	A.W. YOUNG
THIRD OFFICER	I.A. SMITH	A.L. BULLOCK	P.A. WILLARD	J.A. COOBY	T.A. SIMPLEY	A.P. BARRIS
FOURTH OFFICER			F. HART		M.L. HAZLER	
ELECTRICAL OFFICER			D.P. BROWN		D.S.H. THOMSON	G.R. APPLETON
RADIO OFFICER	R.W. McINNES	J.P. BULLEN	D.G. CHUGG	R.A. WILLOUGHBY		
JUNIOR RADIO OFFICER						
CHIEF ENGINEER	M. McQUEEN	H.L. FLETCHER	W.J. GILL	D. ARCHBOLD	J. SCOTT	G.C.H. McBRIDE
JUNIOR CHIEF ENGINEER	T.C. McWELL					G.C. GILLEN
SECOND ENGINEER		G.L. GRIFFITHS	J. FOSTER	F.D. MORGAN	J.S. HOPKIN	
JUNIOR SECOND ENGINEER	D.J. CAPTOR				D.G. MEDLAKE	
THIRD ENGINEER		J.C. FRENCH	D.G. LEWIS	S.J. PHILLIPS	H.R. DUNN	P.J. PRINDLECAST
JUNIOR THIRD ENGINEER						
FOURTH ENGINEER	P.W. PLACE	P. JOHN	R.C. COATE	D.E. REES		G.B. EVANS
JUNIOR ENGINEER	P.H. SIMPSON	M.D. STAINES	A.W. BAXTER J/A	R. GOSSALL	M.R. BECELE J/A	A.S. YINGGIE J/A
JUNIOR ENGINEER	A.A. MORRIS	A.R. TONKS	P.G. WELLS J/A		D.C. MORRIS	A.P. HARRIS
JUNIOR ENGINEER			D. GAFFIN			
ELECTRICAL ENGINEER	J.P. CRAWFORD	J.D.J. TOLANEN	M.C. YOUNG	D. OSBORN	T.T. LOMAX	P. TIERMAN
JUNIOR ELECTRICAL ENGINEER						
CATERING OFFICER	L.E. SASSWOOD	H.D. KERR	P.A. PEACH	G.S. PEVELEY	L.DIA. DAVIS	A.B. HUGHES
DECK CADET	P.E. SPRINGING		G.A. PRESQUIT		H.G. DUNN	D.P. EYLES
DECK CADET	G.W. KIVELL		P.D. COOD		A. ILLIAMS	G.M. YINGGIE
DECK CADET					J.C. BROWN	
DECK CADET						
DECK CADET						
DECK CADET						
ENGINEER CADET	G.J. BROWN			P. PRICE		A.C. MITCHELL
ENGINEER CADET						M.S. DUNE
VESSEL	PORT ALBERTA CITY	PRINCE RUPERT CITY	TACOMA CITY	VANCOUVER CITY	VICTORIA CITY	
MASTER	L.R. STAINES	K.R. WHITTING	R.I. CRAWFORD	G. GANN	D.A.B. WARDER	
CHIEF OFFICER	D.E. GORDON	B.S. YEMAN	A.P. JAGGERS	D.C.A. NICHOLL	R. MILDREN	
SECOND OFFICER	D.L. SCOTT	T.M. RICHARDSON	E.J. DENN	J.W. GURTON	D.E. STANFORD	
THIRD OFFICER	A.S. JACKMAN	S.W. PRESQUIT	A.A. FIELD	J.M. SMITH	T.S. LAWRENCE	
FOURTH OFFICER		D.P. KIRBY				
ELECTRICAL OFFICER				W.P. HIRSHARD		
RADIO OFFICER	S.J. DUNN	V.P. GILLEN	M.A. AMOS		D.C. SHORT	
JUNIOR RADIO OFFICER						
CHIEF ENGINEER	J. FITZSIMMONS	D.W. AMOS	L.M. WILLIAMSON	D.R. ENGLIS	G. HUGHES	
JUNIOR CHIEF ENGINEER						
SECOND ENGINEER	D.P. JONES	M.R. GREEN	W.A. BRUCE	D. GRAHAM-RUSSELL	R.E. DIAMOND	
JUNIOR SECOND ENGINEER	N.G. SHIRBY					
THIRD ENGINEER		H.N. PENNEY	A. ROBIN	R.C. BUTNER	P.R. EVANS	
JUNIOR THIRD ENGINEER						
FOURTH ENGINEER	T.E.J. SPERRIN	G. MORGAN	T.S. EXTON	E.S. CHAVES	D.R. NICHOLAS	
JUNIOR ENGINEER	K.J. GRACE	G.R. TUCH J/A	W.A. STONE	G.G. WATERS	D.M. W. GIBSONER J/A	
JUNIOR ENGINEER	A.J. EVANS	G.F. RUSSELL				
JUNIOR ENGINEER						
ELECTRICAL ENGINEER	P.G. STOKER	J. KELLY	M.G. DAVIES	B. CANTRELEY	T. WILLOUGHBY	
JUNIOR ELECTRICAL ENGINEER		J. SPENCER J/A				
CATERING OFFICER	J.A. PATRICK	C.P. HARRY	L.B. JUREY	D.C.M. TRINION	P.D. SMITH	
DECK CADET		R.P. FLEET	G.R. GARDNER		M.R. LOWLAND	
DECK CADET	M.A. EVANS	S.M. HUGHES	S.J. YORS		R.N. WILLIAMS	
DECK CADET	R.F. COULSON		P.R. CLACK		A.N. REEMAN	
DECK CADET						
DECK CADET						
ENGINEER CADET	T.W. Mc KIL		A. JONES	M.J. BAKER	P.W. ANDERSON	D.M. GIBSON
ENGINEER CADET					M.P. HENRY	Dist Dec 77

