



NO. 133.

FEBRUARY, 1981.

THE DETERMINATION OF "SLIM JIM"

Several people have commented upon an item which appeared in the Newsletter a year or two ago concerning an advertisement in the local newspaper reading - "Puppies for Sale, etc". The following short account is in the nature of a sequel to the previous item:-

The half-breed puppy which my wife chose (or which chose my wife!), grew up into a dainty good-tempered bitch, with decidedly flirtatious tendencies. All precautions were taken when she went into "season", but on the second such occasion, the local canine Cassanova (known as "Tweed" by its owners; "The Vet's Friend" by embittered local owners of bitches and "Slim Jim" by our family), slipped through a narrow gap in the front gate railings. In due course - and despite having been on a doggy equivalent of the "Pill" prior to her encounter, our "Luci" became the mother of four surviving puppies, all of which bore the unmistakable stamp of their roving father. Our house then became a source of attraction, particularly to the local children. Good homes were found for two of the pups through the Dog Aid Society; a third went to a neighbour's grandchildren and the fourth, a bitch, has been kept with her mother.

NB: The gaps between the gate railings have since been barricaded with chicken wire, but a good lookout is maintained for "Slim Jim" every six months or so!

(Our thanks to Captain Porteous for sending us this story).

... ..

STAFF NEWS

BIRTHS: We send our congratulations to Second Officer David Kirley and his wife, Susan, on the safe arrival of a daughter, Sharon Louise on 20th January. Sharon weighed 7lb. 7oz.

...

OBITUARIES: We offer our deepest sympathy to Mr. J. Buckmaster, Catering Officer, on the recent passing of his Mother.

MRS. MINNIE WATSON (NEE NIBLET): Some of our retired Office Staff Members will be sorry to hear of the passing of Mrs. Watson early in January. Mrs. Watson joined Sir William Reardon Smith & Sons Limited about the end of the First World War as Miss Minnie Niblet. She worked as Cashier at Merthyr House until she left to be married, before the Second World War, to Mr. Fred Watson of the Mountstuart Dry Docks, Cardiff. Both her brothers served the Company - the elder

in the Superintendents' Department, where he was a popular member of staff and the younger as a member of the seagoing staff. It is understood the younger brother left a ship in Australia, where he settled for the rest of his life. In later years, Mrs. Watson's niece (her elder brother's daughter) Sylvia, also worked for the Company as a Shorthand Typist for some years. Mrs. Watson was a contemporary of Miss Joyce Gedrych who, as mentioned in our December Newsletter, is now our senior Pensioner.

...

INDISPOSED: We are sorry to hear that Mrs. H. Sukiennik is in hospital and sincerely trust that she will soon be feeling much better. Mrs. Sukiennik's late husband was a Chief Engineer with the Company.

Mr. R.S. Burston - We are pleased to say that Mr. Burston is now out of hospital and making satisfactory progress. One often wonders about the value of communication via the Newsletter and Mr. Burston tells us that since his hospitalisation mentioned in the Newsletter in January, he has received a large number of cards and numerous telephone calls from as far afield as Australia and the U.S.A. Mr. Burston, through the Newsletter, wishes to thank everyone very much for their kindness and thoughtfulness during his illness.

Captain J.B.E. Lemon. We are pleased to report that Captain Lemon also is very much better and is back in the office - part-time for a week or so. He, too, has received many cards and messages and would like to thank all those responsible for thinking of him. In light of the above, it is obvious that the Newsletter is not only widely read outside Devonshire House, but is passed on outside the Company.

... ..

EXAMINATION SUCCESSES: Our congratulations to Mr. R.W. Davies on obtaining his Class 3 Deck Certificate.

... ..

COMMUNICATION COSTS

Owing to the recent substantial increase in telephone charges, it has been decided to implement the following changes to normal practice:-

In future, the Company will NOT accept "Transfer Charge" calls. When an Officer is requested to telephone the office, he should ring the Office and give his name and telephone number. The Office will then ring him back.

It is also requested that, unless there is an emergency, all calls should be made in the afternoon, as the charges are considerably cheaper than in the morning. Any enquiries from wives or friends of Officers MUST be paid for by the caller. All telephone calls should be as brief as possible.

... ..

DONATIONS TO CHARITY

We acknowledge and thank the Master and Officers, m.v. "SAMIA" for their generous donations of £14 each to the London Branch, R.N.L.I. and the Sailors' Children's Society, Hull.

The R.N.L.I., London, also advise that they have received a donation of £24.18 from the Master and Officers of the "SILVIA SOFIA", for which they send their grateful thanks. The Secretary also adds that he would like to assure all concerned that the money will be faithfully and wisely used in their life-saving work.

... ..

CRICKET FIXTURES - 1981.

Preliminary dates have been arranged for the Cricket Season at St. Fagan's Cricket Club this year and we publish these, so that local readers may make the appropriate note in their diaries. Further details and confirmation of these dates will be given in future Newsletters:-

TUESDAYS - 5th and 19th May and 2nd June.

WEDNESDAY/THURSDAY - 17th OR 18th June

TUESDAYS - 30th June and 14th July.

WEDNESDAY/THURSDAY - 29th OR 30TH July.

... ..

....AND WE COMPLAIN ABOUT SECOND CLASS POST!

We, at Head Office, were amused to receive a letter from Chief Engineer, Mr. J.C. Cullen from Guaymas (Mexico) on the 3rd February 1981. Our amusement was caused by the fact that the letter was dated 28th January 1980 - it having taken 1 year and 1 week to arrive. Mr. Cullen was serving on the "SILVIA SOFIA" at the time.

... ..

SLIDING SUCCESS?

We have always known that our Officers are a very adaptable breed and able to turn their hands (and feet) to many things. It has come to our notice that whilst on a ski-ing holiday in Austria, one of our Third Engineers came "Third" in a Slalom Race. Our congratulations to Mr. A.C. Coombes on this fine achievement.

... ..

KING GEORGE VI SILVER MEDAL

Mr. J.R. Ashley, Chief Officer, has given us some information concerning his Uncle, Edward Ashley Young, who, we are sorry to report, has recently died. Mr. Edward Ashley Young was a Cadet at the Reardon Smith Nautical College before it became part of the Education Authority. During his time there, Mr. Young won the Bronze Medal for the Best Cadet and the following year won the King George VI Silver Medal. As very few of the Silver Medals were issued, this was quite an achievement for a young boy. He completed his training at the Nautical College in 1939. After his eyesight became too poor to continue his sea career, Mr. Young became Landlord of the Red House Public House in Ferry Road, Cardiff, where he remained until his death. At his request, his ashes were scattered at sea off Barry, at a service conducted by the Cardiff Missions to Seamen Padre.

As a footnote - Mr. Ashley tells us that his Uncle, after completing his training, was brought into the office by Sir William for Office Boy duties, but after breaking Sir William's cut-class decanter, it was decided he should await appointment to his first ship at home!

Our thanks to Mr. J.R. Ashley for this information, as we are sure it will be of interest to our readers.

... ..

A HELPING HAND

Mr. Van Thanh Quach, a young refugee from Vietnam, has temporarily joined the Head Office Staff in a supernumerary capacity, purely to gain work experience. We trust Mr. Quach will enjoy his short period with us and find it helpful in his re-settlement.

... ..

PUZZLE PAGE

We hope to provide this as a regular feature and any suitable puzzles or jokes would be welcome. Please note, however, that we cannot reproduce cartoons or pictorial jokes at present, or infringe any copyright.

... ..

ATTACHMENTS TO NEWSLETTER

"Chain of Command": This article was adapted from a similar article published in "The Wheelhouse", House Journal of South African Marine Corporation, which we acknowledge with thanks.

"A Brief Resume of Personnel Services". It was thought it might be helpful if we published some details of the services provided by the Marine Personnel Department.

"Welcome to the Company". Readers may not be aware that we have Cadets aboard our ships under training from other Companies/Countries. A list is attached.

"Crossing the Line". Our thanks to Mrs. J. Swindells for her amusing and interesting account of this Ceremony, whilst aboard the "SAMIA" recently.

... ..

AMVER 1979

Captain W.D. Jones receiving the AMVER Award from Vadm Robert I. Price, U.S. Coastguard, 22nd October 1980.



VESSEL	CARDIFF CITY	DEVON CITY	FRESNO CITY	NEW WESTMINSTER CITY
Master	J. J. Kalnins	J.J. Birrell	A.L.G. Gossett	J.C. Lee
Chief Officer	A.M.W. Mitchell	B.T. Hernaman	J.S. Murray	B.R. Hopper
2nd Officer	A.K. Smith	M.L. Frazer	M.J. Clarke	N. Davies
3rd Officer	M.R. Sealey	P.D. Codd	N. Cantwell	S.J. Lowry
Radio Officer	W.P. Budden	R.J. Preece	R.W. McInnes	E.G. Bromham
Chief Engineer	L.M. Williamson	D.N. Henry	R. Chambers	L.G.I. Taylor
2nd Engineer	J.B. Hocking	H.C. Convery	R.A. Rees	P.J. Prendergast
3rd Engineer	R.H. Moore	A.G. Vincent	A.C. Coombs	R.C. Butcher
4th Engineer	A.M. Baxter	D.J. Coombes	M. Morgan	N.C. Williams
4th Engineer	M.G. Evans	K.R. Negele	W. Iles J/E	A. Keast
Electrician	J.P. Crawford	P. Tyerman	K.W. Hampton	J.F. Bowman
Catering Officer	D. Gowsell	L. Hayward	A.A. Gouldie	J. Bonner
Gadets	E.V. Neale	T.D. Bennett	M.A. Ryan	A.M. Russell
	A.P. Wilson			W.E. Wilkins
				D.R. Aldus
				A.R. Parker

VESSEL	PORT ALBERNI CITY	PRINCE RUPERT CITY	TACOMA CITY	VICTORIA CITY
Master	J. Vaughan	D.B. Jack	J. Porteous	D.L. Bell
Chief Officer	K. Jones	T.J. Hunter	I. Woollard	J.R. Ashley
2nd Officer	J.M. Smith	P.A. Bullard	A. Thomson	D. Devenney
3rd Officer	C.P. Eyles	G.M. Kivell	A. Abel	I. Cowan
Radio Officer	I.F. Bullock	R.G. Miller	D. Bidmead	S.G. Whitmore
Chief Engineer	D. Archbold	J. Cormack	J. Scott	D. Harrison
Second Engineer	R. Edwards	R.E. Diamond	J. Foots	P.H. Evans
Third Engineer	P. John	R.M. Stead	A. Doubler	W.H. Tucker
Fourth Engineer	S.G. Morris	W.A. Stone	C.L. Taylor	E. Walker
Fourth Engineer	K.R. Warner	D.A. Hayden	D.C. Pulley	
Electrician	D. Osborne	B. Batey	G. N. Witt	J. Fernandes
Catering Officer	D.R. Hartshorne	L.B. Surrey	L. Seabrooke	G.J. Lloyd
Gadets	M. Cox	R. Hughes-Jenkins	M.J. Cummins	R.P. Eastham
	P.A. Vaughan	R.J. Taylor	C.B.C. Jones	
	R.A. Hall	R. Johnson	A.J. Salter	
	P.C. Weychan	D.A. Littler		

VESSEL	WELSH CITY	AMPARO	SAMIA	JOSEFA
Master	P.J. Boroughs	R.K. Stuart	G.S. Garlick	M.C. Hurst
Chief Officer	W.G. Wood	K.J. Cribbin	M.W. Slayman	J.E.S. York
Second Officer	T.L. Lawrence	P. C. Roberts	N. Jerrun	P.C. Harding
Third Officer	A.P. Morris	R.W. Davies	I.C. Miller	M.R. Lovibond
Radio Officer	C.G. Macey	M.W. Savory	G.P.S. Watts	K.H. Sellar
Chief Engineer	M.E. Rayner	P.W. Evans	E.R. Morgan	N.B. Shilstone
Second Engineer	K. Rowney	T. Graham-Russell	D.G. Wedlake	M.R. Green
Third Engineer	M.B. Perrott	R.M.B. Jenkins	K.A. Velda	D.C. Lewis
Fourth Engineer	P.M. Deschamps	A.J.F. Tuck	T.E.J. Sperrin 3/E	R. Godsall
Fourth Engineer	C.K. Lee	M.P. Owens	E.L. Lloyd	
Electrician	A.G. Roberts	J.T. Lorraine	K.F. Bean	T. Willoughby
Electrician		N. Padfield		
Catering Officer	C.J. Harry	J. Patrick	P.D. Smith	
Gadets	M.G. Adams	J.M. Coleman	D.P. Stephens	
		E.J. Naughton	K.P. Deacon	
		R.G. Crozier	P. Ellmes	
		M.G. Shaw		
Junior Engineer			D.T. James	J. Retallick

VESSEL	BIBI	SILVIA SOFIA
Master	B.A.G. Boyer	W.D. Jones
Chief Officer	R.E. Baker	J.S. Pearsall
Second Officer	T.H. Jowett	E. Walmsley
Third Officer	J.J. Moore	R.G. Hayton
Radio Officer	D.C. Short	V.F. Cullen
Chief Engineer	D.N. Amey	J. Fitzsimmons
Second Engineer	G.J. Griffiths	K.D. Morgan
Third Engineer	D.E. Simmons	A. Hobin
Fourth Engineer	C.J. Brown	M. Richards
Fourth Engineer	M.G. Smith	T.A. Savage
Electrician	J.A. Grainger	D.A. Williams
Catering Officer	R.A. Peach	F.W. Lever
Cadets.	M.P. Spurrell	M.R. Penny
	J.C. Thomas	S.F. Broderick

Below are listed Officers at home on voyage leave as at 28.2.81: Every endeavour is made to ensure that the list is as accurate as possible at the time of printing.

Master	A.D. Lightfoot, R.A.H. Vanner, K. Milburn, R.E. Skinner, M.J. Bellamy, L.R. Staines, M.E. Jones, O.J.T. Lindsay, T.R. McNulty.
Chief Officers	P.M. Baverstock, D.C. Toon, R.V. Duncan, I.C. Stutt, R.T. Alford, D.H. Aubrey, A.P. Jaggars, T. Haxell
Second Officers	J.P. Andrews, D.P. Kirley, C. Swindells, T.J. Fuller, J.C. Pagler
Third Officers	J.C. Brown, G. Faulkener, A.C. Prosser, J.C. Neale, C.A. Prescott, A. Williamson, R.K. Villars.
Chief Engineers	G. Hughes, H.L. Fletcher, J.C. Cullen, G. Cuthbertson, B.M. Draper, R.J. Trigg, R.M. Paddock, W. Gill, M.G. Seaman.
Second Engineers	R. Taylor, M.J. Yates, W.A. Bruce, R.U. Bell, C.J. Burton, W.R. Shannon, P.D. Siade
Third Engineers	W. Lait, B.J. Pexton, R.E. Russell, R. Thomas, D.A. Roberts, W.M. Powell, I.S. Exton, G.E. Ashton, J.H. Davies
Fourth Engineers	M.R. Preece, K.R. Tonks, P.J. Cole, C.R. Brennan, A.D. Cowling, D.B. Evans, S.J. Staines, M.J. Hugill, H.D. McLundie, P.W. Knibbs
Junior Engineers	A.P. Brandram-Jones, M. Williamson, M.J.C. Lockwood, P.H. Munro, P.A. Stewart, M.S. Duke, N.C. Morgan, J.A. Akhurst
Electricians	P. Willmott, E. Bennington, D.G. Hunt, D.J.C. Harnett, E. Norman, K. Smith-Jaynes, K. Baines, D.E. Rees, A. Bevan, D.G. Grant
Catering Officers	L. Slawinski, R.G. White, A.H. Fox, N. Frost, J. Bucknaster, R.G. Pierce
Radio Officers	J.A. Heslop, W.P. Cameron, B.B. Everett, N.C. Sanders, R.G. Chugg, P. Bradley, R.H. Smith, D.S. Thomson, K.J. Harris

Officers at home on Sick/Study Leave as at 1.3.81 R.H. Reed, P.C. Coles, A.J. White, I.M. Stewart, P. Price, T.A. Price, H.D. Johnson, P.J. Godding, A. Tay, G.D. Morgan, B.J. Carter, D.E. Horne, J.R. Mathews, N. Nesbitt, R.G. Moylon, P.J. Keogh

Cadets at home on voyage leave, study leave or sick leave as at 1.3.81 A.M. Baker, D.R. James, S.G. Bratton, R.W. Eacott, P. Collins, I.J. Morgan, P.G. Connick, G.P. Jones, D.T. Shorthouse, D.J.F. Carter, S.A. Hembury, J. Cox, G. Taylor, C.J. Provis, J.G. Townsend, 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, D.W. Gorman, R.L. Manson, C.M. Kirton, R.E. Parsons, N.J. Milward, J.A. Thomas, D.B. Williams, P. Martin, C.G. Everett, M.R. Hart, C.E. Broad, T.J. Wood, I.J. Thomas, C.D. Broughton, A.P.J. Gaskell, N.J. Griffiths, D.P. Lockett, 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, R.G. Crozier, A.P. Miller

SHIPS POSITIONS

As at 20th February, 1981

m.v. "CARDIFF CITY" This vessel arrived Ama (Mississippi River) 14th February to load a cargo of Soya Beans for discharge Djakarta-Sourabaya range. She is scheduled to sail Ama 20th February, and on this basis should transit the Panama Canal 24th with arrival discharge range towards the end of March. At this stage, discharge port or ports not yet declared. On completion discharge, vessels next business has not yet been arranged.

m.v. "DEVON CITY" Operating under Time Charter account Safmarine, sailed Antwerp 3rd February having aboard 25125 tons Bulk Potash for discharge Cape Town and Durban. Vessel is scheduled to arrive Cape Town 1600 22nd February, and when discharge berth available, about three days expected to complete the Cape Town portion. Vessel then proceeds to Durban to complete discharge. At this stage, her next employment has not yet been arranged.

m.v. "FRESNO CITY" Operating under Time Charter account Cast, vessel sailed Adelaide noon 14th February having aboard 17500 metric tons Barley and 3800 metric tons Wheat for discharge Jeddah. Shortly after sailing, vessel reported speed was effected by under-water fouling, therefore vessel proceeded to Fremantle for cleaning. She arrived Fremantle 0755 19th February and after cleaning and bunkering, sailed 19th February for Jeddah. We expect vessel to arrive Jeddah around 7th March, with possible completion 15/20th. We are now awaiting information from Time Charterers as to her next business.

m.v. "NEW WESTMINSTER CITY" Operating under Time Charter account Salen, sailed Maputo 15th February, having lifted 25352 metric tons Chrome Ore for discharge Baltimore. Vessel is expected to arrive Baltimore 11th March and given normal discharge turn, we would expect her to complete around 15th March, when she will redeliver. Next business not yet arranged.

m.v. "PORT ALBERNI CITY" Operating under Steel Service ST.84, sailed Middlesbrough 1220, 4th February, having aboard 22406 tons Steel for discharge Long Beach, Oakland, Portland and New Westminster. Vessel arrived Cristobal 19th and is expected to clear Balboa 20th February, giving ETA Long Beach 28th. On completion discharge New Westminster, she has been nominated to operate under Berth Service BS.121, loading at New Westminster, Nanaimo and Vancouver BC for discharge Newcastle, Cardiff and Belfast. We would expect her to complete Belfast around 5/10th May.

m.v. "PRINCE RUPERT CITY" Operating under Time Charter account Italmare, vessel sailed Longview 18th February with a cargo of Lumber, Tissue Paper, Ply and Creosoted Poles on deck. Vessel is expected to arrive Coos Bay 20th February to complete loading for discharge Piraeus and Alexandria. Based on sailing Coos Bay 22nd February, we would look for her clearing the Panama Canal around 8th March, giving ETA Piraeus 26th, with probable completion around 8/10th April. On completion discharge Alexandria, vessel redelivers from present commitment on passing Cape Passero Westbound.

m.v. "TACOMA CITY" Operating under Time Charter account Cast, vessel sailed Victoria 17th February for the Roads, to await Judicial clearance. When this is received, the intention is for vessel to proceed to Sepetiba Bay (Brazil) to load a cargo of Natural Ore Pellets for discharge Corpus Christi.

m.v. "VICTORIA CITY" Operating under Time Charter account Seaboard, vessel sailed Victoria 11th February having aboard a cargo of 14776 Mille = 23670 metric tons Packaged Lumber for discharge Houston, Port Everglades, San Juan, Savannah, Wilmington (Delaware) and Port Elizabeth (NY). Vessel is expected to arrive Balboa 22nd clearing the Canal 23rd. On present schedule, basis arrival Houston 27th February, we would look for her final completion and redelivery Port Elizabeth (NY) around middle March.

m.v. "WELSH CITY" Vessel sailed Seattle 1215, 19th February having lifted 54599 long tons Yellow Corn for discharge Japan. At this stage discharge port has not yet been declared, but basis Yokohama, we would look for vessels arrival around 5th March, with probable completion 10/15th.

m.v. "AMPARO" Berthed Coatzacoalcos 19th February, the indication being she should complete and sail 21/22nd for Tampico, thence New Orleans and Mobile. It is anticipated vessel will sail Mobile around 10th March for Barcelona, ETA 24th, thence Naples, Leghorn, Genoa and Naples, completing Naples around 10th April. On completion Naples, vessel proceeds to Vera Cruz to commence Voyage 4 Westbound. ETA Vera Cruz 24th April.

m.v. "BIBI" Arrived Yokosuka 20th February with expected sailing 23rd for Yokohama, thence Nagoya, Kobe, Moji, Kanda and Nagasaki. On present schedule, vessel sails Nagasaki around 8th March for Los Angeles, Manzanillo and Acapulco, completing Acapulco around 10th April.

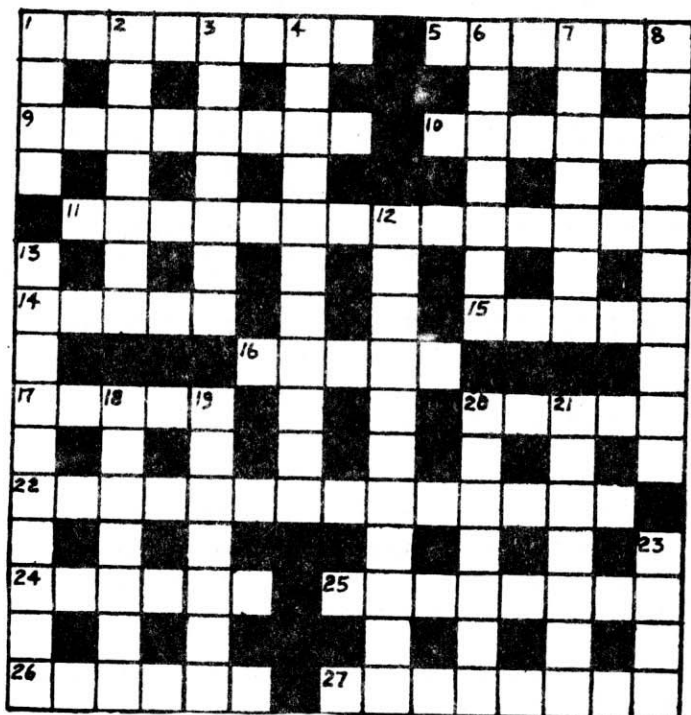
m.v. "JOSEFA" Arrived New Orleans 18th February, with expected sailing 20th for Rotterdam. ETA 6th March. Operating under Voyage 2 Westbound, vessel discharges/loads Rotterdam, Antwerp, Bremen, Hamburg, Le Havre and Liverpool for Vera Cruz, Tampico, Coatzacoalcos and Progreso. Based on sailing Liverpool 23rd March, we would look for her ETA Vera Cruz 6th April, with final clearing Progreso about 3rd May, for Rotterdam.

m.v. "SAMIA" Vessel sailed Paranagua 18th February and arrived Santos 19th. She is expected to berth 20th, with possible sailing 22nd for Puerto Rico, thence Vera Cruz and Tampico. Puerto Rico is an optional port and we are awaiting news as to whether or not vessel will call. On completion discharge Tampico, vessel returns to TMM Mediterranean Service.

m.v. "SILVIA SOFIA" Arrived San Jose 9th February. She is scheduled to sail 21st for Ensenada, thence Guaymas and Manzanillo. Completion Manzanillo is shown as 16th March and we are presently awaiting to hear of her next schedule.

NEWSLETTER PUZZLE PAGE

Our thanks to Mr. John Thorne, recently retired from Head Office Staff, for this month's Crossword. Answers will appear in the next issue:-



ACROSS

1. Self-evident cargo document (8)
5. Apprehend the answer (6)
9. Highways of the ships (8)
10. Way aft (6)
 1. Winning the race? (7, 3, 4)
14. Change later (5)
15. It could be a spectacle (5)
16. The fighting end of the ship? (5)
17. Lowest of tides (5)
20. Unearth (3, 2)
22. Hazardous escapades? (5,9)
24. She presides over astrology (6)
25. This clue is to put you off (8)
26. He puts his food in the drink! (6)
27. Raise above zero Centigrade (8)

DOWN

1. Many a seaman sailed before this (4)
2. Make earnest closest to your dearest (7)
3. More on the level (7)
4. A harsh ground tackle? (5, 6)
6. Duty calls (7)
7. A pressing job this time of day? (7)
8. Sort of oil carrier (6, 4)
12. Ships go up and down, in and out and swing with it (5, 6)
13. Go ahead, but possibly not afloat (4, 6)
18. Sailor who has made his mark? (7)
19. It's seen on the horizon (7)
20. A boat not under control? (7)
21. Bomb kept intact by a safety pin (7)
23. Ye follows the Saint for a painful eye (4)

Chain of Command

This article, the source of which is unknown, was adapted from a similar article published in "The Wheelhouse" - House Magazine of South African Marine Corporation Limited. It could be subtitled "Understanding - often the missing link in a long chain of command" Comment is unnecessary - the message is clear.

1. Master to Chief Officer: At 9 o'clock tomorrow, there will be an eclipse of the sun, something which does not occur every day. Get the crew to assemble on the boat deck in their working clothes so that they can observe this rare phenomenon and I will explain it to them. If it is raining we will not be able to see anything so take the crew to No. 1 hold.
2. Chief Officer to Second Mate: By order of the 'Old Man' tomorrow at 9 o'clock there will be an eclipse of the sun. If it rains you will not be able to see it from the boat deck, so then in working gear the eclipse of the sun will take place in No. 1 hold, something which does not occur every day.
3. Second Mate to Third Mate: By order of the 'Old Man' in working gear, tomorrow at 9 o'clock in the morning, the inauguration of the eclipse of the sun will take place in No. 1 hold. The 'Old Man' will give the order if it should rain, something which occurs every day.
4. Third Mate to Bosun: Tomorrow at 9 o'clock the 'Old Man' in working gear will eclipse the sun in No. 1 hold as it occurs every day if it is a nice day. If it rains then on the boat deck.
5. Bosun to Ratings: Tomorrow at 9 o'clock the eclipse of the 'Old Man' in working gear will take place by cause of the sun. If it rains in No. 1 hold, something which does not take place every day, you will fall out on the boat deck.
6. Comment among Ratings: Tomorrow, if it rains, it looks as though the sun will eclipse the 'Old Man' in No. 1 hold. It is a crying shame that this does not occur every day.

A Brief Resume of Personnel Services

Domestic Cases

The Personnel department is available to help any Officer's family with many of the problems which might arise as a result of his being away from home. The Personnel department have considerable experience and countrywide connections who can assist in solving the problems.

The same facilities are of course also available to the Officers

Requests for assistance in solving a domestic problem must originate from Next of Kin or the Officer himself. All requests will be given complete confidentiality.

Telegrams to Ships

Messages of an urgent domestic nature (deaths, accidents, serious illness, births) may be telephoned to the Personnel department for on-forwarding. All other messages should be sent **via the** local Post Office after checking with Personnel for an address.

Telephone Calls to Ships

Calls can be made to ships anywhere in the world. Reception sometimes can be very poor and the connection time can vary between 2 to 24 hours. To make a call, ring the local operator and ask for 'Ships Radio Telephone Service at Portishead' giving telephone number and name of caller, ship's name, approximate position, name and rank of person required.

Time and money may be saved by contacting the Personnel department before making the call.

House Purchase

The company operates a Housing Subsidy Scheme which is available to Company Contract Officers. Mortgages are arranged through a broker and initial inquiries should be made through the Personnel department.

Discounted Car Purchase

Discounts on certain makes of cars are available and again initial inquiries to be made through the Personnel department.

Ship Adoption Society

The company actively encourages ship or individual participation in the Ship Adoption Society. Anyone who wishes to establish a link should contact The Secretary, Ship Adoption, 202 Lambeth Road, London SE1 7JW, and a link with a school as near as possible to the officer's home will be made.

B.U.P.A.

The Company operates a group scheme for all Contracted Officers. Single membership is provided free of charge. Cover can be extended to wives and family if required, upon payment of an additional premium.

WELCOME TO THE COMPANY

to Officers and Cadets aboard our vessels
who are under training with this company at
the request of their Governments/Companies.

Deck Cadets

Republic of Panama

M. Tejeira	m.v. "Victoria City"
A. Lorenzo	m.v. "Victoria City"

Jamaica Merchant Marine

L. Lynch	m.v. "Tacoma City"
C. Wynter	m.v. "Welsh City"
C. Allen	m.v. "Welsh City"

Mexican Merchant Marine

P.M.C. Patino	m.v. "New Westminster City"
C.A.M. De la Fuente	m.v. "Tacoma City"
Fernando Sanchez	m.v. "Victoria City"
C. Martinez Guerrero	m.v. "Welsh City"

Mobil Shipping Company

R.F. Walker	m.v. "Port Alberni City"
M. Allen	m.v. "Devon City"

Engineer Officers

Mobil Shipping Company

P.J. Burrell	m.v. "Cardiff City"
W. Jenkins	m.v. "Devon City"
W.P. Todd	m.v. "Port Alberni City"
R. Errington	m.v. "New Westminster City"
M.J. Abburrow	m.v. "Welsh City"
T.R. Robinson	m.v. "Victoria City"
W. Dowson	m.v. "Fresno City"

Deck Officers

Irish Shipping Ltd.

D. Devenney	m.v. "Victoria City"
N. Cantwell	m.v. "Fresno City"

m.v. "SAMIA"

Crossing the Line

On 19th January 1981, the m.v. "Samia" crossed the Equator bound for Rio de Janeiro. On board were no less than nine people who had not crossed before and so preparations were made to deal with the motley bunch so that they could receive certificates after the traditional ceremony.

At 12 o'clock, rumours were spread that spies would be posted and the police hunt would be on for the victims. Before long they could be seen dashing off to change into boiler suits and find a suitable hiding place.

Preparations continued and a revolting, putrifying "gunge" was made up containing charcoal dust oil, rice, rotten bananas, bruching up from the Scuppers and a whole bottle of the Chief Steward's After Shave ! A ducking stool in the form of a bosun's chair on a pully was erected over a home-made swimming pool, an old packing case covered with polythene.

At 2.00 p.m., the search was on, and one of the Cadets and the Junior Engineer were found in a cabin while trying to escape out of a porthole. They were suitably restrained and chained to the rails. During a tropical rainstorm the Second Electrician was seen scampering over a twenty foot container on deck, and the police stormed after him. He put up a good fight but the police outnumbered him, and after binding his legs, they made him hop all the way back to the "Lawn" Deck.

Two wives and two children were discovered shortly afterwards, one wife discovered while hiding in the crew's showers and even contemplating taking a shower to resist arrest, but the policeman was too quick for her ! She later admitted that she was originally going to hide in the Old Man's bed !

The Second Cadet found a very ingenious hiding place, in a barrel in the Masthouse, but cramp was his downfall and soon he too was shackled to the rails in the pelting rain. While the police went off in search of the final victim, three of the prisoners managed to escape, and ran off to hide in the funnel, but they were soon caught again, suitably punished by the jailer and hosed down with a firehose to cool them off.

The rain still poured, but luckily the "Lawn" Deck, where the ceremony was to be held, was under cover and at 3.30 p.m., court convened. One victim still had not been found and we were all getting a bit concerned that he had gone overboard, when he turned up explaining that he had gone to sleep in his hiding place in a deckhead of one of the crew's cabins !

The array of costumes was magnificent. There was King Neptune, his Queen (male), wearing the most beautifully made crown and enough make-up to sink the ship; a Doctor stained with real blood; Sweeny Todd the Barber; Defence and Prosecution Council; a Jailor, an Executioner; the three policemen; complete with coshes and shields; and a Mermaid who had difficulty walking along, and nearly split her costume several times !

Each victim was tried in turn, the crimes ranging from being drunk in the bar unaccompanied, to drinking the Old Man's supplies of Gin and Tonic. The Defence Council was hopeless, and amidst cat calls and hisses, all were found guilty. The punishment was fairly mild to start with. The children were simply daubed in the "gunge" (which incidentally they did not like very much, although they loved being dirty normally !) and then being gently lowered into the "swimming pool". Gradually, however, the punishment got more brutal, and the last victim (the Cadet who had fallen asleep) had his boiler suit tied to his legs and a foam extinguisher let of inside. He then got the rest of the "gunge", had to eat two revolting pills, finish off a foul medicine made up to a recipe only known by the ingenious Sparky. He was then given a monk's haircut by Sweeny Todd and several duckings in the "swimming pool". His legs were so filled with foam, that they floated.

Afterwards, each of the victims, who, incidentally, took their punishment very bravely, and in the spirit of the occasion, were awarded certificates and the Cadet's hair was tidied up as much as possible, although it was impossible to do anything to cover up the missing eyebrow, which Sweeny Todd had shaved off the Second Cadet, and the last Cadet decided it was best to have his whole head shaved off and let it grow again.

In the evening, everyone gathered together and we had a barbeque on the "Lawn" under a warm starry night. It was a perfect ending to a very successful and happy day, and we all agreed that we are glad of the old traditions and we hope that they do not die out.

Since then, we have paid off, and I would like to take this opportunity of thanking everyone who I sailed with aboard the m.v. "Samia" for making it a very enjoyable and happy trip. I will never forget it.

Mrs. J. Swindells.