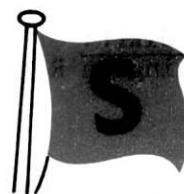


newsletter



NO. 143

DECEMBER, 1981.

A VERY HAPPY NEW YEAR TO ALL OUR READERS

As we come to the end of the old year and look forward to 1982 with all its uncertainties, we would like to wish you all the best of health, happiness and prosperity for the future. Despite all the gloomy news directed at us through the media, hope springs eternal and we look forward to better things in the future. Hopefully, we will be able to bring you interesting news and articles in our Newsletter and the occasional chuckle!

... ..

STAFF NEWS

SYMPATHY: Our sincere condolences are extended to Mrs. Ivy Ruff, Telephonist, London Office, on the recent passing of her father, after illness.

...

RETIREMENT: Mr. Leslie Allerton, Technical Department, retires from the Company's service on 6th January, after seven-and-a-half years. He commenced in our Rig Department, when the Company was involved in the Offshore business and transferred to the Technical Department after the sale of the Rigs. We understand he will be going to Portugal for about three months after his retirement and we wish him every health and happiness in his retirement.

...

BIRTHS: Congratulations to Mr. & Mrs. Peter Brown on the birth of a daughter on 23rd November. Mother and Baby (Anna Louise) are both well and, in fact, Anna Louise attended the Office Children's Christmas Party in Cardiff on 12th December - at three weeks old, certainly the youngest to meet Father Christmas.

...

INDISPOSED: Mr. Oliver John, Personnel Department, Head Office, is in hospital for a knee operation. We wish him well and look forward to him being back with us after New Year.

We are pleased to say that those mentioned in last month's Newsletter as indisposed are now back fit and well.

...

NEW STAFF: We welcome to the Company Mr. R.C. Condick, Storeman at our Collingdon Road Warehouse.

...

EXAMINATION SUCCESSES: Congratulations to Mr. J.P. Andrews on obtaining his Class 1 Deck (Master's) Certificate and Mr. R.U. Bell on obtaining his Class 1 Motor Certificate.

...

CHANGE OF ADDRESS

Please note that with effect from 30th November 1981 the address of the Tax Office is as follows:-

H.M. Inspector of Taxes,
(Cardiff Marine),
Government Buildings,
Ty Glas road,
CARDIFF CF4 5TW

Telephone: (0222) 753271

... ..

CHIEF OFFICE MITCHELL

We are pleased to report that Chief Officer Mitchell is now back in this country after his stay in hospital in America, following his accident. He is now in the Robert Jones Ward of the Bath Royal United Hospital, Bath, Avon and we send our best wishes for continued good progress.

... ..

COMPANY HISTORY BOOK

Since the publication of this book, we have heard from quite a few people who served with the Company in the past. Mr. C.P. White of 57 Park Grove, Henleaze, Bristol, wrote requesting a copy recently. He served his Apprenticeship with us between 1947 and 1951 when he left to sit for his Second Mate's Ticket. He served mainly on the "EASTERN CITY", "DALLAS CITY" and "CORNISH CITY", although he had many friends in other of the Company's vessels. He later served with the British India Steam Navigation Company and, therefore, lost touch with Reardon Smith. He is now an Area Manager for a Building Society covering the South West of England and South Wales. Mr. White mentioned that he has a series of six postcards showing the old "PARIS CITY" when she was blown ashore in a gale at Torre Vieja in 1951. He was on the "CORNISH CITY" when she was re-routed to pick up the charter which the "PARIS" should have fulfilled and the photographs taken by a local Spanish photographer are most interesting. No doubt there are still people, both serving and retired, who will remember Mr. White, who extends his best wishes for the Festive Season.

... ..

PURCHASE OF UNIFORMS

We have received the following letter from The Marine Society, 202 Lambeth Road, London SE1 7JW, which may be of interest.

"In a recent survey carried out amongst Navigation and Engineering Cadets at Nautical Colleges, it was established that some 20% of the Cadets were unaware of the interest-free loans offered by The Marine Society towards the purchase of their initial seagoing uniform and would have sought such loans had they been aware of them.

The Society's present policy is that Navigation Cadets who seek such assistance may be helped towards the full cost of the uniform. Engineering Cadets, having spent two years ashore, can be expected to save towards the cost of their seagoing uniform. They are helped, therefore, up to one-half of the cost.

We would be grateful if you would let all new Cadets who have a problem in purchasing their uniform know of this facility and if you could also let us know whether your Company provides uniforms or not. Such information provides a useful check on application for such assistance".

... ..

ATTACHMENTS TO NEWSLETTER

"LIFE WITHOUT HIM": Our thanks to Mrs. Patricia Wollard for her amusing article.

ADMIRALTY HYDROGRAPHIC OFFICE: Our thanks, once again, to Captain Lemon for this contribution.

GCBS PRESIDENT'S SPEECH AT THE ANNUAL DINNER: This Dinner was held on 4th November, but we were not able to include it last month.

AMVER AWARDS:

FATHER CHRISTMAS'S LOG BOOK: Our thanks to Father Christmas!

... ..

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	B.R. Hopper	D.C. Toon	P.C. Roberts *	J.M. Smith *
Second "	M.L. Fraser	M.J. Clarke	A.P. Morris *	M.R. Sealey *
Third "	P.A. Bullard	G.R.J. Faulkner	M.A. Evans	G.J. Farrell
Radio "	D.S. Thomson	C.G. Macey	S.G. Whitmore	N.C. Sanders
Chief Engineer	L.M. Williamson	D.N. Henry	R.U. Bell *	W.J. Gill
Second "	P.H. Evans	R.A. Rees	K. Rowney	W.A. Bruce
Third "	W. Lait	M.B. Perrott	R.H. Reed	P.D. Slade
Fourth "	P.W. Knibbs	A.P. Brandram Jones	D.B. Evans	T.A. Savage
Electrician	E.M. Bennington	A.G. Roberts	D.J. Harnett	G.N. Witt
Catering Officer	P.D. Smith		E.R. Ikin	L.B. Surrey
Cadets	W.P. Heyman	N.G. Herod	M.P. Spurrell	C. Taylor
			D.B. Williams	M. Hopewell
			G. Railton	W.M. Powell *3/E

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	J.P. Andrews *
Second "	E.W. Walmsley	P.C. Coles	J.J. Moore *	I.M. Stewart
Third "	C.G. Everett	R.E. Tanner	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. Coombes	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	B. Batey	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	
	T.B. Short		J.R. Greenspan	
	M.A. Worsnop		T. Stanford	
	D.R. Hilton			

VESSEL	WELSH CITY	AMPARO	JOSEFA	BIBI
Master	R.A.H. Vanner	R.E. Skinner	R.I. Crawford	M.J. Bellamy *
Chief Officer	K. Jones *	A.K. Smith *	W.G. Wood	R.T. Alford
Second "	T. Jowett	R.G. Hayton *	D.P. Kirley	T.A. Price
Third "	S.J. Kembery	S.J. Laws	J.D. Bateman	I. Cowan
Radio "	R.W. McInnes	K.H. Sellar	R.J. Preece	E.G. Bromham
Chief Engineer	M.E. Rayner	P.W. Evans	G. Cuthbertson	K.D. Morgan *
Second "	R.E. Diamond	D. Roberts *	D.E. Horne	J. Foots
Third "	J.H. Davies	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		D.G. Hunt	J. Fernandes	D.A. Williams
Catering Officer	R.G. Pierce	C.J. Harrhy	L. Hayward	F.W. Lever
Cadets	I.J. Thomas	J.G. Townsend		T.J. Wood
	M. Holman	G.J. Provis		P.G. Connick
	C.D. Broughton			R.W. Eacott
	S.A. Hembury			
	N. Boyce			

* Temporary Appointments

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
Gadets	

Listed below are Officers on voyage leave as at 31.12.81: Every effort is made to ensure this list is as accurate as possible at the time of printing.

Masters: M.E. Jones, J. Porteous, O.J.T. Lindsay, D.L. Bell, L.R. Staines, W.D. Jones, A.D. Lightfoot, R.K. Stuart

Chief Officers: K. Milburn, D.H. Aubrey, T. Haxell, I.C. Stutt, R.E. Baker, R.V. Duncan, M.W. Slayman, J.E.S. York, I. Woollard, K.J. Cribben.

Second Officer: N. Davies, A. Thomson, J.C. Pagler, C. Swindells, A.A. Field

Third Officers: A.C. Tay, A. Abel, T.J. Fuller, P. Martin, R.W. Davies

Chief Engineers: E.R. Morgan, R.J. Trigg, D. Archbold, L.G.I. Taylor, B.M. Draper, G. Hughes, D. Amey, N. Shilstone

Second Engineers: R.M. Paddock, G.J. Griffiths, J.C. Cullen, M.G. Seaman, P.J. Prendergast, C.J. Burton, A. Edwards, H.C. Convery, T. Graham-Russell, N. Nesbitt.

Third Engineers: S.J. Staines, R.C. Butcher, W.R. Shannon, P. John, R.M.B. Jenkins, D.E. Simons, K.R. Negele, A. Doubler, J.E. Sperrin

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

Electricians: N. Padfield, D.G. Grant, D. Osborne, J.A. Grainger

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

Radio Officers: J.R. Mathews, P. Bradley, B.J. Carter, D.C. Short, M.W. Savory, R.G. Miller, I.F. Bullock.

Officers on sick leave/study leave as at 31.12.81: C.A. Prescott, I.S. Exton, A.M.W. Mitchell, I.C. Miller, P. Wilmott, G.P. Eyles, A. Fox, P.D. Codd, J.C. Neale, R.G. Chugg, P. Lovibond, A. Williamson, N. Jerrum.

Gadets at home on voyage leave, sick leave or study leave as at 31.12.81:

A.M. Russell, E.V. Neale, T.D. Bennett, M.A. Ryan, R.G. Crozier, A.P. Wilson, K.P. Deacon, R.P. Eastham, D.P. Stephens, A.M. Baker, S.F. Broderick, R. Johnson, E.J. Naughton, D.A. Littler, T.A. Broughton, A.P.J. Gaskell, J.C.E. Pink, D.P. Lockett, N.J. Griffiths, M.G. Moore, M.M. Taylor, J.C. Thomas, M. Martyn-Johns, C.B.C. Jones, R.A. Bracken, P.C. Weychan, D.A. Welch, A.R. Parker, D.R. Aldus, I.J. Morgan, M.R. Penny, W.E. Wilkins, M.J. Cummins, M.G. Adams, J.M. Coleman, P. Collins, A.J. Salter, M.G. Shaw, G.P. Jones, R. Williamson, P.G. Tate, S.J. Thomas, P.C. Davies.

SHIPS POSITIONS

As at 16th December, 1981

m.v. "CARDIFF CITY" This vessel, operating under Time Charter account Yamashita Shinnihon, arrived Sydney 0448, 15th November, but owing to congestion and various labour disputes, only moored to buoy in Sydney Harbour 0939, 10th December. We understand vessel remains at the buoys until middle January, when it is expected loading berth will be available. If this is the case, then based on berthing Sydney say 17th January, we would look for sailing 19th with arrival Kaohsiung around 1st February. On completion discharge of her Coal cargo at Kaohsiung, vessels next business has not yet been finalised.

m.v. "DEVON CITY" Operating under Time Charter account Safmarine, this vessel sailed Durban 10th December having aboard 15700MT Manganese Ore and 10504MT Coal for discharge New Haven and Burnside. She is expected to arrive New Haven 1st January with probable completion 4th, thence Burnside through 10/13th January. On completion discharge of her present cargo, vessel has been fixed on Direct Continuation basis, again with Safmarine for 11/13 months trading, redelivery Bordeaux/Hamburg Range or Boston/Galveston Range or Japan.

m.v. "FRESNO CITY" This vessel, operating under Time Charter account British Steel Corporation, sailed Immingham 30th November, having aboard 20305MT Steel for discharge Busan. Vessel cleared the Suez Canal 11th December, arriving and sailing Jeddah 12/13th. Vessel is expected to arrive Busan 2nd January with possible completion/redelivery from present Time Charter commitment around 15th. Her next business has not yet been finalised.

m.v. "NEW WESTMINSTER CITY" Operating under Time Charter account Shinwa, this vessel sailed Bugpyeong 1st December having aboard 24692MT Bulk Cement for discharge Shuaiba. She is expected to arrive Shuaiba midnight 20th December with possible completion 24th. At the time of writing, we are awaiting further news from Time Charterers, Shinwa, reference her next employment.

m.v. "PORT ALBERNI CITY" This vessel, operating under Time Charter account Anglo Canadian, sailed Crofton 3rd December having aboard 25914T Lumber for discharge Wilmington (Delaware) Camden, Port Elizabeth, Brooklyn, Boston and Providence. Vessel was hove to in a storm 36 miles North of Coos Bay, the top tier of deck cargo being damaged. She arrived Los Angeles 8th December, for bunkering and re-securing of deck cargo, sailing 9th December, sailing having been delayed by fog. She is expected to arrive Balboa pm 17th December and on this basis we would look for her ETA Wilmington (Delaware) around 24th December. On present schedule vessel looks like redelivering Providence around 10th January.

m.v. "PRINCE RUPERT CITY" Operating under Time Charter account Tokai, this vessel arrived Kokura 15th December. Her itinerary is as follows: Sails Kokura 18th December, Kimitsu 19/23rd, Toyohashi 24/26th, Wakayama 27/29th for discharge Port Everglades, Jacksonville, Charleston, Baltimore, Philadelphia and Norfolk. Vessel will be proceeding via Los Angeles, for bunker replenishment, and on her present schedule we would look for her ETA Port Everglades around 27th January with probable redelivery Norfolk around 10th February.

m.v. "TACOMA CITY" This vessel, operating under Time Charter account Canadian Transport, sailed Chemainus 12th December with 3005LT Aluminium Ingots and 22600MT Lumber for discharge Yokkaichi, Nagoya, Osaka, Yokohama and Tokyo. Based on arrival Yokkaichi 29th December, vessel is scheduled to finally complete and redeliver Tokyo around 14/15th January. On completion discharge of this present cargo, her next business has not yet been finalised.

m.v. "VICTORIA CITY" Operating under Time Charter account Daiichi, this vessel berthed Nagoya 10th December, sailed 13th having lifted 619MT Coils and 4964.5MT Steel Pipes. She arrived Wakayama 14th December, the intention being to load around 10469MT Steel Pipes at that port, all for discharge Houston. Based on sailing 22nd December, we would look for her transitting the Panama Canal 16th January, giving ETA Houston 20th January. We would look for her completion and redelivery Houston 25/30th January.

m.v. "WELSH CITY" Vessel redelivered from Korea Shipping Time Charter dropping outward pilot Pohang, 15th December and arrived Mutsure anchorage am 16th - awaiting orders.

m.v. "AMPARO" Arrived Tampico 7th December and is expected to sail 16th for Recife, Santos, Rio de Janeiro, prior to returning to Vera Cruz and Tampico. Her schedule is not yet complete on this South American Service and we are awaiting further news from T.M.M.

m.v. "BIBI" Arrived Corinto 6th December, sailing 10th, arriving Champerico same day, sailing 13th for Ensenada. She is expected to arrive Ensenada 18th December and on completion loading at this port the present indication is she will discharge firstly at a port in China, thence Japan. On present schedule, we look for her ETA China first week in January, but her dates thereafter are not clear.

m.v. "JOSEFA" Sailed Leghorn 16th December for Genoa, Imperia and Barcelona. Her present schedule indicates vessel should complete Barcelona around 27th December for Vera Cruz, ETA 10th January. She is then scheduled to operate on Voyage 14 Eastbound, sailing Vera Cruz 12th January for Tampico and Progreso, clearing Progreso around 23rd January for Antwerp, ETA 8th February. On sailing Antwerp, vessel operates under Voyage 14 Westbound sailing 9th February for Rotterdam, Bremen, Hamburg, Le Havre and Liverpool, clearing Liverpool around 23rd February for Vera Cruz.

m.v. "SILVIA SOFIA" Arrived Guaymas 10th December, sailed 12th for Manzanillo. She arrived Manzanillo 14th December, her present schedule indicating she should sail 19th for Acapulco/Lazaro Cardenas. TMM movements indicate vessel should complete Lazaro Cardenas around 28th December and we are presently awaiting their further schedule covering vessels next business.

SPORTS PAGE

HEAD OFFICE SNOOKER TOURNAMENT

The last qualifying matches of the tournament have now been completed, the last frame results are below, and the qualifiers have already completed the final stages leaving Jon Lewis (Accounts) to meet Dennis Matthews (Pensions) in the Final.

GROUP 1 - Qualifying Results

D. Phillips 43-41 G. Johnson
D. Phillips 54-49 D. Annetts
D. Phillips 32-54 D. Annetts
D. Phillips 52-46 J. Lewis
D. Phillips 47-27 J. Lewis

GROUP 4 - Qualifying Results

A. Claughan 60-44 C. Moore
A. Claughan 55-13 J. Bendon
A. Claughan 75-29 C. Moore
J. Benson 41-40 C. Moore

J. Lewis qualified

A. Claughan qualified

SEMI-FINALS

D. Matthews beat A. Claughan 2 frames to Nil
(58-37 and 61-52)

J. Lewis beat P. Colwill 2 frames to Nil
(68-34 and 95-11)

The results of the Final will be given in the next issue

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REARDON SMITH CRICKET CLUB

The Annual General Meeting of the Club was held recently, and the following Officers were elected for the 1982 Season:

Chairman	John Reardon Smith
Captain	Graham Johnson
Vice Captain (nominated by the Captain)	Dennis Matthews
Secretary	Colin Mundell
Asst. Secretary	Gary Hayes
Treasurer	Jon Lewis

The Selection Committee will be the Captain, Vice-Captain and Roy Burston.

The 1982 subscription was set at £2.50 per annum for players, with the match fee unaltered. Nets at the National Sports Centre Sophia Gardens, start in January and old and new players should contact Colin Mundell for further details.

EXTRACT FROM FATHER CHRISTMAS'S LOG BOOK

- 1635 12th December 1981 - arrived 51.29N 3.10W; temperature 20°F.
Noted this 8° cooler than Greenland. Advise Eskimos on return.
Modern carriage not heated. Fortunately no brass monkeys amongst the toys.
Passage to Llandaff Memorial Hall cold, but uneventful.
- 1645 Arrived at the Hall, met by several thousand adults and a few children (at least it seemed like that). Congratulated reception party for providing ski slope to entrance.
Sympathised with casualties. Fortunately, no broken bones.
Distributed sackful with usual ability (?) Convinced no-one recognised Father Christmas (only Father Christmas thought this).
In view promised refreshments on arrival at individual homes on Christmas Eve, ensure sleigh suppliers include Alka Seltza tablets and Elf as chauffeur. This decision influenced by a total of at least 20 whiskies and mince pies; 3 ginger ales and mince pies; one cup of cocoa and mince pie; a lemonade and mince pie (please God, run out of mince pies).
Ensured children happy with presents. Made impossible promises - (God help me).
Note for future years - bring milk for any three-week old babies who may come along!
- 1715 Proceeded up slippery slope; climbed up chimney again.
Made impossible promises and signalled to Chief Reindeer to proceed.
Remember to reprimand reindeer for a jerky start, which nearly dismantled me and chimney.
Read temperature - still 20°F. Still thankful no monkeys!
Remember to put message of thanks in a number of stockings for enjoyable reception and all the hardwork put into the party.
Thanks to the parents who braved the elements on the coldest day in December this century.
I remember it being as cold in 1881!
End of Log Entry.

Signed:..... Father Christmas - 1981.

POT POURRI

Answers to November Crossword:

ACROSS

6. Automatic helm.
8. Motion.
9. Entrants.
10. Doe.
11. Ogress.
12. Tie press.
14. Listing.
16. Lighter.
20. Sea level.
23. Trader.
24. Ace.
25. Shingles.
26. Recipe.
27. Port elevators.

DOWN

1. Strident.
2. Amundsen.
3. Streets.
4. Scathe.
5. Repair.
6. Alongside Ship.
7. Mates receipts.
13. Pig.
15. Ice.
17. Interval.
18. Head cook.
19. Glasses.
21. Liners.
22. Valley.

RECIPE OF THE MONTH.....

CHEESY TRIANGLES.

INGREDIENTS:-

4 oz. Grated Farmhouse Cheddar Cheese, 1 large egg
3 oz. Roughly chopped salted peanuts , 2 oz. Butter
4 oz. Self Raising flour, 1 Teaspoon yeast extract (Marmite)

METHOD:-

Beat the egg with the yeast extract. Rub the butter into the flour with fingertips. Add the cheese and peanuts and mix well. Add just enough of the egg mixture to form a firm dough. Knead lightly, until smooth. Roll out the dough thinly on a well floured board and cut into triangles 4" by 4" by 2", brush with remaining egg and bake for about 15 minutes in a moderately hot oven (375F, Reg. 5) until crisp and golden brown.

AMVER Awards.

We were pleased to be informed by the United States Coast Guard that we were one of nearly 900 companies around the world whose merchant vessels are being honoured for outstanding participation in the U.S. Coast Guards Automated Mutual-assistance Vessel Rescue System. Nearly 2,900 ships flying flags of more than 50 nations have earned recognition for their exemplary contributions to improved maintain safety during 1980.

Certificates have been awarded to the following vessels.

- | | | |
|----|-----------------------------|--|
| 1. | m.v. "AMPARO" | First Award. |
| 2. | m.v. "DEVON CITY" | Third Consecutive Award |
| 3. | m.v. "NEW WESTMINSTER CITY" | Fifth Award. |
| 4. | m.v. "PORT ALBERNI CITY" | Sixth Award - Second Consecutive Award |
| 5. | m.v. "PRINCE RUPERT CITY" | Fifth Award - Third Consecutive Award |
| 6. | m.v. "TAGOMA CITY" | Fifth Award |
| 7. | m.v. "WELSH CITY" | Third Consecutive Award. |

The m.v. "AMPARO" as a first time award winner, also received a blue AMVER pennant.

We wish to take this opportunity of thanking everyone who contributed towards winning these awards and for supporting this international programme which is so highly valued by the U.S. Coastguard.

Our thanks to Mrs. Patricia Woollard for the following Article:-

LIFE WITHOUT HIM

Why is it that before the vapour trails have faded above Gatwick Airport bearing my husband away things start to go wrong? What gremlin makes the car hiccup all the way home? Of course it's not my driving - it's the damage his heavy foot does on the clutch for two and a half months. Our local garage ticks off the days to his departure. And the washing machine - it obviously thinks I miss all that cigarette smoke as it does the best imitation it can of a Chief Officer going into New York Harbour in fog! Then, of course, it always rains, not just rains, deluges is more the word. Monsoons in Sussex? Surely not, just enough rain to spring six leaks around the house.

Now, maybe you think I've an over-active imagination and it's only the mere coincidence of dates, but within a week of the beginning of his last voyage the iron blew up, the dustette gave up and the lawn mower surrendered completely. Since then the television aerial blew down, the cooker hood refuses to work, the pilot light on the boiler keeps going out and the telephone has been out of action for a week.

Are the children ever ill when he's home? Of course not, they just like to save it up and make sure Mummy doesn't miss Daddy by giving her plenty of mopping up to do at midnight! Our younger daughter had the nerve to say she saves her bad dreams for when Daddy is away because then there is plenty room for cuddles. Even the guinea pig died on me.

I think just about the worst thing about my "grass widowhood" is the determined invasion by all my relations. They say they don't like to think of us being alone. Could it just possibly have something to do with the fact we live by the sea?

Please don't think I go to pieces as soon as I'm left alone. Of course I don't - it's all under control now - the car even passed its M.O.T., the washing machine is fine, I've bought a new iron, thrown away the dustette, and grown to like long grass. The gas man and the telephone man have been and who needs a cooker hood anyway? It's winter now so all the relations have gone. Everything is shipshape. The only trouble is that it has taken four and a half months and I've just remembered when he went I promised to take the paint brushes out of the turpentine and clean them! Does anyone know a quick method of making brand new brushes look like well worn ones that have been perfectly cleaned four and a half months ago?

A CREDITABLE PERFORMANCE BY THE
ADMIRALTY HYDROGRAPHIC OFFICE, TAUNTON.

An article issued as a Consultative Paper to those attending a recent Chart Users Advisory Panel at Taunton gives some idea of the problems and difficulties and no doubt the (hidden) cost, involved in producing charts for a new port.

The port concerned is Yanbu in Saudi Arabia and the article is produced in it's entirety. We are sure it will be of interest generally and especially to all navigators.

CHARTING A NEWLY-BUILT PORT

1. It is agreeable to be able to report on an exercise in co-operation between a foreign government authority, consultants, commercial hydrographic surveyors and this Department which has resulted in the availability of suitable navigational charts in advance of the opening of a completely new port.
2. The port is Yanbu Industrial Port on the Red Sea coast of Saudi Arabia about 180 miles north of Jeddah. We have for some time had an inset plan on chart 63 of the port now known as Yanbu al Bahr which originated as a pilgrim port for Medina. A potential site for a deep-water port about 15 miles southwards was identified after exploratory surveys. After a decision to build a 780 mile 48-inch pipeline from the eastern province of Saudi Arabia, a "Pioneer Port" now known as the Construction Port consisting of the world's largest jack-up pier was established in October 1977 for the landing of pipes and building material. At this time the only hydrographic data for this area was small scale and dating from the 19th century. Although the channel to the Pioneer Port was marked by temporary buoys, the landfall and approach were difficult.
3. In October 1978 we had an official request from the Saudi Arabian Royal Commission to produce navigational charts, and in March 1979 had the first of several meetings with Saudi Arabian Parsons Ltd who are the appointed Consultants and Tetra Tech Inc of Pasadena, the hydrographic Surveyors. Among the questions that were discussed and resolved were our requirements in terms of survey material in the widest sense, and the form in which this material should be rendered. Also considerable thought was given to proposed chart limits and scales within the constraints of the standard sheet sizes. Exploratory surveys had shown the most obvious feasible channel to be from the north. A ship would approach as if making for the old port of Yanbu, pass north of Schermo light beacon, then proceed southwards inside the offshore reef. However, there was always the possibility of an approach from the south and scheming the charts took this into account. A firm decision to develop the southern approach channel has recently been taken, and it is understood that the contract to survey the area has been awarded. We have also considered the need for a larger scale plan of the port area. Bearing in mind that our primary objective was to produce charts which would enable the first VLCC to navigate to the crude loading berth in mid-1981, a decision on the production of a larger scale plan has been deferred until further progress has been made in the development of the port. On completion there will be facilities for all types of shipping. As well as a terminal for VLCCs, there will be berths for LNG, refined products, reefer, Ro-Ro and containers, but the full programme will take at least until 1984.

4. Our efforts so far have therefore been devoted to the production of a 1:75000 approach chart and a 1:50000 chart of the inner channel, northern part. At all times the hydrographic surveyors and the consultants have kept in very close touch with the Department. All interim reports, and every aspect of the survey have been fully rendered, including all geodetic work, sounding results, boat sheets, side-scan sonar, wire-sweeping and divers' investigations. Problems have arisen such as obtaining an authentic coastline outside the area of survey and the time schedule has been very tight. The final survey results were received in August 1980, but last-minute changes to the navigational aids were decided upon in February 1981 and details were not received until March. Even so, printed proofs of the charts were produced by 20 April and they were dated 25 April and available from 5 May. At all stages of the production process, copies of the compilations and advance proofs were sent to the consultants for comment and updating.

5. What is of additional interest is that the need for surveys to cover the approaches from the deep-water shipping lanes of the Red Sea has been recognised. A 3-mile-wide channel from the west was surveyed in March 1981 and a similar channel from the south-west in April. In order to meet the target dates for publication, it has not been possible to include the results of these surveys on the published chart but the routes have been shown and a selection of soundings obtained will be included, on a new edition. The next scale existing chart is being corrected by Notice to Mariners with Block which shows the full extent of the deep-water approach routes.

6. Charts, however, need continuous updating. We have met our primary objective, but now with the continued co-operation of the consultants we shall keep abreast of developments and promulgate by means of new edition or Notices to Mariners with Block if necessary, details of further facilities and associated navigational aids as they become operational. Also when the southern channel is developed we shall produce another chart on a scale of 1:60000.

7. It may be of passing interest to note that the first crude carrier (300000 dwt) loaded on 10 July 1981 and some 200 tankers are expected during the remainder of 1981 with 500 expected to be handled in 1982. The smallest will be 80000 tons and the largest 500000 tons. Maximum draft will be 94 ft at No.3 berth otherwise no restrictions, and by the end of 1981 two LNG berths will be ready.

As an exercise in chart production it has been challenging but satisfying, because it has demonstrated that given the source material we can produce the charts to foresee the mariners' requirements. Too often the need for navigational charts is either not recognized by the national authority, or comes as an afterthought when the port is operational. Inevitably, we are sometimes criticized for the inadequacy or unsuitability of some charts, but in the final analysis they can be no better than the source material, and the need for modern hydrographic surveys is only very slowly being recognized by the various authorities concerned.