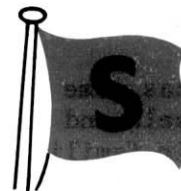


newsletter



NO. 142

NOVEMBER, 1981

REMEMBRANCE DAY

Remembrance Day for many people today means the sale of poppies by the British Legion and the Nation's homage at the Cenotaph Service and Services at similar War Memorials up and down the country. For many others, however, it is re-living memories of the loss of loved ones - some very young indeed - who gave their lives during the two World Wars. Many notices appear in the newspapers at this time - some from individuals in respect of their own personal remembrance - and some from Organisations. However, it was brought to our notice that since the Reardon Smith Nautical College (founded in Cardiff by the first Sir William Reardon Smith for the training of boys for a sea career) was embraced within the Education Department as part of the Maritime Studies Section of the South Glamorgan Institute of Higher Education, the College is not remembered individually in this way. Many of the young men, within weeks of leaving the College, were killed (on one occasion practically all the class) and we thought that it would be fitting for us, in the Newsletter, not only to remember with gratitude the boys of the Reardon Smith Nautical College, but all the loyal members of the Company's seagoing and office staffs who lost their lives in the two World Wars.

It would be impractical, if not impossible, to mention them by name as, after all these years, records would probably be incomplete and it would be unthinkable to leave anyone out. Ten ships were lost in the 1914-18 War and twentythree in the 1939-45 War, but their Officers and Crews who died are not forgotten - but live on in our memories.

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CHAIRMAN'S CHRISTMAS MESSAGE

The Directors join with me in wishing all our readers best wishes for a very Happy Christmas.

It seems to me that my Christmas Message each year contains problems in the Industry which always seem to be with us and this year is no exception! However, the British Shipping Industry shares with most other countries in the world a very serious decline, which can only be changed when the world generally moves out of recession. In the meantime, it is some consolation to know that everyone in our Company faces the problems with determination and, in spite of the fact that no-one can remember a world-wide state such as it is today, nevertheless, there just has to be some optimism for the future.

We remember our Pensioners with much affection at this time and I extend good wishes to them and also to those at home for health and every happiness.

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CREW MAIL

It has come to our notice that some crew mail has failed to reach some of our vessels and we would like to take this opportunity to assure our Officers and their families of the efforts which are made to expedite the delivery of the mail to our ships. One ship was recently ordered to discharge at a Far East port and, in order to minimise any delay which might occur with the mail, it was sent to Nippon Maritime, Tokyo, to await the declaration of the discharge port. In due course, Dairen was declared and Nippon Maritime was requested to forward the mail, which was duly despatched. After the mail was sent to Dairen, the discharge port was altered to Chinwangtao and this was the cause of the delay in the delivery of the batch. In total, eighteen telex messages were sent to various addresses in an effort to trace the mail and eventually, it was delivered to the vessel prior to sailing.

As stated above, we would assure all Officers that we consider it of paramount importance that mail is delivered to vessels with the minimum of delay and we do all we can towards this end.

... ..

APPOINTMENT OF A NEW COMMODORE

On the retirement of Commodore Vaughan, the Chairman confirmed the appointment of Captain O.J.T. Lindsay as the new Commodore of the Fleet. Prior to a Retirement Luncheon given by the Chairman and Directors for Commodore Vaughan and Mr. John Thorne (who retired some while ago) recently at Head Office, the Commodore's Pennant was handed over to Commodore Lindsay by Commodore Vaughan. Commodore Lindsay joined the Company from the Reardon Smith Nautical College, as an Apprentice in 1941 and was promoted to Master in March 1963. During the last War, Commodore Lindsay took part in Russian convoys and Normandy landings and was also involved in the North African Campaign. His father also served the Company for many years until his death at sea.

In addition to the two Commodores and Mr. Thorne at Lunch, their respective wives were also present and were joined by Captain and Mrs. Cann, who were on a visit to Cardiff. Captain Cann, who served the Company from Apprentice to Master, is now serving as a Pilot in Saudi Arabia, handling VLCC's of up to 300,000 deadweight tons.

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STAFF NEWS

SYMPATHY: We offer our sincere condolences to Mr. Paddock (Chief Engineer) on the sudden passing of his mother on 30th October.

INDISPOSED: We are pleased to report that Mr. Ian Jones is progressing well after his short stay in hospital and understand he will be back with us very shortly.

Mrs. Dorothy Everest (Cardiff Office) has been in hospital for tests recently. We understand all has gone well with her and she should be back in the office soon.

Mr. R.G. Lewis (Reardon Smith Management Dept) has suffered a riding accident, but we understand he is progressing satisfactorily. We send our best wishes to him and to Mr. Jones and Mrs. Everest.

...

NEWS OF RETIRED SEA STAFF

Captain D.L.G. Jones writes that he is about to become the proud owner of a new yacht, a Liberty 22 for those who are familiar with such technicalities. He also tells us he is very active in Newquay, (Dyfed) as Honorary Secretary of the local branch of the Shipwrecked Fisherman and Mariners Royal Benevolent Society, he is a member of the local lifeboat Committee, is Vice Commodore of the annual Cardigan Bay Regatta Committee and is playing an active, albeit non participative, role in organising a team for the so called "Three Peaks Race" which involves teams of yachtsmen and athletes from all parts of the country in what seems to the Newsletter Editor to be a horribly strenuous test of skill and endurance.

Captain Jones tells us each team consists of five men and his team will use a Sadler 29 yacht called "Blackleg". The race starts at Barmouth on the afternoon of the 12th June. The yachts, including the "Blackleg" sail to Caernarvon where two of the team leave the boat, climb to the top of Snowdon and then return to the yacht which sails to Ravenglass where again the athletes take over and climb to the top of Scafell Pike. They return to the yacht which finally sails to Fort William where a climb to the top of Ben Nevis is the final task for two of the team. Their return to the yacht brings the race to an end.

It is an annual event and is in aid of a specified charity. 1982 is in aid of the purchase of a surgical laser for the Aberystwyth hospital.

No doubt Captain Jones will provide the Newsletter with a interesting report when the race is over. We certainly wish all the contestants happy,, sailing and climbing - it almost makes one out of breath reading about it ..

A recent visit from Captain A.B. Parkhouse seems to indicate that retired life must be an agreeable occupation. He looks very fit and tells us he is finding life in Penzance where he now lives full of interest and very active. He, like Captain Jones, owns a sailing craft which he uses for fishing - he admits to the installation of an outboard motor for inshore and manoeuvring work. - and in the winter months he spends a lot of time helping with the local youth rugby team. His golf, with an eighteen handicap, is naturally an all year round occupation.

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ATTACHMENTS TO NEWSLETTER

"EYE OF THE WIND": Our thanks to Mr. E.G. Bromham for this interesting and informative article, together with the photograph. Our apologies for being so long in including it.

"KEEP BRITAIN TIDY": Our thanks to Captain Lemon for this further article.

"BEST SHORT STORY COMPETITION": Letter from the King George's Fund for Sailors gives details.

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A VERY HAPPY CHRISTMAS TO ALL OUR READERS

SHIPS POSITIONS

As at 18th November, 1981

m.v. "CARDIFF CITY" Operating under Time Charter account Yamashita Shinnihon, this vessel arrived Sydney NSW 0448, 16th November, but owing to congestion at that port, proceeded to anchor off Port Kembla awaiting loading berth. We understand from agents, the earliest berthing prospects appear to be early January 1982. On completion loading of her cargo of Coal, vessel has been ordered to discharge Kaohsiung, with probable completion that port around 25/30th January. Her next business has not yet been decided.

m.v. "DEVON CITY" This vessel, operating under Time Charter account Safmarine, arrived Durban 14th November, being scheduled to lift approximately 15000MT Manganese Ore for discharge New Orleans and Burnside plus about 10000T Anthracite for discharge New Haven. On present schedule, vessel looks like clearing Durban around 29th November, giving ETA New Haven 21st December. Her schedule after New Haven has not yet been advised.

m.v. "FRESNO CITY" Operating under Time Charter account British Steel Corporation, this vessel sailed Middlesbrough 15th November, having lifted 6001T Steel. Vessel arrived Immingham 15th November and her present prospects are she will commence loading 19/20th, approximately 14300MT Steel, likely sailing date being 28/30th November. This consignment is for discharge Busan, ETA 3rd January, with probable completion 10th. On completion discharge of this cargo, vessel redelivers and thereafter her next business has not yet been fixed.

m.v. "NEW WESTMINSTER CITY" This vessel, operating under Time Charter account Shinwa, sailed Mina Al Ahmadi 7th November for Kanda, where she is scheduled to load a cargo of Bulk Cement for discharge Dammam. Vessel is expected to arrive Kanda 26th November, where the indication is about two days will be required for loading operations, giving ETD 28th, on which basis we would look for her ETA Dammam around 13th December.

m.v. "PORT ALBERNI CITY" Operating under Time Charter account Anglo Canadian, this vessel sailed Kobe 10th November for Crofton, ETA 24th November. Vessel is scheduled to load Crofton, Cowichan Bay and Crofton for discharge Boston/Port Everglades Range. She is expected to arrive Crofton around 24th November, with probable sailing final loading port around 5th December for U.S. East Coast, via Long Beach for bunkering purposes, and the Panama Canal. ETA U.S. East Coast 24th December, with probable completion/redelivery 5/10th January.

m.v. "PRINCE RUPERT CITY" This vessel, operating under Time Charter account Yamashita Shinnihon, sailed Tampa 1st November with 24606MT Phosphate for discharge Japan, the indication being Onohama, Nagoya and Ube, but these ports have yet to be confirmed. Vessel cleared Balboa 7th November, ETA Japan 29th, with probable completion around 13th December. On completion discharge, vessels next business has not yet been arranged.

m.v. "TACOMA CITY" Operating under Time Charter account Canadian Transport, this vessel sailed Nakhodka 12th November, sailed Hakodate 14th, after bunker replenishment, and is expected to arrive Vancouver, as first loading port, 27th November. On this basis, we would look for her clearing final loading port B.C. around 7th December, giving ETA Japan 21st, probably completing/redelivering 10th. After redelivery, her next business has not yet been finalised.

m.v. "VICTORIA CITY" This vessel, operating under Time Charter account Tokai, sailed Tampa 18th October, with 25315MT Phosphate for discharge Kushiro, Tomakomai and Niigata. Vessel cleared Balboa 24th October and on this basis we would look for her arrival Kushiro 20th November, ETS 22nd, Tomakomai 23/24th and Niigata 25/27th. On completion discharge at Niigata, vessel redelivers from Tokai Time Charter and has been fixed, again on Time Charter, account Daiichi, delivery arrival pilot station South Japan (Moji/Tokyo Bay Range) for a trip, redelivery U.S. Gulf (Brownsville/Tampa Range). On this particular commitment, the intention is to load Steel and Steel Products. We have not yet received itinerary from Daiichi but would anticipate vessel redelivering USA around 20/25th January.

m.v. "WELSH CITY" Operating under Time Charter account Korea Shipping, this vessel arrived Newcastle NSW 19th October. Vessel berthed at a layby for bunkering purposes until 4th November, returning to anchor 6th November. Owing to congestion, delays, etc., vessel presently is expected to berth around 23rd November with possible sailing Newcastle NSW 24th November, we would expect her arrival Pohang around 9th December. It is expected four days will be required for discharging operations. On completion discharge Pohang, vessel redelivers and her next business has not yet been finalised.

m.v. "AMPARO" Sailed Liverpool 11th November for Vera Cruz, ETA 25th. Vessel will carry out cargo operations at Vera Cruz through to the 5th December, thence Mobile and Morehead City. She is scheduled to sail Morehead City 14th December for Barcelona, via Las Palmas, ETA Barcelona 26th December. On completion cargo operations Barcelona, 29th December, vessel proceeds to Naples, Leghorn and Genoa, prior to returning to Barcelona, around 13th January. On present itinerary, ETS Barcelona 15th January, for Vera Cruz, ETA 30th.

m.v. "BIBI" Arrived Manzanillo 13th November, berthing pm same day. She is scheduled to sail 19th for Acapulco and possibly Lazaro Cardenas, ETA Acapulco 20th, with probable completion around 30th. On completion, 30th November, we are presently awaiting further itinerary from TMM.

m.v. "JOSEFA" Sailed Morehead City 14th November for Barcelona, via Las Palmas. ETA Barcelona 29th, with probable sailing 30th for Naples, Leghorn and Genoa, ETA 7th December. She is scheduled to complete cargo operations 11th December, after which she returns to Barcelona, through 13/16th December, prior to proceeding to Vera Cruz, ETA 31st December.

m.v. "SILVIA SOFIA" Presently operating on the Far East Service, arrived Nagasaki 14th November, sailed 17th, for Kobe. She is scheduled to arrive Kobe pm 18th November with probable sailing 19th for Yokohama. On completion cargo operations, around 25th November, vessel sails for Guaymas, ETA 8th December, thence Mazatlan, Manzanillo, Acapulco and possibly Lazaro Cardenas. On present schedule she is expected to complete Voyage 7 EB, possibly at Lazaro Cardenas, around 12th January.

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	P.C. Roberts	I. Woollard
Second "	M.L. Fraser	M.J. Clarke	* A.P. Morris	J.M. Smith
Third "	P.A. Bullard	G.R.J. Faulkner	M.A. Evans	M.R. Sealey
Radio "	R.G. Miller	C.G. Macey	S.G. Whitmore	N.C. Sanders
Chief Engineer	L.M. Williamson	D.N. Henry	* R.U. Bell	W.J. Gill
Second "	A. Edwards	C.J. Burton	K. Rowney	W.A. Bruce
Third "	W. Lait	M.B. Perrott	R.H. Reed	K.R. Negele
Fourth "	W.A. Stone	A.P. Brandram Jones	D.B. Evans	T.A. Savage
Electrician	E.M. Bennington	A.G. Roberts		G.N. Witt
Catering Officer	P.D. Smith		E.R. Ikin	L.B. Surrey
Cadets	M.R. Dunstall	A.M. Russell	M.P. Spurrell	C. Taylor
	D.T. Shorthouse	N.G. Herod		T.D. Bennett
	W.P. Heyman			M. Hopewell

VE EL	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. Gribben
Second "	E.W. Walmsley	P.C. Coles	* J.J. Moore	I.M. Stewart
Third "	C.G. Everett	A.C. Tay	C.G. Broad	A.P. Miller
Radio "	V.F. Cullen	B.B. Everett	W.P. Budden	J.A. Heslop
Chief Engineer	R. Chambers	J. Scott	H.L. Fletcher	D. Harrison
Second "	M.R. Green	*A. Hobin	J.B. Hocking	* A.G. Vincent
Third "	A.C. Coombs	*P.M. Deschamps	R.M. Stead	* D.J. Coombes
Fourth "	M.G. Evans	R.E. Parsons	A. Cowling	A.M. Francis
Electrician	K. Hampton	K. Bean		K. Smith-Jaynes
Catering Officer	E. Dias *	W. Fernandes *	A.A. Gouldie	D. Gowsell
Cadets	S.N. Beckett	R.A. Hall	N. Millward	S. Rawlings
	P.D. Cocker		P.J. Gallie	K.P. Deacon
	T.B. Short		J.R. Greenspan	D.P. Stephens
	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	* A.K. Smith	W.G. Wood	R.T. Alford
Second "	K. Jones	* R.G. Hayton	D.P. Kirley	T.A. Price
Third "	A. Abel	S.J. Laws	J.D. Bateman	I. Cowan
Radio "	I.F. Bullock	K.H. Sellar	R.J. Preece	E.G. Bromham
Chief Engineer	M.E. Rayner	P.W. Evans	G. Cuthbertson	* K.D. Morgan
Second "	N. Nesbitt	* D. Roberts	D.E. Horne	J. Foots
Third "	A. Doubler	* R. Thomas	K. Velda	N.C. Williams
Fourth "	M.P. Owens	A.J. White	J. Akhurst	A. Keast
Fourth "	S.G. Morris	M.J.C. Lockwood	M. Williamson	A.M. Baxter
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	E.V. Neale		T.J. Wood
	M. Holman	M.A. Ryan		P.G. Connick
	C.D. Broughton	A.P. Wilson		R.W. Eacott
	S.F. Broderick	D.J.F. Carter		
	E.J. Naughton			

VESSEL

SILVIA SOFIA

Master	B.A.G. Boyer
Chief Officer	P. Baverstock
Second "	T.L. Lawrence
Third "	J.J. Hudson
Radio "	R.H. Smith
Chief Engineer	J. Fitzsimmons
Second "	D.G. Wedlake
Third "	C.E. Ashton
Fourth "	M.R. Preece
Fourth "	M. Richards
Electrician	K. Baines
Catering Officer	L. Slawinski
Cadet	A.M. Baker

Listed below are Officers on voyage leave as at 30.11.81: 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: D.H. Aubrey, T. Haxell, I.C. Stutt, B.R. Hopper, R.V. Duncan, M.W. Slayman, R.E. Baker

Second Officers: T. Jowett, N. Davies, J.P. Andrews, A. Thomson, J.C. Pagler, C. Swindells

Third Officers: T.J. Fuller, P.D. Codd, H.D. Johnson, A.C. Prosser, J.C. Neale, P. Martin, A. Williamson, R.W. Davies

Chief Engineers: E.R. Morgan, R.M. Paddock, R.J. Trigg, G.J. Griffiths, D. Archbold, L.G.I. Taylor, B.M. Draper, J.C. Cullen, M.G. Seaman

Second Engineers: P.J. Prendergast, R.E. Diamond, R.A. Rees, W.R. Shannon, H.C. Convery, T. Graham Russell

Third Engineers: W.M. Powell, P.D. Slade, P. John, R.M.B. Jenkins, D.E. Simons, S.J. Staines, J.H. Davies, R.C. Butcher

Fourth Engineers: C.K. Lee, P.W. Knibbs, P. Price, A.J.F. Tuck, H.D. McLundie, G.L. Taylor, M.S. Duke, K.R. Warner, C.J. Brown, M.G. Smith

Electricians: D.J.C. Harnett, N. Padfield, B.R. Batey, D.G. Grant, D. Osborne

Catering Officers: N.H. Frost, R. Peach, R.G. Pierce, D.R. Hartshorne, R.G. White, J. Bonner

Radio Officers: D.S. Thomson, R.W. McInnes, J.R. Mathews, P. Bradley, B.J. Carter, D.G. Short, M.W. Savory

Officers on sick leave/study leave as at 30.11.81: A.M.W. Mitchell, A.A. Field, R.G. Moylon, P. Wilmott, A. Fox, R.G. Chugg, N. Jerrum, M.R. Lovibond, G.P. Eyles, C.A. Prescott, P.C. Harding, P.H. Evans.

Gadets at home on voyage leave, sick leave or study leave as at 30.11.81: 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

POT POURRI

Mrs. J. Doubler (mother of Second Engineer Alan Doubler) has submitted the following list of Naval Terminology of Nelson's time. She works in a factory and, to celebrate Trafalgar Day, the list was the choice for lunch that day. Alas, she tells us, they were not allowed a drop of "Nelson's Blood"!

Scran	Food, main meal
* Duff	A dessert, pudding, sweet
* Wedge	Sandwich
Potmess	Stew
Spithead Pheasants	Kippers
*Yellow Peril	Smoked Haddock
Harbour Cotters	Fried Fish
Cackle Berries	Boiled Eggs
Summer soup	Some o' this and
	Some o' that
*Scotch Roast	Mince & tatties (potatoes)
*Snorkers	Sausages
*Gyppo	Gravy
*Clacker	Pastry
*Chinese Wedding Cake	Rice pudding
Niggers in the snow	Rice with Sultanas
*Train Smash	Egg, Bacon, Sausage with
	tinned tomatoes
Chokie Nosh	Chow Mien
*Red Lead	Tomato sauce
*Slide	Butter

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Our thanks to Mrs. Silvia Lemon
for this month's recipe.

HOMEMADE BREAD

Makes 4 x 1 lb. loaves

1½ Kg. Wholemeal flour, or a mixture
of any plain flour and bran.
5 Level teaspoons salt.
2 sachets of Harvest Gold Easy
Blend dried yeast.
800 millilitres of warm water
50 millilitres of Mazola oil.

Mix all dry ingredients together. Add
oil to warm water and make dough.
Knead for 10 minutes. Put in large bowl
to rise for about 1 hour. Knead for
10 minutes again and divide into four
parts & place in baking tins. Put to
rise for second time for 40 minutes
or more. Preheat oven Gas Mk. 7-8
(425 to 450 F) and bake for 35 minutes
approximately.

* Personally tasted & found delicious!
Ed.

ARE YOU INDISPENSABLE?

Some time when you're feeling important,
Some time when your ego's in bloom,
Some time when you take it for granted
You're the best qualified man in the
room

Some time when you feel that your going
Would leave an unfillable hole
Just follow these simple instructions
And see how it humbles your soul.
Take a bucket and fill it with water,
Dip your hand in it up to your wrist,
Pull it out and the hole that's
remaining

Is a measure of how much you'll be
missed.

You may splash all you like when you
enter

You may stir up the water galore
But stop and you'll find in a moment
That it looks quite the same as before.

The moral of this quaint example
Is to do just the best that you can
Be proud of yourself, but remember!
There is NO indispensable man!

SPORTS PAGE

SNOOKER TOURNAMENT

Since last month's issue of The Newsletter the RSL Snooker Tournament has produced one or two shocks. During the qualifying Group Matches the biggest shock came in Group 3 with Paul Colwill defeating both Paul Hunt and Bruce Gully by 2 Frames to Nil. This is quite an achievement for Paul as he was laid up for seven weeks with a broken bone in his left hand, and had no time to practice after having the Cast removed. Further results to date are:

GROUP 1

G. Johnson 57 v 30 J. Lewis
G. Johnson 23 v 54 J. Lewis
G. Johnson 35 v 55 J. Lewis
D. Annetts 53 v 23 D. Phillips
J. Lewis 56 v 49 D. Phillips
J. Lewis 77 v 34 D. Annetts

GROUP 2

D. Matthews 46 v 26 A. Morgan
D. Matthews 32 v 25 R. Mayes

GROUP 3

P. Colwill 80 v 26 B. Gully
P. Colwill 62 v 21 B. Gully
P. Hunt 65 v 44 B. Gully

GROUP 4

J. Bendon 46 v 27 A. Claughan
J. Bendon 94 v 31 C. Moore
A. Claughan 54 v 22 C. Moore

At the time of going to press Groups 2 and 3 have completed their qualifying Matches and the final results and tables are below:

GROUP 2

R. Mayes 2 v 0 A. Morgan
R. Mayes 1 v 2 D. Matthews
A. Morgan 0 v 2 D. Matthews

GROUP 3

P. Colwill 2 v 0 B. Gully
P. Colwill 2 v 0 P. Hunt
B. Gully 1 v 2 P. Hunt

D. Mathews 5 Points (Qualified)
R. Mayes 4 Points
A. Morgan 0 Point

P. Colwill 6 Points (Qualified)
P Hunt 2 Points
B. Gully 1 Point

HIGHEST BREAK TO DATE PAUL COLWILL 24

PUZZLE PAGE

QUIZZES

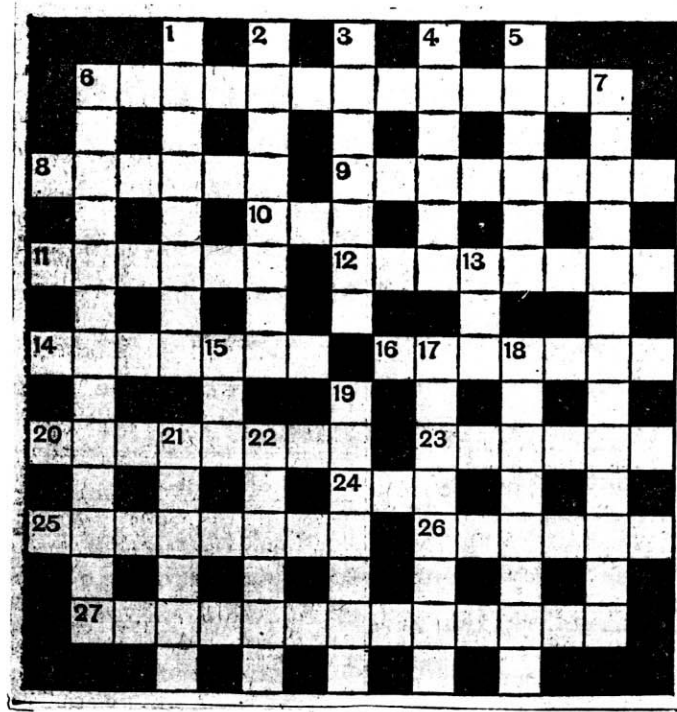
Winter has come and the lunchtime quizzes in the Head Office lunchroom have restarted under question master "Bamber" Beattie.

The usual two sides are Accounts III and Purchasing III but other opponents would be welcome. This year Purchasing have acquired a new star in Ken (Leslie Welch) Leonard, but unfortunately not many of the questions refer to Mossley of the Northern Premier League centre back in that epic encounter with Runcorn in 1968, and as a result, Accounts won the first test a fortnight ago.

Team selection is as always contentious and Purchasing have now held a trial quiz, and with some sparkling answers to such testing questions as - easy for London Office perhaps - What two Parks are on either side of The Mall? Where was the Royal Oak sunk in World War 11? (Veterans only), and What do the initials QAIMNS stand for? (Answer in our next issue).

All very exciting well maybe, but certainly a welcome change from the usual lunchtime pursuits.

This time our crossword is by courtesy of Mr. John Thorne, to whom, many thanks.



C L U E S

Across.

Down.

- | | |
|---------------------------------------------------------------------|-------------------------------------------------------------|
| 6. Steering without hands ? (9,4) | 1. Neptune's spear with pole at the head - sounds harsh (8) |
| 8. When slow it is fascinating(6) | 2. He went to sea; was first to reach the South Pole. (8) |
| 9. Competitors for contests(8) | 3. Well ahead, in some ways (7) |
| 10. Female of some animals (3) | 4. Attack with criticism - from she cat (6) |
| 11. Female man-eating monster(6) | 5. Make good and go (6) |
| 12. Dead heat and a tight squeeze. (3,5). | 6. A good position for going on board (9,4) |
| 14. Manifesting - with ship heeling to port, perhaps (7) | 7. Chief Officer's acknowledgements (5,8) |
| 16. Vessel with flint at wheel(7) | 13. Iron animal (3) |
| 20. Ships usually float in accordance with this (3,5) | 15. Describes fields and flows(3) |
| 23. Merchant vessel (6) | 17. Break, in travel (8) |
| 24. Star performer-quite a card (3) | 18. Associated with a bottle-washer sometimes (4,4) |
| 25. May be seen on roofs or sides of houses-hopefully not on us(8). | 19. Supported by listeners they help us see (7) |
| 26. Formula for a meal (6) | 21. Not rulers but they usually go straight-to a berth (6) |
| 27. Associated with grain handling - certainly not with wine(4,9) | 22. Large earth trough commonly drained by a river (6) |

Our thanks to Mr. E.G. Bromham - Radio Officer - m.v. "BIBI" for the following Article :

EYE OF THE WIND

Having just joined m.v. "BIBI" and being surrounded by ultra-modern marine technology, I am compelled to contrast her with the last ship I sailed on.

She was, in fact, the 150 ton Brigantine "EYE OF THE WIND", well known for her recent involvement in "Operation Drake" which took her around the World.

My trip was only to last four days, from Bristol, after appearing at the International Wind Fair, to Great Yarmouth, prior to her entry in the Tall Ships Race.

The "EYE OF THE WIND" was originally built as a commercial cargo schooner, in steel, by a German yard at Brake, in 1911. She was bought from Swedish owners a few years ago, by a group of British and Australian enthusiasts, brought to Faversham Creek, and re-fitted as a Brigantine with accommodation for around 20 people, with the intention of making scientific ocean voyages or expeditions.

She is 130' LOA including 25' Jibboom, and sets 6,000 square ft of sail in her 4 square sails, Gaff mainsail, topsail and 3 staysails and jibs. A 230 hp Gardiner diesel auxiliary and Perkins generator occupy the engine room.

Our short voyage commenced from Bristol on a Sunday evening in July. We carried a Pilot to Barry Roads under power and continued under power in the W'ly headwind to Lundy to make up time.

We were able to motor-sail with staysails and jibs set to round Lands End.

Off The Lizard came the great moment. At 0400 Tuesday morning, with a W'ly Force 4 and a clear run up the English Channel, the Skipper decided to set the square sails.

Four of us went aloft to take off the Gaskets from the Course, Lower and Upper Topsails and Topgallant, returned on deck to release clewlines and buntlines, hoist the upper topsail and topgallant yards and trim the braces. The engine was shut down and at last we were a sailing ship.

EYE OF THE WIND (Contd.)

All that day conditions improved, and by afternoon the sun was pouring from a blue sky as we rolled to a gentle sea making a steady 8 knots under bulging canvas in the fair wind.

The second day in the Channel was more boisterous, as the wind increased to Force 6 to 7, necessitating furling the Topgallant and "nock" staysail. Several rain squalls pressed her hard at times up to 10 knots.

The wind died down off Dover and continued light past the Goodwins until off Lowestoft when a torrential thunderstorm engulfed us, bringing visibility down to almost nil. Here the non-traditional Decca Radar gave us an advantage over earlier Seafarers.

Within an hour of our arrival off Great Yarmouth, the sun came out again and dried everything out in time for a crowd to witness our impressive entrance through the Pier Heads, still under sail, as we continued the couple of miles up-river to our berth, gradually reducing sail until we berthed alongside without assistance from the engine, clewing up and furling the last of the canvas. Thus ended a very enjoyable and unique experience.

