

newsletter



NO. 139

AUGUST 1981.

WEATHER REPORTING - BOUQUET

The following is reproduced by kind permission of Commodore J. Vaughan, in the hope that other Deck Officers may be encouraged to follow this example:-

"Further to postcard acknowledgment, may I now please thank you properly on behalf of the Director-General of the Meteorological Office, for the latest meteorological logbook to be received from the "PORT ALBERNI CITY" which covered the period 6th February 1981 to 7th May 1981.

This is a very useful book which reflects the greatest credit both on the Officers who made the observations and also on the Radio Officer who transmitted them to the appropriate shore radio stations. We were particularly glad to notice the use which the Observers had made of the remarks column for recording shifts of wind, times and duration of precipitation, etc., as it makes such a difference to the value of an observation when it is amplified in this way.

This time, however, we miss the current data which is a usual feature of your meteorological logbooks. As mentioned in our previous letters, these are of great value to us in our work of compiling Current Charts and updating Admiralty Pilots and, as we are entirely dependent on ships at sea for this information, such data would be most welcome from your vessel should the opportunity occur to make these observations.

We hope that you are receiving our quarterly journal, "The Marine Observer", regularly. Unfortunately, owing to circumstances beyond our control, the last April edition was somewhat late in being published. As you no doubt already know, anything which you enter in the additional remarks pages of your meteorological logbook is always a potential item for the Marine Observers' Log section of the journal. Our sincere thanks to you and all concerned for your continued co-operation in our work and you may be sure that full use is made of all the data which you send us"... Capt. C.R. Downes for Marine Superintendent, Meteorological Office, Bracknell.

... ..

FLEET NEWS

BIRTHS: Our congratulations to Mr. & Mrs. J.R. Jones (Cardiff Office) on the birth of a son, Huw Daniel, on 18th July. The baby weighed in at 7lb. 12 oz.

Our congratulations also to Mr. & Mrs. Dave Annetts (Personnel Department, Head Office) on the birth of a daughter, Sara, on 17th July. Sara was 7lb. 12 ozs.also.

OBITUARIES: Our deepest sympathy is extended to Mr. J. Cormack, Chief Engineer and Mr. A.C. Coombs, Third Engineer, on the death of their respective Mothers.

...

We also record the passing of Mrs. A.B. Tamlyn. Some of our retired readers may remember Captain A.E. Tamlyn, who was a Marine Superintendent with the Company many years ago. Our sympathy has been sent to her family.

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INDISPOSED: Mr. Viv Adney (Chartering Department, Head Office) is at present in hospital suffering from a slipped disc, and is on traction. We send our best wishes to him and hope that he will soon be feeling more comfortable and able to be at home.

... ..

EXAMINATION RESULTS: Our congratulations to the following on obtaining their Certificates:-

Mr. R.M. Stead -	Class 2 Motor	Mr. I.S. Exton -	Part "A" Class 2 Motor
Mr. N.C. Williams-	-do-	Mr. A.C.B. Tay -	Class 2 Deck Foreign
Mr. K.R. Negele -	-do-	Mr. P. Martin -	Class 3 Deck Foreign

... ..

DONATIONS TO CHARITY

We acknowledge the following donations, with many thanks, both from the Societies concerned and us:

The Sailors' Children's Society benefited by £45.00 donated from the ex Officers of the m.v. "FRESNO CITY" and the Captain and Officers of the m.v. "PRINCE RUPERT CITY" sent a cheque for £15.00 in respect of tickets sold for a raffle.

The Seafarers' Education Society received donations totalling £18.80 from Officers on the m.v. "FRESNO CITY".

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ATTACHMENTS TO NEWSLETTER

Letters to the Editor - As we have received one letter this month, we are able to start this page. If you have anything to write about, we shall be pleased to hear from you.

Cardiff Ship Simulator: Early in 1982, this Simulator should be fully installed and an account of a recent demonstration is attached this month. Ed.

The Missions to Seamen: This year is the 125th Anniversary of the founding of The Missions to Seamen. It is also a special year for the Cardiff Station, as an extension in the form of a Chapel and Quiet Room has been added during 1981 and this will be Dedicated by the Bishop of Llandaff on 9th September. (The balance of the money has yet to be raised to pay for it!). The article is submitted by The Missions to Seamen giving an outline of its history, with a paragraph added by Cardiff.

Chart Users Advisory Panel: Our thanks to Mr. I. Woollard, Chief Officer, for this interesting article.

News from G.C.B.S. "U.K. Fleet Reduction - and its Challenge".

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VESSEL	CARDIFF CITY	DEVON CITY	FRESNO CITY	NEW WESTMINSTER CITY
Master	J. J. Kalnins	J. Porteous	L.R. Staines	W.D. Jones
Chief Officer	J.E.S. York	B.R. Hopper	M.W. Slayman	I. Woollard
Second "	M.L. Fraser	T.H. Jowett	P.C. Roberts	J.M. Smith
Third "	P.A. Bullard	T.J. Fuller	J.D. Bateman *	P.D. Codd
Radio "	R.G. Miller	D.P. Bidmead	M.W. Savory	J.R. Mathews
Chief Engineer	G. Cuthbertson	D.N. Henry	D. Archbold	R.M. Paddock*
Second "	A. Edwards	C.J. Burton	P.J. Prendergast	W.A. Bruce
Third "	G.E. Ashton	R.M.B. Jenkins	K. Velda	K.R. Negele
Fourth "	W.A. Stone	R.H. Reed	A.J.F. Tuck	T.A. Savage
Electrician	K.W. Hampton	B.R. Batey	K.F. Bean	G.N. Witt
Catering Officer	P.D. Smith	A.H. Fox	J. Bonner	S.H. Frost
Cadets	M.R. Dunstall	R.G. Crozier	J.J. Hudson	S.A. Hembury
	D.T. Shorthouse	A.M. Russell	S.G. Bratton	J.G. Townsend
			J. Cox	N. Boyce
				G.J. Provis

VESSEL	PORT ALBERNI CITY	PRINCE RUPERT CITY	TACOMA CITY	VICTORIA CITY
Master	M.E. Jones	D.L. Bell *	O.J.T. Lindsay	K. Milburn *
Chief Officer	B.T. Hernaman	J.R. Ashley	I.C. Stutt	K.J. Cribben
Second "	A.A. Field	N. Davies	I.M. Stewart	J.C. Pagler
Third "	A. Williamson	R.G. Hayton	J.C. Neale	J.J. Moore
Radio "	V.F. Cullen	S.G.W. Whitmore	B.J. Carter	R.H. Smith
Chief Engineer	R.J. Trigg	J. Scott	B.M. Draper	M.G. Seaman *
Second "	R.U. Bell	J. Foots	W.M. Powell *	H.C. Convery
Third "	D.E. Simons	I. Exton	R.E. Russell	D.C. Pulley
Fourth "	P.J. Cole	C.K. Lee	P. Price	W.H. Tucker
Electrician	A. Bevan	G.A. Brooks	N. Padfield	D. Osborne
Catering Officer			R. Peach	R.G. White
Cadets	S.N. Beckett	G.P. Jones	C. Taylor	D.P. Stephens
	P.D. Cocker		M.R. Hart	K.P. Deacon
	T.J. Wood		D.J.F. Carter	S. Rawlings
			M.G. Shaw	

VESSEL	WELSH CITY	AMPARO	JOSEFA	BIBI
Master	D.B. Jack	R.K. Stuart	R.I. Crawford	A.D. Lightfoot
Chief Officer	R.A.H. Vanner *	R.E. Baker	R.V. Duncan	T. Haxell
Second "	K. Jones	A.K. Smith	C. Swindells	H.D. Johnson *
Third "	A. Abel	A. Tay	R.W. Davies	M.A. Evans
Radio "	I.F. Bullock	P. Bradley	R.J. Preece	E.G. Bromham
Chief Engineer	L.G.I. Taylor	J.C. Cullen *	E.R. Morgan	G.J. Griffiths *
Second "	N. Nesbitt	T. Graham-Russell	M.R. Green	P.D. Slade *
Third "	A. Doubler	P. John	T.E.J. Sperrin	S.J. Staines
Fourth "	S.G. Morris	P.W. Knibbs	H.D. McLundie	K.R. Warner
Fourth "	M. Williamson	D.J. Coombs	C.L. Taylor	J.A. Akhurst
Electrician	J.A. Grainger	D.G. Hunt	J. Fernandes	K. Baines
Catering Officer	J. Patrick	L. Seabrooke	L. Hayward	L. Slawinski
Cadets	E.J. Naughton	S.J. Laws		M.P. Spurrell
	I.J. Thomas	A.P. Wilson		A.M. Baker
	M.I.V. Holman	M.A. Ryan		
	C.D. Broughton	N.G. Herod		
	S.F. Broderick	M.J. Hopewell		

Master	B.A.G. Boyer	
Chief Officer	D.H. Aubrey	
Second "	A. Thomson	
Third "	P. Martin *	
Radio "	D.C. Short	
Chief Engineer	J. Fitzsimmons	
Second "	W.R. Shannon *	
Third "	R.C. Butcher	* Temporary Appointments
Fourth "	M.G. Smith	
Fourth "	C.J. Brown	
Electrician	D.G. Grant	
Catering Officer	D.R. Hartshorne	
Cadets		

Listed below are Officers at home on voyage leave as at 31.8.81: Every effort is made to ensure that the list is as accurate as possible at the time of printing.

Masters: J.C. Lee, M.C. Hurst, J.J. Birrell, R.E. Skinner, A.L.G. Gosset, P.J. Boroughs, T.R. McNulty, M.J. Bellamy

Chief Officers: W.G. Wood, R.T. Alford, A.M.W. Mitchell, J.S. Murray, P.M. Baverstock, D.C. Toon

Second Officers: P.C. Coles, T.L. Lawrence, N. Jerrum, M.J. Clarke, D.P. Kirley, T.A. Price E. Walmsley

Third Officers: A.C. Prosser, M.R. Sealey, A.P. Morris, G.R.J. Faulkner, M.R. Lovibond, I. Cowan, G.P. Eyles, C.A. Prescott, P.C. Harding.

Chief Engineers: L.M. Williamson, P.W. Evans, D. Harrison, M.E. Rayner, R. Chambers, D.N. Amey, W.J. Gill, H.L. Fletcher, G. Hughes

Second Engineers: J.B. Hocking, K. Rowney, P.H. Evans, R.E. Diamond, D.G. Wedlake, K.D. Morgan, D.E. Horne

Third Engineers: A.G. Vincent, R. Thomas, W. Lait, A. Hobin, A.C. Coombes, D.C. Lewis, M.B. Perrot, R.M. Stead, D.A. Roberts, J.H. Davies

Fourth Engineers: P.M. Deschamps, M.G. Evans, A.W. White, M.P. Owens, A.M. Baxter, M. Morgan, A. Cowling, M.S. Duke, M. Richards, A. Brandram-Jones, M.R. Preece, D.B. Evans, N.C. Williams, A. Keast

Electricians: A.G. Roberts, J.P. Crawford, D.A. Williams, P. Willmott, E.M. Bennington, K. Smith-Jaynes, D.J.C. Harnett

Catering Officers: L.B. Surrey, D. Gowsell, F.W. Lever, A.A. Gouldie, C.J. Harray, R. Caine, R.G. Pierce

Radio Officers: C.G. Macey, R.G. Chugg, R.W. McInnes, K.H. Sellar, J.A. Heslop, D.S. Thomson, N.C. Sanders, B.B. Everett

Officers at home on sick/study leave as at 31.8.81: R.G. Moylon, M.J.C. Lockwood

Cadets at home on voyage leave, sick leave or study leave as at 31.8.81: R. Hughes-Jenkins R. Johnson, A.P. Miller, D.A. Littler, R.J. Taylor, G. Railton, T.A. Broughton, D.B. Williams, S.C. Paskell, J.C.E. Pink, N.J. Griffiths, M.M. Taylor, M. Martyn-Johns, W.P. Heyman, R.A. Bracken, D.A. Welch, A.P.J. Gaskell, D.P. Lockett, M.G. Moore, J.C. Thomas, E.V. Neale, P.G. Connick, C.B.C. Jones, P.C. Weychan, A.R. Parker, J.A. Thomas, D.R. Aldus, R.E. Parsons, M.R. Penny, N.J. Millward, D.R. James, A.M. Francis, C.G. Everett, W.E. Wilkins, C.E. Broad, T.D. Bennett, M.J. Cummins, M.G. Adams, J.M. Coleman, A.J. Salter, P. Collins.

SHIPS POSITIONS

As at 17th August, 1981

m.v. "CARDIFF CITY" This vessel sailed Brake 2300, 11th August, having lifted 25893.434MT Steel for discharge Long Beach, Oakland, Portland and New Westminster. On present schedule, vessel is expected to arrive Long Beach 5th September with probable final completion New Westminster around 20th September, thereafter her next business has not yet been finalised.

m.v. "DEVON CITY" Operating under Time Charter account Safmarine, this vessel sailed Richards Bay 1030, 9th August having aboard 26103MT Ferro Manganese, Felspar and Fluorspar for discharge Burnside. Vessel is expected to arrive Burnside 2nd September with probable completion around 15th. On completion discharge, vessel is scheduled to load Pulp, about 3300 tons, at Mobile and a similar quantity at Beaumont.

m.v. "FRESNO CITY" This vessel, operating under Time Charter account Safmarine, sailed Sluiskil 1330, 13th August having aboard 22318T Fertilizers for discharge Durban. Vessel called Falmouth through 15/16th August for engine repairs. She is expected to arrive Durban 6th September to discharge, and at the time of going to press Safmarine have not given us details of vessels return voyage.

m.v. "NEW WESTMINSTER CITY" Sailed Houston 14th August for Pascagoula to deliver under Time Charter account Sammisa. Vessel is scheduled to lift 19999MT Wheat at Pascagoula (Jackson Elevator) for discharge Japan - Kashima/Hakata range. She will call Los Angeles enroute for bunker replenishment and on this basis, given normal loading turn at Pascagoula, we would look for her ETA Japan around 20th September with probable redelivery 25/30th. Her next business has not yet been arranged.

m.v. "PORT ALBERNI CITY" Operating under Time Charter account Safmarine, this vessel sailed Durban 11th August, arrived Richards Bay 12th, sailed Richards Bay 14th, having lifted 24183MT Coal for discharge Venice. Vessel is expected to arrive Venice 31st August with probable completion discharge 2/3rd September and redelivers about 7th September passing 5 degrees East. Next business has not yet been arranged.

m.v. "PRINCE RUPERT CITY" This vessel, operating under Time Charter account Transamerican Steamship Corporation, sailed Jeddah 12th August with expected arrival Jubail am 19th. Vessel is scheduled to discharge Jubail 19/20th August, Dammam 20/25th and Ras Al Mishab 25/28th. She should redeliver passing Muscat around 30th August. Next business not yet finalised.

m.v. "TACOMA CITY" Operating under Time Charter account Sovfracht, this vessel sailed Geelong 6th August with 22341MT Bulk Wheat for discharge Nakhodka. Vessel is expected to arrive Nakhodka 24th and as she will encounter possible 21 days berthing delay at that port, we would look for her completion/redelivery around 15/20th September. Next business not yet arranged.

m.v. "VICTORIA CITY" This vessel, operating under Time Charter account Salen, arrived Murmansk 8th August, commenced loading 17th with probable sailing 19th for Constantza. Vessel is scheduled to bunker at Flushing enroute 24/25th August, giving ETA Constantza around 4th September. Vessel will probably experience about 25 days berthing delay at Constantza, therefore we would look for her redelivery passing Cape Passero around early October. Next business not yet arranged.

m.v. "WELSH CITY" Operating under Time Charter account NYK, this vessel sailed Kashima 15th August, arriving Wakayama 16th. She is expected to complete and redeliver 17th. On redelivery from present Time Charter, vessel delivers under Time Charter account Furness Withy dropping outward pilot Wakayama for a trip via USWC/USNP/BC, redelivery dropping outward pilot Hong Kong/ Japan range, including Taiwan. The intention is for vessel to load Coal at Roberts Bank for discharge Kaohsiung and on this basis we would look for her ETA Roberts Bank end of August, sailing early September for Kaohsiung, with probable redelivery 25/30th September.

m.v. "AMPARO" Vessel sailed Bilbao 13th August, arrived Bremen 16th with probable sailing 18th, for Hamburg. On present schedule, vessel is expected to sail Hamburg 22nd August, probably for Vera Cruz, but her schedule has not yet been finalised. In the event vessel does proceed direct to Vera Cruz, we would look for her ETA around 4/5th September. She would then sail Vera Cruz around 14th for Tampico and on completion cargo operations at that port, about 25th September, vessel returns to the Mediterranean Service, loading Tampico, Coatzacoalcos, Mobile and Morehead City for Barcelona, Naples, Leghorn and Genoa.

m.v. "BIBI" We are presently awaiting news of vessels sailing Mazatlan, for Guaymas to load 22000 Bales Cotton plus about 1500T Sesame Seed for Japan. Vessel is expected to be a minimum of about 10 days at Guaymas and on this basis, estimating sailing Guaymas 27th, she should arrive Nagoya around 11th September. Vessel discharges Nagoya, Yokkaichi, Osaka and Kobe, completing Kobe about 18th September, thence drydocks Japan through 18/24th September. We have not received the vessels schedule after completion drydocking.

m.v. "JOSEFA" Sailed Progreso 14th August for Antwerp, ETA 28th August, thence Bremen, Hamburg, Le Havre and Liverpool, probably completing Liverpool around 9th September for Vera Cruz and Progreso, prior to returning to Europe.

m.v. "SILVIA SOFIA" Arrived Manzanillo 14th August and was expected to berth 15th and sail 24th for Lazaro Cardenas, through 25th August/3rd September. We have not yet received schedule after completion of cargo operations Lazaro Cardenas.

POT POURRI

WHO OWNS THE ZEBRA?

The Solution to last month's puzzle.

Yellow	Blue	Red	Ivory	Green
Norwegian	Ukranian	Englishman	Spaniard	Japanese
A	B	C	D	E
	Horse	Snails	Dog	Fox
	Tea	Milk	Orange	Coffee

The Norwegian owns the Zebra and also drinks water.

RECIPE OF THE MONTH

WORKER PARTICIPATION??

During a staff meeting on worker participation, our Head of Department had his own ideas for giving staff a greater "say" in policy-making.

"I will tell you all what to do", he told us, "And you will participate by doing it".

(Contrary to popular belief, this was seen in a very old number of the Readers Digest, to whom we give acknowledgment. However, if the cap fits.....!)

Have you read...?

SHŌGUN by James Clavell

An epic story set in sixteenth century Japan.

Published by Coronet at £ 2.50

Also by James Clavell : King Rat and Tai-Pan.

AN ANCIENT PHILOSOPHER SAID.....

He who commands the sea,
commands **EVERYTHING**.

ONION SOUP

2 very large onions
2 ounces butter
1 level teaspoon curry powder
1 chicken stock cube
1½ ounces flour
1½ pints boiling water
½ pint single cream
salt and freshly ground black pepper
a pinch of nutmeg

METHOD

Peel the onions, cut them in half and slice them as finely as possible.

Melt the butter, without letting it brown, in a heavy-bottomed pan. Add the onions. Cover the pan with a lid and 'sweat' them until they are tender and transparent. Toss the pan from time to time to ensure that the onions do not brown.

Sprinkle the flour and curry powder over the onions and stir in well. Add the water and crumble in the stock cube. Bring to the boil and simmer for 20 minutes. Season with salt, pepper and a modicum of nutmeg.

Do not strain, but add the cream when the soup has boiled and serve straight away. (Milk will 'split' in onion soup so if economy is called for, omit the cream or use top of the milk.)

Serves six

From 'FINE ENGLISH COOKERY'
by Michael Smith, published
by Faber Paperbacks at £2.95

WORDS OF WISDOM....quoted in the
diary of a 15 year old:

Never mind what happened yesterday,
or if today looks like being a
disaster, first remember you still
have tomorrow in your pocket -
and life begins tomorrow.

SPORTS PAGE

SNOOKER LEAGUE

Back at the beginning of February 10 enthusiastic snooker players formed the R.S.L. Snooker League. It was agreed that the matches would be played on the basis of "best of three", with points awarded accordingly.

At the time of going to press the League is now near completion after some seven months of memorable matches, and plenty of funny incidents. It would also appear that three of the players have famous ancestors or idol's. Dennis Matthews to Alex "Hurricane" Higgins for the way he smashes the ball about. Anthony Morgan to Fred Davies for his cool unflappable style of play, and the most peculiar shots made by Robert Mayes which have been likened to Barnes Wallis's Bouncing Bomb.

The current League situation is shown below and it is hoped that by next month's Newsletter we will be able to publish the final table:

Paul Hunt	(Personnel)	Played	9	Points	22
Bruce Gully	(Chartering)	"	7	"	18
Dave Phillips	(R.S.M.)	"	5	"	13
Clive Moore	(Secretarial)	"	5	"	10
Jon Lewis	(Accounts)	"	6	"	10
Dennis Matthews	(Pensions)	"	8	"	8
Robert Mayes	(Personnel)	"	4	"	6
Paul Colwill	(Secretarial)	"	5	"	6
Jim Bendon	(Accounts)	"	2	"	2
Anthony Morgan	(Secretarial)	"	6	"	1

It is hoped to start a new League/Knockout Championship at the beginning of October and should anyone wish to participate please contact Robert Mayes before September 21st.

CRICKET IS A TOUGH GAME

In the recent League Match against Companies Record Office - the front runners this year - Frank Leavers (Purchasing) suffered a fractured finger in attempting to take a return catch of his bowling. The fracture required a minor operation in the Cardiff Royal Infirmary, and we all wish Frank well.

It is sad to note he dropped the catch, but Frank's absence may give some other bowlers a chance - even one of our number who is claiming figures of 5-wickets for 8 runs!!

Report by Robert Crozier (Jock) on Football Match held on 15th July
between:

		<u>Score</u>
	PORT ALBERNI SUPERSTARS	5
	V	
	S.A. ELBELAND: HAMBURG	2
<u>TEAM</u>	<u>MANAGER</u>	
	ROBBIE "BUSBY" BELL	
	1 DAVE "THE CAT" SIMONS	
	2 ANDY "MUSCLES" RUSSEL	
	3 ROB "THE PODGE" HALL	
	4 CHRIS "FARMER BILL" EVERETT	
	5 CLARK "SUPERMAN" BROAD	
CAPT:	6 NICK "THE BOMBER" SANDERS	
	7 PETE "RED" COLE	
	8 JOCKY "THE Y-FRONT" GROZIER	
	9 ANDY "WARTIE" WILLIAMSON	
	10 ROBIN "THE HEADER" REED	
	11 TONY "THE STREAKER" FIELDS	
	<u>SUBSTITUTE:</u> BUNGALOW BILL WILKINS	

CHEER LEADERS: CHRIS "THE LEGS" SANDERS
MARGARET "SCISSORS" REED
MAGARET "THE WEE HEN" BELL
SANDY "THE PHOTOGRAPHER" FIELDS

It was set to be the remake of the 1966 World Cup Final, only this match didn't get the same T.V. coverage. With having had only two practice sessions as a team we were ready for the challenge of the Germans even although it was our South African tour. Anyway the Germans came with all the gear, a proper strip and boots. We also had a proper strip only all of our men had a different one!

The match started with a good break from the Germans and their star player would have scored if he hadn't collided with one of our players, a complete accident of-course! After this incident our Captain "Bomber" Sanders instructed "Superman" to mark this German ace, and that was the last kick of the ball he had, I think. We were never under any pressure following this change of tactics and "Header" Reed opened our scoring account with a good drive from a corner. The cheerleaders went wild, the other spectators went wild, "Busby" went wild, we went wild in fact everyone went wild, apart from the Germans. After many off-side decisions against us the "Streaker" went through on his own, beat four men and blasted it home to make it 2-0.

At the beginning of the second half the Germans took advantage of our disorganisation and scored two goals within five minutes. "Bomber" moved strategically into the centre of the field and stopped any further attacks from the German midfield men by calling them names, taking his teeth out, kicking them off the ball etc etc.

We were on our way again the cheerleaders started to sing (unfortunately), but I think this also helped to destroy the Germans. "Jock" scored the third goal and it was easily the best goal of the Match. He hit it from about forty yards and intentionally placed it at the top left hand corner of the goal, the German goalkeeper didn't have a chance of saving it, in fact no-one would have saved it. It was simply brilliant and when "Wartie" scored the fourth goal it didn't seem to compare really with the standard of "Jocks" goal'.

The Germans had lost heart and when they eventually did get the ball near our goal they set about standing all over "The Cat". He suffered a severe gash in his leg about ten cms long and 2 cms deep but being British managed to play on until the end of the game (when he got a plaster for it).

To finish off, "Red" Cole put away the fifth goal two minutes from full time. The Germans fell to the ground totally overawed and demoralized.

LETTERS TO THE EDITOR

LETTER TO THE EDITOR

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Much has been reported in previous Newsletters high-lighting the varied performances of cricket players and teams. As the season is now drawing to a close a few thoughts from one who can be described as a 'promising geriatric' might not be considered amiss.

A well-known writer once described cricket as a game for imagination and enterprise. How true, when one considers the events of the past two Tests against Australia, but I wonder how many playing the game do realize what a wonderful game it is.

After being put "out to grass" many years ago, it is nigh impossible to lift a bat without a feeling of pleasure and a flight of fancy into the past, when at another time being hailed as the man - of - the - match or perhaps a dismal failure. There have always been the heroes to worship in your younger days and those to admire in ones more mature years. Batsmen of the stature of Bradman, Ponsford, Hobbs, Sutcliffe, Hammond, Leyland through to Washbrook, Hutton, Harvey, Hassett, Compton, Edrich, Cowdrey, May etc. etc. Bowlers of the calibre of Larwood, Peebles, Grimmett, McCabe, Tate, O'Reilly, Lindwall, Bedser, Wright, Tyson, Statham and Trueman, all legends in their own right.

The cliff-hanger Tests at Headingley and Edgbaston produced superb individual performances by Botham and Willis, turning certain disaster into glorious triumph. We hear a lot of cant about teamwork, but the truth is that the game only becomes great when players have imagination and enterprise of their own. The game allows a man to be on a pedestal in splendid isolation. When bowling he is alone with a thousand eyes watching him and with a bat and a wicket to defend the crease can be the loneliest place in the world. In the field the catch that goes to ground when a child could have taken it with one hand, is perhaps the loneliest feeling of all. Compare though, the sheer delight when a good length delivery removes the stumps out of the ground or, when your drive through the covers for four leaves the bat like a guided missile or, on that all too infrequent occasion when you hold that miraculous catch which stayed in your hand as if coated with instant glue.

The game gives up its secret charm only to those who see the fun and varied existence of it. Play the game with all the imagination you can muster, in your own way and with heart, always realizing that you are playing the most uncertain game in the world, when anything might happen at any minute. Just one ball might make you a hero or an absolute duffer.

Cricket is a magnificent game and for those privileged to have had the opportunity of showing their talents at whatever level, it is hoped their memories will burn brightly for many years even into their geriatric twilight.

R.S.Burston.

DEMONSTRATION OF CARDIFF SHIP BRIDGE SIMULATOR

As some of our readers may know, Cardiff has been successful in obtaining the new Marconi Ship Bridge Simulator, which will be operated jointly by the University of Wales Institute of Science and Technology and the South Glamorgan Institute of Higher Education.

This month, a party of three went from Head Office to Leicester to see a demonstration of this equipment at the Marconi Factory and representatives of the above two Institutes took part.

For the more technically minded, Marconi's Dusk/Night/Day Visual System for ship simulators is based on the TEPIGEN (Television Picture Generator) H2 image generator, which meets the needs of the Merchant and Naval simulators with the same technology that is used for flight simulation. The wave pattern on the surface of the sea moves correctly with the ship's own speed and rate of turn. The whole equipment is computer based and the image is projected on the rear of a curved viewing screen. With this arrangement, the construction of the bridge is independent of the projectors. The field of vision from the bridge is 40° for each projector and this can be increased to 280° (7 projectors). In the case of the Cardiff Simulator, the angle will be 120° (5 projectors) when finally installed. However, for the purpose of the demonstration at Leicester, the field of vision was limited to 90° .

It must be recorded that the demonstration was extremely realistic. One stood on the ship's bridge and the scene that lay before you was exactly that which confronts a Master or Officer of the Watch in a real life situation. Starting off in Southampton Water, just off Cowes, one hour before dawn, we steered through Southampton Water and up the Channel. The vessel was a 30,000 tonner, carrying containers. Dawn broke and the morning gradually opened out into a fine, calm day very realistically. The usual communications were taking place on the bridge; the radar was simulated and operated as realistically and all the necessary manoeuvres to avoid collision with other vessels took place. Our vessel moved in accordance with the commands given and progressed up the Channel past Fawley, where another ship had just left the berth. The time span of the journey was one hour before dawn to 12 noon. (The demonstration actually took nearly an hour).

With this Simulator, the shape of a ship is obtained by a still photographic slide and it is, of course, the background which moves. This is achieved by the use of the three projectors, carefully aligned at the back of the screen, which project the images from a computer tape, which is fed into the equipment. Dynamic sea texture gives the most important of all visual cues to the motion of "own" ship through the water and four sea states can be provided. Other ships have bow and stern wash.

It was interesting to note such details as if the ship is going ahead, the sea appears to come towards you; if she goes astern, the situation is reversed; when turning, the sea goes across. Buoys, ferries and other ships and different images can be placed as and where required and various hazards can also be simulated, such as, the obstruction of port lights, buoys, landmarks, etc. The potential of this equipment is tremendous. One could visualise being able to simulate dropping and picking up Pilot, entering crowded anchorages, anchoring, taking aboard tug lines and entering lock gates, to name but a few. During the demonstration, fog patches were simulated, giving limited visibility and the opportunity to operate the correct procedure.

Although there are other ship bridge simulators in existence, this latest model, developed by Marconi, in partnership with the Department of Industry, is in full colour and uses television imagery. There is not another like it in the world and it can, at all times, be up-dated. It is also possible to simulate ports, canals, harbours, etc., for the training of Pilots, etc., which is another useful feature.

There is no doubt that the Cardiff Simulator is a great advancement and, for Junior Officers, whose bridge and practical experience can be very limited in coastal situations, bridge team-work can be developed. Having now developed such realistic imagery, coupled with the radar simulation, it is possible to re-construct almost any seaborne situation. The principal benefit of this type of simulator is that Senior Officers and Pilots can obtain five years' practical ship handling experience in the space of one or two weeks.

The members of the party visiting Leicester found the whole demonstration both fascinating and extremely interesting. (All would secretly have liked to have 'had a go' at the controls, but were too polite to ask!!). It is a very exciting project and will be a great asset to the Maritime Studies Departments of the two Institutions operating it. Its use in the training and instructing of seafarers in the future should contribute greatly to the safety of navigating and its scope appears to be very wide. It is hoped that this equipment will be fully installed early in the New Year and, after a few months spent setting up the Simulator for practical use, it would be "all systems go" in Maritime Studies in Cardiff.

125TH ANNIVERSARY YEAR OF
THE MISSIONS TO SEAMEN

This year has been an eventful one for The Missions to Seamen, which is now 125 years old. Several special events have been held to celebrate the anniversary and one of the most recent was a wreath-laying service at the graveside of the society's founder, The Rev John Ashley.

It was while he was on holiday in Bristol in 1835 that John Ashley first became aware that no-one had any contact with the men on board vessels anchored in the Channel for weeks at a time while they waited for a favourable wind. He visited the ships, and his concern for the men on board led him to turn down a parish appointment so he could devote himself to improving the seafarers' lot.

For the rest of his working life John Ashley spent his time visiting ships, holding services and learning about the needs of seafarers, and when he finally retired there was no shortage of people wanting to carry on his good work.

The Missions to Seamen was officially founded in 1856 and quickly expanded, providing clubs where seafarers could relax and find a warm welcome, and campaigning for improved conditions. By the time two world wars had passed, the society was firmly established with clubs in every continent; today there are 90 Flying Angel clubs in ports around the world, and honorary chaplains in a further 200.

The clubs vary greatly depending on the port. The traditional-type club in Hong Kong, for example, has accommodation for 150 and is very well used, while the club at Preston which closed recently was relocated to Fowey, Cornwall, where a club was needed. The society introduced a policy of establishing relocatable clubs some years ago to keep up with changes in the shipping industry; if berths were built further out from the centre and consequently the club became less accessible, then it could be shifted to follow the ships. Accessibility is particularly important for the many seafarers on quick turnaround vessels who have limited time ashore. The Mission

has realised the need for flexibility in its approach as there is no one answer for all ports.

The Flying Angel club at Cardiff has followed the pattern of a number of clubs in that the institute built there at the start of World War II eventually became too large and uneconomical, and was replaced about ten years ago by the present, much smaller building.

Several shipping companies have played a part in helping the society, and The Mission's assistant general secretary, The Rev Ken Good, commented recently on the practical assistance given by the Reardon Smith company in a number of ports, particularly in Cardiff. "The Mission has always had a close relationship with company personnel, and it is this type of support which it values. With the continued support of those interested in the welfare of seafarers, the society will be better able to continue its work, and to meet the changes in the shipping industry today," he said.

But whatever the changes, ministering to the material and spiritual wellbeing of those at sea will always be The Missions to Seamen's principal aim.

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Cardiff Branch - Enlarging on the above, the Station at Cardiff has recently been extended by the building of a Chapel, which will also be used as a Quiet Room for seafarers using the Club. The Chapel is now completed and will be Dedicated on 9th September by the Bishop of Llandaff. As St. Stephen's Church at Cardiff Docks is no longer used as a place of worship, the Missions were fortunate to obtain a small stained-glass window from there for the new Chapel. This window depicts an angel with out-spread wings, holding an anchor. The predominant colour in this window is sea-green. Just over half the money required has been raised through kind donations (some small, some large) and much has been done over the past year or so to improve amenities and conditions at the Club. There is a new Committee, which took over in April 1980, which includes four members of our Company - Mr. Chatterton being the Chairman, Mr. Crocker - Treasurer, Miss Ward - Hon. Secretary and Captain Lemon. Mr. Burston, although not on the Committee, has also done much to assist the Committee and to him and everyone else who has contributed towards this project, the Committee extend their grateful thanks.

It is encouraging to see that more people are using the Club since the improvements have been made.

CHART USERS ADVISORY PANEL

The Hydrographic Office, Taunton

In June this year I was asked to be present at the Chart Users Advisory Panel Meeting at the Hydrographic Office in Taunton. The idea of these meetings is for the hydrographer to present their successes and problems and also to obtain feedback from Chart Users and Authoritative Bodies on their opinions. Representatives were from various Shipping Companies and also such as D.P.I., I.A.L.A., Nautical Institute, R.Y.A., etc.

Before the meeting proper started we were taken on a conducted tour of the various departments. For the purposes of world charting, i.e. new surveys, reprints, new editions, etc. the world is divided into six separate chart areas, each with its own department. The majority of the staff of the Hydrographic Office are civilians and the heads of all departments are all graduates in their field.

In the European Chart department we saw the new style yachting charts being prepared. They were working on the Solent chart at that time. These new charts are very comprehensive and give details like the marinas, boat yards, telephones, and of interest to all seamen, the pubs!

Our next call was the Printing Department where we saw a printing plate being corrected for a new printing. One thing that surprised us all was that the lettering on the charts is not typeset but is in fact drawn in with a fine hair brush by an attractive young lady... not a job for the morning after feeling! The printing presses are all contained in one large room turning out thousands of charts a day. The latest machine does the three colour charts in one run. The chartlets for the Notices to Mariners are printed here but the written section of the Weekly Notices, Sailing Directions, etc., are done by outside printers.

We then made a quick visit to the Supply Office where the coordination of deliveries to naval requirements and separately to Chart Agencies takes place.

Finally we visited the Chart Storage Area and then the Chart Correcting Area. This room could easily be described as a Second Officer's Nightmare! They have obviously developed some short cuts when correcting hundreds of the same chart, but all the corrections are still done by hand. This ensures that any chart leaving the premises to Agencies is up to date to the latest notice to Mariners.

Unfortunately our tour then had to come to an end, although quite a few more hours could quite happily have been spent in the various departments.

The meeting then convened and started with a short talk from Rear Admiral D. W. Haslam, Hydrographer of the Royal Navy. His main theme was to thank all those who had submitted Hydrographic Notes in the last year and to request that Mariners continue to send them in. It did not matter if all details could not be obtained as once they were aware of changes they could then use their own resources to gain further information. However, it was pointed out that in certain circumstances the Mariner was often in a good position to obtain local information that was not obtainable at a national level. This was made very apparent by a situation in Pakistan where Taunton were aware of changes in the Fairway buoyage at Karachi five months before the Pakistan Hydrographer had received the information from the Karachi Port Trust.

Various subjects were discussed outlining the problems and successes of the various departments and questions from the Panel were answered. It certainly appeared however that most of the questions had been anticipated by the hydrographic staff and very good reasons were given as to why alternative suggestions were not practical. As with most organisations these days finance is a critical factor.

The meeting generally was of great interest and it would be hoped that as many of this type of meeting as possible will continue to be held.

I. Woollard
Chief Officer

July 1981

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