

NO. 144

JANUARY 1982

1982 STAMP COLLECTORS PROGRAMME AND ISSUE DATES

|                             |               |
|-----------------------------|---------------|
| Charles Darwin              | 10th February |
| Youth Organizations         | 24th March    |
| British Theatre             | 28th April    |
| Maritime Heritage           | 16th June     |
| British Textiles            | 23rd July     |
| Information Technology Year | 8th September |
| British Motor Cars          | 13th October  |
| Christmas                   | 17th November |

Two definitive stamps 4p and 20p have been printed on phosphor coated paper by Waddington's. These were distributed to Philatelic Counters and the Philatelic Bureau in December to be put on sale upon receipt. There is no specific day of issue.

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STAFF NEWS

**BIRTHS:** Our congratulations to Mr. & Mrs. D.S.H. Thomson on the birth of their daughter, Sarah Margaret (sister for Christopher) on St. Andrew's Day, 1981. Mr. Thomson (Electronics Officer "CARDIFF CITY") added that if he had not achieved "Flying Squad" status, all would not have gone according to plan. His thanks to Captain Lawson. (St. Andrew' Day is 30th November).

Congratulations also to Mr. & Mrs. Jim Bendon on the birth of a son (Richard Morris) on 23rd December 1981. Both Mother and Baby are well. Jim Bendon is Management Accountant at Head Office.

**OBITUARIES:** We regret to have to record the passing of Mrs. Jennie Wilson on 23rd December last. Mrs. Wilson was the widow of Captain T.R. Wilson and has been one of our pensioners for many years. Our sincere condolences have been sent to her family.

We were also deeply sorry to learn of the sudden death of Mr. Denis M. Parsons at his home in Reading on 29th December. Mr. Parsons joined our Company in 1972 as a Junior Chief Engineer, being promoted to Chief Engineer a few months later. He proved to be an extremely able Chief, whose outstanding work on the introduction into service of the "DEVON CITY" and standing-by the building and bringing into service of the highly automated "EASTERN CITY" was highly regarded. Regretfully, he had to leave us on medical grounds in 1979, when it was hoped a less stressful life at home might bring him back to good health. His death at the young age of 45 was indeed sad news.

It is hoped that a Memorial Service will be held in Cardiff towards the end of February and Head Office will be pleased to answer any enquiries about this Service, when the date has been fixed.

Our Sincere sympathy is also extended to Mr. Keith Roberts (Electrical Superintendent) on the passing of his mother, after illness.

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**RETIREMENT:** Mr. Danny Gibbs, Storeman at the Company's Cardiff Store, retired on 15th January after eight years' service. We wish him every health and happiness in the future.

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**INDISPOSED:** Mr. Oliver John (Marine Personnel Dept. Head Office) is now at home convalescing after an operation. He is making good progress and we send our best wishes for a continuance of this progress during the coming weeks.

Mr. John Norman (Director, Sale & Purchase Dept. London) is in hospital, having had an operation to his back. He is making good progress and we wish him well during the coming month.

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**NEW STAFF:** We extend a welcome to Miss Susan Leigh, Telex Operator, London Office, who commenced with us on 11th January.

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#### PENLEE LIFEBOAT

When the Penlee Lifeboat Disaster Fund was launched just before Christmas, there was a collection in Cardiff Office, which resulted in an amount of £104.50 being sent to this Fund. Our thanks to all who contributed and this sentiment is endorsed by the R.N.L.I.

#### DONATIONS TO CHARITY

Our thanks to Captain Hurst and the Officers of the "NEW WESTMINSTER CITY" for their generous donation to the R.N.L.I. of £146.00.

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#### BREAK-IN AT THE MISSIONS

The Missions to Seamen in Cardiff suffered a break-in recently. Apart from items stolen, it was the damage caused through vandalism which was the worst effect. A preliminary estimate of the cost involved is about £3000 and it is particularly heartbreaking when it is realised how much time and effort has been put into improving facilities at The Mission over the past couple of years. Luckily the new Chapel, whilst being covered in broken glass, suffered very minor damage, which was a great relief. Thanks to hardworking volunteers who cleaned up the mess caused by such vandalism, the Club was able to open that night.

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ATTACHMENTS TO NEWSLETTER

PERSONNEL INFORMATION: Information on Sunday Newspapers and Mail to and from Ships.

PANCHO'S PARTY: Our thanks to Captain Skinner for the amusing article on Christmas in Mexico.

ENGLAND, MY EUROPE: Mr. David Stewart sent us the attached article, which his son, I.M. Stewart, Second Officer, had sent from Japan. We thank them for this contribution.

UNION JACK CLUB, LONDON: Attached is a communication received from the General Council of British Shipping in which they draw attention to the facilities offered by the Union Jack Club in London. Full details are attached to the G.C.B.S. letter.

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ACKNOWLEDGMENTS:

Our thanks to Mr. John Thorne for this month's Crossword. Answers in February's Newsletter.

Thanks to Mrs. Gerry Taylor for her recipe for (Bailey's) Coffee Cream, details on Pot Pourri Page.

It was through our colleagues in London Office that we received details of Murphy's Law. One might say it is The Last "Law"!!?

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| VESSEL           | CARDIFF CITY    | DEVON CITY        | NEW WESTMINSTER CITY | PORT ALBERNI CITY |
|------------------|-----------------|-------------------|----------------------|-------------------|
| Master           | J. Porteous     | J.J. Birrell      | J.S. Pearsall *      | M.E. Jones        |
| Chief Officer    | B.R. Hopper     | D.C. Toon         | R.V. Duncan          | I.C. Stutt        |
| Second "         | C. Swindells    | M.J. Clarke       | A. Thomson           | A.A. Field        |
| Third "          | P. Martin       | G.R. Faulkner     | G.J. Farrell *       | T.J. Fuller       |
| Radio Officer    | D.S. Thomson    | C.G. Macey        | N.C. Sanders         | D.P. Bidmead      |
| Chief Engineer   | L.M. Williamson | D. N. Henry       | W.J. Gill            | R. Chambers       |
| Second "         | P. H. Evans     | R.A. Rees         | T. Graham-Russell    | P.J. Prendergast  |
| Third "          | W. Lait         | M.B. Perrott      | P.D. Slade           | D.E. Simons       |
| Fourth "         | P.W. Knibbs     | A. Brandram Jones | C.J. Brown           | C.K. Lee          |
| Electrician      | E.M. Bennington | A.G. Roberts      | P. Wilmott           | N.R. Padfield     |
| Catering Officer |                 | N. H. Frost       | R. Peach             | E. Dias *         |
| Cadets           | W.P. Heyman     | N.G. Herod        | C. Taylor            | J. Cox            |
|                  |                 |                   | M.P. Spurrell        | C. Broughton      |
|                  |                 |                   | W.M. Powell *3/E     |                   |

| VESSEL           | PRINCE RUPERT CITY | TACOMA CITY     | VICTORIA CITY   | WELSH CITY     |
|------------------|--------------------|-----------------|-----------------|----------------|
| Ma. r            | D.L. Bell          | A.L.G. Gosset   | J.C. Lee        | O.J.T. Lindsay |
| Chief Officer    | J.R. Ashley        | J.S. Murray     | K. Milburn      | R.E. Baker     |
| Second "         | P.C. Coles         | J.J. Moore *    | I.M. Stewart    | T. Jowett      |
| Third "          | R.E. Tanner        | C.G. Broad      | A.P. Miller     | S.J. Kembery   |
| Radio Officer    | B.B. Everett       | W.P. Budden     | J.R. Mathews    | R.W. McInnes   |
| Chief Engineer   | J. Scott           | H.L. Fletcher   | D. Harrison     | M.E. Rayner    |
| Second "         | A. Hobin *         | J.B. Hocking    | M.G. Seaman     | R.E. Diamond   |
| Third "          | P.M. Deschamps *   | R.M. Stead      | R. Butcher      | J.H. Davies    |
| Fourth "         | R.E. Parsons       | A. Cowling      | K.R. Warner     | R.E. Russell   |
| Electrician      | K. Bean            | B. Batey        | K. Smith-Jaynes | D.G. Grant     |
| Catering Officer | W. Fernandes *     | A.A. Gouldie    | J. Bonner       | R.G. Pierce    |
| Cadets           | R.A. Hall          | N. Millward     | D.R. Hilton     | S.A. Hembury   |
|                  |                    | P.J. Gallie     | P.D. Cocker     | N. Boyce       |
|                  |                    | J. R. Greenspan |                 |                |
|                  |                    | T. Stanford     |                 |                |
|                  |                    | D.B. Williams   |                 |                |
|                  |                    | G. RAILTON      |                 |                |

| VESEL            | AMPARO        | BIBI            | JOSEFA         | OLMECA         |
|------------------|---------------|-----------------|----------------|----------------|
| Master           | R.E. Skinner  | A.D. Lightfoot  | R.I. Crawford  | P.J. Boroughs  |
| Chief Officer    | A.K. Smith *  | T. Haxell       | W.G. Wood      | P.C. Roberts * |
| Second "         | R.G. Hayton * | N. Davies       | D.P. Kirley    | A.P. Morris *  |
| Third "          | S.J. Laws     | A.C. Tay        | J.D. Bateman   | M.A. Evans     |
| Radio Officer    | K.H. Sellar   | B.J. Carter     | R.J. Preece    | S.G. Whitmore  |
| Chief Engineer   | P.W. Evans    | K.D. Morgan *   | G. Cuthbertson | R.U. Bell *    |
| Second "         | D. Roberts *  | C.J. Burton     | D.E. Horne     | K. Rowney      |
| Third "          | R. Thomas *   | S.J. Staines    | K. Velda       | R.H. Reed      |
| Fourth "         | A.J. White    | A. Keast        | J. Akhurst     | D.B. Evans     |
| Fourth "         | M.J. Lockwood | A.M. Baxter     | M. Williamson  |                |
| Electrician      | D.G. Hunt     | D.A. Williams   | J. Fernandes   | D.J. Harnett   |
| Catering Officer | C.J. Harrhy   | D.R. Hartshorne | L. Hayward     |                |
| Cadets           | J.G. Townsend | T.J. Wood       |                |                |
|                  | G.J. Provis   | P.G. Connick    |                |                |
|                  | D.F. Carter   |                 |                |                |

## VESSEL

SILVIA SOFIA

|                  |                         |                         |
|------------------|-------------------------|-------------------------|
| Master           | B.A. Boyer/M.J. Bellamy |                         |
| Chief Officer    | P. Baverstock           |                         |
| Second "         | T.L. Lawrence           |                         |
| Third "          | J.J. Hudson             | * Temporary Appointment |
| Radio Officer    | 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            |                         |
| Cadets           |                         |                         |

Listed below are Officers on voyage leave as at 31.1.82: Every effort is made to ensure this list is as accurate as possible at the time of printing

Masters: L.R. Staines, W.D. Jones, R.K. Stuart, J.J. Kalnins, M.G. Hurst, R.A.H. Vanner

Chief Officers: D.H. Aubrey, I. Woollard, M.W. Slayman, J.E.S. York, K.J. Cribben, B.T. Hernaman, R.T. Alford

Second Officer: J.C. Pagler, M.L. Fraser, J.M. Smith, J.P. Andrews, E.W. Walmsley, K. Jones, T.A. Price

Third Officers: A. Abel, R.W. Davies, P.A. Bullard, M.R. Sealey, C.G. Everett, I. Cowan

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

Second Engineers: R.M. Paddock, G.J. Griffiths, J.C. Cullen, A. Edwards, H.C. Convery, N. Nesbitt, W.A. Bruce, M.R. Green, J. Foots

Third Engineers: W.R. Shannon, A. Doubler, P. John, A.C. Coombes, R.M.B. Jenkins, A.G. Vincent

Fourth Engineers: H.D. McLundie, C.L. Taylor, A.J.F. Tuck, M.G. Smith, W.A. Stone, T.A. Savage, M.G. Evans, D.J. Coombes, A.M. Francis, M.P. Owens, S.G. Morris

Electricians: D. Osborne, G.N. Witt, K. Hampton, J. Crawford, J. Grainger

Catering Officers: R.G. White, J. Patrick, L. Seabrooke, P.D. Smith, L.B. Surrey, D. Gowsell, F.W. Lever

Radio Officers: P. Bradley, D.C. Short, M.W. Savory, R.G. Miller, I.F. Bullock, V.F. Cullen, J.A. Heslop, E.G. Bromham

Officers on sick leave/study leave as at 31.1.82: C.A. Prescott, A.M.W. Mitchell, I.S. Exton, I.C. Miller, G.P. Eyles, A. Fox, P.D. Codd, J.C. Neale, R.G. Chugg, P. Lovibond, A. Williamson, N. Jerrum, K.R. Negele, P. Price, M.S. Duke, T.R. McNulty

Cadets at home on voyage leave, sick leave or study leave as at 31.1.82: 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, M.A. Worsnop, T.B. Short, S. Rawlings, S.N. Beckett, M. Hopewell, I.J. Thomas, M. Holman, R.W. Eacott.

## SHIPS POSITIONS

As at 22nd January, 1982.

m.v. "CARDIFF CITY" This vessel, operating under Time Charter account Yamashita Shinnihon, sailed Sydney 11th January having lifted 26430MT Coal for discharge Kaohsiung. Based on arrival Kaohsiung pm, 27th January, we would anticipate her completing discharge 5th February. On completion discharge Kaohsiung, vessel proceeds to Hong Kong for drydocking - about 10 running days being required. At this stage her next employment has not yet been finalised.

m.v. "DEVON CITY" Operating under Time Charter account Safmarine, this vessel arrived Ama 17th January, sailed 19th, having been delayed by fog. Vessel is proceeding to Port Arthur to load approximately 15,000MT Petroleum Coke for discharge Richards Bay, but presently is anchored in the Mississippi River, this delay being occasioned by fog. Based on sailing Port Arthur 24th January, we would look for her arrival Richards Bay around 18/19th February and on completion discharge of the Petroleum Coke vessel proceeds to Durban. We are now awaiting further itinerary from Time Charterers, Safmarine.

m.v. "FRESNO CITY" Vessel drydocked with Hyundai, Ulsan, 12th January, undocked 15th and berthed at repair wharf 1100 15th January. She was handed over to her new owners 1200 GMT 21st January. Vessel is scheduled to load Kawasaki, Kinuura and Amagasaki for Coatzacoalcos and Tampico. Her new name will be "OLMECA".

m.v. "NEW WESTMINSTER CITY" Operating under Time Charter account Shinwa, this vessel sailed Mina Al Ahmadi 29th December, arrived Hesaki 1226 20th January, pratique being granted at 1310 same day. Vessel arrived Kanda 1453, 20th January, berthed 0938 same day. Repairs were completed 1800 21st, vessel commencing loading Bulk Cement 2300 21st, with probable completion/sailing pm 23rd/am 24th for discharge Shuwaikh.

n.v. "PORT ALBERNI CITY" Sailed Norfolk 18th January having lifted 20947MT Soya Beans for discharge Bordeaux. We anticipate vessels arrival Bordeaux am 30th January and on completion discharge of this cargo she will be drydocking for 10/12 running days. Drydocking port has not yet been decided.

m.v. "PRINCE RUPERT CITY" Operating under Time Charter account Tokai, this vessel sailed Wakayama 31st December having aboard 22785.6MT cargo for discharge Port Everglades, Jacksonville, Charleston, Baltimore, Philadelphia and Norfolk. Vessel sailed Los Angeles, after bunker replenishment, 17th January for Balboa. It was necessary for vessel to deviate to Manzanillo to land Captain McNulty for medical attention, vessel clearing Manzanillo 21st, giving ETA Balboa 27th January. On completion discharge at Norfolk, vessel has been fixed on Direct Continuation basis, account Tokai, for a trip, redelivery Japan.



m.v. "TACOMA CITY" This vessel, operating under Time Charter account Tokai, sailed Kokura 20th January, arrived Kinuura 21st, sailed 22nd, with expected ETA Nagoya pm same day. On completion cargo operations Nagoya, vessel loads at Osaka and Wakayama for discharge Houston, Halifax and Philadelphia. Based on clearing Wakayama 31st January, we would look for her arrival/sailing Panama Canal 24/25th February with probable completion Philadelphia around 20th March. On completion discharge Philadelphia, her next business has not yet been arranged.

m.v. "VICTORIA CITY" Operating under Time Charter account Daiichi, this vessel sailed Wakayama 27th December, arriving Balboa 21st January. Based on sailing Cristobal 1000 22nd, we would look for her ETA Houston 27th and as Time Charterers have indicated about five days being required for cargo operations at Houston, we look for her completion around 1st February. Her next business has not yet been arranged.

m.v. "WELSH CITY" This vessel sailed Richards Bay 1430, 9th January having aboard 68408MT Coal for discharge Japan. Charterers have informed their intention is to discharge approximately 34408T at Kashima, the balance of 34000T being destined for Wakayama. If they stick to this programme, then we would anticipate completion Wakayama around 7th February. Her next business has not yet been arranged.

m.v. "AMPARO" Arrived Santos 3rd January, berthed 8th and is expected to sail 28/29th for Rio de Janeiro. Vessels schedule indicates Completing cargo operations Rio de Janeiro around 4th February. Her schedule then indicates Vera Cruz 19/24th, Tampico, Mobile and Morehead City. She should sail Morehead City about 12th March for Barcelona, Palma de Mallorca thence Naples, Leghorn, Genoa, Marseilles and Barcelona, completing cargo operations Barcelona around 11th April, prior to sailing for Vera Cruz.

m.v. "BIBI" Arrived Osaka 17th January, sailed 19th and was expected to arrive Tsingtao 21st. The indication is about 8 days will be required at Tsingtao, therefore based on sailing 29th, we would look for her ETA/D Shanghai 30th January/2nd February. On completion discharge Shanghai, vessel returns to Kobe, Nagoya, Yokosuka and Yokohama, the indication being she should sail Yokohama around 11th February for Manzanillo and Acapulco or La Cardenas.

m.v. "JOSEFA" Arrived Vera Cruz 18th January with probable sailing 24/25th for Coatzacoalcos and Tampico. Based on sailing Tampico about 8th February, she should arrive Antwerp 22nd with probable sailing 24th for Amsterdam, Rotterdam, Hamburg, Bremen and Bilbao. Her schedule indicates she should sail Bilbao 15th March and on this basis we would look for her ETA Vera Cruz 28th. Vessel should sail Vera Cruz 4th April for Progreso through 6/8th, and on completion Progreso returns to Antwerp, giving ETA 22nd April.

m.v. "SILVIA SOFIA" Arrived Champerico 10th January to load approximately 12000 Bales Cotton, the indication being she should sail 23rd January for Ensenada to load a further 13000 Bales Cotton for discharge Nagoya, Osaka and Kobe. On present schedule, vessel is expected to complete cargo operations Kobe around 20th February.

## POT POURRI

### RECIPE OF THE MONTH

(Supplied by Mrs. Gerry Taylor)

#### COFFEE CREAM (BAILEY'S)

8 fl.oz. Whiskey  
1 large tin condensed milk  
1 large tin evaporated milk  
2 tablespoons water  
1 teaspoon vanilla  
1 teaspoon glycerine  
1 rounded table spoon instant coffee.

Blend together in liquidiser, or whip vigorously.

Will fill a 26 fl.oz.wine or spirit bottle.

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#### MURPHY'S LAWS.....

1. If anything can go wrong, it will.
2. If there is a possibility of several things going wrong, the one that will cause the most damage will be the first one to go wrong.
3. If anything just cannot go wrong, it will anyway.
4. If you perceive that there are four possible ways in which something can go wrong and circumvent these, then a fifth way, unprepared for, will promptly develop.
5. Left to themselves, things tend to go from bad to worse.
6. If everything seems to be going well, you have obviously overlooked something.
7. Nature always sides with the hidden flaw.
8. Mother Nature is a bitch.

#### O'TOOLE'S COMMENTARY ON MURPHY'S LAWS

Murphy was an optimist.

#### GINSBERG'S THEOREMS

1. You can't win
2. You can't break even
3. You can't even quit the game

#### FORSYTH'S SECOND COROLLARY TO MURPHY'S LAWS

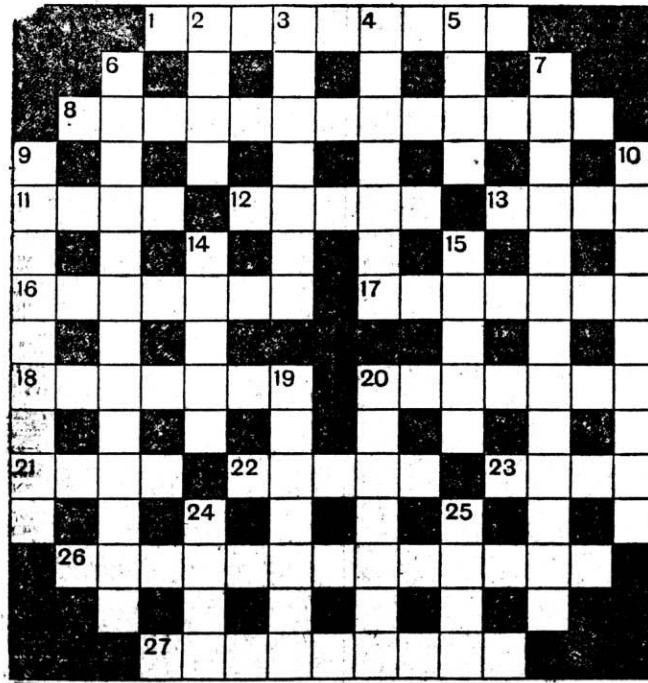
Just when you see the light at the end of the tunnel, the roof caves in.

#### WEILER'S LAW

Nothing is impossible for the man who doesn't have to do it himself.



PUZZLE PAGE



CLUES:

ACROSS

DOWN

- |   |   |
|---|---|
| <p>1. This vessel may roll from one side to the other! (5,4).</p> <p>8. Money saving trips. (7,6).</p> <p>11. He was reputed to be terrible. (4).</p> <p>12. Permit to enter. (5).</p> <p>13. It may be heard repeatedly. (4).</p> <p>16. Ian followed a backward note and attended a famous college. (7).</p> <p>17. To board a railway coach. (7).</p> <p>18. He helps keep a boat moving. (7).</p> <p>20. The work of 6 is eventually this. (7)</p> <p>21. Peat is made to produce a kind of recording. (4)</p> <p>22. We take them in our stride. (5).</p> <p>23. Small Arabic coaster. (4).</p> <p>26. Many a valiant one has been made by 9. (6,7).</p> <p>27. The life in the departments, ashore and afloat. (9).</p> | <p>2. Neat erupts into a volcano (4)</p> <p>3. This fast involves abstinence from drinking for a month. (7).</p> <p>4. It comes just before the rest of the night. (7)</p> <p>5. Sour and sharp. (4)</p> <p>6. He may have to study his subject in great depth. (13)</p> <p>7. They are big traders in the main. (8,5).</p> <p>9. All passengers in these ships are carried free, presumably (9).</p> <p>10. Its progress is usually backwards to nothing. (9)</p> <p>14. My pig is made to look a small being. (5)</p> <p>15. One must be in dire straits to clutch the last one. (5)</p> <p>19. Spices produced by gun stem. (7).</p> <p>20. Wake up cats nap for a winder. (7).</p> <p>24. It's usually a continuous pain. (4).</p> <p>25. A certain character may emerge from it. (4)</p> |
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LATE SPORTS ITEM

Reardon Smith Football Club are playing Touche Ross Football Club at Pontcanna Fields on Sunday 31st January 1982. Kick off is at 10.30 a.m. All support will be welcome and local Readers may like to know of this event.

PERSONNEL - INFORMATION BULLETIN

JANUARY 1982

SUNDAY NEWSPAPERS

Due to the economic situation and the increased postal charges, we have decided as from the 1st January, 1982 to cease the forwarding of Sunday newspapers to all our vessels.

We would appreciate if all Masters would advise their Officers and crews of this decision. Relatives and friends who wish to continue forwarding newspapers to vessels should ensure that full postal rates are paid.

Example: On the Post Office Register with weight limit : 2000 grms.

Zone 'C' For newspapers and periodicals not over 10 grms - 16p and 5p for each 10 grms after or part thereof.

i.e. 1000 grms postage required £5.11  
Ensures delivery to Japan.

MAIL TO AND FROM VESSELS

It is also our intention that the free mail system which has been in operation previous to the 1st January 1982 will shortly cease. A notice to this effect will appear in the January Newsletter. Please advise all Officers aboard the vessel that our reasons for withdrawing this service are entirely due to the economic climate and the increased postal charges. Masters will be asked to charge Officers and Crew for all mail posted from the vessel in the normal manner, i.e. Postage Account.

We would suggest that Officers inform their relatives and friends to commence placing the correct Air Mail postage for all letters posted to vessels. These letters will be forwarded to the vessel in the Post Office 20A envelopes as was our previous system. After the 1st February 1982 any mail received in this office without the appropriate Air Mail postage will be forwarded to the vessel, and the individual Officer surcharged for the difference.

We hope that Officers and crew will fully appreciate our reasons for reverting to this system.

Example:

Air Mail letters to Japan and the Far East Areas

29p for the first 10 grms and 15p for each 10 grms thereafter

Air Mail letters to Canada, Mexico and U.S.A. Areas

26p for the first 10 grms and 14p for each 10 grms thereafter

AEROGRAMMES are available from Post Offices for all destinations at 24p each.

POSTCARDS to all areas require 24p stamps.

Our thanks to Captain R. Skinner for the following article:

#### PANCHO'S PARTY

Over the past four years, Tampico's Agemar Office has held many memories for me, and this last call at Tampico was no exception. It has reflected not only the Office but the staff in a totally different light.

To those of us regular visitors, the image of the fourth floor office, reached through an inconspicuous passageway hidden within the confines of a small watch shop, and the overworked OTIS CAPACIDAD 5 PERS. ELEVADOR, will be familiar. From the early morning crazy chaos of business, the bevy of tartan skirted, brown bloused beauties, the flurry of frustrated foreign flag Masters, deep in urgent telephone conversations with Line Operators, Managers and Chartering Departments, the continuous tippety tap of the overloaded telex machine, the cups of coffee from the corner perculator, and Proud Pancho at the Managers Mission Control Centre desk, holding a three way communication with an arriving ship on the VHF, the Harbour Master on the telephone and his Secretary outside the door, to the serene silence of the siesta only witnessed by the odd misguided Master who should venture to do business between one and four o'clock. Then the evening session, which never reaches the same fever pitch of the early morning, and allows time for sensible business until seven o'clock, or even later.

On this occasion, ours was an invitation to a Saturday evening scene showing the office remarkably transformed for the "Office Christmas Party". No Angel Hotel this, with its newly installed air conditioning struggling to keep an upper hand, no formal dress for the menfolk, no wives or husbands. Gone were the desks, replaced by long white-clothed tables, surrounded by a multitude of chairs, the tartan skirts had made way for the latest in Bond Street evening wear. An overstocked bar had taken over from the corner coffee perculator, the attendants, the busiest in the room, keeping an endless flow of customers satisfied. Clearly, the polythene covered telex machine had also been given the night off. Visitors had come from all over Mexico to share Pancho's Christmas Party. Pancho is well known to our Officers from his period in Ensenada but this apart, it strikes me that everyone I meet in Mexico knows him. As he explained, this evening was "on the Company" but the following week they would be holding their own private party and exchanging presents. Tonight, joke presents would be exchanged. Drinks were still flowing freely, but I could sense a feeling of anticipation. In fact, it must have been after eleven o'clock when Guadalupe arrived. A picture of beauty, gold ribbons threading her jet black hair. Tonight was to be her night and her arrival signalled the start of formal proceedings. It was her Saints day and she was the Guest of Honour. A beautiful basket bouquet of smiling red roses peeping from green foliage was presented.

Four girls were selected to pass the presents around, and Pancho took up position at the tall traditional Christmas tree (ceiling panels had been removed to allow it to stand full height). Each carefully wrapped present, individually chosen, was passed to the girls and on to the recipient in rotation. A short note accompanied each gift, and this was read out before it was opened. The humour came alive even to those not speaking Spanish. There was a comb for the bald headed gentleman, hair tonic or hair grip for those only slightly better blessed, a bottle of 96% alcohol for the one who reputedly liked a tippie, a jar of skin paling cream for the darker than average, swimming flippers for the assistant manager, who was being transferred to another branch, "to help him on his way". And for Pancho, who has a reputation for taking photographs at the drop of a hat, a huge cardboard box of a camera on tripod stilts, which was brought into immediate action. The present giving was accompanied by Lucas's infectious laugh, which alone had us all entertained. Lucas is the past Assistant Manager at Tampico, but is now Manager at Coatzacoalcos.

During the present giving, a gangway forced through to the bar area, provided access for willing volunteers to carry in huge trays and bins of Mexican delights. It was half past midnight and whereas by now Lucas was "starving", I was not quite sure I could manage anything. Plates heaped with half chicken, savoury mince, vegetables and bread rolls were passed around. Supported by a continuous supply of beverage. This was eagerly eaten by the majority but the Chief and I could only manage a brave effort.

Eats cleared away, the Office draw was next on the Agenda. One could have been forgiven for feeling it had been rigged. But the winner was a "Bridegroom to Be" who had not been able to afford to arrange a honeymoon. His prize - a holiday for two in Cancun!

The highlight of the evening was the election of "Snake of the Year". The holder of the title over the past three years having recently retired, there was more than the usual interest in the voting. Pancho explained the running of his Office is on the basis of co-operation and happy relationships. To this end, each month, everyone votes for the "Snake of the Month", this being the staff member who, in the opinion of all, has had the sharpest turn of phrase (the most venomous tongue). The monthly title appears to be accepted in good grace, but the title "Snake of the Year" is taken more seriously. This year's winner certainly felt this way!

Shortly after this, the Chief and I slipped away, leaving the younger members to dance the night away. Reportedly, in true Mexican fashion, some saw the sun rise. On our way back to the ship, we considered the application of a "Snake of the Year" not only in offices ashore, but also ships at sea.

How about it ?

Out thanks again to Pancho for this truly original experience and also for the Guinness we only discovered after sailing. This, of course, will be used for our own Christmas celebrations off the Brazilian Coast.