

# newsletter



NO. 123

APRIL 1980

## H.M.S. "CARDIFF" VISITS HER NAMESAKE

Her Majesty's Ship "CARDIFF" sailed into her Parent Port recently and received a very warm welcome from the citizens of Cardiff and district. The fact that the good weather arrived at the same time meant that many visitors were able to see the ship and record crowds made their way to Cardiff Docks on the "open days". As readers may remember, the first contact with H.M.S. "CARDIFF" was made with Captain Birrell when he was on the "CARDIFF CITY" in the Tyne during the latter part of last year and this liaison has been kept up. As a Company, we are as keen as those aboard H.M.S. "CARDIFF" to maintain and further the contact which our "CARDIFF CITY" initiated. Therefore, the Liaison Officer aboard H.M.S. "CARDIFF" visited our office one afternoon and a few people, including Captain Birrell, who was on leave, were able to visit the ship during her stay.

The City of Cardiff is delighted to have a warship named after it and she received a Civic welcome; the Lord Mayor flying out to meet the ship in Barry Roads aboard the warship's helicopter. It is hoped H.M.S. "CARDIFF" may return to the City in the autumn in time for the City's Seventy-fifth Anniversary celebrations (seems it's a popular year for Seventy-fifth anniversaries!). Brief details of the ship are: She is the sixth Sheffield Class Type 42 Destroyer to enter the service of the Royal Navy. Built by Vickers, but completed by Swan Hunter. Her overall length is 412 ft., and beam 47 ft., and displaces approximately 4000 tons. She is propelled by two Rolls Royce Olympus gas turbines which give a full speed of 30 knots. For cruising speeds, she has two Tyne gas turbines. She carries a Lynx helicopter, new Sea Dart missiles and a 4.5 in. gun.

If those of you at sea should come across H.M.S. "CARDIFF" at any time, please make contact. Her present Commander is Captain B.N. Wilson and he will always be pleased to see anyone from a Reardon Smith ship, or those managed by Reardon Smith. They will be on the look-out for us and, in particular of course, our "CARDIFF CITY", with whom it all started.

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## STAFF NEWS

MARRIAGES: Our congratulations and good wishes to Second Officer Stephen Breedon (now on the "TACOMA CITY") on his marriage to Miss Jane Garland on 1st April. Mrs. Breedon is at present accompanying her husband on the "TACOMA CITY".

Many congratulations and best wishes also to Fourth Engineer Michael Smith, who was married to Miss Christine Wester in Los Angeles, U.S.A., on 1st March.

ENGAGEMENT: Very best wishes and congratulations to Mr. Nick Knight and Miss Gillian Toozer (both of Head Office, Cardiff) on their recent engagement.

SYMPATHY: Our sympathy is extended to Mr. K. Milburn, Chief Officer, on the recent passing of his mother.

RECOVERING: We are pleased to report that Cadet Miller, who was injured when he fell about thirty feet into the hold on the "SAMIA", is progressing very well and hopes to have the plaster removed from his arm very shortly. Cadet Miller has made a remarkable recovery from his accident and we send our best wishes for continued good progress.

RECOVERED: We are pleased to see Mr. Peter Williams, London Office Chartering Department, back with us after his recent minor operation.

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NEW STAFF: We extend a warm welcome to the following who have recently joined us:-

Mr. J.V. Chadwick, Sale and Purchase Department, London Office.

Mr. K. Smith-Jaynes - Electrician      Mr. G.N. Witt - Second Electrician  
Mr. D. Harnett - Second Electrician

Mexican Cadets

Mr. J.A. Wilson-Ricardez - Deck Cadet      Mr. P.E. Castro - Engine Cadet  
Mr. J.L. Vega - Engine Cadet

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EXAMINATION SUCCESSES:

Mr. K.T. O'Higgins - Class I Deck (Masters) :      Mr.D.P.Kirley - Class 2 Deck (1st Mate)  
Mr. K.J. Cribbin - -do-      Mr.D.A.Hayden - Part "A" - 2nd Class  
Mr. A. Keast - Part "A" - 2nd Class Motor      Motor

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THANKS

We have been asked by Mrs. Chris Whitby to include her expressions of gratitude to all those involved in landing her and her husband during her recent illness aboard the "AMPARO". She also wishes to thank all the Officers who have recently left the "AMPARO" for making her voyage so enjoyable and for the beautiful roses which came as such a wonderful surprise. Our apologies to Mrs. Whitby for not being able to include this message last month. Ed.

We have also been asked by Mrs. Laura Godding to thank the former Engineers of the "PRINCE RUPERT CITY" for the beautiful flowers she received. She is sorry she had neither the vase nor the flower-arranging ability to show them off to their best advantage.

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CONTRIBUTIONS TO NEWSLETTER

Our thanks to Mrs. Christine Moore (wife of Fourth Engineer Henry Moore) for her poem of thanks to those aboard the "BIBI".

Part 5 (final part) of "A Short History of Canals". We would once again like to thank Captain Lemon for a most interesting and informative series.

Article from British Sailors' Society about their Children's Home at Rhu, Scotland.

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LATE NEWS

Our congratulations and very best wishes to Captain Jeff Birrell and Mrs. Birrell on the birth today, 24th April, of a son, Scott Sinclair. The baby weighed 8 lbs. 1 oz. and mother and son are doing well. (Father recovering, we are told!)

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VESSEL	CARDIFF CITY	DEVON CITY	FRESNO CITY	NEW WESTMINSTER CITY
Master	T.R.McNulty	J.J.Kalnins	O.J.T.Lindsay	D.C.Griffith-Jones
Chief Officer	D.H.Aubrey	B.R.Hopper	I.Woollard	D.J.A.Nicholl
Second "	P.C.Roberts	N.Davies	A.Thomson	E.Bingley
Third "	J.C.Neale	M.Sesley	P.C.Harding	H.D.Johnson
Radio "	W.P.Cameron	D.C.Short	N.C.Sanders	R.W.McInnes
Chief Engineer	W.Gill	R.M.Paddock	J.Cormack	D.R.Inglis
Second "	D.G.Wediake	H.C.Convery	P.R.Bryant	P.H.Evans
Third "	D.A.Roberts	R.C.Butcher	A.G.Vincent	D.E.Simons
Fourth "	D.C.Pulley	G.J.Brown	D.Caffyn	B.L.Ahern
Junior "	C.G.Fletcher	J.A.Akhurst	P.W.Knibbs	D.Wright
Junior "	M.Morgan		E.L.Lloyd	
Electrician	J.A.Grainger	J.P.Crawford	D.E.Rees	E.M.Bennington
Catering Off.	G.R.Pasmore	R.G.Moylon	N.H.Frost	A.H.Fox
Cadets		G.J.McKenzie	L.P.Jasper	M.J.C.Lockwood
			G.A.Brooks	R.L.Manson
			N.J.Millward	A.M.Francis
				R.Hughes-Jenkins
				J.J.Hudson

VESSEL	PORT ALBERNI CITY	PRINCE RUPERT CITY	TACOMA CITY	WELSH CITY
Master	J.S.Murray	M.E.Jones	D.L.Bell	D.B.Jack
Chief Officer	R.E.Baker	I.C.Stutt	P.M.Baverstock	K.Jones
Second "	T.H.Jowett	P.J.Godding	S.R.Breedon	P.C.Coles
Third "	I.C.Miller	P.D.Codd	P.A.Bullard	A.C.Prosser
Radio "	B.B.Everett	P.D.Hartwell	D.P.Bidmead	M.Wilkinson
Chief Engineer	L.M.Williamson	M.McQueen	M.G.Seaman	R.J.Trigg
Second "	J.B.Hocking	A.Edwards	T.Graham-Russell	W.A.Bruce
Third "	A.Doubler	N.G.Whitby	I.S.Exton	P.D.Slade
Fourth "	S.J.Staines	M.J.Hugill	D.J.Coombes	R.M.Stead
Junior "	H.D.McLundie	A.D.Cowling	J.J.Jones	G.Tucker
Junior "		D.G.Davies	J.Rettalick	J.W.Cable
Electrician	K.W.B.Hampton	T.Willoughby	K.Smith-Jaynes	M.S.Duke
Catering Off.	J.Bonner	P.F.Akers	J.Buckmaster	P.Willmott
Cadets	M.P.Owens	G.M.Kirton		L.B.Surrey
	D.T.Shorthouse	D.W.Gorman		J.A.Thomas
	M.Tully	G.J.Provis		R.E.Parsons
	J.D.Bateman	S.A.Hembury		
	G.Railton			

VESSEL	VICTORIA CITY	AMPARO	SAMIA	JOSEFA
Master	P.J.Boroughs	R.I.Crawford	R.Skinner	L.R.Staines
Chief Officer	K.T.O'Higgins	R.T.Alford	M.J.Bellamy	M.F.Marco
Second "	N.C.Ingram	B.T.Hernaman	M.J.Clarke	A.L.Bruce-Smith
Third "	R.J.Elliott	M.L.Frazer	R.G.Hayton	M.R.Lovibond
Radio "	W.E.Davies	J.R.Mathews	D.R.Wilkinson	R.G.Chugg
Chief Engineer	B.M.Draper	D.Archbold	H.L.Fletcher	J.Scott
Second "	J.N.Haugh	J.King	J.Foots	C.J.Burton
Third "	R.E.Russell	R.M.B.Jenkins	W.R.Shannon	J.H.Davies
Fourth "	D.B.Evans	P.John	G.E.Ashton	S.R.W.Jenkins
Junior "	M.Taylor	D.A.Hayden	K.D.Hill	P.H.Munro
Junior "	J.E.Richardson	S.G.Morris	M.Jones	
Electrician	J.F.Bowman	B.R.Batey	J.T.Lorraine	I.Hughes
Electrician		D.J.C.Harnett	G.N.Witt	
Catering Off.	A.A.Gouldie	L.R.Seabrooke	F.J.Keogh	F.W.Lever
Cadets	C.Taylor	S.J.Laws	R.J.Taylor	
	D.J.F.Carter	M.R.Dunstall	J.Cox	
			J.G.Townsend	

VESSEL	MARIA ELISA	SARA LUPE	BIBI	SILVIA SOFIA
Master	J.C.Lee	R.K.Stuart	W.D.Jones	A.D.Lightfoot
Chief Officer	K.Milburn	P.P.Lewis	A.P.Jaggers	R.V.Duncan
Second "	I.M.Stewart	J.P.Andrews	J.C.Pagler	C.Swindells
Third "	R.K.Villars	G.R.J.Faulkener	A.Tay	A.Williamson
Radio "	S.G.W.Whitmore	K.H.Sellar	D.S.H.Thomson	I.F.Bullock
Chief Engineer	R.Chambers	G.M.Cuthbertson	G.Hughes	J.C.Cullen
Second "	R.U.Bell	D.E.Horne	P.J.Walker	G.J.Griffiths
Third "	R.Thomas	K.D.Aust	W.M.Powell	R.Taylor
Fourth "	K.R.Negele	K.W.Newton	B.J.Pexton	S.C.Ward
Junior "	K.J.O'Brien	M.Richards	A.J.F.Tuck	P.J.Cole
Junior "		S.D.Barron	B.C.Wappler	M.R.Preece
Electrician	K.F.Bean	P.G.Stoker	K.Baines	D.G.Grant
Catering Off.	J.A.Patrick	A.P.Hughes	R.G.White	L.Slawinski
Cadets:	M.Williamson	P.C.Weychan	C.G.Everett	P.Martin
		A.M.Russell	M.R.Hart	C.E.Broad
		R.A.Holloway		

Below are listed Officers at home on voyage leave as at 25.4.80. Every endeavour is made to ensure that the list is as accurate as possible at the time of printing.

**Masters:** R.A.H.Vanner, B.A.G.Boyer, J.Porteous, G.S. Garlick, M.C.Hurst, J.J.Birrell, J.Vaughan, A.L.G.Gosset.

**Chief Officers:** W.G.Wood, D.C.Toon, T.J.Hunter, T.Haxell, J.S.Pearsall, J.E.S.York, M.W.Slayman, A.M.W.Mitchell.

**Second Officers:** J.R.Ashley, N.Jerrum, T.A.Price, G.D.Evans, A.A.Field, J.Henderson, A.K.Smith, K.J.Cribbin.

**Third Officers:** I.Cowan, T.L.Lawrence, J.J.Moore, G.P.Eyles, J.M.Smith, A.P.Morris, D.P.Kirley, G.M.Kivell, C.A.Prescott, A.Abel, T.J.Fuller.

**Chief Engineers:** M.E.Rayner, D.N.Amey, P.W.Evans, D.Harrison, N.B.Shilstone, E.R.Morgan, D.N.Henry, L.G.I.Taylor, J.Fitzsimmons.

**Second Engineers:** G.D.Morgan, R.A.Rees, P.J.Prendergast, M.R.Green, K.D.Morgan, M.J.Yates, R.E.Diamond, N.Nesbitt, T.J.Newell.

**Third Engineers:** A.C.Coombs, A.Hobin, A.J.Budge, D.C.Lewis, M.B.Perrott, M.Causer, K.A.Velda, W.H.Tucker, T.E.J.Sperrin.

**Fourth Engineers:** M.G.Evans, W.A.Stone, A.M.Baxter, A.Price, M.G.Smith, R.H.Moore, C.L.Taylor, A.J.White, G.Gaywood, K.R.Warner, P.Price, W.J.Lait, R.B.Hodgson.

**Junior Engineers:** P.M.Deschamps, K.J.Ayres, A.Keast, A.P.Brandram-Jones, N.C.Williams, K.R.Tonks, J.R.Sampson, M.I.Hurst, R.Godsall, S.H.Hocking, P.N.McCormick, T.A.Savage, C.R.Brennan, T.P.Young.

**Electricians:** D.A.Williams, P.D.Kyle, P.Tyerman, G.Shaddock, D.Osborne, D.G.Jarvis, J.Fernandez, N.J.Doyle, B.Dinning.

**Catering Offs:** R.A.Peach, D.R.Hartshorne, L.Hayward, D.Gowsell, C.J.Harry, D.Kelly, P.P.Delaney, R.G.Pierce, P.D.Smith.

**Radio Officers:** W.P.Budden, R.J.Preece, J.A.Heslop, R.G.Miller, B.J.Carter, E.G.Bromham, M.W.Savory, G.P.S.Watts, R.H.Smith, P.Bradley, P.J.Barker, C.G.Macey.

Officers on sick or study leave as at 25.4.80:- V.F.Cullen, R.P.Graham, R.H.Reed, K.Rowney, M.Murrell, K.Wiltshire, P.L.Mahoney.

Cadets at home on voyage leave, study leave or sick leave as at 25.4.80:- C.K.Lee, R.W.Price, R.W.Davies, M.A.Evans, D.J.Knox, M.S.Morgan, J.M.Vincent, G.D.Randell, P.D.Cocker, S.C.Paskell, I.J.Thomas, T.J.Wood, N.G.Herod, M.I.V.Holman, S.Rawlings, S.N.Beckett, M.J.Hopewell, W.P.Heyman, C.D.Broughton, P.Collins, M.G.Adams, A.R.Parker, C.B.C.Jones, D.R.James, W.E.Wilkins, J.C.Thomas, A.J.Salter, M.R.Penny, I.J.Morgan, D.R.Aldus, B.F.Collings, P.R.Cook, S.F.Lowry, S.F.Broderick, P.A.Vaughan, J.C.Brown, M.Cox, S.J.Voss, R.W.Eacott, N.Boyce, J.M.Coleman, P.G.Connack, G.Sharp, E.J.Naughton, M.P.Spurrell, M.J.Cummins, T.D.Bennett, D.A.Littler, R.Johnson, J.L.Cotton, D.B.Williams, A.P.Miller, M.J.Titley, R.A.Hall.

## SHIPS POSITIONS

As at 24th April, 1980

m.v. "CARDIFF CITY" This vessel, operating under Time Charter account MTO, arrived Basrah Pilot Station 1400 2nd January. From previous report, you will have noted there is very heavy congestion throughout this area and we are still in the same position of not knowing when vessel is likely to berth. When vessel does berth, we would anticipate around 10/12 days discharge time. At the time of going to press, vessels future employment has not yet been decided.

m.v. "DEVON CITY" Operating under Time Charter account Safmarine, this vessel sailed Mobile 5th April for discharge Cape Town, Richards Bay and Durban. Vessel is expected to arrive Cape Town 27th April with probable completion discharge around middle May. On completion discharge, we understand vessel will be required to load Ore at Durban for discharge Brownsville and/or Burnside.

m.v. "FRESNO CITY" This vessel, presently operating under Time Charter account Cast, arrived Shatt al Arab 30th March. Vessel then proceeded to Jebel Ali for lightening, sailing that port 13th April and arriving back at the Shatt al Arab anchorage 14th April. Vessel is now waiting for a berth at Basrah and at the moment it looks as though she will not complete until around middle June.

m.v. "NEW WESTMINSTER CITY" Operating under Time Charter account Salen, this vessel arrived Beira 17th April with expected sailing 24th for Maputo. On completion discharge Maputo, we gather vessel will load Cape Town/Maputo range for discharge U.S. Gulf/Atlantic and as a rough guide we would look for arrival U.S. Gulf around 30th May.

m.v. "PORT ALBERNI CITY" This vessel, presently operating under Time Charter account Canpotex, sailed Vancouver B.C. 18th April having lifted 24701 metric tons Potash, we understand for discharge Pasir Gudang (Singapore) and Colombo. We would anticipate vessel arriving Pasir Gudang around 12th May with probable completion Colombo 5th June. At the time of writing, vessels next employment has not yet been arranged.

m.v. "PRINCE RUPERT CITY" This vessel, operating under Steel Service ST.77, sailed Bridgeport 15th April, cleared Panama Canal 23rd April, giving ETA Long Beach 1800 2nd May. Vessel discharges Los Angeles, Oakland and New Westminster, thereafter having been nominated to operate under Berth Service BS.114, loading Crofton and Vancouver BC for discharge Dublin, London and Rotterdam.

m.v. "TACOMA CITY" This vessel, presently operating under Time Charter account Cast, is expected to complete discharge Basrah pm 25th April, thereafter she proceeds to Dubai for crew change, ETA am 27th. At the time of writing, her future employment, on completion Dubai, has not yet been decided.

m.v. "VICTORIA CITY" Operating under Time Charter account China National, sailed Galveston 20th March with a cargo of Baled Cotton for discharge Hsinkang. We are presently awaiting news of vessels arrival, her ETA having been given as 0900 23rd April. Charterers have indicated vessel will probably berth around 1st May, redelivery 10th. On completion discharge and redelivery Hsinkang, vessel has again been fixed on Time Charter account Canadian Transport and will proceed to Vancouver Island for loading, about 8 days, for discharge Japan.

m.v. "WELSH CITY" Vessel sailed Houston 4th April having lifted 52902 tons Sorghums for discharge Japan. She cleared the Panama Canal 11th April and is expected to arrive Japan 6th May. At this point in time, discharge port has not yet been declared. On present schedule we would look for vessels completion Japan around 10/15th May and at the time of writing her future employment has not yet been arranged.

m.v. "AMPARO" This vessel arrived Le Havre 23rd April and is expected to sail pm 24th for Rotterdam, Antwerp, Bremen, Hamburg, Le Havre and Liverpool, completing Liverpool around 17th May for Vera Cruz, Tampico, Coatzacoalcos and New Orleans.

m.v. "BIBI" This vessel sailed Guaymas 16th April and is expected to arrive San Francisco 2000 23rd for drydocking. It is anticipated vessel will sail San Francisco around 28th April for Guaymas and Ensenada. Expected sail Ensenada around 10th May for Yokohama, Nagoya, Yokkaichi, Osaka, Kobe, Hososhima and Busan, with probable completion Busan around 6th June.

m.v. "JOSEFA" This vessel arrived Vera Cruz 17th April and is expected to sail 26th for Tampico, Coatzacoalcos, Progreso and Mobile. Expected sailing date Mobile around 10th May for Rotterdam, Antwerp, Bremen, Hamburg, Le Havre and Bilbao.

m.v. "MARIA ELISA" Vessel arrived Genoa 23rd April with indicated sailing 29th for Marseilles and Barcelona. On present schedule she should sail Barcelona around 7th May for Vera Cruz, Tampico, Coatzacoalcos and Mobile, thereafter she returns to the Mediterranean, Barcelona, Genoa, Leghorn and Naples.

m.v. "SAMIA" This vessel sailed Le Havre 19th April for Coatzacoalcos, where she is expected to arrive 2nd May. She then proceeds to Vera Cruz, Tampico and New Orleans, sailing New Orleans around 19th May for Rotterdam, Antwerp, Bremen, Hamburg, Le Havre and Liverpool, clearing Liverpool around 19th June.

m.v. "SARA LUPE" Vessel sailed Mobile 22nd April, giving ETA Barcelona noon 7th May. On completion Barcelona, vessel proceeds to Naples, Leghorn, Genoa, Marseilles, returning Barcelona around 30th May. On completion Barcelona, vessel sails around 3rd June for Vera Cruz, Tampico, Coatzacoalcos and Mobile. We would look for vessels sailing Mobile around 11th July for Barcelona as first discharge port.

m.v. "SILVIA SOFIA" This vessel sailed Mazatlan 22nd April giving an ETA Acapulco midnight 23rd. On present schedule she should be sailing 26th for Manzanillo, Lazaro Cardenas, clearing this port 9th May for Manila, Hong Kong, Inchon, Busan, Yokohama, Nagoya, Yokkaichi, Osaka and Kobe with probable completion Kobe around middle June.

## A SHORT HISTORY OF CANALS

### (PART 5)

#### The Future of Canals:

Although canals and inland waterways are no longer the only important means of moving heavy goods, they continue to play a vital role in this regard. For many bulk commodities such as grain, ore, coal and timber, inland water transport still is the most economical. Since the 1960's there has been a resurgence of canal transport in Europe, Asia and North America. Old waterways have been cleaned out, plans for new ones produced, and modernisation projects put in hand.

But there are concerns expressed on the effects man made waterways may have on natural creation. For example, the Erie and Welland Canals in North America opened the way for the sea lamprey into the Great Lakes with disastrous results on the Lakes fish population where commercially valuable stocks were decimated.

Probably the largest and most important new canal construction at present in progress, will connect the Rhine and Danube Rivers. Known as the RMD (Rhine Main Danube) Canal, it will complete a waterway running from Holland to Rumania through eight West and East European Countries.

From the North Sea at Rotterdam the Rhine runs through Holland into West Germany. The new section of canal crosses the Franconian Jura Hills and joins the upper Danube in Austria, thence through Czezechoslovakia, Hungary and Yugoslavia and on to where the Danube forms the border between Bulgaria and Rumania, finally flowing into the Black Sea at Constanza. A total distance of over 3000 miles when complete. There are plans for canal or river links into the main system which will add another half a dozen countries with an interest in the project.

At the moment, the one remaining connecting link to complete the waterway is 100 kilometres of very difficult construction between Banberg and Kelheim and Regensberg in the South West corner of West Germany. This is due for completion in the mid 1980's and the final stretch will take the canal over the Hipolstein, 406 metres above sea level, where the locks are the highest in the world.

Some other interesting statistics of the RMD Canal, it varies between 45 and 55 metres wide, is between 4 and 5 metres deep and will be suitable for "Europa" type ships of 1350 deadweight tons. Bigger ships up to 1500 deadweight tons will be able to use the canal and pusher tug barge convoys up to 180 metres long carrying up to 3300 tons can be accomodated.

Already £500 million has been spent on it but it is estimated to repay its cost in shipping and hydro electric power by the year 2050.

Undoubtedly the RMD canal is the largest and most complex waterway construction in being at this time, but it is certainly not the only one. Old Canals are being re-furbished, modern locking systems are being installed and new canals are being planned and, in some cases, built.



AN ADDENDUM TO "A SHORT HISTORY OF CANALS"

CHINA PLANS "THE WORLD'S LONGEST CANAL"

China plans to construct the World's longest canal to connect Tienchin with coal-rich Inner Mongolia, a Tokyo newspaper reported yesterday.

The newspaper Sankei Shimbun said in a front-page article that the estimated price tag for China's biggest project since the Great Wall is about \$40 billion.

Japan is negotiating with China for construction of the 375 mile waterway between the industrial city of Tienchin and Inner Mongolia from which coal will be transported, the paper said once coal reaches Tienchin port, China will export it to Japan and East Asian countries. Sankei said Japan hopes to secure stable supplies of coal in exchange for its aid in the ambitious canal project.

Nippon Steel, the World's biggest steel maker, was singled out in the Sankei report as one of the Japanese firms involved in the negotiations. The Company declined comment.

China's coal reserves are estimated at 1,438 trillion tons.

Extracted from Lloyd's List, Saturday March 1st, 1980.

I WOULD LIKE TO SAY A BIG 'THANK YOU'  
TO THE M.V. 'BIBI' OFFICERS AND CREW  
FOR A FOUR MONTH TRIP, WHICH WAS TRULY GREAT  
I PROMISED THEM A LETTER  
HOPE ITS NOT TOO LATE.....

AS I LOOK OUT THE WINDOW AT THE HARSH GREY SKY  
I THINK OF THE PAST MONTHS WHICH HAVE BUSTLED BY.  
JOINING THE 'BIBI' IN RATHER A HAZE  
WONDERING WHAT WOULD HAPPEN IN THE FOLLOWING DAYS  
WOULD I BE SEA SICK AND LET THE SIDE DOWN  
OR TUMBLE OVERBOARD AND SLOWLY DROWN?  
BUT I NEEDN'T HAVE BEEN ANXIOUS, I MUST CONFESS  
FOR YOU PUT ME AT EASE WITH YOUR FRIENDLINESS.

ON THE MEXICAN COAST WE HAD GOOD FUN  
TRYING TO SPEAK WITH THE NATIVE TONGUE  
'UNA KUBA LIBRE POR FAVOR, EL BARCO BIBI  
AND MANY MORE  
I OFTEN HAVE PECULIAR DREAMS OF DELICIOUS TACOS AND REFRIED BEANS  
NOW BACK AT HOME MY CULINARY DISPLAY  
IS HADDOCK AND CHIPS FROM THE 'TAKE AWAY'.

YOKOHAMA WAS A SHOPPERS DELIGHT  
THE ISEZAKI CHO WAS A GLORIOUS SIGHT  
WITH CHEAP QUARTZ WATCHES AND CULTURED PEARLS  
AND WALKY TALKY DOGS FOR THE BOYS AND GIRLS  
THE JAPANESE ARE A VERY POLIT RACE  
ALWAYS BOWING, WITH SMILE ON FACE  
ITS AMAZING TO WATCH ALL THE BENDING THEY DO  
YET THEY NEVER GET BACKACHE LIKE ME AND YOU.

I WON'T MENTION ALL OF THE COUNTRIES WE SAW  
OR I WOULD BE SAT HERE FOR EVER MORE  
AND I WILL HAVE TO HASTEN MY VERY SLOW PACE  
BECAUSE THE EDITOR MIGHT NOT LEAVE ME A SPACE

SO ENJOY YOUR LEAVE, ITS WHAT YOU DESERVE  
(A LAZY SUPERNUMMERY, WHAT A NERVE, BASKING IN THE SUN EVERYDAY  
WHILST YOU POOR MEN SLAVED AWAY).

ALL THE BEST EVERYONE, AND THANK YOU.

CHRISTINE P. MOORE (WIFE OF HENRY MOORE, 4TH ENGINEER)

admission, when a family of four had to be accommodated, at short notice, on their mother being admitted to Hospital in Glasgow, whilst their father was aboard a vessel in the Persian Gulf. The family's stay at Rhu Home was a happy one, and their parents were so impressed with the care and attention lavished on their kids that the mother has already indicated that she would like the family accommodated during her next hospitalisation in July!

There are a number of long-term children in care at Rhu permanently, and the British Sailors' Society is acutely mindful of the fact that, with the welfare of children at stake, the Children's Home must never ever be allowed to develop into an Institution.

Every effort is made within the Home to create a cheerful family atmosphere, amidst friendly, comfortable surroundings. Mr. W.E. Barrie, Superintendent at the Home, and his wife, Matron Barrie, along with her dedicated team of Care Staff, do their utmost to prevent the children feeling at a disadvantage in comparison with other young people in the neighbourhood, and all our kids are encouraged to join local youth groups and activities and to take as much part as possible in the life of the local community. The infants attend Rhu Primary School, and the older children are educated at Hermitage Academy, Helensburgh.

The British Sailors' Society will be pleased to be advised of any emergency or long term domestic mishap involving seafarers' children, as over 60 orphaned children are at present being cared for by the Society in/  
in/

in Scotland in their own home environment, and we are deeply committed to their welfare.

This work needs help from the serving seafarer as the British Sailors' Society relies heavily on voluntary contributions and we need your assistance to maintain the Children's Home for seafarers' children. At the present time we receive financial assistance from only a handful of Ship Companies and although we are extremely grateful to the Officers and Crew of these vessels for their support, we feel that we must augment our voluntary income to help the Children's Home at Rhu. If Ship Companies would be willing to accept one of our new Dart Collecting Boxes, the seafarer can use the darts provided and at the same time perhaps give a donation in aid of the Children's Home. These collections should be sent to the Appeals Secretary, care of British Sailors' Society, 236 Clyde Street, Glasgow who will issue receipts and supply new Darts and flights if required.

It is important that the seafarers families are made aware of the first class residential facilities available to them in emergency at the British Sailors' Society Children's Home at Rhu and all enquiries for accommodation should be addressed to the Welfare Officer, British Sailors' Society at the aforementioned address.

The British Sailors' Society exists for the welfare of seafarers and their families and we are most anxious that/

that the facilities available should be fully utilised at the Children's Home in times of domestic upheavel. The Home can also be used for holidays for seafarers' children and this would allow a seaman's wife to accompany her husband on a trip, secure in the knowledge that her children are being well cared for in the British Sailors' Society Children's Home at Rhu.

Yours sincerely,

British Sailors' Society  
Appeals Secretary for Scotland