

# newsletter



NO. 141

OCTOBER, 1981

## CHRISTMAS MAIL

With Christmas fast approaching, we would like to take this opportunity of reminding wives, families and friends of our seagoing personnel to post their Christmas mail EARLY. Mail should be received at this office NOT LATER THAN THE FOURTH WEEK IN NOVEMBER. However, before sending newspapers, magazines or parcels, etc., please check with this office for a suitable address for forwarding. PLEASE NOTE that parcels should NOT be sent to Head Office.

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## STAFF AND FLEET NEWS

**BIRTHS:** Our congratulations to David and Sally Wedlake on the birth of a son, Scott, on 18th September. Both mother and baby are doing well. Mrs. Wedlake has asked us to say thank you on their behalf to the Officers and wives aboard the "VICTORIA CITY" for the lovely bouquet of flowers sent to her.

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**OBITUARIES:** Our deepest sympathy is extended to Captain R.K. Stuart on the sudden, but peaceful, passing of his mother on 12th October. Captain Stuart is the nephew of Mr. Keith Stuart, one of our retired London Office Staff, whom we include in our expressions of condolence.

We also extend our sincere sympathy to Mr. John Norman, Director of our Sale and Purchase Department (London) on the death of his father recently.

Our sincere condolences are also sent to Captain H.W. Marshall on the passing of his wife, Mildred, on 16th October. Captain Marshall retired some years ago, but many of our longer serving staff will remember him and Mrs. Marshall.

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**NEW STAFF:** We welcome two new members of staff - Mr. A.J. Claughton, Data Processing Assistant in our Computer Section, Head Office, and Mr. H.T. Greener, Internal Auditor, Head Office. We trust they will be happy working with us.

**BON VOYAGE:** All our good wishes go to Mr. & Mrs. Lyndon Sotero, as they leave Britain to settle in Australia. Lyndon Sotero has held a senior position in the Accounts Department at Head Office and we wish him well in the future.

**INDISPOSED:** Mr. & Mrs. A.A. Field were involved in a car accident. Mr. Field suffered a broken collar bone, Mrs. Field bruising. We send our best wishes for a good recovery.

Mr. R.G. Moylon (Catering Officer) is at present undergoing treatment in the Dreadnought Seamen's Hospital. We send our best wishes to him.

Mr. A.M.W. Mitchell, Chief Officer, suffered injuries to his leg in an accident aboard the "DEVON CITY" during heavy weather. Mr. Mitchell is at present in the Norfolk General Hospital (Virginia, USA) and we look forward to hearing of a good recovery in due course. Meantime, our best wishes are extended to him.

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**EXAMINATION SUCCESS:** Mr. Justin Murphy (Chartering Department, London Office, has passed Part I of the Associate Institute of Chartered Shipbrokers examination. Congratulations on your success, Justin.

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**RETIREMENT:** Captain G.S. Garlick.

It is with regret we have to report that, due to ill-health, Captain Geoff Garlick retired in September. Captain Garlick's twentyeight years at sea were served entirely with the Company, joining as an Apprentice in February 1953 and serving in that capacity, then as a Junior Officer for the first eleven years. The next six and a half years, from 1964 to 1970, he served as Chief Officer and then for over ten years as Master, completing his last voyage in May 1981. The m.v. "KING CITY" was Captain Garlick's first ship and, during his years with us, he experienced almost every class of vessel in the Fleet - war-time built vessels; car deck ships and several of the "Cardiff" Class vessels, also the T.M.M. ships. Finally, he commanded the "Elena", under her new name "Samia", which he brought into Barcelona and passed her over to T.M.M. to sail with a Mexican crew under the Mexican flag.

We trust Captain Garlick's health will soon improve and permit him to take up a less arduous and stressful occupation. We wish him well for the future.

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**Mr. T. Willoughby - Electrician:**

We also report the retirement on 16th September of Mr. T. Willoughby. He joined the Company in July 1961 and served the Company faithfully and loyally for twenty years. We would like to thank Mr. Willoughby for his service and send our best wishes to both him and Mrs. Willoughby for a long and happy retirement.

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VESSEL	CARDIFF CITY	DEVON CITY	FRESNO CITY	NEW WESTMINSTER CITY
Master	J.J. Kalnins	J.J. Birrell	P.J. Boroughs	M.C. Hurst
Chief Officer	J.E.S. York	D.C. Toon	M.W. Slayman	I. Woollard
Second "	M.L. Fraser	M.J. Clarke	P.C. Roberts	J.M. Smith
Third "	P.A. Bullard	G.R.J. Faulkner	A.P. Morris	M.R. Sealey
Radio Officer	R.G. Miller	C.G. Macey	M.W. Savory	N.C. Sanders
Chief Engineer	L.M. Williamson	D.N. Henry	D. Archbold	W.J. Gill
Second "	A. Edwards	C.J. Burton	K. Rowney	W.A. Bruce
Third "	W. Lait	M.B. Perrott	K. Velda	K.R. Negele
Fourth "	W.A. Stone	A.P. Brandram-Jones	A.J.F. Tuck	T.A. Savage
Electrician	E.M. Bennington	A.G. Roberts	J.P. Crawford	G.N. Witt
Catering Officer	P.D. Smith	A.H. Fox	J. Bonner	L.B. Surrey
Cadets	M.R. Dunstall	A.M. Russell	J. Cox	C. Taylor
	D.T. Shorthouse	N.G. Herod	S.G. Bratton	T.D. Bennett
	W.P. Heyman			S.C. Paskell
				M. Hopewell

VESSEL	PORT ALBERNI CITY	PRINCE RUPERT CITY	TACOMA CITY	VICTORIA CITY
Master	*J.S. Pearsall	T.R. McNulty	A.L.G. Gosset	J.C. Lee
Chief Officer	B.T. Hernaman	J.R. Ashley	J.S. Murray	K.J. Cribbin
Second "	E.W. Walmsley	P.C. Coles	*A. Williamson	J.C. Pagler
Third "	C.G. Everett	A.G. Tay	C.G. Broad	J.J. Hudson
Radio Officer	V.F. Cullen	B.B. Everett	W.P. Budden	J. Heslop
Chief Engineer	R. Chambers	J. Scott	B.M. Draper	D. Harrison
Second "	M.R. Green	* A. Hobin	J.B. Hocking	H.C. Convery
Third "	A.C. Coombs	A.G. Vincent	R.M. Stead	D.C. Pulley
Fourth "	M.G. Evans	P.M. Deschamps	A. Cowling	D.J. Coombes
Electrician	K. Hampton	K. Bean	K. Smith-Jaynes	D. Osborne
Catering Officer	E. Dias*	W. Fernandes*	A.A. Gouldie	D. Gowsell
Cadets	S.N. Beckett	R.E. Parsons	N. Millward	S. Rawlings
	P.D. Cocker	A.P. Miller	P.J. Gallie	D.P. Stephens
	T.B. Short	R.A. Hall	J.R. Greenspan	K.P. Deacon
	M.A. Worsnop		T. Stanford	
	D.R. Hilton			
	R.G. Crozier			

VESSEL	WELSH CITY	AMPARO	JOSEFA	BIBI
Master	D.B. Jack	R.E. Skinner	R.I. Crawford	R.K. Stuart
Chief Officer	* R.A.H. Vanner	R.E. Baker	W.G. Wood	R.T. Alford
Second "	K. Jones	A.K. Smith	C. Swindells	T.A. Price
Third "	A. Abel	R.G. Hayton	R.W. Davies	I. Cowan
Radio Officer	I.F. Bullock	K.H. Sellar	R.J. Preece	E.G. Bromham
Chief Engineer	M.E. Rayner	P.W. Evans	E.R. Morgan	* G.J. Griffiths
Second "	N. Nesbitt	T. Graham Russell	D.E. Horne	J. Foots
Third "	A. Doubler	D. Roberts	T.E.J. Sperrin	N.C. Williams
Fourth "	M.P. Owens	A.J. White	H.D. McLundie	M.S. Duke
Fourth "	S.G. Morris	M.J.C. Lockwood	C.L. Taylor	K.R. Warner
Electrician	J.A. Grainger	D.G. Hunt	J. Fernandes	D.A. Williams
Catering Officer	J. Patrick	C.J. Harrhy	L. Hayward	F.W. Lever
Cadets	I.J. Thomas	M.R. Hart		T.J. Wood
	M. Holman	E.V. Neale		P.G. Connick
	C.D. Broughton	M.A. Ryan		R.W. Eacott
	S.F. Broderick	A.P. Wilson		
	E.J. Naughton	S.J. Laws		

\* Temporary appointment

WEATHER REPORTING

AN "EXCELLENT" AWARD TO THE M.V. "CARDIFF CITY"

Following on the comments on the (British) Meteorological Awards in the August and September Newsletters, we have had a letter from Captain Kalnins advising that his vessel, the "CARDIFF CITY", has been awarded a second "Excellent" Award for the quality of meteorological observations submitted to the Canadian Meteorological Office during the year 1980. A book entitled "Cosmos" by Carl Sagan was presented to the vessel when she was in Vancouver and we have great pleasure in congratulating the Captains and Officers who served on the vessel during 1980 for their very good efforts and for the recognition given to them. The Canadian Department of the Environment operate a Meteorological Service very similar to the British Met. Office, with a number of voluntary observing ships, of which the m.v. "CARDIFF CITY" is one.

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APOLOGIES

The Editor wishes to apologise for an error in our September Newsletter. The Crossword on the Puzzle Page was mistakenly attributed to Mr. John Thorne, when it was, in fact, submitted by Mr. Paul Beattie of our Personnel Department. The solution to Mr. Beattie's puzzle is included this month.

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ATTACHMENTS TO NEWSLETTER

Company's Interim Results: Published on 20th October in respect of the half-year ended 30th September 1981.

Western Mail Marathon: Paul Beattie's foot-by-foot report makes one feel you took part yourself! Our thanks to Paul Beattie.

Model Competition: The Worshipful Company of Shipwrights are running a Competition to celebrate the bicentenary of the Grant of the Livery and in association with the "Maritime England" Year. Details are attached and we should be pleased to hear of anyone who has entered. Please note intention to enter must be notified to the Clerk of the Shipwrights Company by 31st January 1982 and models completed by 1st September 1982.

Keep Wales Tidy Campaign - Sea Lane Litter Research: We are once again indebted to Captain Lemon for this interesting article.

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

Listed below are Officers on voyage leave as at 31.10.81: Every effort is made to ensure this list is as accurate as possible at the time of printing

Masters:	M.E. Jones, K. Milburn, M.J. Bellamy, O.J.T. Lindsay, J. Porteous, D.L. Bell, L.R. Staines, W.D. Jones, A.D. Lightfoot
Chief Officers:	P.M. Baverstock, T. Haxell, I.C. Stutt, B.R. Hopper, R.V. Duncan
Second Officer:	T.L. Lawrence, I.M. Stewart, D.P. Kirley, T. Jowett, N. Davies, J.P. Andrews
Third Officer:	T.J. Fuller, M.A. Evans, P.D. Codd, H.D. Johnson, A.C. Prosser, J.J. Moore, J.C. Neale, T.D. Bateman
Chief Engineer:	H.L. Fletcher, R.M. Paddock, R.J. Trigg, G. Hughes, L.G.I. Taylor, G. Cuthbertson, D.G. Seaman, D.N. Amey, J.C. Cullen, K.D. Morgan.
Second Engineer:	P.J. Prendergast, R.E. Diamond, R.A. Rees, D.G. Wedlake, R.U. Bell.
Third Engineers:	W.M. Powell, P.D. Slake, P. John, R.M.B. Jenkins, G.E. Ashton, D.E. Simons, R.E. Russell, S.J. Staines, R. Thomas, J.H. Davies.
Fourth Engineers:	C.K. Lee, P.W. Knibbs, R.H. Reed, A.M. Baxter, M. Richards, D.B. Evans M.R. Preece, A. Keast, P. Price, M. Williamson, J.A. Akhurst.
Electricians:	P. Wilmott, D.J.C. Harnett, A. Bevan, N. Padfield, K. Baines, B.R. Batey
Catering Officers:	L. Slawinski, N.H. Frost, R. Peach, R.G. Pierce, R.G. White
Radio Officers:	D.S. Thomson, R.W. McInnes, J.R. Mathews, P. Bradley, B.J. Carter, S. Whitmore, R.H. Smith.

Officers on sick leave/study leave as at 31st October, 1981: A.M.W. Mitchell, A.A. Field, R.G. Moylon, N. Herrum, M.R. Lovibond, G.P. Eyles, C.A. Prescott, P.C. Harding, R.G. Chugg, P.H. Evans, I.C. Miller

Cadets at home on voyage leave, sick leave or study leave as at 31.10.81:

R. Hughes-Jenkins, R. Johnson, D.A. Littler, R.J. Taylor, G. Railton, T.A. Broughton, D.B. Williams, J.C.E. Pink, N.J. Griffiths, M.M. Taylor, M. Martyn-Johns, R.A. Bracken, D.A. Welch, A.P.J. Gaskell, D.P. Lockett, M.G. Moore, J.C. Thomas, C.B.C. Jones, P.C. Weychan, A.R. Parker, D.R. Aldus, J.C. Thomas, M.R. Penny, W.E. Wilkins, I.J. Morgan, M.J. Cummins, M.G. Adams, J.M. Coleman, A.J. Salter, P. Collins, D.J. Carter, M.G. Shaw, M.P. Spurrell, A.M. Baker, S.A. Hembury, J.C. Townsend, N. Boyce, G.J. Provis, G.P. Jones, E.J. Naughton, J.D. Bateman.

## SHIPS POSITIONS

As at 22nd October, 1981

m.v. "CARDIFF CITY" This vessel arrived Kobe 16th October, with expected completion discharge at that port 23rd, thence Hakata, ETA 24th, to complete. On completion discharge Hakata, vessel delivers under Time Charter account Yamashita Shinnihon for an Australian round voyage, the intention being she will proceed to Newcastle to load a cargo of Coal for discharge Taiwan. Based on sailing Hakata 28th October, vessel should arrive Newcastle around 10th November with probable sailing around 23rd for Taiwan.

m.v. "DEVON CITY" Operating under Time Charter account Safmarine, this vessel sailed Baltimore 14th October for Cape Town and Durban. After sailing Baltimore, vessel met heavy weather and as the deck cargo of Containers shifted, vessel returned to Hampton Roads to re-secure. Vessel sailed Norfolk 17th October and on this basis her arrival Cape Town is looked for around 6th November. On completion discharge Durban Time Charterers have not yet advised next business.

m.v. "FRESNO CITY" This vessel, operating under Time Charter account Safmarine, arrived Ancona 18th October and commenced discharge 19th. We are advised completion is looked for 28th, and on completion vessel redelivers passing Cape Passero. Her next business has not yet been finalised.

m.v. "NEW WESTMINSTER CITY" Operating under Time Charter account Shinwa, this vessel sailed Kanda 12th October with a cargo of 24,550MT Cement in bulk for discharge Kuwait. Vessel sailed Singapore, after bunker replenishment, 20th October and her ETA Kuwait is looked for around 31st. On completion discharge of the Cement, we understand vessel will probably ballast to Japan.

m.v. "PORT ALBERNI CITY" This vessel sailed Mobile 1st October with a cargo consisting of 18116.5MT Soya Beans and 6145.8MT Corn for discharge Kashima and Kobe. Vessel sailed Panama Canal 6th October, giving ETA basis Kashima 2nd November. On completion discharge Kobe vessels next business has not yet been finalised.

m.v. "PRINCE RUPERT CITY" This vessel sailed Venice 13th October and redelivered from IVS Time Charter passing Cape Passero 15th October. Vessel is now proceeding to Tampa, ETA am 31st October, to deliver under Time Charter account Yamashita Shinnihon. The intention is for vessel to load Phosphate Tampa for discharge Onohama, Nagoya and Ube. On completion discharge Ube, vessels future business has not yet been arranged.

m.v. "TACOMA CITY" Operating under Time Charter account Sovfracht, this vessel arrived Nakhodka 18th October. We have been advised vessel will probably complete and redeliver around 5th November. Her next business has not yet been arranged.

m.v. "VICTORIA CITY" This vessel, operating under Time Charter account Tokai, sailed Tampa 18th October having lifted 25315MT Phosphate for discharge Niigata and Kushiro. We would expect vessel to transit the Canal around 23rd October, giving ETA/D Niigata 18/23rd November, Kushiro 24/30th November. On completion Kushiro, vessels next business has not yet been arranged.

m.v. "WELSH CITY" Operating under Time Charter account Korea Shipping, this vessel arrived Newcastle NSW 19th October and is presently at anchor awaiting berth. We have been advised she is expected to berth around 2nd November with probable sailing 4th for Pohang. On this basis, we would look for her arrival and completion Pohang 19/25th November. Her next business has not yet been arranged.

m.v. "AMPARO" Arrived Bilbao 21st October with probable sailing 24th for Antwerp, Bremen and Liverpool. Her schedule indicates vessel should complete Liverpool around 10th November before proceeding outwards to Vera Cruz, ETA 24th. On completion of cargo operations at Vera Cruz and Tampico, vessel is scheduled to switch from North European Service to Mediterranean Service and as yet, itinerary is not to hand from T.M.M.

m.v. "BIBI" Arrived Yokosuka 21st October and is scheduled to sail 23rd for Itozaki, thence Nagoya, Manzanillo and Acapulco. Her schedule indicates completing Acapulco 30th November, thereafter we are awaiting further itinerary from T.M.M.

m.v. "JOSEFA" Vessel arrived Vera Cruz 1st October with probable sailing 21st for Tampico, Mobile and Morehead City. She is scheduled to sail Morehead City 10th November for Barcelona, via Las Palmas, giving ETA Barcelona 25th November. ETA 26th for Naples, Leghorn, Genoa and Barcelona. Cargo operations Barcelona are expected to complete around 14th December, after which vessel proceeds outwards to Vera Cruz, ETA 28th December.

m.v. "SILVIA SOFIA" Arrived Chinwangtao 17th October with probable completion 15th November. On completion Chinwangtao, vessel operates under Voyage 7 Eastbound loading at Kobe, Yokohama, Nagoya, Nagasaki, Kanda and Yokosuka. The indication is she should sail Yokosuka around 1st December for Guaymas, ETA 15th, thence Manzanillo and Acapulco. Her completion Acapulco is looked for around 9th January.

SPORTS PAGE

SNOOKER

The first RSL (Cardiff Office) Snooker League which finished on 30th September unfortunately fizzled out like a damp firework, the eventual winner was Paul Hunt (Personnel) who won by default when other players were unable to complete their Matches by the allocated date.

A new Snooker Tournament started on the 7th October on a basis of 4-Groups of Players with the winner of each Group going forward to the Semi-Finals. The Groups were drawn out of the hat as follows: The Group qualifying Matches are being played on a basis of "Best of Three" frames.

<u>GROUP 1</u>	<u>GROUP 2</u>	<u>GROUP 3</u>	<u>GROUP 4</u>
G. Johnson	R. Mayes	P. Colwill	C. Moore
D. Phillips	D. Matthews	B. Gully	J. Bendon
D. Annetts	A. Morgan	P. Hunt	A. Claughan
J. Lewis			

RESULTS TO DATE:

<u>GROUP 1</u>	<u>GROUP 2</u>
J. Lewis 46 v 38 D. Annetts	R. Mayes 73 v 30 A. Morgan
J. Lewis 30 v 38 D. Annetts	R. Mayes 52 v 43 A. Morgan
	R. Mayes 56 v 36 D. Matthews
	D. Matthews 57 v 36 A. Morgan
	R. Mayes 42 v 74 D. Matthews

<u>GROUP 3</u>	<u>GROUP 4</u>
B. Gully 77 v 42 P. Hunt	C. Moore 54 v 48 J. Bendon
B. Gully 43 v 81 P. Hunt	C. Moore 48 v 47 A. Claughan
P. Colwill 61 v 52 P. Hunt	
P. Colwill 64 v 57 P. Hunt	



POT POURRI

With the last report of the Cricket Season in this month's edition, we thought it appropriate to include a Giles cartoon, which appeared in the Sunday Express on 16th August 1981. Team - please take note!

We would also like to thank Mr. Giles and the Sunday Express for their permission to reproduce the cartoon.

SUNDAY EXPRESS

AUGUST 16, 1981



"If I was your Fred with an appointment on Monday about his contract I wouldn't have clobbered the Chairman first ball."

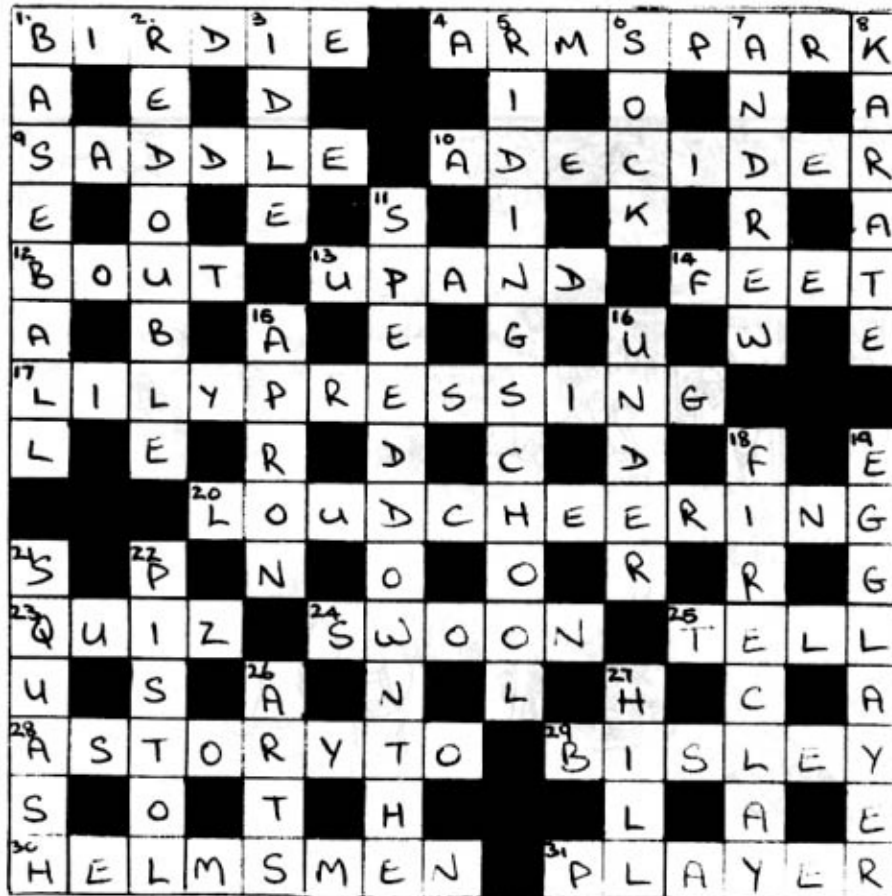
London Express Service

HEY, BIG SPENDER.....

Statistics show that American women spend 85% of the consumer Dollar - children 15% and men....the rest!

PUZZLE PAGE

The solution to last month's Crossword, submitted by Paul Beattie (Personnel Department, Head Office).



REARDON SMITH LINE LIMITED

NOTES OF PROCEEDINGS AT A MEETING OF DIRECTORS  
HELD ON THE 20TH OCTOBER, 1981.

The unaudited results for the half-year ended 30th September 1981 are given below and show a profit of £641,000 compared with £623,000 for the comparable period last year.

During the first few months of the financial year, the dramatic fall in freight rate levels was, to some extent, offset by the result of a strong U.S. Dollar against the Pound, but trading conditions have since seriously deteriorated. Hopefully, an improvement in conditions will take place during the winter, but at the present time, it appears that the position will remain extremely difficult during the rest of the financial year. However, in the longer term, we remain optimistic that the Company will return to greater profitability when the world begins to move out of recession and there is an up-turn in world-wide trade.

We continue to be very concerned at the increasing costs and our inability to compete against operators, particularly in the Far East, whose costs are considerably below those of British operators.

Consideration will be given to the payment of a dividend for the current financial year at the time of the publication of the Balance Sheet and Accounts.

INTERIM UNAUDITED GROUP RESULTS FOR THE HALF-YEAR ENDED  
30TH SEPTEMBER 1981

	<u>1981 £000's</u>	<u>1980 £000's</u>
GROUP TURNOVER	14,142 =====	12,298 =====
GROUP RESULTS DERIVED FROM:		
TRADING - BULK CARRIERS	2,128	2,138
- TANKERS	(48)	(181)
	2,080	1,957
INVESTMENT INCOME	257	264
	2,337	2,221
INTEREST PAYABLE	(643)	(816)
	1,694	1,405
DEPRECIATION	833	827
UNREALISED EXCHANGE (GAIN)/LOSS ON FOREIGN LOAN	220	(45)
	1,053	782
PROFIT/(LOSS) FOR HALF YEAR	641 =====	623 =====

BY REASON OF CAPITAL ALLOWANCES AVAILABLE, IT IS UNLIKELY THAT ANY LIABILITY TO CORPORATION TAX WILL ARISE IN RESPECT OF THE HALF-YEAR.

ANNUAL CRICKET AWARDS DINNER

With the kind permission of the Chairman, the Annual Cricket Awards Dinner was held in the Bideford Suite on Monday the 19th of October 1981.

The Speakers at the successful evening were Mr. C.R. Chatterton, Mr. J.P. Reardon Smith (Chairman of the Cricket Club) and Mr. P. Beattie (Captain 1981).

The Awards for 1981 were as follows:

The John Williams Player of the Year Cup

.....                                  .....                                  .....                                  Dennis Matthews

The Clubman of the Year

.....                                  .....                                  .....                                  Colin Mundell

The Single Wicket prizes were also presented to Paul Colwill (Winner) and Frank Leavers ( Runner Up).

At the end of the evening the Players presented Cricket Books to Graham Johnson, the original 1981 Captain, and Paul Beattie, who succeeded Graham during the Season.

THE WESTERN MAIL MARATHON "FUN RUN" FOR  
ROOKWOOD HOSPITAL

A brief account appeared in last month's Newsletter, written by a 'spectator' as none of us runners had recovered sufficiently to meet the Editor's deadline.

Our Team, reduced to three, Dennis Matthews, Colin Mundell and myself, having trained hard (Dennis with two weeks in the Med.) and enlisted sponsors, met outside the office at 0830 on Sunday morning, 22nd September. That in itself is an effort worthy of note.

We then proceeded to the starting grid, together with three thousand others, and ate our way through a packet of Dextrose tablets waiting for the starting maroon.

0900 the 'race' is on, the three thousand get off to a sensible, orderly start, walking the first 100 yards and then a steady jog through the centre of Cardiff to the cheers of supporters, with the three of us apprehensive but in high spirits.

Dennis disappears into the crown 385 yards from the start and is not seen again until the end. Colin and I settle into a steady rhythm after the slow start, and negotiate the first incline with ease two and a half miles out. The three mile post is met in thirty minutes, slightly under schedule for four hours, but not to worry - many more miles to go and the first refreshments are a mere two miles away, up hill !

As this refreshment (feeding station) approaches, the skies open, and wet sponges are not needed. Ever tried drinking on the run ? Not easy.

Onwards to Wenvoe, seven miles out and one hour gone. Back on target for four hours, maintaining a steady pace. Breathing easily but minor aches indicate where problems are going to arise later on.

Thinks: "This road does not seem as steep in the car"

Barry looms up, Calcot roundabout, second feeding station at nine miles, easier this time. Down hill through Barry - hard work. Broad Street, up hill!

"Much steeper than I thought"

Leaving Barry, more rain - refreshing, but what it does to those nice thick travelling socks' - like running in wellies full of water. Pain in ankles moving up the legs, knee joints ache, hips jarring.

Thirteen mile feeding station, two cups this time - half way mark two hours (double my longest training run) Fourteen miles, have to stop to rearrange my socks and wring them out, they have compressed and are causing blisters. Still on schedule for four hours. Legs stiffen, hard work starting again. Fifteen mile feeding, walk to drink, painful.

"Must go on"

Not for long! Colin has a stitch, stay with him, walk again - run, walk, run again - each time harder to start and stop.

Two hours twenty six minutes, seventeen miles feeding. Our 'supporters' shout "Bernie Plain has finished"

Thinks: "Thanks a bundle. Only nine miles more for us"

Walk, run, walk.

Thinks: "If we stop again I'm not going to be able to start again"

But the crowd push us on.

Thinks: "It's easy for them, they can't feel my legs"

Penarth passes in a haze of pain. Traffic building up, supporters crowding, bus carrying 'dropouts' squeezes past, try not to get run over.

Thinks: "Where's the nineteen mile feeder?"

Passed it! Not going back - hard enough going forward. Seem to be walking more than running.

Thinks: "Come on Colin, run longer, I can't keep stopping and starting like this"

Queue of 'dropouts' at twenty mile marshall.

Thinks: "Go on to the next then"

At a run, walk, run.

Now at city end of Penarth Road. We can see the tall buildings near the Centre - turn right to next feeding station twenty one miles.

Thinks: "Can I go five more miles? Never mind the time, how much money have I raised? Not up to £100 yet. Must go on"

Crowds helping. Dockland. Bute Street.

Thinks: "Where's the twenty two mile post?"

Walking again '

Thinks: "You're breaking me Colin - stopping and starting"

Cannot stop next time Colin does, go on 'alone' to twenty three mile feeding station with three miles to go. Legs feel better for a while. Running more now. City Road.

Thinks: "Wish I could turn left to the Centre"

Straight on, twenty four miles. Bigger crowds. Running again, every joint and muscle below the waist aches, feet feel every ripple in the road.

Thinks: "Why do we have to run up hill all the time?"

Turn left, down hill, last feeding station twenty five miles, push on.

Thinks: "Nearly there now"

Half a mile to go.

"I'm going to do it!"

Colleagues from the office help me along. Four hundred yards to go. I know the finish line is at the Welsh Office. Turn the corner, narrow channel between spectators, cheering me on.

Thinks: "Where's the finish line? They've moved it, it's now at the Law Courts ' Blast, another 120 yards '"

Keep running, cannot walk now.

Family are there cheering me on. Emotional moment. 80 yards to go, have to stop - big queue. Four hours fifteen minutes. Finished '

"Why do I have to wait?"

Legs cramp up, cannot stand up.

"What's the hold-up?"

Too many finish at same time, not enough stewards to check us through. Cooling down.

"I want my track suit, I need a drink, I've run a marathon, I want to go home"

I get my place number half an hour after the finish - 1268. Colin four hours twenty three minutes, Dennis five hours +

Home for a long hot bath, ice packs on stiff muscles. Relax, pain eases - hot sweet tea - feel elated, marvellous. I've run a marathon! Joints ache, must be tired. Try to sleep before roast. Could not then or until the early hours, and made it to work on Monday. Hardly able to walk, but recovered quickly, surprisingly, and was able to play badminton on Wednesday. Even considering next year! How about the London Marathon?

It was an experience never to be forgotten. The organisation was, on the whole, excellent, apart from the finish. That half hour was the longest of my life and the most painful.

I'm sure all the runners were grateful for the support of our colleagues, friends and families, they lifted us during the last agonising stages and helped us to complete the course. Our thanks also to the residents en route who provided oranges, drinks, hose pipes and encouragement, to the motorists who queued patiently for us to pass and especially to our sponsors who helped us raise funds approx. £350.00 for Rookwood Hospital.

The total haul is expected to exceed £100,000 for charities for the disabled.

A U.S. marathon runner of long experience once said:-

"I am still looking for shoes that make running streets seem like running barefoot across the bosoms of maidens"

I know how he feels.

Paul Beattie

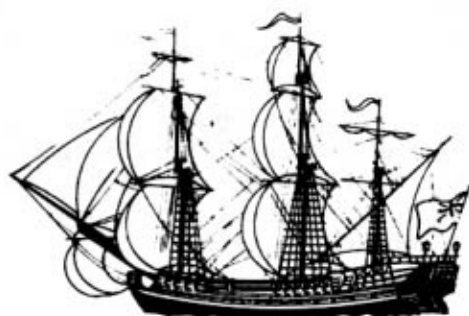
Editor's Comment:

The Western Mail has plans for another Marathon on 26th September next year and it is understood Paul intends to take part, together with others from Cardiff Office. It is believed they intend, as part of their training for this event, to take part in the Gillette London Marathon on 9th May 1982!

As a matter of interest, it was found that the Western Mail Marathon route was found to be 700 yards too long and competitors for next year can take comfort in the fact that they can feel justified in breaking a few minutes off their time.



# The Worshipful Company of Shipwrights



An East Indiaman of 1782



A bulk carrier of 1982

## MODEL COMPETITION – **FIRST PRIZE** **£1000**

As part of the Company's programme in 1982 to celebrate the bicentenary of the Grant of the Livery, and in association with the "Maritime England" year, the Shipwrights' Company is organising a model-making competition. The theme is technical development in the design or construction of ships and boats in the two hundred years 1782 — 1982.

Entries are invited on the following basis:

- Models may be within any of the following classes:
  - Complete ships or boats.
  - Sections of ships or boats to illustrate construction.
  - Marine engines.
  - Marine equipment.
  - Ship or boat yards.
- Models must be constructed especially for the competition and must not exceed 6ft overall in any direction. Any material or materials may be used in their construction.
- Each model must be supported by a technical paper not exceeding 500 words describing its relevance to the theme.
- Entries are invited from individuals or from groups of not more than six people, who are British subjects and who are not commercial model makers.
- A prize of £1,000 will be awarded to the best entry and £250 to the best entries in each of the remaining four classes, together with a Certificate for each winner or member of a winning team.
- Entries should be notified to the Clerk, not later than 31 January 1982, stating:
  - name(s) and address(es) of entrant(s)
  - short description of model and category under which entered
  - The models must be completed not later than 1 September 1982 and must be delivered, by previous arrangement, to a location in London and on a date to be determined, at the expense of the entrant(s).
  - A selection of the models will be put on show at an Exhibition to be held in London in September/October 1982.
  - The Company cannot accept any liability or responsibility for any loss of or damage to models howsoever caused.
  - The prize-winning models will become the possessions of the Shipwrights' Company if the Company so decides. Entrants will be required to remove all other models within 2 weeks of the close of the Exhibition after which time any model remaining becomes the property of the Company.
  - The competition will be judged by a panel appointed by the Shipwrights' Company and their decision will be final.
  - For further information please apply to:

The Clerk  
Worshipful Company of Shipwrights  
Ironmongers' Hall  
Barbican  
London, EC2Y 8AA



KEEP WALES TIDY CAMPAIGN

SEA LANE LITTER RESEARCH

As part of the Keep Britain Tidy Campaign, of which the Keep Wales Tidy group is a section, a lengthy programme of research on the South Wales Coastline was commenced in July 1977 which resulted in some very interesting statistics being produced. The research programme was specifically aimed at surveying and analysing the practices employed by ships and boats visiting ports, harbours and marinas in South Wales and the disposal of ship generated waste which may despoil the beaches and coastlines.

The surveys, carried out by interviews, were divided into two groupings. Group 1 was concerned with commercial shipping in the five major South Wales ports and group 2 was concerned with yachts and pleasure craft in the ports, harbours and marinas of South and South West Wales from Cardiff to Fishguard.

Great care was taken in the selection of interviewing staff. All were at least bi-lingual and all had to display a high degree of intelligence, initiative and tact. No interview was carried out without the full permission of the harbour authorities and of course the Master of the ship in the case of group 1 and the owners of the craft in group 2.

Similarly with the questionnaires. They had to be unambiguous, non confusing and, especially in group 1, available in different languages. Trial runs were made and deletions and amendments initiated before the full survey was commenced.

In group 1 six hundred and twenty six interviews were made of which twenty six were discontinued because of doubt concerning understanding of questions or reticence on the part of interviewees. In group 2 six hundred and thirty five interviews took place of which nine were discontinued for the same reasons as in group 1.

When all the questionnaires had been completed both groups were converted into a form suitable for numeric analysis by punched card and card sorter. When all the questionnaires had been checked against the punched cards, all reference to ship owners, ships, agents and all proper names were destroyed and all information is reduced to numbers on punch cards which is meaningless to anyone even to those who carried out the exercise.

In group 1, interviews were carried out in five ports, Barry, Cardiff, Newport, Port Talbot and Swansea.

Swansea provided nearly 36% of the vessels and Port Talbot a mere 2.5%. The mean tonnage of the vessels was 10514 tonnes and the mean crew number 23 persons.

Some of the conclusions which arose from the research are interesting. 2% of the ships sampled still do not have flush lavatories and only 22% treated the sewage chemically. Only 5% of ships had incinerators on board while 55% stored garbage in plastic bags but 10% did not seal the bags which is a breach of the Disease of Animals Order (1973). Over 44% of ships claimed they had no cargo hold waste in port and nearly 6% claimed they had no engine room waste either.

Group 2 interviews ranged from Cardiff to Fishguard and covered all the major centres for pleasure craft in this area. It is estimated that 1 in 50 of all pleasure craft registered in the United Kingdom were dealt with. The average length of craft was 6.6 metres and number of crew 2.97 people.

About 40% of the sample had no lavatory facilities on board their craft. While this in itself may not be very significant, since many of the craft were too small to engage on long voyages or trips of long duration to justify lavatory facilities, another 57% disposed of raw sewage overboard with only 17% of the latter number using chemical treatment. 84% of the sample used plastic bags to store garbage and this statistic pleased the campaigners since it showed a most responsible attitude on the part of the great majority of pleasure boat owners to the storage of waste while at sea. However while the at sea approach to garbage disposal was commendable there were 22% of those pleasure boats who could not account for the method of disposal of garbage while in port and it is reasonable to suppose at least part of this waste would be dumped into the sea.

One of the most obvious pollution problems in both groups are the dumping into the sea of plastic and glass bottles and containers of all kinds and it was fairly clear that such things were as often as not dumped overboard rather than being dealt with as other garbage would have been.

The programme is just one of a series in the campaign to reduce pollution both on land and at sea - and certainly ships are not by any means the only creators of pollution - but despite the time and effort given to it, only publicity, responsibility and good sense will help to keep the problem under control and hopefully reduce it.