



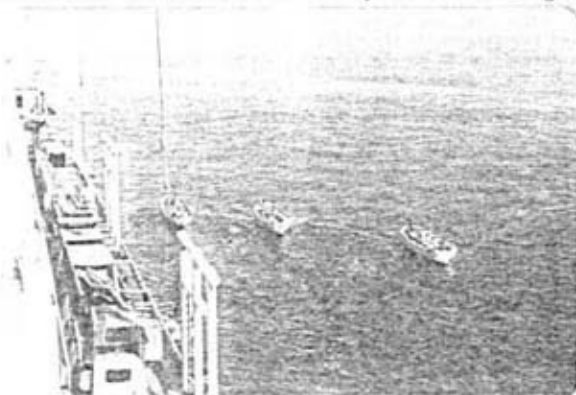
THE GRAND SHATT-AL-ARAB CHARITY BOAT RACE

After over five weeks of the usual "at anchor" routine in the Persian Gulf, it was agreed to hold a Charity Boat Race between the following ships - "CARDIFF CITY" (Hosts), "TACOMA CITY" and "FORT WALSH" (C.P. Ships). A list of rules was drawn up, which included the stipulation that the Cox in each boat should be female and an observer from each ship should ride in a different boat in case of "cheating" (motoring). On the afternoon of the Race, chosen because of near perfect weather conditions, the competing teams from "FORT WALSH" and "TACOMA CITY" motored across to the Host-Ship and, after a pre-race meeting in the Officers' Bar, where the vital draw was made for starting position, the boats lined up at the starting-line.

The course was once around the "CARDIFF CITY" from starboard gangway back to starboard gangway, where all the nonsense started. The draw was to prove decisive, with the "FORT WALSH" inside, "TACOMA CITY" in the middle position and the "CARDIFF CITY" on the dreaded outside. At the rapid clanging of the gong, the race got underway to the strains of such appropriate music as "Sailing" and "Portsmouth" booming out from the "CARDIFF's" monkey-island loud-hailer. On rounding the bow, there was a fiendish surprise awaiting the boats as they kept in close to cut down distance. A fire hose had been lashed in position, directed so as to have maximum effect to the distance dodgers at the break of the foc'sle and again at the poop. However, this did not deter the crews who arrived with the "FORT WALSH" first, a half boat's length ahead of the "TACOMA CITY", with the Hosts making sure no-one followed. Ten Pounds Sterling was the agreement with the winner having the decision as to which charity the £30 would be sent. There followed refreshments in the Officers' Bar, with all concerned having some considerable trouble lifting glasses with rubber-like arms.

FOOTNOTE: Whoever thought this idea up in the first place is still being sought!

"The"
Boat
Race:



STAFF NEWS

BIRTHS: We offer our congratulations to Mr. & Mrs. Cribbin (Second Officer, "SAMIA") on the birth of a son, Colm, on 28th May. Young Master Cribbin weighed in at 8lb. 2 oz.

Our congratulations also to Mr. & Mrs. D.C. Pulley (Fourth Engineer) on the birth of a daughter Claire Anne, weighing 6 lb. 9 1/2ozs. on 16th June at Bristol Maternity Hospital.

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MARRIAGES: Congratulations and best wishes are extended to the following on their marriages:

Miss Kim Welfare (Purchasing Department, Head Office) to Mr. Derek Purbrick at St. Peter's Church, St. Fagans, Cardiff, on 7th June.

Cader M.A. Evans to Miss Maree Eileen Pinczak at St. Mary's Church, Llanllwch, Carmarthen, on 31st May.

Mr. R.E. Diamond to Miss Hazel Morris at Llanelli Church, Gilvern, Gwent, on 24th May. Mr. & Mrs. Diamond would like to thank Captain Griffith-Jones and Officers of the "NEW WESTMINSTER CITY" for their generous wedding gift.

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OBITUARIES: Mr. Tom Thistleton (Second Officer, retired). It is with regret that we record the passing of Mr. Thistleton in hospital on 15th May. Mr. Thistleton joined the Company in 1955, his first vessel being the "MADRAS CITY", which he joined on 22nd November, as Second Officer. He was serving aboard the m.v. "CORNISH CITY" when that vessel was seriously damaged by fire in December 1962. Mr. Thistleton was affectionately known by all for his "old black beret" and his mug of tea at midnight. Many a Third Officer will remember him for telling them - "If you can stand the spoon up, then you can make tea". His last ship was the "AMPARO", which he left in March 1976 and he retired at the end of May 1976. Mr. Thistleton was always keen to show Cadets and Junior Officers the basic skills of seamanship and, for this, he will always be remembered with affection and gratitude.

Mr. Matthew Dawson (Electrician, retired). We are also very sorry to record the passing of Mr. Dawson on 15th June at the age of 84. Mr. Dawson joined the Company in 1936 as an Electrician on the "SANTA CLARA VALLEY" - the first Doxford motorship we owned, serving in that vessel for 47 months 11 days. He left just a few months before that ship was bombed and sunk in the evacuation of troops and equipment from Greece. He then served on various Company vessels, almost all for incredibly long periods, by present-day standards. He served two periods on the "ATLANTIC CITY", the first for 41 months 15 days and the second for 54 months 11 days; almost 96 months in two tours of duty. With such long voyages, personalities were of critical importance and "Matt's" pleasant personality and unfailing good humour did much to win the regard of those with whom he sailed. He retired in 1960 - a state well and truly earned.

To the families of both Mr. Thistleton and Mr. Dawson, we extend our deep and sincere sympathy in their loss.

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NEW STAFF: A warm welcome is given to the following:-

Miss Christine Hickman, Shorthand Typist, Personnel Department, Head Office.
Mrs. Janet Kettle, Telex Operator, Head Office.
Mr. David Sullivan, Telex Operator, Head Office.

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EXAMINATION SUCCESSES: We congratulate the following on obtaining their Certificates:-

Mr. K. Cribbin and Mr. B. Hernaman - both Masters Class 1 Deck.

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EXCHANGE VISITS: An exchange visit is taking place between a member of our London Office Chartering Department and the Chartering Section of South African Marine Corporation, Cape Town. Mr. John Waller of Safmarine's Bulk Division is spending three months in our London Office, to see Chartering operations from the London end. At the start of this visit, Mr. Waller spent two weeks in Head Office prior to London, during which time he was able to get to know Head Office staff and managed to sample a little of the Welsh hospitality. We wish him well with our London colleagues.

Whilst Mr. Waller is in London, Mr. John Dann of our London Chartering Department, will be based for the same period in Safmarine's Bulk Division in Cape Town, seeing activities from the South African view. We have no doubt that Mr. Dann will enjoy his visit to Cape Town and we are sure that our South African friends will be able to provide Mr. Dann with better weather than we have managed for Mr. Waller!

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DONATIONS TO CHARITY

We would like to thank Captain J.S. Murray and his Officers aboard the m.v. "PORT ALBERNI CITY" for their donation of £33 to the Sailors' Children's Society, Newland, Hull. These are always gratefully received.

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BOUQUETS

We were very pleased to receive a nice letter from the Ship Surveyor, Department of Trade, Liverpool, with whom we had dealt in connection with the change of Registry of the m.v. "BIBI". His last paragraph reads - ".....I would like to express my appreciation of the co-operation and assistance rendered to me by the ship's company during the surveys. It was a pleasure to work in such a well-organised atmosphere". We are always pleased to receive bouquets! Ed.

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Our thanks to the "CARDIFF CITY" for the following contribution - Extract from the Front Page of the Shatt Al Arab Sketch:

C.P. SHIPS AND REARDON SMITHS MERGE TO OPEN
SUPERMARKET CHAIN IN PERSIAN GULF.

The "FORT WALSH" branch of C.P. Ships and the "CARDIFF CITY" branch of R.S.L. have been dealing heavily in their new joint venture into the Supermarket chain in the Shatt-Al-Arab area of the Persian Gulf. No shares have yet been quoted on the Stock Exchange at the time of going to press, but with being first in this field, beating all the other giants - "Tesco", "Co-Op" and "Sainsbury's", etc., it is expected that the first six-monthly report, which is due shortly, will show an excellent return on investments. So, when shopping up the Shatt-Al-Arab, remember - this Company delivers in all weathers and at all times, day and night; service guaranteed by the friendly boat boys Rogers/Montgomery and Morgan/Haxell - experienced boatmen.

Directors.....J. Rogers - J.J. Birrell.
Transport Managers - M. Montgomery, T. Haxell - E.R. Morgan
Store Managers - E. Short - D. Gowsell.

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CONTRIBUTIONS TO NEWSLETTER

Interest has recently been shown in the Reardon Smith Cricket Club and its activities and a request has been received for information regarding fixtures, in order that, perhaps, local readers may be tempted to support the matches. Attached is some information on the Cricket Club, together with future fixture list and, if anyone is able to come along to the matches, they will be very welcome.

Life on Board a Sailing Ship in Nelson's Time: We are once more indebted to Captain Lemon for this article, which we are sure readers will find most interesting.

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SLIMMING, SIR?

A recent report by the Southern California Medical Association pointed out that proper weight control and physical fitness cannot be attained by dieting alone. Too many of us fail to realise that calories can be burned off by the hundreds by engaging in strenuous exercises that are common to Managers:-

Beating around the bush	75 calories	Jumping to conclusions	100 calories
Throwing your weight around	300 "	Making mountains out of	
Flying off the handle	225 "	molehills	500 "
Wading through paperwork	300 "	Running around in circles	150 "
Chewing nails (fingers)	200 "	Jogging your memory	125 "
Pushing your luck	250 "		

(With acknowledgment to P. & O's Travel Times magazine).

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LATE NEWS: We have just heard from Captain G.S. Garlick that his father passed away recently. We extend our sincere sympathy to Captain Garlick and his family at this sad time.

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VESSEL	MARIA ELISA	BIRI	SILVIA SOFIA
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Master	J.C. Lee	W.D. Jones	H.C. Hurst
Chief Officer	E. Milburn	A.P. Jaggars	H.W. Slayman
Second "	L.H. Stewart	J.C. Pagler	T.A. Price
Third "	R.K. Villiers	J.M. Smith	A.P. Norris
Radio "	S.G.W. Whitmore	D.S.H. Thomson	W.P. Sudden
Chief Engineer	E. Chaulers	C. Hughes	J. Fitzsimmons
Second "	R.D. Sell	F.J. Walker	K.C. Morgan
Third "	E. Thomas	W.M. Powell	E.A. Velde
Fourth "	E.E. Hagele	E. Newton	E.H. Moore
Junior "	E.J.O'Brien	A.J.F. Tuck	J.W. Sampson
Junior "		M. Richards	T.A. Savage
Electrician	E.F. Bean	E. Strives	D.A. Williams
Catering Off.	J.A. Patrick	F.G. White	L. Hayward
Gadets	M. Williamson	C.G. Everett	D.B. Williams
		M.R. Best	J.L. Gotton

Below are listed Officers at home on voyage leave as at 30.6.80. Every endeavour is made to ensure that the list is as accurate as possible at the time of printing.

Masters:	R.A.P. Younger, W.E. Jones, E.E. Stuart, J.J. Birrell, J. Vaughan, A.D. Lightfoot, D.C. Griffiths-Jones, G.S. Gerlich
Chief Officers:	P.M. Noveraichuk, T. Howell, J.E.S. York, A.M.W. Mitchell, D.J.A. Nicholl, K.Y. Duncan, P.P. Lewis, J.C. Stutt
Second Officers:	A.A. Field, T.L. Lewynson, C. Swindells, M.J. Clarke, J.P. Andrews, P.J. Gidding
Third Officers:	I. Cowie, A.G. Prosser, E.J. Elliott, A. Tay, P.D. Godd, A. Abel, W.D. Johnson, R.G. Hayton, G.R.J. Faulbener
Chief Engineers:	M.C. Seaman, E.S. Shiltone, E.W. Morgan, M.McQueen, L.M. Williamson, G.M. Cuthbertson, J.C. Cullen, M.I. Fletcher
Second Engineers:	D.E. Horne, J.J. Hocking, W.A. Bruce, E.Z. Diamond, N. Nashitt, G.J. Griffiths, E. Ewary, R.A. Bees
Third Engineers:	H.B. Pettitt, M. Gasser, D.F. Simons, P.D. Siede, A. Doublar, E. Taylor, R.D. Aust, W. E. Shoman
Fourth Engineers:	S.J. Straines, W.A. Stott, R.H. Stead, K.W. Newton, C. Gaywood, S.C. Ward, S.J. Heslop
Junior Engineers:	R.D. McIndrie, K. J. Ayres, K.R. Tonks, G.J. McKenzie, D. Wright, M.F. Proctor, S.C. Woppler
Electricians:	D.G. Jarvis, E.W.S. Hampton, E. Smith Jaynes, E. Bennington, F. Tyerman
Catering Officers:	J. Fomer, L. Slawinski, D.R. Hartshorne, D. Gossell, A.H. Fox, F.W. Lever, F.F. Akers, L.B. Surrey
Radio Officers:	E.J. Prender, J.A. Heslop, V.F. O'Brien, I.F. Bullock, S.B. Everett, C.G. Hacer, R.W. McInnes, G.F.S. Watts, R.H. Smith, K.H. Sellar

Officers on sick or study leave as at 30.6.80:

R.H. Reed, E. Rowney, J.S. Murray

A.P. Brandram-Jones

Gadets at home on voyage leave, study leave or sick leave as at 30.6.80: C.K. Lee, D.J. Knox, M.S. Morgan, P.D. Gorker, L.C. Faskell, I.J. Thomas, T.J. Wood, N.G. Herod, M.I.V. Holman, S. Rawlings, S.W. Peckart, H.J. Rogswell, W.P. Norman, C.D. Broughton, P.Collins, M.G. Adams, A.R. Parker, C.B.C. Jones, R.H. Jones, W.E. Wilkins, J.C. Thomas, A.J. Salter, M.R. Penny, I.J. Morgan, D.B. Aldus, S.F. Collings, P.H. Cook, S.F. Lowry, S.F. Broderick, P.A. Vaughan, J.C. Brown, M. Cox, S.J. Voss, E. W. Scotton, N. Boyce, J.M. Coleman, P.G. Gunnick, C. Sharp, E.J. Naughton, M. P. Spurrell, M. J. Gammings, T.D. Bennett, D.S. Williams, A.P. Miller, K.A. Hall, P. Martin, C.L. Broad, S.J. Laws, M.W. Dunstall, E. W. Price, P.C. Wychan, A.M. Fussell

VESSEL	GARDIFF CITY	DEVON CITY	FRESNO CITY	NEW WESTMINSTER CITY
Master	T. B. McHulty	J. J. Kainins	G.J.T.Lindsay	A.L.C.Gossett
Chief Officer	D.H. Ashby	E.R. Ropper	I. Woollard	T. J. Hunter
Second "	F.C. Roberts	M. Davies	A. Thomson	N. Jerrum
Third "	J.C. Neale	M. Sealey	F.C. Harding	G. M. Kivell
Radio "	W.P. Cameron	D.C. Short	M.C. Sanders	D.J. Garter
Chief Engineer	W. Gill	S.M. Paddock	J. Gormack	M.E. Kayner
Second "	D.C. Wedlake	S.C. Convery	P.R. Bryant	P.H. Evans
Third "	D.A. Roberts	E.C. Dutcher	A.C. Vincent	W.H. Tucker
Fourth "	A.J. White	C.J. Brown	D. Caffyn	P. Price
Junior "	C.G. Fletcher	J.A. Akhurst	P.W. Knibbs	E.J. Ayers
Junior "	M. Morgan	S. Goodall	E.L. Lloyd	M.C. Williams
Electrician	J. A. Grainger	J.P. Crawford	D.E. Rees	J. Fernandez
Catering Officer	G.R. Pasmore	E.G. Moylon	N.H. Frost	C.J. Merryly
Cadets	R.W. Davies		L.F. Jasper	F.Martin
			C.A. Brooks	M.R. Donstall
			N.J. Millward	S.J. Laws

VESSEL	FORT ALBERNI CITY	FRINGE EXPERT CITY	TAQOMA CITY	WELSH CITY
Master	J. Porteous	S.A.C. Boyer	D.L. Bell	D.F. Jack
Chief Officer	R.E. Baker	W. Wood	K.C. Toon	E. Jones
Second Officer	A.K. Smith	T.H. Jowett	S.R. Eredon	P.C. Coles
Third "	J.J. Moore	C.A. Prescott	P.A. Bullard	G.P. Kyles
Radio "	E.G. Miller	F.D. Hartwell	D.P. Bidead	E.G. Bromham
Chief Engineer	L.G.J. Taylor	P. W. Evans	F.H. Amey	R.J. Trigg
Second "	F.J. Prendergast	A. Edwards	T.Graham-Russell	M.R. Green
Third "	A.C. Goomb	N.G. Whithy	L.S. Eston	D.C. Lewis
Fourth "	M.G. Evans	M.J. Huggill	D.J. Goombes	W. Lait
Junior "	F.M. Deschamps	A.D. Cowling 4/E	C.R. Brannon	A.N. Baxter 4/E
Junior "	F.N. McCormick	M.G. Smith 4/E	J. Hettalick	E. Warner 4/E
Electrician	B. Dinning	T. Willoughby	G. Shaddock	F. Willmott
Catering Off.	R.A. Peach	F.F. Delaney	J. Buchmaster	R.L. Pierce
Cadets	D.T. Shorthouse	C.M. Kirtom		J.A. Thomas
	M. Tully	D.W. Gorman		R.E. Parsons
	J.D. Bateman	G.J. Provis		
	G. Kellton	S.A. Hembury		

VESSEL	VICTORIA CITY	AMFARO	SANIA	JOSEFA
Master	F.J. Boroughs	R.I. Crawford	R. Skinner	L.R. Staines
Chief Officer	K.T.O'Riggins	B.T. Alford	M.J. Bellamy	J.S. Peersall
Second "	M.C. Ingram	B.T. Hermannan	K.J. Crithbin	J.E. Ashley
Third "	I.C. Miller	M.L. Frazer	T.J. Fuller	M.R. Lovibond
Radio "	M.W. Seavory	J.F. Mathews	F. Bradley	E.C. Chogg
Chief Engineer	S.M. Draper	D. Archbold	D.M. Henry	D. Harrison
Second "	G.D. Morgan	M.J. Yates	J. Foots	C.J. Burcom
Third "	R.E. Russell	R.W.B. Jenkins	T.R.J. Sperrin	J.H. Davies
Fourth "	D.B. Evans	P. John	C.R. Ashton	C.L. Taylor
Junior "	M. Taylor	D.A. Hayden	K.D. Hill	A. Keast
Junior "	D.G. Davies	S.G. Morris	N.S. Daks	
Electrician	J.F. Bowman	B.R. Batey	J.T. Loraine	D. Osborne
Electrician	N.J. Doyle	G.J.C. Harnett		
Catering Off.	A.A. Gouldie	L.R. Seabrooke	F.J. Keogh	F.D. Smith
Cadets	C. Taylor	R. Johnson	M.A. Evans	
	D.J.F. Garter	D.A. Littler	J. Cox	
			J.G. Townsend	

SHIPS POSITIONS

As at 23rd June, 1980

m.v. "CARDIFF CITY" This vessel, presently operating under Time Charter account IVS, is expected to arrive Durban 24th June to load Anthracite and Chrome Ore, thence proceeds to Richards Bay to complete with Titanium Slag for discharge Rotterdam. On present schedule, we would look for vessels sailing Durban 28th June, giving ETA/D Richards Bay 28/29th. Vessel then proceeds to Rotterdam, where we would expect her arrival around 20th July with probable completion 23rd. At this stage vessels future employment has not yet been decided.

m.v. "DEVON CITY" This vessel, operating under Time Charter account Safmarine, sailed Baton Rouge 21st June and is expected to arrive Brownsville 23rd, where about 4 or 5 days will be required for discharge. Thereafter we gather vessel will load Tampa, Savannah, Wilmington NC and Portland (Maine) for discharge South Africa. At this stage, it would appear Durban will be the first port, ETA around second week of August. Vessels cargo is likely to consist of Phosphate, Bulk Clay and Baled Wheat Pulp. On completion discharge South Africa, vessels next business has not yet been finalised.

m.v. "FRESNO CITY" This vessel, operating under Time Charter account Cast, arrived Wallaroo 7th June to load 19800 Metric Tons Bagged Barley and Packaged Bungalows for discharge Red Sea, possibly Jeddah and Aqaba. There is also a possibility of vessels calling Fremantle to load. According to Time Charterers, vessel is likely to sail Wallaroo around 9th July and on this basis we would look for her arrival, say Jeddah, around 29th, her completion date being uncertain as we are not at all sure whether vessel will be proceeding to Jeddah and Aqaba, Jeddah only, or even other Red Sea ports. Vessels future employment has not yet been arranged.

m.v. "NEW WESTMINSTER CITY" This vessel, operating under Time Charter account Salen, arrived Burnside 16th June and after completion discharge proceeds to another U.S. Gulf port to load a cargo of Grain for China. The indication is, vessel will load at Reserve Elevator with a possible four days berthing delay. On this basis, we would look for her sailing Reserve around 29th June giving arrival China 1st August with completion around middle August, thereafter her next employment has not yet been finalised.

m.v. "PORT ALBERNI CITY" Operating under Time Charter, account IVS, this vessel arrived Durban 19th June and sailed 22nd having lifted 10708 tons Maize Pellets 3375 tons Phosphate, 3509 tons Vanadium Slag plus 316 tons drummed Vanadium Slag on deck. Vessel arrived Richards Bay 22nd, berthed 23rd and is expected to sail 25th for Rotterdam and Brake, giving ETA first discharge port, Rotterdam, around 16th July.

m.v. "PRINCE RUPERT CITY" Operating under Berth Service BS114, this vessel sailed Vancouver BC 29th May with 22121 long tons Forest Products for discharge Dublin, London, Rotterdam and Emden. Vessel cleared the Panama Canal 12th June and is expected to arrive Dublin Pilot 1700 26th. On this basis we would look for her sailing 3rd July, giving ETA/D Tilbury 5/11th, Rotterdam 13/15th and Emden 16/17th. On completion discharge at Emden, vessels next employment has not yet been arranged.

m.v. "TACOMA CITY" This vessel arrived Amsterdam Layby berth ADM Dockyard, 1615, 10th June and is expected to undock 26/27th. After undocking vessel has been fixed by Celtic Bulk Carriers for a Transatlantic round voyage, delivery DOP Amsterdam. She has been scheduled to operate under Service EC.19, loading Antwerp for discharge Providence, Bridgeport, Camden and Baltimore. Based on commencing load Antwerp 27th June, we would look for her final completion Baltimore around 21st July. Her next business, after completion discharge Baltimore, has not yet been decided.

m.v. "VICTORIA CITY" Operating under Time Charter account Canadian Transport, vessel arrived Osaka 22nd June and is expected to complete 23rd, thence Hakata 24/25th and Niigata 27/27th. On completion discharge Niigata, vessel proceeds to Kobe for drydocking and repairs for about 14/15 running days, giving a free date Kobe around 15th July, thereafter vessels future business has not yet been decided.

m.v. "WELSH CITY" Vessel sailed Tacoma 9th June having lifted 52500 long tons Corn. She arrived Kobe 1100 23rd June and is expected to sail 28th for Hakata, with earliest completion date being 4th July. On completion discharge at Hakata, vessels next employment has not yet been arranged.

m.v. "ANPARO" This vessel sailed Vera Cruz 16th June, arriving Tampico 18th with probable sailing 21st for Coatzacoalcos, thence Mobile. On present schedule vessel should sail Mobile around 2nd July for Barcelona, ETA 15th thence Naples, Leghorn, Genoa, Marseilles and Barcelona, sailing Barcelona around 6/10th August for Vera Cruz, Tampico, Coatzacoalcos and Mobile.

m.v. "BIBI" This vessel arrived Yokosuka 22nd June and is expected to sail 24th for Yokohama, thence Kobe, Kanda and Kure. On present schedule vessel sails Kure around 3rd July for Guaymas, Mazatlan, Manzanillo, Acapulco and Central American ports.

m.v. "JOSEFA" This vessel sailed Le Havre 1515, 16th June and is expected to arrive Vera Cruz 1st July, thence Tampico, Coatzacoalcos, Progreso and Mobile, sailing Mobile around 16th July for Rotterdam, Antwerp, Bremen, Hamburg, Le Havre and Bilbao. On present schedule, vessel sails Bilbao 20th August for Vera Cruz, ETA 3rd September, thence Tampico, Coatzacoalcos, Progreso and New Orleans. On completion at New Orleans, around 19th September, vessel returns to Rotterdam.

m.v. "MARIA ELISA" Vessel sailed Tampico 8th June and is expected to arrive Barcelona 29th, thence Genoa, Leghorn and Naples. On completion Naples, vessel proceeds possibly to Greece for drydocking, before delivery to new owners.

m.v. "SAMIA" This vessel arrived Rotterdam 21st June and is expected to sail 25/26th for Le Havre, Liverpool and Vera Cruz. On completion Vera Cruz, vessel then transfers to the Mediterranean Service, loading Vera Cruz, Tampico, Coatzacoalcos and Mobile for Barcelona, Genoa, Leghorn and Naples. On present schedule it looks as if vessel will complete Naples around very end of August, thereafter arrangements have been made for her to drydock through 1/10th September.

m.v. "SILVIA SOFIA" This vessel arrived Innoshima 21st June for drydocking and repairs. She is expected to complete drydocking around 4th July, thereafter she is scheduled to load at Mill Ports 6/10th June, thence Kobe, Nagoya, Yokosuka and Yokohama, sailing Yokohama around 20th July for Ensenada, Manzanillo, Acapulco and Central American ports. Based on ETA Ensenada 3rd August, present schedule shows vessel completing CA ports around 18th.

REARDON SMITH CRICKET CLUB.

The Club has at the moment 24 playing members and with league and friendly games hope to complete over 30 fixtures before the season ends in September.

Up until now 11 games have been completed with 5 wins and 6 losses but with a greater competitive edge to all games this season it is felt that these results are quite encouraging. To name a few members who up until now have distinguished themselves on the field of play : John Jones and John Radcliffe for their exceptional consistency with the bat : Dennis Matthews for his prolific wicket taking and general hostility with the ball : John Lewis and Gary Hayes for the great strides they have made with their respective techniques over the past year.

Fixture List

June 24th	v	BBC (Wales)	St. Fagans
June 25th	v	C.R.O.	Caedelyn Park
June 30th	v	David Morgans	Pontcanna
July 1st	v	Llantwit Major Cavaliers	Llantwit Major
July 2nd	v	London Office	Wokingham, Surrey (Gower Cup)
July 8th	v	Touche Ross	St. Fagans
July 10th	v	Llantwit Major C.C.	Llantwit Major
July 15th	v	GKN	Sloper Road, Cardiff
July 21st	v	David Morgans	Pontcanna
July 22nd	v	Dow Corning	St. Fagans
July 26th	v	Bishops Frome	Bishops Frome (Hereford)
July 31st	v	Marshfield	Heath Park, Cardiff
August 5th	v	Llantwit Major Cavaliers	St. Fagans
August 7th	v	Maritime Studies UWIST	Taybont, Cardiff

After this date proposed fixtures have yet to be finalised.

Other dates for your diaries are the Annual Dance, Saturday August 2nd At Trivetton Barn, Peterston Super Ely All are welcome, tickets available from any Committee member.

Gower Cup

The Chairman, Mr. C.R. Chatterton, has kindly donated the above trophy to the winners of the annual Cardiff Office - London Office match, the holders at the moment being Cardiff Office. This year's fixture is on Wednesday 2nd July, 1980 at The Royal

Merchant Navy School, Wokingham, and the game will no doubt be as fiercely contested as last year when Cardiff Office triumphed in a very close finish.

The Club is planning on introducing 'Social Membership' to the Club, price 50 pence a year. Please contact Mr. P. Seattie, Club Secretary, for further details.

R.S.C.C. Committee

Mr. J.P. Reardon Smith	Chairman
Mr. F. Leavers	Captain
Mr. P. Seattie	Secretary
Mr. C. Mundell	Treasurer
Mr. D. Matthews	Vice Captain
Mr. J. Jones	Selector

LIFE ON BOARD A SAILING SHIP IN NELSON'S FLEET
(AS SEEN THROUGH THE EYES OF A THIRTEEN YEAR OLD IN 1780).

Life on board a sailing ship during the 18th Century was very very hard.

Sailors were very badly fed, with the same food day in and day out. Their meal consisted of hard biscuits which had little beetles inside, and tough meat which was often rotten before it was served. Many sailors died from scurvy, the lack of fruit juice and vegetables. They had water to drink which was kept in barrels and often that was all slimy and polluted because it was taken from a river. Rum was drunk too to take away the foul taste of the water, for when sailors joined the Navy they were promised a ration of rum a day.

Most of the time sailors didn't get their share of food because of the quarter masters. They were men who were sent out to get food for the ship. They often kept half the money given to them by the government and so didn't get the full amount of food required.

There were many mutinies on various ships and you can understand why. The living quarters were in the home of the guns. In between the guns the sailors had their hammocks and there was often a dozen men in between each cannon. A mess-table was let down from above. It was extremely cramped.

Punishments were frequent and a sailor who survived a flogging was very strong. They were flogged for very little things and 100 or 150 strokes of the 'cat of nine tails' was not uncommon. If the flesh had been torn off a man's back then he would be sent down below to recover and when he was better he would receive the rest of his floggs.

Work at sea was very hard too. It needed forty seamen to let in and out each sail, and the anchor needed just as many to handle it too.

Treatment to ship's was almost as harsh as treatment to sailors. In 1782 ROYAL GEORGE sank whilst at anchor in spithead, nine hundred sailors drowned.

Sailors pay was very poor, a shilling a month and even then they were only paid when they got back to the same port they left in the beginning. Very often the owner of the ship would avoid the port and so the sailors didn't get their pay most of the time. Sailors who were ill or wounded didn't even get paid.

Sailors and soldiers alike had to be forced to join the Army or Navy because many of them knew what life was like. Because so many more men were needed to fight in the Navy 'press gangs' who were Impress Officers came round all the pubs and toured streets and with swords forced men to join the Navy.

In the Army it was different, recruiting sergeants came round and put a shilling into the hands of drunks and so they willingly came to join because they didn't know what they were doing.

In 1795 Quota men were introduced which meant that every town was responsible to find men to join the Army or Navy. This seemed a good idea except that instead of getting sensible good men, they got men from jails, men who were homeless and unemployed so this made life in ships even harder as so many fights and quarrels arose.