

NO. 135

APRIL, 1981.

BAD WEATHER

Winds howl,
 Snow drifts,

 Seas growl,
 Eyes water,

 Teeth chatter,
 Feet like ice,

 Ice bergs get fatter,
 Isn't very nice,

 The ship rocks,
 We wear woolly socks.

This poem was written by ten-year old Tracy Nelson of Upwell County Primary School. Tracy won first prize in a competition arranged by Second Officer M.J. Clarke (m.v. "FRESNO CITY") when he was serving aboard the "PORT ALBERNI CITY". Mr. Clarke corresponds with the School via the British Ship Adoption Society and the pupils were asked to write a short story or poem about a ship in the icy waters off the coast of Russia. It was considered that Tracy's poem was well thought out and well put together and her prize was a £2.00 book token. Our thanks to Mr. Clarke for sending this for our front page this month.

STAFF NEWS

OBITUARY: We offer our sincere condolences to Mr. E.J. Dunk (Cargo Superintendent, Celtic Bulk Carriers) on the passing of his father on 20th April.

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MARRIAGES: Our congratulations and best wishes for the future are extended to Mr. I.M. Stewart (Second Officer) on his marriage to Miss Linda Howarth at the Parish Church of Emanuel, Plymouth, on Saturday, 18th April.

Congratulations and best wishes also to Mr. R.G. White (Catering Officer) on his marriage to Miss Janice Hosking at Plymouth on Thursday, 16th April.

Mr. W.A. Stone, Fourth Engineer, was married on Saturday, 25th April, to Miss Phyllis Regan at Tredegar Register Office. We offer our congratulations to the happy couple for every happiness in the future.

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NEW STAFF: We welcome Miss Suzanne Olsen as a Junior Accounts Clerk at Head Office. She will be working in the Company Secretary's Department.

SUCSESSES: Congratulations to Mr. P. Martin (at Plymouth College) on being awarded the P. & O. Prize for Navigation and Chartwork.

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PERSONNEL SERVICES: In our February Newsletter, we published a brief resume of Personnel Services offered by the Company. In addition, we would advise that **Mr. Paul Hunt** is responsible for handling all family queries. Please contact Mr. Hunt if you require assistance at any time.

A ROUND TUIT

At long last, we have a sufficient quantity for each of you to have your own. Guard it with your life. These tuits have been hard to come by, especially the round ones. This is an indispensable item. It will help you become a much more efficient worker. For years, we have heard people say - "I'll do this as soon as I get "a round tuit"". Now that you have a round tuit of your very own, many things that have been needing to be accomplished will get done.

ATTACHMENTS TO NEWSLETTER: Once again we have to thank Captain J.B.E. Lemon for the article on "We're Lost, Captain", which he has taken from Fairplay International Magazine, to which we make acknowledgment.

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PUZZLE PLEA: If anyone has any material suitable for our Puzzle Page, we should be glad to hear from them.

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MERCHANT NAVY HOTELS

We have received notification from the General Council of British Shipping regarding Merchant Navy Hotels. Some hotels have had to close through lack of use and details of the services offered by these Hotels are attached to this Newsletter.

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VESSEL	CARDIFF CITY	DEVON CITY	FRESNO CITY	NEW WESTMINSTER CITY
Master	J.J. Kalnins	J.J. Birrell	A.L.G. Gosset	R.A.H. Vanner
Chief Officer	A.M.W. Mitchell	B.T. Hernaman	J.S. Murrey	P.M. Baverstock
Second "	A.K. Smith	M.L. Frazer	M.J. Clarke	P.C. Coles
Third "	M.R. Sealey	P.D. Codd	N. Cantwell	G.R.J. Faulkner
Radio Officer	W.P. Budden	R.J. Preece	K.H. Sellar	R.C. Chugg
Chief Engineer	L.M. Williamson	D.N. Henry	R. Chambers	W.J. Gill
Second "	J.B. Hocking	H.C. Convery	R.A. Rees	W. Bruce
Third "	R.H. Moore	A.G. Vincent	W. Lait	D.A. Roberts
Fourth "	A.M. Baxter	D.J. Coombes	M. Morgan	S.J. Staines
Fourth "	M.G. Evans	K.R. Negele	W. Iles J/E	M.R. Preece
Electrician	J.P. Crawford	P. Tyerman	K.W. Hampton	E.M. Bennington
Catering Officer	D. Gowzell	L. Hayward	A.A. Gouldie	J. Bonner
Cadets	E.V. Neale A.P. Wilson	T.D. Bennett	M.A. Ryan	N. Boyce D.R. James

VESSEL	PORT ALBERNI CITY	PRINCE RUPERT CITY	TACOMA CITY	VICTORIA CITY
Master	J. Vaughan	T.R. McNulty	O.J.T. Lindsay	J.C. Lee
Chief Officer	K. Jones	T.J. Hunter	I.C. Stutt	K. Milburn
Second "	J.M. Smith	C. Swindells	I.M. Stewart	I. Cowan
Third "	C.P. Eyles	G.M. Kivell	A. Abel	J.J. Moore
Radio Officer	I.F. Bullock	J.A. Heslop	B. J. Carter	S.G. Whitmore
Chief Engineer	D. Archbold	H.L. Fletcher	J. Scott	D. Harrison
Second "	R. Edwards	R.E. Diamond	J. Foots	M.G. Seaman
Third "	P. John	R.E. Russell	A. Doubler	A.C. Coombes
Fourth "	S.G. Morris	A. Cowling	R.E. Russell	E. Walker
Fourth "	K.R. Warner	A. Brandram Jones	C.L. Taylor	
Electrician	D. Osborne	P. Willmott	G.N. Witt	J. Fernandes
Catering Officer	D.R. Hartshorne	R. White	L. Seabrooke	G. J. Lloyd
Cadets	M. Cox P.A. Vaughan R.A. Hall P.C. Weychan	G.P. Jones I.J. Morgan	J. Cox C. Taylor D.J.F. Carter M.G. Shaw A. R. Parker	R.P. Eastham J.C. Thomas

VESSEL	WELSH CITY	AMPARO	SAMIA	JOSEFA
Master	P.J. Boroughs	R.E. Skinner	G.S. Garlick	M.C. Hurst
Chief Officer	W.G. Wood	R.T. Alford	M.W. Slayman	J.E.S. York
Second "	T.L. Lawrence	P.C. Coles	N. Jerrum	D.P. Kirley
Third "	A.P. Morris	A.C. Prosser	I.C. Miller	M.R. Lovibond
Radio Officer	C.G. Macey	D.S. Thomson	G.P.S. Watts	R.W. McInnes
Chief Engineer	M.E. Rayner	P.W. Evans	E.R. Morgan	N.B. Shilstone
Second "	K. Rowney	J.C. Cullen	D.G. Wedlake	M.R. Green
Third Engineer	M.B. Perrott	R. Thomas	K.A. Velda	D.C. Lewis
Fourth "	P.M. Deschamps	D.B. Evans	T.E.J. Sperrin 3/E	R. Godsall
Fourth "	C.K. Lee	M.P. Owens	E.L. Lloyd	P.H. Munro
Electrician	A.G. Roberts	K. Smith-Jaynes	K.F. Bean	D.J.C. Harnett
Catering Officer	C.J. Harry	R. Caine	P.D. Smith	R.G. Pierce
Cadets	M.G. Adams E.J. Naughton	P.G. Connick S.G. Bratton R.W. Eacott	D.P. Stephens K.P. Deacon P. Ellmes	

VESSEL BIBI SILVIA SOFIA

Master	B.A.G. Boyer	M.J. Bellamy
Chief Officer	T. Haxell	J.S. Pearsall
Second "	H.D. Johnson	R.G. Hayton
Third "	M.A. Evans	C.A. Prescott
Radio Officer	B.B. Everett	V.F. Cullen
Chief Engineer	G. Hughes	J. Fitzsimmons
Second "	G. J. Griffiths	K.D. Morgan
Third "	P.D. Slade	A. Hobin
Fourth "	M.S. Duke	M. Richards
Fourth "	J.A. Akhurst	T.A. Savage
Electrician	K. Baines	D.A. Williams
Catering Officer	L. Slawinski	F.W. Lever
Cadets	M.P. Spurrell	M.R. Penny
	P. Collins	S.F. Broderick
	A.M. Baker	

Below are listed Officers at home on voyage leave as at 30.4.81: Every endeavour is made to ensure that the list is as accurate as possible at the time of printing

Masters: A.D. Lightfoot, J. Porteous, D.B. Jack, D.L. Bell, L.R. Staines, W.D. Jones, R.K. Stuart, M.E. Jones.

Chief Officers: D.C. Toon, B.R. Hopper, D.H. Aubrey, J.R. Ashley, R.V. Duncan, I. Woollard, R.E. Baker, K.J. Cribbin.

Second Officers: J.P. Andrews, J.C. Pagler, N. Davies, P.C. Roberts, T.H. Jowett, E. Walmsley, A. Thomson.

Third Officers: A. Williamson, J.C. Neale, P.A. Bullard, R.W. Davies, S.J. Lowry

Chief Engineers: G. Cuthbertson, D.N. Amey, R.J. Trigg, B.M. Draper, L.G.I. Taylor

Second Engineers: R.U. Bell, P.J. Prendergast, R.M. Paddock, W.R. Shannon, P.H. Evans, T. Graham-Russell

Third Engineers: R.C. Butcher, D.E. Simmons, R.M. Stead, G.E. Ashton, W.M. Powell, R.M.B. Jenkins

Fourth Engineers: K.R. Tonks, P.J. Cole, C.J. Brown, H.D. McLundie, C.R. Brennan, P.W. Knibbs, N.C. Williams, M. Williamson, K.J.C. Lockwood, M.G. Smith, A. Keast, W.A. Stone, D.A. Hayden, D.C. Pulley, A.J.F. Tuck

Electrician: A. Bevan, B. Batey, D.G. Grant, J.A. Grainger, J.T. Lorraine, N. Padfield

Catering Officers: N. Frost, L.B. Surrey

Radio Officers: N.C. Sanders, P. Bradley, E.G. Bromham, R.G. Miller, D.C. Short, M.W. Savory, D. Bidmead

Officers at home on sick/study leave as at 30.4.81: R.H. Reed, A.J. White, P.J. Godding, A. Tay, W.H. Tucker, D.E. Horne, P. Price, J.R. Mathews, N. Nesbitt, R.G. Moylon, A. Fox, R.G. Taylor, T.A. Price, C.J. Burton, I.S. Exton, P.C. Harding, D.A. Hayden

Cadets at home on voyage leave, sick leave or study leave as at 30.4.81: R. Hughes-Jenkins, A.M. Russell, R.J. Taylor, W.E. Wilkins, R. Johnson, D.R. Aldus, D.A. Littler, J.M. Coleman, R.G. Crozier, D.T. Shorthouse, S.A. Hembury, C.J. Provis, J.C. 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. 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, R.G. Crozier, A.P. Miller.

SHIPS POSITIONS

As at 23rd April, 1981.

m.v. "CARDIFF CITY" Vessel delivered under Time Charter account Ben Line at Djakarta 18th April and sailed same day for Manila, where she is expected to arrive 23rd April. Vessel is scheduled to load Manila, Nabulau, Kunak, Samarinda, Tabaneo, Sampit, Taluk Ayer, Regang, Singapore and Port Kelang. On present schedule, vessel is expected to sail Port Kelang 4th June for Sete, Antwerp and Liverpool via the Suez Canal. Arrival Sete expected 24th June with probable final completion Liverpool around 10th July.

m.v. "DEVON CITY" Operating under Time Charter account Safmarine, this vessel sailed Durban 8th April with 26157 tons Anthracite for discharge Inchon. Vessel calls Singapore for bunker replenishment, ETA 2100 26th April, which would give ETA Inchon around 6th May. On completion discharge Inchon, the indication is vessel will load Alumina Kwinana (Western Australia) for discharge Durban. Based on sailing Inchon 10th May, vessel should arrive/sail Kwinana 20/22nd May, giving ETA Durban about 4th June.

m.v. "FRESNO CITY" This vessel, operating under Time Charter account Cast, sailed Port Elizabeth 30th March with 24524 metric tons Manganese Ore for discharge Kashima. Vessel is expected to arrive Kashima 1600 24th April and on completion discharge, around 27th, proceeds to Ulsan (Korea) for drydocking, about 13 running days being required. On completion drydocking, we understand vessel will load Japan for Arabian Gulf.

m.v. "NEW WESTMINSTER CITY" This vessel sailed Rotterdam 10th April with 21910 tons Bulk Urea for discharge India. Vessel arrived Port Said 21st April and was expected to enter the Canal 2220 21st. We are presently awaiting discharge area India. If vessel proceeds to West Coast then we would look for ETA around 2nd May, if East Coast, around 5th May. On completion discharge India, vessels next business has not yet been finalised.

m.v. "PORT ALBERNI CITY" Operating under Berth Service BS.121, this vessel sailed Vancouver BC 6th April having aboard 23201 long tons Forest Products for discharge Cardiff, Belfast and Newcastle. Vessel arrived Balboa 19th April, unfortunately Canal transit being delayed with probable ETS Cristobal 1900 23rd April. On this basis, we would look for her arrival Cardiff around 7th May, probable sailing 10th for Belfast through 11/14th thence Newcastle 15/20th, thereafter next business not yet finalised.

m.v. "PRINCE RUPERT CITY" This vessel sailed Alexandria 21st April for Taranto, ETA 2200 23rd April, where arrangements have been made for her to drydock for around 8/10 running days. Next business not yet decided.

m.v. "TACOMA CITY" Operating under Time Charter account Cast, this vessel arrived Rotterdam 18th April to discharge 25000 metric tons Coal loaded at Corpus Christi. Discharge is expected to be completed around 1800 23rd April, thereafter vessel drydocks at the Boele Yard, Rotterdam for about 7 running days. Time Charterers are not yet in a position to advise next business.

m.v. "VICTORIA CITY" This vessel sailed Ravenna 19th April and delivered under Time Charter account Red AB passing Cape Passero 21st April, for 2/4 months trading, redelivery Skaw-Passero Range/U.K./Japan-Singapore Range/U.S. Atlantic/U.S. Gulf. Vessel is now proceeding towards Las Palmas, ETA 0800 26th April, for bunker replenishment, then proceeds towards the Argentine.

m.v. "WELSH CITY" Arrived Nagoya 15th April, with expected completion discharge 26th April. On completion discharge at Nagoya, vessel delivers under Time Charter account Furness Withy Inc., dropping outward pilot for one Time Charter trip via safe ports US West Coast/USNP/B.C., with Bulk Grain and/or Grain Products, redelivery DOP Hong Kong/Japan range, including Taiwan. We understand vessel will load 60,000 tons five percent Yellow Corn at Puget Sound for discharge Kaohsiung. Basis completion/sailing Nagoya 27th, vessel should arrive Puget Sound around 7th May, possibly sailing 15th, giving ETA Kaohsiung around 29th May. Her next business has not yet been arranged.

m.v. "AMPARO" This vessel sailed Barcelona 22nd April for Vera Cruz, ETA 6th May, Tampico, Coatzacoalcos, New Orleans and Mobile. Her present scheduled indicates sailing Mobile 1st June for Barcelona, Genoa, Leghorn and Naples. Probably completes cargo operations Naples around 26th June, then drydocks prior to loading Leghorn, Genoa, Marseilles and Barcelona for Vera Cruz.

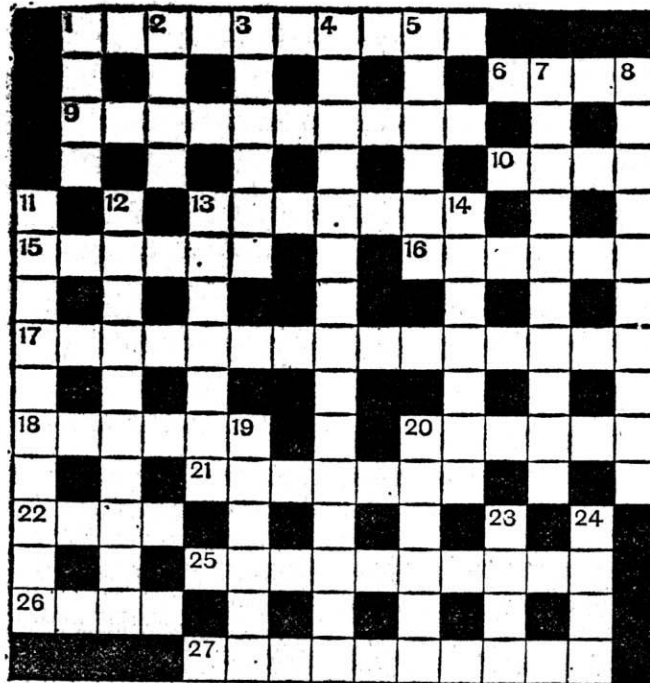
m.v. "BIBI" Arrived Champerico 12th April and commenced loading 15th. Vessel is expected to lift approximately 20000 Bales of Cotton at Champerico, giving earliest ETS 30th April, then possibly proceeds El Salvador or Nicaragua to load a further 3000 Bales of Cotton, thence Ensenada for Yokohama, Nagoya/Yokkaichi, Kobe/Osaka, Busan, Keelung, Kaohsiung and Hong Kong. Dates after Champerico are indefinite.

m.v. "JOSEFA" Arrived Vera Cruz 14th April and the latest information we have, she is expected to sail 23rd for Tampico, Coatzacoalcos and Progreso. Present schedule indicates sailing Progreso around 10th May for Rotterdam, Antwerp, Bremen, Hamburg, Le Havre and Liverpool, completing about 9th June. Completion cargo operations at Liverpool, vessel proceeds to Vera Cruz, ETA 3rd July, thence Tampico, Coatzacoalcos and Progreso, prior to returning to Rotterdam.

m.v. "SAMIA" Sailed Mobile 10th April having aboard 3502 tons Generals for Barcelona, Naples, Leghorn, Genoa, Marseilles and Barcelona. Vessel is expected to arrive Barcelona 26th April with completion cargo operations second call Barcelona around 14th May.

m.v. "SILVIA SOFIA" Arrived Moji 21st April with expected sailing 24th for Nagasaki, thence Kobe, Wakayama and Yokohama. Her schedule indicates vessel sails Yokohama around 3rd May for Ensenada, ETA around 21st May.

PUZZLE PAGE



ACROSS

1. Ship's Officer - who has another wife? (6,4)
6. Have a go at this clue - it could be dangerous (4).
9. They employ ships (10)
10. The last word (4)
13. Cunning characteristic (7)
15. Put in a capable position (6)
16. Little drink (6)
17. They help propel the ship (6,9)
18. Famous hut that accommodated troops (6)
20. Claim without proof? (6)
21. It may put a wrong right (7)
22. Tilt at the rear of a foot (4)
25. He takes an interest in pledges (10)
26. You may make haste to catch this (4)
27. They may identify certain persons on walls (10)

DOWN

1. End of work in a bag (4)
2. Keeps you warm and is put on with a brush! (4)
3. Plant that irritates (6)
4. The cargo is covered by it on the voyage (6, 9).
5. The push of the propeller (6)
7. Clocks or watches - not parts of them (10)
8. Part of plant providing fuel? (6,4)
11. The sailor's professional capability? (10)
12. They plead at the bar (10)
13. A defamation of character (7)
14. Symbolic advices between distant distant parties (7)
19. U.S. nuclear tests take place here (6)
20. Concerning stars (6)
23. Humorous reference (in kits) (4)
24. One pupil only is present in it. (4)

(Our thanks to Mr. John Thorne for this Crossword. Answers in next month's issue).

WE'RE LOST, CAPTAIN.

"It seems quite inexcusable" a shipbroker said to me the other day "that a modern and well equipped ship should run aground, with the Officers obviously not having the foggiest notion where they were". Well, some of my best friends are shipbrokers, but if they have one almost universal professional fault it is to believe, even after decades of disappointment that ships run on rails like trams, at speeds that can be accurately predicted. To the well adjusted shipbroker, wind, barnacles, engine breakdowns and fuel problems are, like mermaids, just figments of the mariner's imagination brought upon by not enough sex and too much drink. A fifteen knot ship runs at 360 miles per day and if the distance between A and B is 3600 miles, then it is a ten day voyage. If it takes more, then obviously the Captain is at fault.

Now it was not so many years ago that I got lost, not in the trackless wastes of the Pacific Ocean but in the narrow confines of the Irish Sea, and when shipbrokers make remarks like that I always feel the stirrings of a conscience that has much to forget in a misspent youth. I was the Navigator of a ship on a run job from Southampton to Liverpool, under the command of a Very Senior Master who had been brought back from leave to take the ship round and felt far superior to the smallest ship in the fleet. All went well, apart from a freshening gale that made the Very Senior Master exceptionally liverish, until we rounded Land's End, and started making up for the Smalls. The weather then rapidly deteriorated from nasty to appalling, visibility clamped right down, and the ship, because of an oversight in the stowage that had left the lower holds full of butter with nothing on top, started to roll with tremendous violence. Speed was reduced, the course changed and eventually we were hove to in a ferocious sea. Normally we would have had Decca Navigator put aboard, but the company, noting that the ship was not expected to load in the North Sea, had decided we could do without it. The gyro packed up first, developing such an enormous error that fearing for its safety, I clamped it up. The radar was less than useless as there was nothing to see but clutter while the DF, never the most precise device, indicated that we were deep in the Wicklow Mountains. It was then I had to confess to the Master that I was not 100 per cent sure of our position, and that we might even be lost.

And lost we stayed for a full twelve hours, as we rolled about like a bucket. No clue was there at all during that long night as to our position, and the Very Senior Master, whose language got steadily worse, clearly looked upon the whole sorry business as my fault. I tried talking to a couple of ships on the VHF, but one passer-by seemed to think he was close to Gibraltar while an Irish fishing boat, far too small to be out in that weather, got in first and asked us for directions. About ten o'clock the following morning a watery sun flashed between the thick clouds just long enough to get a doubtful position line.

We eventually found where we were as the weather moderated, picking up the Welsh coast on a radar that began to function again as the rolling eased, but it had been a nasty and uncomfortable few hours. The only happy memory was of the Very Senior Master lying on his back in a corner of the saloon, covered in tomato soup and kicking his feet in the air to the accompaniment of crashing crockery. But it was an experience that makes me a lot more tolerant of the old "inexcusable" case where a ship is discovered 30 miles or so away from its expected position.

(Taken from the Magazine Fairplay International).