



NO. 145

FEBRUARY, 1982

RETIREMENT OF MR. T.W. MAJOR

Our Technical Director, **MR. T.W. MAJOR** retires at the end of February after serving fortyone years with the Company. Mr. Major commenced service with Reardon Smith in April 1938 as Fourth Engineer on the m.v. "VICTORIA CITY", rising to Chief Engineer by the end of the Second World War. In January 1946, he left to take up employment with Grayson, Rollo and Clover Docks Limited, Liverpool, as Ship Manager, with whom he stayed for two years. He then gained further experience as a Lloyd's Surveyor and was based in London. Mr. Major then rejoined Reardon Smith as a Superintendent in January 1949, progressing to Assistant Chief Superintendent in 1963. In 1967 he became Chief Superintendent and was made a Director on 12th January of that year.

During the early part of his career ashore as Superintendent, Mr. Major was seconded for three years to States Marine Corporation of New York, for whom this Company were Agents and was based in Glasgow during this period. Mr. Major is the son of the late Mr. T.F. Major who was at sea with the Company from 1917 to March 1921, when he joined the shore staff as Engineer Superintendent. He retired in March 1958, also after 41 years service.

In charge of the Technical Department at Head Office, Mr. Major has been responsible for the conception and implementation of the Planned Maintenance System, which is used throughout the fleet. This important and cost saving system has now been marketed and adopted by others and Mr. Major has given many lectures on the subject. His other interests have been in budgetary and financial control of the running of the fleet. The Planned Maintenance System has been instrumental in increasing efficiency and organisation aboard the ship, as well as reducing costs.

Our best wishes are extended to Mr. & Mrs. Major for every happiness in their retirement, with good health with which to enjoy it.

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STAFF NEWS

BIRTHS: Many congratulations to Hugh and Anne Convery on the birth of their daughter, Joanne Marie, on 15th December 1981. They would like to thank their many friends in the Company for cards and gifts received. Special thanks, too, to the Officers of the "VICTORIA CITY" for the beautiful bouquet. (Mr. Convery is a Second Engineer with the Company).

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INDISPOSED: We are pleased to report that Mr. Oliver John is still making good progress and that Mr. John Norman (London Office) is now back at work part-time since his operation. Our good wishes are with them for continued good progress.

We are sorry to report that Mr. Alan Rowley (Accounts Department, London Office) is in hospital with pneumonia. We are pleased to say that he is now responding well to treatment and our best wishes are extended to him for a good recovery.

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TRANSFER: Mr. Jim Dunk (Cargo Superintendent, Celtic Bulk Carriers) is now leaving the Office Staff and is returning to sea. We appreciate the good work he has done whilst ashore and wish him well on his return to seagoing duties.

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APPOINTMENT OF A DIRECTOR

We are pleased to announce that **Mr. Ian Jones** has been appointed a Director of the Company, with immediate effect. Mr. Jones has been Assistant Chief Superintendent for some months and replaces Mr. T.W. Major as Chief Superintendent upon the latter's retirement.

We are also pleased to announce that **Mr. A.F. Westall**, Chartering Director, Head Office, has been appointed Managing Director of Sir William Reardon Smith & Sons Limited.

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MERCHANT NAVY DISCIPLINE ORGANISATION

This Organisation has received requests from Companies asking to be informed of action taken against seafarers who have been dismissed from vessels for breaches of paragraph 9 of the Code of Conduct for the M.N. and seafarers who have failed to join or rejoin vessels. We felt this would be of interest to our sea staff and the summary is printed overleaf.

TELEPHONE CHARGES

We would like to remind all Officers and their families who have to make long distance telephone calls that, since the recent increases, the cost of making a call in the morning - PRIOR to 1 p.m. - is now substantially higher than after that time. Would all please note that, unless instructed by the Office to the contrary, ALL CALLS should now be made AFTER 1 p.m.

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ATTACHMENTS TO NEWSLETTER

Merchant Navy Officers & Ratings Pension Funds - Members Addresses

We would draw your attention to the notice received from the above and would stress the importance of advising them of your present home address, if you are a member.

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Voyage on the "PRINCE RUPERT CITY": Our thanks to Mr. Joe Underwood for his interesting article. Mr. Underwood was Chairman of Reardon Smith Coggins Ltd. - a Company in which Sir William Reardon Smith & Sons Limited have a 50% share with A.E. Smith Coggins Ltd., of Liverpool. He retired some while ago and was able to make a trip on the "PRINCE RUPERT CITY". Mr. Underwood saw many changes from the days when he was at sea as a Master Mariner.

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FOOTNOTE FROM "DOWN UNDER"

We have just received a letter from Captain S. Leebetter, who now lives in Mount Claremont, Western Australia. He says that he receives the Newsletter regularly, which is read with great interest. Captain Leebetter admits the names of the Masters and Officers are not as familiar and this highlights the age gap more and more. There are, however, still a few Radio Officers, and Catering Officers from his "old days" and who were shipmates of his. In closing, Captain Leebetter, sent his kindest regards to all at Reardon Smiths, Cardiff and London and, in particular, his old shipmates, working colleagues and business acquaintances. Hopefully, he has covered us all!

In turn, we reciprocate his good wishes and trust he will continue to enjoy good health and happiness in his retirement.

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

VESSEL	PRINCE RUPERT CITY	TACOMA CITY	VICTORIA CITY	WELSH CITY
Master	D.L. Bell	A.L.G. Gossett	J.C. Lee	O.J.T. Lindsay
Chief Officer	M.W. Slayman	J. Dunk	K. Milburn	R.E. Baker
Second Officer	P.C. Coles	J.P. Andrews	I.M. Stewart	T. Jowett
Third Officer	R.E. Tanner *	C.E. Broad	A.P. Miller	M.R. Sealey
Radio Officer	B.B. Everett	I.F. Bullock	J.R. Mathews	R.W. McInnes
Chief Engineer	R.M. Paddock *	H.C. Convery *	D. Harrison	M.E. Rayner
Second Engineer	N. Nesbitt	W.R. Shannon *	M.G. Seaman	R.E. Diamond
Third Engineer	P. John *	D.C. Pulley	R. Butcher	J.H. Davies
Fourth Engineer	A.J.F. Tuck	A. Cowling	K.R. Warner	R.E. Russell
Electrician	K. Bean	B. Batey	K. Smith-Jaynes	D.G. Grant
Catering Officer	W. Fernandes *	R.G. White	J. Bonner	R.G. Pierce
Cadets	R.A. Hall	D.B. Williams	D.R. Hilton	S.A. Hembury
	T.B. Short	G. Railton	P.D. Cocker	N. Boyce
	S.N. Beckett	S. Rawlings		M. Hopewell

VESSEL	AMPARO	BIBI	JOSEFA	OLMECA
Master	R.E. Skinner	A.D. Lightfoot	R.I. Crawford	P.J. Boroughs
Chief Officer	A.K. Smith *	T. Haxell	K.J. Cribbin	P.C. Roberts *
Second Officer	R.W. Davies *	N. Davies	D.P. Kirley	A.P. Morris *
Third Officer	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	J.C. Cullen *	G. Hughes	G. Cuthbertson	R.U. Bell *
Second Engineer	D. Roberts *	C.J. Burton	D.E. Horne	K. Rowney
Third Engineer	R. Thomas	S.J. Staines	K. Velda	R.H. Reed
Fourth Engineer	A.J. White	A. Keast	M.G. Smith	D.B. Evans
Fourth Engineer	M.J. Lockwood	A.M. Baxter	M. Williamson	
Electrician	D. Osbourne	D.A. Williams	J. Fernandes	D.J. Harnett
Catering Officer	C. Harrhy	D.R. Hartshorne	L.E. Seabrooke	
Cadets	J.G. Townsend	T.J. Wood		
	G.J. Provis	P.G. Connick		
	D.F. Carter			

Master	M.J. Bellamy	
Chief Officer	P. Baverstock	
Second Officer	T.L. Lawrence	
Third Officer	J.J. Hudson	
Radio Officer	R.H. Smith	
Chief Engineer	K.D. Morgan *	
Second Engineer	D.G. Wedlake	* Temporary Appointment
Third Engineer	G.E. Ashton *	
Fourth Engineer	M.R. Preece	
Fourth Engineer	M. Richards	
Electrician	K. Baines	
Catering Officer	L. Slawinski	
Cadets		

Listed below are Officers on voyage leave as at 28.2.82: Every effort is made to ensure this list is as accurate as possible at the time of printing.

Masters: W.D. Jones, R.K. Stuart, J.J. Kalnins, M.C. Hurst, R.A.H. Vanner, T.R. McNulty, J.J. Birrell, B.A.G. Boyer.

Chief Officers: D.H. Aubrey, J.E.S. York, R.T. Alford, J.S. Murray, I. Woollard, B.T. Hernaman, J.R. Ashley, W.G. Wood.

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

Third Officers: A. Abel, P.A. Bullard, I. Cowan, J.J. Moore, R.G. Hayton.

Chief Engineers: E.R. Morgan, R. Chambers, D. Henry, D. Amey, J. Fitzsimmons, J. Scott, L.M. Williamson, H.L. Fletcher, P.W. Evans.

Second Engineers: G.J. Griffiths, W.A. Bruce, J. Foots, A. Edwards, M.R. Green, J.B. Hocking.

Third Engineers: A. Doubler, A.G. Vincent, W. Lait, A.C. Coombes, A. Hobin, R.M. Stead.

Fourth Engineers: H.D. McLundie, M.P. Owens, P.M. Deschamps, N. Millward, M.G. Evans, D.J. Coombes, J. Akhurst, R.E. Parsons.

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

Catering Officers: J. Patrick, L.B. Surrey, F.W. Lever, A.A. Gouldie, P.D. Smith, D. Gowsell, L. Hayward.

Radio Officers: P. Bradley, D.C. Short, J.A. Heslop, B.B. Everett, R.G. Miller, V.F. Cullen, E.G. Bromham, W.P. Budden.

Officers on sick leave/study leave as at 28.2.82: C.A. Prescott, I.S. Exton, G.P. Eyles, P.D. Codd, R.G. Chugg, A. Williamson, K.R. Negele, M.S. Duke, A.M.W. Mitchell, A. Fox, I.C. Miller, J.G. Neale, M. Lovibond, N. Jerrum, P. Price, J.P. Crawford.

Cadets at home on voyage leave, sick leave or study leave as at 28.2.82: A.M. Russell, E.V. Neale, T.D. Bennett, 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, R.W. Eacott, W.P. Heyman, P.J. Gallie, J.R. Greenspan, T. Stanford.

SHIPS POSITIONS

As at 19th February, 1982

m.v. "CARDIFF CITY". Operating under T/C Account Ben Line, sailed Whampoa 18th February, with expected arrival Masinloc (Philippines) a.m. 20th. Vessel scheduled to load Masinloc, Manila, Nabalau, Cagayan Doro, Samarinda, Wallace Bay, Kunak, Sandakan, Kota Kinabalu, Rejang, Singapore and Port Klang for discharge Sete, Boulogne, Liverpool and Rotterdam. Based on present schedule, vessel looks like clearing Port Klang around 2nd April, giving ETA Sete 22nd April and final completion, redelivery Rotterdam around middle May. Thereafter, her next business has not yet been finalised.

m.v. "DEVON CITY". Operating under T/C account Safmarine, sailed Port Arthur 29th January for discharge Durban and Richards Bay. She is expected to arrive Durban noon 24th February, with probable sailing 28th, giving ETA Richard Bay 1st March. We understand cargo operations at Richards Bay will occupy some 7 days and, on completion, around 8th March, vessel is scheduled to load a cargo of Fluorspar and Pig Iron for U.S. Gulf. Loading ports for these commodities have not yet been declared.

m.v. "NEW WESTMINSTER CITY". Operating under T/C account Shinwa, arrived Shuwaikh 13th February and is expected to complete discharge of her cargo of bulk cement around 22nd. On completion discharge, she has been nominated to proceed to Port Dampier to load a cargo of salt for discharge Niigata and Tomakomai. Based on sailing Shuwaikh 22nd February, we would look for her ETA/D Port Dampier around 8/10th March and probable arrival niigata 24th.

m.v. "PORT ALBERNI CITY": Sailed Amsterdam, after drydocking, 0730 19th February and is expected to berth Antwerp 20th. She has been nominated to operate under Steel Service ST95, loading approximately 23,000 tons steel at Antwerp for discharge Long Beach, Oakland, Seattle and New Westminster. On present schedule, her sailing Antwerp looks like 3rd March, giving ETA/D Canal 18/19th, arriving Long Beach about 29th and finally completing New Westminster around 6th April.

m.v. "PRINCE RUPERT CITY". Operating under T/C account Tokai. Arrived Norfolk, Va., 15th February and is scheduled to sail 20th for Tampa, where she will load a cargo of phosphate for discharge Tomakomai around 28th February. Based on normal discharge turn Japan, she will complete around 7th April.

m.v. "TACOMA CITY". Operating under T/C account Tokai. Vessel sailed Yokohama 5th February, having aboard 15941 tons steel for discharge Houston, Halifax and Philadelphia. Vessel is expected to arrive Panama Canal 1st March, with probable arrival Houston 7th March, on which basis we would look for her final completion Philadelphia around 20th.

m.v. "VICTORIA CITY". Operating under T/C account Panocean. Sailed New Orleans 15th February, having aboard 20071 long tons soya bean meal for discharge Busan and/or Inchon. She is expected to arrive Cristobal early a.m. 20th and based on sailing, say, 21st, we would look for her ETA South Korea around 20th March. On completion discharge, her next business has not yet been finalised.

m.v. "WELSH CITY". Operating under T/C account K Line. Sailed Kashima 6th February and is expected to anchor Commencement Bay, Tacoma, around 21st February. Time Charterers advise she is likely to commence loading 1st March, with probable sailing 5th for Japan. Based on sailing 5th, we would look for her ETA Japan 18th, with probable completion around 25th.

m.v. "AMPARO". Sailed Rio de Janeiro 6th February for Vera Cruz, where we look for her arrival 1600 19th. It is expected a minimum of 10 days will be required at Vera Cruz and, on completion discharge, vessel returns to Mediterranean Service,

the indication being she should sail Vera Cruz around 1st March, thence Tampico, Mobile, Baton Rouge and Moorhead City, clearing Moorhead City around 22nd March for Barcelona via Las Palmas. Her ETA Barcelona is looked for around 7th April, thence Naples, Leghorn, Genoa and Barcelona prior to returning to Vera Cruz.

m.v. "BIBI." Sailed Yokosuka 11th February for Manzanillo, ETA 24th, thence Acapulco/La Cardenas. On completion of cargo operations at Acapulco/La Cardenas, vessel operates under Voyage 10 Westbound, loading Corinto and Salina Cruz for Busan and Keelung. Her schedule indicates sailing Salina Cruz around 23rd March, giving ETA Busan 30th March.

m.v. "JOSEFA". Vessel arrived Alabama Drydock, Mobile 14th February for rudder repairs. Her undocking at this stage, is uncertain, but on completion repairs, vessel returns to Tampico prior to operating under Voyage 15 Westbound, discharging Antwerp, Amsterdam, Hamburg, Bremen and Liverpool. On completion cargo operations at Liverpool, vessel proceeds to Vera Cruz, Tampico and Progreso.

m.v. "OLMECA". Sailed Kokura 6th February with 12321 tons steel for discharge Coatzacoalcos and Tampico via Manzanillo for bunkers. She is expected to arrive/sail Manzanillo 22nd February, giving ETA/D Coatzacoalcos 24/26th February. Her itinerary thereafter has not yet been fixed.

m.v. "SILVIA SOFIA". Arrived Nagoya 19th February. She is scheduled to sail 0600 20th for Yokkaichi and Osaka. On completion cargo operations Osaka, vessel is scheduled to drydock Japan prior to operating under Voyage 8 Eastbound, loading at Kobe, Nagasaki, Yokosuka and Yokohama. Her schedule indicates she should sail Yokohama around 14th March for Gwayman, Manzanillo, Acapulco/La Cardenas and San Jose. At present her completion San Jose looks like 21st April and we are awaiting further itinerary from T.M.M.

POT POURRI

RECIPE OF THE MONTH

(Thanks to Mrs. J.B.E. Lemon)

TOMATO SAUCES

- $\frac{1}{2}$ cup Mazola oil
- $\frac{1}{2}$ cup water
- 1 lb. sliced fresh tomatoes
- 2 tins tomato puree (142 gms. 5 oz)
- 5 - 6 leaves of fresh Basil OR
- 1 level teaspoon of dried Basil
- 2 teaspoonfulls of salt
- $1\frac{1}{2}$ teaspoonfulls of sugar

METHOD

Put all ingredients together in a saucepan - bring it to the boil and simmer for 45 minutes.

Omitting Basil, you may add 2 sliced cloves of garlick, plus $1\frac{1}{2}$ teaspoonfulls of Origano.

These two sauces are ideal for any pasta shape, boiled rice or pizza.

ANSWERS TO LAST MONTH'S CROSSWORD

Across

- 1. Ferry boat.
- 8. Economy drives.
- 11. Ivan.
- 12. Admit.
- 13. Echo.
- 16. Etonian.
- 17. Entrain.
- 18. Oarsman.
- 20. Charted.
- 21. Tape.
- 22. Steps.
- 23. Dhow.
- 26. Rescue attempt.
- 27. Personnel.

Down

- 2. Etna.
- 3. Ramadan.
- 4. Bedtime.
- 5. Acid.
- 6. Oceanographer.
- 7. Merchant ships.
- 9. Lifeboats.
- 10. Countdown.
- 14. Pigmy.
- 15. Straw.
- 19. Nutmegs.
- 20. Capstan.
- 24. Ache.
- 25. Gene.

HAVE YOU HEARD?.....

With the recent death of Stanley Holloway, it brings to mind that there are at least three amusing records of his monologues. If you want an evening of chuckles, with the exploits of Albert and the Lion and the 'Ole in the Ark', it might be worth investing a little of your money on one of these records.

SPORTS PAGE

REARDON SMITH SOCCER TEAM PIPPED IN THRILLER

TOUCHE ROSS 3 1 REARDON SMITH

The near capacity crowd at Pontcanna Fields on the 31 January 1982 was treated to an all action 90 minutes of football packed with excitement as Reardon Smith fought to counteract an early lead taken by Touche Ross.

The Touche Ross side were a young, strong, fit and well coached outfit but set out to play in a boring 4-4-2 formation. Reardon Smith on the other hand, who with a distinct psychological advantage over their opponents because of victory in a not too recent rugby game, started the Match with an all out attacking policy of whoever was nearest the ball was to kick it in the general direction of the opponents goal. This worked well for a time until the occasion when right-wing Colin Mundell thought he was closer to the ball than his Captain Nick Knight, who was on the verge of planting the ball into the net. Another fine movement also involved Knight, who slipped the ball to Colwill, Colwill hit the ball 10 to 12 feet over the bar from a distance of about 10 inches. Donovan, the feared striker, missed a sitter not too long after.

Touche Ross were beginning to exert pressure on the Reardon Smith goal trying hard to make the most of a spell of possession. It was no surprise when they went ahead with two goals in quick succession, one a dubious penalty, the other - blatant offside.

By now, Knight was exhorting his team to even greater acts of physical endeavour, but was answered with hollow eyed looks of despair and expletives of a colourful nature.

Frank Leavers, our gritty and rugged centre-forward, had to leave for home at half time because his Sunday dinner was ready. It was not until 20-minutes into the second half that it was noticed he had gone. Matters improved in the second half when Gary Hayes scored to reduce the deficit to 2-1. The goal was a powerdrive from 60 yards out, possibly more, and increasing every day.

Ken Leonard our calm, unruffled right-back's incredible ability of performing a number of stationary body swerves had players of both sides in rapture of hysterical laughter and the crowd leaving the ground.

Reardon Smith were beginning to tire and would have gone further behind if not for centre-half John Lewis. Lewis who once played for British Rail in the Cardiff and District Sunday League, Division Seven, put in some crunching tackles, most of them late.

Fine performances by guest goalkeeper Russel Dix, strong running midfielder Dave Phillips and "libero" Paul Beattie kept Touche Ross at bay.

Near the end, Reardon Smith improved dramatically forcing the Touche Ross goalkeeper into a number of splendid saves. Unfortunately, while Reardon Smith were on all out attack, Touche Ross countered against the run of play to score a lucky and marginally offside goal.

Our thanks to Mr. Frank Leavers for the following amusing tale.

THIRTEEN

The first time you play cricket with the big boys is like your first love or the first taste of shandy on a sweaty day - something you will remember for the rest of your life. I go back 17 years to the first time I walked onto a cricket field with what my Uncle called "proper" cricketers which is to say men who didn't muck about on the field of play.

I lived in a small Hampshire village called Otterbourne. The village "club" was populated by a marvellous cross section of local menfolk, farmworkers, teachers, bankers, factory hands and most notably, the local Curate, who could often be spied by us schoolboys playing imaginary bouncers from Wes Hall on his way to Evensong.

Anyway I digress, I can remember it vividly to this day. I can recall the smell of liniment and linseed oil; I can see the clothes hanging on nails in our ramshackle Pavilion; I can also remember one or two of my childhood heroes. The local big hitter was Mr. Parkes, whose bat was wrapped in swathes of a brown substance tacked up at the back. The legend amongst schoolboys was that this material was Kangaroo hide. It must be, we mused, otherwise how could he hit the ball so far "Ah me".

Mr. Goodchild was our spin bowler and probably the most gifted player in the side. He bowled leg breaks at about the pace of Derek Underwood, and when the mood took him he was unplayable. What I always wanted to know about him, however, was how he managed to keep his sleeves rolled up when he bowled. As someone who has always managed to look like an unmade bed after 3 Overs in the field, I admired his ability to play without the slightest ruffle to his satorial outline. I watched him dress in the Pavilion, but never did find out his secret and I dared not ask him unless he thought I was daft, or a "wrong un", or both. My Uncle Reg was a fast bowler who had the fiercest of tempers and woe betide any fielder with trembling fingers who stood between him and his ambition of removing every single batsman in the South Hants League.

Those are a few of the people that I shared the Pavilion with 17 years ago on a hot August day when I made my debut in the side, I was thirteen at the time, a tin-tack amongst six inch nails. I knew I wouldn't get a bat or a bowl (sounds like RSCC doesn't it), but I mustn't make a mistake in the field or I'd get murdered by Uncle Reg.

Two things happened in that Match to convince me that I was right to want to be Ted Dexter. The first was that someone swore on the field, using a word that you would never use in front of a thirteen year old innocent. I looked quickly at Uncle Reg to see his reaction but he just looked at me and winked, and I knew that from that moment I had been accepted into the brotherhood of cricketers and was not an imposter.

But the most marvellous moment came when I took a catch to end the innings of our opposition. It was a very straightforward effort, but I held it and I knew that they'd have to put my name in the score book and there would be proof of my existence. I left the field that evening flushed as a drunken sailor.

On the following Tuesday before I went to school, I scoured the Sports Page of the local paper in vain. I know now that I didn't need a yellowing cutting to remind me of my first game with proper cricketers, it's burned on my memory forever.