



90TH ANNIVERSARY OF THE DIET

It seems to be the year of anniversaries - our own Seventy-fifth and also that of the Automobile Association; Cardiff's seventy-five years as a City and the Twenty-fifth Anniversary of the Duke of Edinburgh's Award Scheme, just to name a few. Now we have news of the 90th Anniversary of the Diet. We are grateful to Mr. E.W. Walmsley, Second Officer, "SILVIA SOFIA" for this information:

A 50 Yen postage stamp has been issued on 29th November 1980 to commemorate the 90th Anniversary of the opening of the Japanese Diet. The history of the Japanese Diet goes back to 1890 when the first Imperial Diet was convened on 29th November following the General Election held in July, based on the Imperial Constitution promulgated in February, 1889. The Diet then constituted of the House of Peers and of Representatives. The House of Peers was formed by the Imperial Family, peers and members appointed by the Emperor, equal in status to the House of Representatives except that the latter enjoyed the right to prior deliberation on budget bills. With the promulgation of the new Constitution after the war, the Diet was defined as the highest organ of state power and the sole law-making organ of the State. The Diet was to consist of two Houses, namely, the House of Representatives and the House of Councillors, consisting of members elected by the people. The House of Representatives was to be superior to the House of Councillors in that the former was to have the right to designate the Prime Minister and to consider the budget.

The quorum of the Diet is 511 for the House of Representatives and 252 for the House of Councillors. The stamp was designed to present a bright image of the Diet building arranged with doves, the symbol of peace.

(Unfortunately we cannot reproduce the stamp in colour, but readers may be interested to know that the colour is lemon. Ed).

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STAFF NEWS

BIRTHS: We congratulate Third Engineer N.G. Whitby and Mrs. Whitby on the safe arrival of a daughter, Angela Jane on 28th November. The baby weighed 9lb. 9 ozs. Mr. & Mrs. Whitby would like to thank the Officers aboard the m.v. "JOSEFA" for the lovely bouquet of flowers sent to Mrs. Whitby.

Our congratulations also to Mr. D.J. Coombes and Mrs. Coombes on the birth of a daughter, Judy, on 6th December. Judy weighed 7lb. 1 oz. Mr. Coombes is a Fourth Engineer.

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IN HOSPITAL: Our best wishes to Captain M.B.G. Thomas, who is at present in hospital undergoing tests. We look forward to seeing him back in the office shortly.

Best wishes also, to Miss Jane Proctor, a Telephonist at Head Office, who has had an operation on her tonsils. We hope she will make a good recovery and be able to enjoy her Christmas fare, despite a sore throat.

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INDISPOSED: We send our best wishes to Commodore M.J. Higgins and Mr. W.H. South, both Pensioners, after their recent operations. We trust they will both soon be fit again.

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NEW STAFF: We welcome Mr. Paul Mabbett to the Company. Mr. Mabbett joined Head Office staff on 1st December and is Assistant Contracts Superintendent in the Technical Department.

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OBITUARY: We offer our sincere condolences to Captain L.R. Staines on the recent passing of his father.

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EXAMINATION SUCCESSES: We extend our congratulations to Mr. R.W. Davies on obtaining Class 3 (Deck) Certificate.

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"CARDIFF CITY" - POOL SYNDICATE

Captain Birrell advises a "major" Pools win Second Dividend of £3.25 has been donated to Doctor Barnado's Homes for Children. Our thanks to Captain Birrell and Officers for this donation and good luck for a larger dividend next time!

SAILORS' CHILDREN'S SOCIETY

Captain Gosset and the Officers of the m.v. "NEW WESTMINSTER CITY" made a collection for the above Society. A cheque for £42.50 was forwarded to them and we would add our thanks to those aboard the "NEW WESTMINSTER CITY" for this generous donation.

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ATTACHMENT TO NEWSLETTER

Our thanks once again to Captain Lemon for the interesting article on "Boatmen".

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We wish all our readers, both at home and away, a very Happy New Year and good luck and prosperity in 1981.

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SHIPS POSITIONS

As at 17th December, 1980

m.v. "CARDIFF CITY" Presently operating under Time Charter account Seaboard, sailed St. John NB 0042, 12th December having lifted at that port a cargo of Pulp for discharge St. Louis du Rhone. Vessel is expected to arrive St. Louis du Rhone around 23rd December where about one day is expected to be occupied discharging this parcel. On completion St. Louis du Rhone, vessel proceeds to Genoa, thence Naples, completing Algiers.

m.v. "DEVON CITY" This vessel, operating under Time Charter account Safmarine, arrived Durban 8th December and is expected to complete cargo operations at this port around 20th. On completion Durban, vessel proceeds to Port Elizabeth to load a cargo of Manganese Ore for discharge Kvinesdal (South Norway). Based sailing Durban 20th December, ETA/D Port Elizabeth 21/22nd with probable arrival Kvinesdal around 12th January. On completion discharge Kvinesdal, possibly 18th January, vessel redelivers passing latitude of Hamburg, about 20th January.

m.v. "FRESNO CITY" This vessel is operating under Time Charter account Cast. She sailed Dammam 15th December in ballast for Adelaide, where she is scheduled to lift a cargo of Grain for discharge Dammam or Jeddah. We would expect vessel to arrive Adelaide around 31st December, possibly sailing 7th January, giving ETA Dammam/Jeddah 2/4th February, with completion 10/15th. On completion discharge of this cargo, Time Charterers have not yet arranged her next employment.

m.v. "NEW WESTMINSTER CITY" Sailed Vancouver 3rd December **having** loaded 21973 tons Potash for discharge India. Vessel will be calling Singapore around 31st December for bunker replenishment and at this stage we do not know whether she will be ordered to East or West Coast India to discharge. We understand vessel will probably have a protracted stay in India with her final completion end January/early February. On completion discharge of this cargo, vessels future employment has not yet been finalised.

m.v. "PORT ALBERNI CITY" Operating under Time Charter account Canadian Transport, sailed Nanaimo 30 November with a cargo of Forest Products for discharge Casablanca, Antwerp, Brake and Emden. Vessel cleared the Panama Canal 16th December and on this basis we would look for her arrival Casablanca 27th December. Charterers advise her schedule looks like Casablanca 27/31st December, Antwerp 5/10th January, Brake 12/13th, Emden 14/15th. Vessel redelivers on completion discharge Emden and at this stage her future employment has not yet been arranged.

m.v. "PRINCE RUPERT CITY" This vessel, operating under Time Charter account Sovfracht, sailed Kohsichang 28th November with a cargo of Maize for discharge Nakhodka. Vessel arrived Nakhodka 10th December and we have been advised she will possibly berth around end January. On completion discharge Nakhodka, vessels future employment has not yet been finalised.

m.v. "TACOMA CITY" Operating under Time Charter account Cast, sub-chartered account Docenave, vessel sailed Pascagoula 10th December with 23647 tons Corn for discharge Vitoria. Vessel was scheduled to arrive Vitoria 26th December, but unfortunately has reported a fire in the No. 4 hold necessitating her deviating to Port of Spain, Trinidad where she was expected to arrive 0600, 16th December. When the fire has been extinguished, vessel proceeds to Vitoria and we gather she can expect about 8 days being required to discharge. On completion discharge, Time Charterers have not yet arranged her next business.

m.v. "VICTORIA CITY" Operating under Time Charter account China National, vessel sailed Tampa 2nd December with a cargo of Phosphate for discharge Talien. Vessel sailed Long Beach after bunker replenishment, 15th December and on this basis we look for her ETA Talien 4th January. At this stage we have not yet been informed of the likely discharging turn we may expect, therefore on completion discharge and redelivery at Talien, vessels future employment has not yet been finalised.

m.v. "WELSH CITY" Sailed Yokohama 10th December towards Puget Sound having been fixed to lift a cargo of HSS in bulk from Puget Sound for discharge Japan. We have been advised by Charterers, vessel will probably load Bulk Wheat/Corn Tacoma for discharge Japan. Vessel is expected to arrive Puget Sound pilot 2200 22nd December. On completion discharge of this cargo in Japan, vessel returns to Puget Sound for a second cargo, again for discharge Japan. On completion discharge of the second cargo, vessels next employment has not yet been arranged.

m.v. "AMPARO" Sailed Mobile 12th December with 4637 tons Generals for Barcelona, ETA 26th, thence Naples, Leghorn, Genoa, possibly returning Barcelona around 10/13th January prior to proceeding outwards to Vera Cruz.

m.v. "BIBI" Arrived Acapulco 9th December with probable completion cargo operations 17th. On completion at Acapulco TMM advise the possibility is vessel will load Cotton, possibly San Carlos and Guaymas, for China but this will require to be confirmed.

m.v. "JOSEFA" Sailed Gothenburg 13th December, arrived Hamburg 15th, with probable sailing 17th for Le Havre through 19/20th giving ETA Newport 22nd December. The indication is vessel will sail Newport 24th for Kingston, Tampico, Vera Cruz, Coatzacoalcos, Progreso and Mobile. On present schedule, vessel looks like sailing Mobile around 31st January to return Rotterdam ETA 14th February.

m.v. "SAMIA" Arrived Vera Cruz 4th December and was expected to sail 15th for Tampico, Coatzacoalcos, Mobile and possible Gulf port, as yet unnamed. Her schedule indicates her sailing US Gulf 3rd January for Barcelona, ETA 18th, thence Marseilles, Naples, Leghorn, Genoa prior to returning Barcelona around 4th February, sailing Barcelona 7th for Vera Cruz.

m.v. "SILVIA SOFIA" Sailed Kobe 11th December for Long Beach, ETA 23rd December, thence Mazatlan, La Cardenas, Manzanillo, Acapulco, San Jose and Acajutla. Her itinerary indicates ETA/D Acajutla 18/19th January.

VESSEL	CARDIFF CITY	DEVON CITY	FRESNO CITY	NEW WESTMINSTER CITY
Master	J.J. Kalnins	J.S. Pearsall	L.R. Staines	J.C. Lee
Chief Officer	J.R. Ashley	P.M. Baverstock	A.P. Jagers	B.R. Hopper
Second Officer	A.K. Smith	J.P. Andrews	T.J. Fuller	N. Davies
Third Officer	M.R. Sealey	J.C. Brown	J.C. Neale	S.J. Lowry
Radio Officer	W.P. Budden	J.A. Heslop	R.H. Smith	J.R. Mathews
Chief Engineer	L.M. Williamson	M.G. Seaman	G. Cuthbertson	L.G.I. Taylor
Second Engineer	J.B. Hocking	D.E. Horne	P.R. Bryant	P.J. Prendergast
Third Engineer	R.H. Moore	W. Lait	I.S. Exton	R.C. Butcher
Fourth Engineer	A.M. Baxter	P.J. Cole	H.D. McLundie	N.C. Williams
Fourth Engineer	M.G. Evans	A.P. Brandram-Jones	M.J.C. Lockwood J/E	A. Keast
Junior Engineer		M. Williamson	P.A. Stewart	
Electrician	J.P. Crawford	K. Smith-Jaynes	D.E. Rees	J.F. Bowman
Catering Officer	R.G. Moylon	L. Slawinski	N. Frost	J. Bonner
Gadets	D.T. Shorthouse	M.R. Penny	P.R. Cook	A.M. Russell
	E.V. Neale	M.G. Adams	A.M. Baker	W.E. Wilkins
	A.P. Wilson		S.G. Bratton	D.R. Aldus
			P. Collins	A.R. Parker
			D.R. James	

VESSEL	PORT ALBERNI CITY	PRINCE RUPERT CITY	TACOMA CITY	VICTORIA CITY
Master	T.R. McNulty	D.B. Jack	K. Milburn	D.L. Bell
Chief Officer	J.S. Murray	A.A. Field	I. Woollard	D.C. Toon
Second Officer	M.J. Clarke	P.A. Bullard	P.P. Lewis	J.C. Pagler
Third Officer	R.J. Elliott	C.A. Prescott	A.C. Prosser	A. Williamson
Radio Officer	E.G. Bromham	R.G. Miller	B.B. Everett	W.P. Cameron
Chief Engineer	R. Chambers	J. Cormack	J.C. Cullen	B.M. Draper
Second Engineer	R. Taylor	W.M. Powell	W.A. Bruce	R.U. Bell
Third Engineer	P. John	R.M. Stead	R.E. Russell	G.E. Ashton
Fourth Engineer	P.M. Deschamps	W.A. Stone	M.R. Preece	K.R. Tonks
Junior Engineer	M. Morgan	D.A. Hayden	P.H. Munro	C.R. Brennan
Junior Engineer	C.G. Fletcher		W. Iles	N.C. Morgan
Electrician	G. Shaddock	B. Batey	P. Willmott	A.G. Roberts
Catering Officer	A.A. Gouldie	L.B. Surrey	P.D. Smith	J. Buckmaster
Gadets	S.F. Broderick	R. Hughes-Jenkins	T.D. Bennett	N. Boyce
	M. Cox	R.J. Taylor	M.J. Cummins	R.W. Escott
	P.A. Vaughan	R. Johnson	C.B.C. Jones	I.J. Morgan
	J.D. Bateman	D.A. Littler	A.J. Salter	
	G. Railton			
Electrician				A. Bevan

VESSEL	WELSH CITY	AMPARO	SAMIA	JOSEFA
Master	O.J.T. Lindsay	R.K. Stuart	M.J. Bellamy	M.E. Jones
Chief Officer	I.C. Stutt	K.J. Cribbin	R.T. Alford	R.V. Duncan
Second Officer	D.P. Kirley	P.C. Roberts	C. Swindells	P.C. Harding
Third Officer	R.K. Villars	R.W. Davies	G. Faulkener	M.R. Lovibond
Radio Officer	N.C. Sanders	M.W. Savory	R.G. Chugg	P. Bradley
Chief Engineer	R.J. Trigg	H.L. Fletcher	E.R. Morgan	R.M. Paddock
Second Engineer	C.J. Burton	T. Graham-Russell	D.A. Roberts	N. Nesbitt
Third Engineer	J.H. Davies	R.M.B. Jenkins	B.J. Pexton	D.C. Lewis
Fourth Engineer	D.B. Evans	A.J.F. Tuck	A.D. Gowling	R. Godsall
Fourth Engineer	M.J. Hugill	J.S. Melo J/E	E.L. Lloyd	J. Retaillick J/E
Fourth Engineer	P.W. Knibbs	J.R. Knights J/E	D.T. James	
Electrician	D.G. Grant	J.T. Lorraine	E. Bennington	K.F. Bean
Electrician		N. Padfield	E. Norman	
Catering Officer	R.G. Pierce	J. Patrick	A.H. Fox	P.J. Keogh
Gadets	A.P. Miller	J.M. Coleman	M.P. Spurrell	
	P.G. Connick	E.J. Naughton	D.P. Stephens	
	G.P. Jones	R.G. Crozier	K.P. Deacon	
		M.G. Shaw	P. Elmes	

VESSEL	BIBI	SILVIA SOFIA
Master	A.D. Lightfoot	W.D. Jones
Chief Officer	R.E. Baker	D.H. Aubrey
Second Officer	T.H. Jowett	E. Walmsley
Third Officer	J.J. Moore	M.A. Evans
Radio Officer	D.C. Short	D.S. Thomson
Chief Engineer	D.N. Aney	W. Gill
Second Engineer	W.R. Shannon	P.D. Slade
Third Engineer	D.E. Simmons	R. Thomas
Fourth Engineer	G.J. Brown	S.J. Staines
Fourth Engineer	M.G. Smith	M.S. Duke J/E
Junior Engineer		J.A. Akhurst
Electrician	J.A. Grainger	K. Baines
Catering Officer	R.A. Peach	R.G. White
Cadets	J.C. Thomas	R. Eastham
	B.F. Collings	M.A. Ryan
	M.P. Spurrell	

Below are listed Officers at home on voyage leave as at 31.12.80: Every endeavour is made to ensure that the list is as accurate as possible at the time of printing.

Masters: J. Porteous, M.C. Hurst, A.L.G. Gosset, R.A.H. Vanner, J. Vaughan, R.E. Skinner, P.J. Boroughs, B.A.G. Boyer, J.J. Birrell.

Chief Officers: B.T. Hernaman, K. Jones, M.W. Slayman, T.J. Hunter, J.E.S. York, A.M.W. Mitchell, T. Haxell, W.G. Wood.

Second Officers: T.L. Lawrence, J.M. Smith, A. Thomson, N. Jerrum, M.L. Frazer.

Third Officers: I.G. Miller, P.D. Codd, G.M. Knell, G.P. Eyles, A.P. Morris, I. Cowan, A. Abel.

Chief Engineers: D. Archbold, D. Harrison, J. Fitzsimmons, M.E. Rayner, C. Hughes, J. Scott, D.N. Henry, N.B. Shilstone, P.W. Evans.

Second Engineers: J. Foots, R.E. Diamond, K.D. Morgan, G.J. Griffiths, R.A. Rees, P.H. Evans, M.R. Green, K. Rowney, H.C. Convery.

Third Engineers: T.E.J. Sperrin, W.H. Tucker, N.C. Whitby, K. Newton, M.B. Perrott, K.A. Velda, A. Robin, A.C. Coombes.

Fourth Engineers: D.J. Coombes, K. Warner, C.L. Taylor, A.J. White, P. Price, G. Gaywood, K.R. Negele, D. Caffyn.

Junior Engineers: D.J. Knox, G.J. McKenzie, C.K. Lee, M. Taylor, T.A. Savage, K.J. Ayres, M.P. Owens, M. Richards, S.G. Morris, K.J. O'Brien.

Electricians: K.W.B. Hampton, D.G. Hunt, D. Osborne, D.A. Williams, D.J.C. Harnett, G.N. Witt, T. Willoughby, P. Tyerman, J. Fernandez, D.G. Jarvis.

Catering Officers: G.S. Pasmore, L. Hayward, L. Seabrooke, C.J. Harray, D.R. Hartshorne, F.W. Lever, D. Gowsell.

Radio Officers: K.H. Sellar, G.P.S. Watts, R.J. Preece, D. Bidmead, C.G. Macey, I.F. Bullock, V.F. Cullen.

Officers at home on sick/study leave as at 31.12.80: D.J.A. Nicholl, J.R. Sampson, R.W. McInnes, G.S. Garlick, A. Edwards, D.G. Wedlake, A.G. Vincent, S.G. Whitmore, R.H. Reed, P.C. Coles, I.M. Stewart, T.A. Price, H.D. Johnson, A. Tay, A. Doubler, G.D. Morgan, B.J. Carter, P.J. Godding.

Gadets at home on voyage leave, study leave or sick leave as at 31.12.80: D.J.F. Carter, R.A. Hall, S.A. Hembury, J. Cox, G. Taylor, G.J. Provis, J.G. Townsend, M. Tully, S.N. Beckett, P.D. Cocker, N.G. Herod, W.P. Heyman, M.J. Hopewell, M.I.V. Holman, S. Rawlings, S.C. Paskell, A.M. Francis, G.A. Brooks, L.P. Jasper, D.W. Gorman, R.L. Manson, C.M. Kirton, R.E. Parsons, N.J. Milward, J.A. Thomas, S.J. Voss, D.B. Williams, P. Martin, C.G. Everett, M.R. Hart, G.E. Broad, T.J. Wood, I.J. Thomas, C.D. Broughton, A.P.J. Gaskell, N.J. Griffiths, D.P. Luckett, M. Martyn-Johns, M.G. Moore, J.C.E. Pink, M.M. Taylor, D.A. Welch, S.J. Laws, M.R. Dunstall, J.J. Hudson, P.C. Weychan, R.G. Crozier, A.P. Miller.

BOATMEN - A JOB FOR HE-MEN.

Tugs alone are not enough, when it's a matter of getting an ocean going ship alongside the harbour wall. Men are also needed who know how to master the ropes and hawsers ----- thick as a man's arm ----- with which ships are tied to the shore. These are the boatmen.

With their handy open boats they head for the ship's berth and moor the vessel firmly to the quay or the dolphins. They are also on the spot when the ship sails, when the lines have to be untied. These men are absolutely essential since this type of work cannot be done from aboard ship.

Their boats, the smallest units in the entire harbour fleet, are constantly being adapted and improved to keep up with the latest advances in technology.

The boatmen's work begins when the tugs have manoeuvred the freighter up close to the berth. Down below in the boat, right next to the metres high ship's side, or already up on the quayside, they catch the light heaving line and with it haul in the rope weighing several hundredweight. They drag the rope until they can draw a loop or eye around the nearest bollard. When this is done, the first connection between ship and shore is made and the ship can move closer to the quay with engine power and winches.

But one hawser is not always enough. According to wind and weather, the captain decides how many mooring lines there should be, fore and aft, fastening his freighter in such a way that it can survive the pressure of the tides and possibly also violent gusts of wind.

The work of the boatmen is one of the toughest and most difficult in the port and technical progress has not changed this. A large measure of strength, skill and experience in managing their boat is part of the job. Sometimes they have to carry out hazardous manoeuvres when they take over the hawsers from aboard ship. Occasionally as many as ten men are needed to tie up a container giant of the third generation.

Tying up ships in the winter months is no fun at all, the quays are iced over, the thick hawsers are frozen stiff and the boatmen's hands are numb with cold. When in addition, the boats can hardly move because of drifting ice floes, when winds from the shore continually try to push the freighter away from the quay, when there is snow from above and ice cold water from below --- one can think of far more pleasant work to do.

And yet the boatmen like their work. It is still an attractive job for former seafarers --- always in contact with shipping and yet not constantly separated from the family.

The boatmen are not worried about their future, there will always be ships to moor and untie.

Extracted from the "Port of Hamburg Topics".