

NO. 148

MAY 1982

## R.N.L.I. STAMP APPEAL

During the mail-opening sessions at Head Office each day, it has been noticed that a great number of postage stamps appear on personal and crew mail. The R.N.L.I. operates a Stamp Appeal to create funds used in the purchase and maintenance of their lifeboats and Stations around the country. If anyone feels that they would like to help the R.N.L.I. by saving their postage stamps, they can do so by sending them for the attention of Miss Sue Olsen at Head Office, Cardiff, or directly to Mr. B. Smale, R.N.L.I. Stamp Appeal, 17 Station Road, Okehampton, Devon EX 20 1DY.

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## STAFF NEWS

**INDISPOSED:** We are sorry to report that **Mr. H.K. Crocker**, Personnel Manager, Head Office, is at home indisposed at present. We trust he will continue to make good progress and look forward to his return quite soon. In the meantime, we send our best wishes to him.

**Mr. George Crabbe** remains rather poorly, but we send him our best wishes and assure him that his friends are thinking of him.

We are pleased to see **Mr. Oliver John** back at work on a part-time basis, after his long absence through illness. We trust that his progress will be such that he will be able to resumpt full-time employment very soon.

**Mr. Graham Johnson**, Accounts Department, Head Office, is at present suffering from pneumonia, but is making good progress. We wish him well and look forward to seeing him in the office again soon.

## NEW APPOINTMENT

Upon the retirement of Captain J.B.E. Lemon, we are pleased to advise that **Captain M.G.B. Thomas** has now become **Chief Marine Superintendent**.

EXAMINATION RESULTS: Our congratulations to the following:-

J.M. Coleman	Class 3 O.N.C. Nautical Science.
M.J. Cummins	-do-
M. Cox	-do-
P.A. Vaughan	-do-
P.C. Weychan	-do-

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INCREASE IN FEES

We would draw your attention to the following:-

# Department of Trade fees up 9 per cent

THE FEES for Department of Trade certificate of competency examinations have been increased by about 9 per cent with effect from 1 April 1982.

The new fees are as follows:

Class 1, deck and engine, £355; Class 2, deck and engine, £205; Class 3, deck and engine, £180; Class 4, deck, £161; Class 4, engine (steam, motor or combined), £108; Class 5, deck, £135.

The fee for written examinations but not oral — or vice versa — will be half the appropriate fee.

In the deck examinations, the fee for the signals test taken separately from the remainder of the examination will be £90.

The fee for a holder of a Class 4 deck certificate granted a Class 3 certificate without sitting a further examination will be £17.50.

The fee for engineer certificates part A or part B only, or for a portion of either, will be: Class 1, £177.50; Class 2, £102.50; Class 3, £90. When a combined steam and motor, part B examination is taken in the same week, the fee will be: Class 1,

£328; Class 2, £199.50.

For a motor endorsement to a steam certificate, and vice versa, the fees are: Class 1, £150.50; Class 2, £97; Class 4, £64.

An officer seeking a command endorsement for the middle trade will have to pay £269 and for the near continental trade £216. The dangerous cargo endorsement fee is £17.50.

The fee for a service endorsement to an engineer's certificate will be £64.

Examination and the grant of a certificate as lifeboatman will cost £9, while the grant of a certificate as lifeboatman only will cost £4.80.

For the efficient deck hand certificate, the fee will be £9 for both examination and grant of a certificate and £4.80 for a grant of a certificate only.

The fee for both the Extra Master and the Extra First-Class Engineer will be £410 and half that when part A or part B is taken separately.

The sight test fee is being increased to £9.50 plus VAT and to £64 for a further sight test on appeal and £136 for a test on special appeal.

ATTACHMENTS TO NEWSLETTER: I am once more indebted to Captain J.B.E. Lemon, who in spite of being retired, has provided the Newsletter with another interesting article.

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Due to the necessity of changing the date of production of the Newsletter this month, we apologise that any information received after 14th May has not been able to be included in the May edition. However, information received after this date will be included in our June Newsletter.

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VESSEL	CARDIFF CITY	DEVON CITY	NEW WESTMINSTER CITY	PORT ALBERNI CITY
Master	J.J. Kalnins	J.J. Birrell	W.D. Jones	M.E. Jones
Chief Officer	R.T. Alford	K. Jones*	R.V. Duncan	I.C. Stutt
Second Officer	J.M. Smith	I. Cowan*	M.L. Fraser	A.A. Field
Third Officer	P. Martin	M. Cox	C.G. Everett	G.P. Eyles
Radio Officer	E.G. Bromham	B.B. Everett	V.F. Cullen	D. Bidmead
Chief Engineer	G. Cuthbertson	B.M. Draper	W.J. Gill	R.J. Trigg
Second Engineer	J. Foots	R.A. Rees	W.A. Bruce	P. Prendergast
Third Engineer	K.R. Negele	A.C. Coombs	I.S. Exton	D.E. Simons
Fourth Engineer	D.J. Coombes	M.P. Owens	C.J. Brown	C.K. Lee
Electrician			K.J. Hirman	N. Padfield
Catering Officer	A.H. Fox	A.A. Gouldie	P.D. Smith	J.M. Pinto
Gadets			M.A. Worsnop	J. Cox
			M.I.V. Holman	P.J. Gallie
			G.J. Provis	T. Stanford
				C. Broughton

V. ELS	PRINCE RUPERT CITY	TACOMA CITY	VICTORIA CITY	WELSH CITY
Master	T.R. McNulty	W.G. Wood*	J. Porteous	K. Milburn*
Chief Officer	J.R. Ashley	J. Dunk	J.E.S. York	B.T. Hernaman
Second Officer	N. Jerrum	J.P. Andrews	P.C. Roberts	M.J. Clarke
Third Officer	P.A. Bullard	A.C. Prosser	M.J. Cummins	I.C. Miller
Radio Officer	M.W. Savory	I.F. Bullock	J.R. Mathews	K. Sellars
Chief Engineer	R.M. Paddock*	H.C. Convery*	M.G. Seaman*	M. Rayner
Second Engineer	N. Nesbitt	W.R. Shannon	A. Edwards	J.B. Hocking
Third Engineer	P. John	D.C. Pulley	R.C. Butcher	R.M. Stead
Fourth Engineer	A.J.F. Tuck	P. Deschamps	K.R. Warner	D.B. Evans
Electrician	F.C. Brown	B.R. Batey	J.P. Crawford	D.G. Grant
Catering Officer	D. Fernandes	R.G. White	L. Hayward	L.B. Surrey
Gadets	T.B. Short	S. Rawlings	D.R. Hilton	S.A. Hembury
	S.N. Beckett	G. Railton	P.D. Cocker	M. Hopewell
		D.B. Williams	D.J.F. Carter	N.J. Herod

VF ELS	AMPARO	BIBI	JOSEFA	OLMECA
Master	R.K. Stuart	A.D. Lightfoot	M.C. Hurst	R.E. Baker*
Chief Officer	A.K. Smith*	T. Haxell	E.W. Walmsley	I. Woollard
Second Officer	R.W. Davies	N. Davies	T.A. Price	J.C. Pagler
Third Officer	J.M. Coleman	P.C. Weychan	P.A. Vaughan	A. Abel
Radio Officer	R.G. Miller	B.J. Carter	D.C. Short	J.A. Heslop
Chief Engineer	J.C. Cullen*	N. Shilstone	E.R. Morgan	H.L. Fletcher
Second Engineer	T. Graham-Russell	C.J. Burton	W.M. Powell	A. Doubler*
Third Engineer	M.G. Evans	T.E. Sperrin	N.C. Williams	W.J. Lait
Fourth Engineer	R. Thomas	A.M. Francis	M.G. Smith	H.D. McLundie
Fourth Engineer	W. Tucker		M.S. Duke	
Electrician	D. Osborne	J. Grainger	K. Hampton	D.A. Williams
Catering Officer	D. Gowsell	D. Hartshorne	L.E. Seabrooke	
Gadets	J.G. Townsend	R. Johnson		
	J.R. Greenspan	W.P. Heyman		
	D.A. Littler			
	T.J. Wood			

## VESSEL

SILVIA SOFIA

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Master	B.A.G. Boyer
Chief Officer	D. Aubrey
Second Officer	M.R. Lovibond*
Third Officer	J.J. Hudson
Radio Officer	R.G. Chugg
Chief Engineer	R. Chambers
Second Engineer	G.J. Griffiths
Third Engineer	A.G. Vincent
Fourth Engineer	P. Price
Fourth Engineer	A.M. Baxter
Electrician	P. Wilmott
Catering Officer	F.W. Lever
Cadets	I.J. Thomas

(\*Temporary Appointment)

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Listed below are officers on voyage leave as at 31.5.82: Every effort is made to ensure this list is as accurate as possible at the time of printing.

Masters: A.L.G. Gosset, O.J.T. Lindsay, J.C. Lee, R.I. Crawford, L.R. Staines  
R.E. Skinner, D.L. Bell, M.J. Bellamy, P.J. Boroughs.

Chief Officers: J.S. Murray, P. Baverstock, B.R. Hopper, J.S. Pearsall, D.C. Toon,  
M.W. Slayman.

Second Officers: P.C. Coles, D.P. Kirley, T.L. Lawrence, C. Swindells, I.M. Stewart,  
T. Jowett.

Third Officers: C.E. Broad, S.J. Laws, D. Kembury, A.P. Miller, G.R.J. Faulkner,  
A.P. Morris, R.G. Hayton.

Chief Engineers: D.N. Henry, P.W. Evans, J. Scott, G. Hughes, D. Harrison, D. Archbold,  
L.M. Williamson.

Second Engineers: R.U. Bell, D.E. Horne, K.D. Morgan, D.G. Wedlake, P.H. Evans

Third Engineers: R.H. Reed, G.E. Ashton, R.M.B. Jenkins, R.E. Russell, M.B. Perrott,  
D. Roberts, P.D. Slade, J.H. Davies.

Fourth Engineers: N.J. Millward, A.P. Brandram-Jones, M.J. Lockwood, A. Keast, P. Knibbs,  
K. Velda, A. Cowling, M. Williamson, A.J. White.

Electricians: D.G. Hunt, K. Bean, K. Baines, E. Bennington, J. Fernandes, A. Roberts  
D.J.C. Harnett, K. Smith-Jaynes.

Catering Officers: R.G. Pierce, C. Harray, N.H. Frost, J. Bonner, L. Slawinski, R. Peach,  
J. Patrick.

Radio Officers: P. Bradley, N.C. Sanders, S. Whitmore, D. Thomson, W. Budden, C. Macey,  
R.J. Preece, R.W. McInnes.

Officers on sick/study leave as at 31.5.82: A. Williamson, P.D. Codd, J.C. Neale,  
J.A. Akhurst, M. Richards, A. Thomson, A.M. Mitchell, T.J. Fuller, J.J. Moore, M. Preece,  
M.R. Sealey, J. Fitzsimmons.

Cadets at home on voyage leave, sick leave or study leave as at 31.5.82: A.M. Russell,  
E.V. Neale, T.D. Bennett, R.G. Crozier, A.P. Wilson, K.P. Deacon, R.P. Eastham, A.M. Baker,  
D.P. Stephens, S.F. Broderick, E.J. Naughton, T.A. Broughton, A.P.J. Gaskell, J.C. Pink,  
D.P. Lockett, N. Griffiths, M.G. Moore, M.M. Taylor, J.C. Tahomas, M. Martyn-Johns,  
D. Welch, C.B.C. Jones, R.A. Bracken, A.R. Parker, D.R. Aldus, I.J. Morgan, M.R. Penny,  
W.E. Wilkins, M.G. Adams, P. Collins, A.J. Salter, M.G. Shaw, G.P. Jones, R. Williamson,  
T.G. Tate, S.J. Thomas, P.C. Davies, R.W. Eacott, C. Taylor.

m.v. "CARDIFF CITY". Operating under T/C Account Ben Line, vessel sailed Sete 12th May, arrived Bordeaux 18th May and sailed pm 19th for Liverpool. She cleared the Gironde River 2030 19th and on this basis is expected to arrive Point Lynas 2000 21st. It is anticipated vessel will berth at the Timber Wharf, Seaforth, midnight 21st, commence discharge am 23rd and complete around 28th. On completion Liverpool vessel proceeds to Antwerp ETA 30th with probable completion/sailing 2nd June, thence Rotterdam through 3rd/7th June. On completion Rotterdam vessel re-delivers from present commitment and at the time of writing her next business has not yet been arranged.

m.v. "DEVON CITY". Operating under T/C Account Safmarine, sailed Galveston 29th April having aboard 25038 metric tonnes of wheat for discharge Durban. She is expected to arrive Durban 25th of May and we are awaiting further information from Time Charterers as to further schedule.

m.v. "NEW WESTMINSTER CITY". Re-delivered from Asia Merchant Marine T/C dropping outward pilot Hiroshima 1600 17th May. Vessel arrived Ulsan am 18th and drydocked with Hyundai 0840 20th. She is scheduled to undock 24th and after completion repairs etc should sail 26/27th towards Vancouver BC/Columbia River. Vessel has been fixed on T/C Account Asia Merchant Marine delivery arrive pilot station Columbia River/Vancouver BC range for trip with bulk barley redelivery Japan. On present schedule we would look for her arrival delivery range Columbia River/BC 10th of June with probable sailing 16th which would mean arrival back in Japan around 28th June. At this stage we are not aware of either loading or discharging port but would estimate her being free Japan around 5/10th July.

m.v. "PORT ALBERNI CITY". Operating under Berth Service B.S. 127, vessel sailed Vancouver BC 11th of May, she arrived Los Angeles 16th and after loading approximately 3145 metric tonnes Cotton Seed Meal sailed Los Angeles 16th of May for discharge Cardiff, Avonmouth, Rotterdam and Newcastle. She anticipates arriving Balboa R.P. 24th with probable transit 25th, which would give ETA Cardiff around 10th/11th June and according to present programme she should complete Newcastle around 27th June. Thereafter her next business has not yet been finalized.

m.v. "PRINCE RUPERT CITY". Operating under T/C Account Tokai, vessel sailed Mishimakawanoe 9th of May for discharge Newport News, Philadelphia and Houston. She is proceeding via Los Angeles for bunkers ETA Los Angeles noon 24th. On this basis we would look for her transit through the Canal 2/4th June giving ETA Newport News around 11th. Time Charterers programme shows her completing Houston around 25th of June. On completion discharge Houston she has been fixed on T/C Account Tokai on a direct continuation basis for a trip re-delivery Japan.

m.v. "TACOMA CITY". This vessel arrived Hsinkang 17th of May to discharge 24771 metric tonnes of wheat loaded at Baltimore. It is anticipated she will berth Hsinkang 20th with estimated completion 25th. At the time of going to press her next business has not yet been finalized.

m.v. "VICTORIA CITY". Operating under T/C Account Sammisa, sailed Port Klang 1st of May cleared Suez Canal 16th of May and is expected to arrive Hamburg, first discharge port, 0700 27th. Charterers advise she should sail Hamburg 28th for Rotterdam through 29th May/2nd June thence Antwerp 3/4th June final discharge port being Tilbury ETA 5th with estimated completion/re-delivery 8th June. On completion discharge and re-delivery Tilbury the intention is for vessel to drydock probably on the Continent.

m.v. "WELSH CITY". Operating under T/C Account Shinwa sailed Weipa 17th April having aboard 51531 metric tonnes of Bauxite for discharge Rotterdam and Emden. Vessel is expected to arrive Rotterdam 0100 29th of May although Charterers advise if the present Strike persists possibly she may be diverted to Antwerp. Charterers itinerary show vessel completing discharge Emden around 3rd of June after which she ballasts to Hampton Roads to load a cargo of coal for discharge Sakaide. She will proceed to Japan via Long Beach for bunker replenishment and her ETA Sakaide is looked for around 20th of July with probable completion and re-delivery 25th of July. Thereafter her next business not yet been finalized.

m.v. "AMPARO". Vessel sailed Barcelona 18th of May arrived Valencia 19th and is scheduled to sail 20th of May for Vera Cruz. We anticipate her arriving Vera Cruz 3rd June with probable sailing 5th for Tampico, Mobile, Morehead City. She is scheduled to sail Morehead City 19th of June for Barcelona via Las Palmas. Her ETA is looked for 2nd July thence Naples, Leghorn, Genoa, Barcelona and Valencia. On completion cargo operations Valencia around the 16th of July she sails for Houston and Vera Cruz.

m.v. "BIBI". This vessel arrived Nagasaki 16th of May and is presently scheduled to sail 20th for Kanda, Kobe, Yokosuka, Yokohama. On completion cargo operations Yokohama she should sail around 25th May for Mazatlan ETA 8th of June thence Manzanillo, Acapulco, La Cardenas. Schedule indicates completing La Cardenas about 26th of June thence Central America 28th June/3rd July for Manila ETA 19th July.

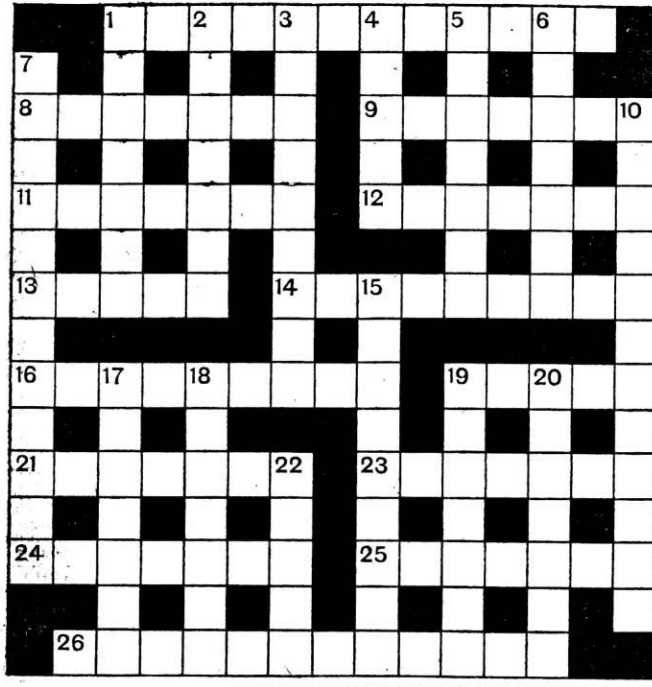
m.v. "JOSEFA". This vessel sailed Vera Cruz 15th May berthed Tampico 16th May with probable sailing 26th for Rio-de-Janeiro. Her programme has not yet been finalized, the indication being she will load Rio and Santos for San Juan and Vera Cruz.

m.v. "OLMECA". Sailed Guaymas 17th May for San Carlos ETA pm 19th. She is scheduled to load a cargo of bulk wheat at San Carlos for discharge Lazaro Cardenas.

m.v. "SILVIA SOFIA". This vessel arrived Yokkaichi 19th May and is scheduled to sail pm 21st for Osaka. On completion discharge Osaka 22nd vessel drydocks at Kobe. After drydocking she proceeds to Talien before returning to Japan to load for Mexico.



PUZZLE PAGE

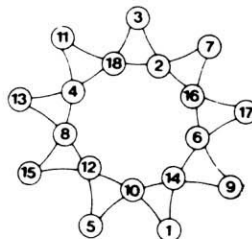


ACROSS

DOWN

- |  |  |
|--|--|
| 1. Although slung over the side,<br>it remains aboard (6,6). | 1. Well known sailor. (4,3)                            |
| 8. Kind of match. (7).                                       | 2. A striking clue, this. (7).                         |
| 9. Triangle, with no sides equal (7).                        | 3. It treats a serious subject with<br>amusement. (9). |
| 11. Mixed up rats die with legs<br>apart! (7).               | 4. Ships have these inclinations<br>occasionally. (5)  |
| 12. No doubt the basking shark<br>enjoys one. (7)            | 5. Kind of trawl. (7)                                  |
| 13. Strip a derrick? (5)                                     | 6. Set up higher (7)                                   |
| 14. Blissful silence. (9)                                    | 7. A joy ride ? (8,4).                                 |
| 16. Burdens with a degree of<br>embarrassment. (9)           | 10. A question of deep concern to<br>Masters. (4,8).   |
| 19. Farewell to the Frenchman. (5).                          | 15. Writes in depth on something? (9).                 |
| 21. A certain value to Town or<br>City Council. (7)          | 17. A stooge with sharp claws? (7).                    |
| 23. Confused Dr Sieve needs to be<br>gone over again! (7).   | 18. Member of a gang of criminals (7).                 |
| 24. Corn-eating champion? (3,4).                             | 19. Short advertisements. (7)                          |
| 25. Concoction of Arab gin offered<br>at a low price! (7)    | 20. You may get the answer in a<br>moment. (7)         |
| 26. A receiver with no connections?<br>(1,8,3).              | 22. To register. (5)                                   |

Answer to last month's Star puzzle:



SPORTS PAGE

REARDON SMITH CRICKET CLUB v DEBENHAM TEWSON

4TH MAY 1982

Although the weather for the opening of the 1982 cricket season was unusual, strong sunshine and clear blue sky, our batting performance was nothing new and Reardon Smith quickly found themselves at 17 for 4. Fortunately, Jon Lewis and Dennis Matthews were keen to show what the bat was for and a partnership of 57 flourished prior to the next collapse.

The action on the wicket at this time was matched in the air as planes practising inflight refuelling passed overhead - Nimrods? this was closely followed by Concorde. Some spectators thought the vapour trail was Jon Lewis attempting to regain his ground as Dennis refused to go for leg byes.

Notable performances - J.Lewis 34 Not Out: D. Matthews 27: Fenton 3 overs 3 wkts for 3 runs. Reardon Smith's attempts to bowl straight did not quite come off and while their opponents struggled to keep up with the clock they did have wickets in hand for the final onslaught. The arrival of the final 3 overs saw Debenham Tewson's requiring 21 runs to win. 6 balls later, the target had shrunk to 6 runs. However, all was not lost as Matthews featured again bowling the penultimate over and taking 1-wicket while conceding 1 run.

Alas the winning run was struck off the 5th ball of the final over and Debenham Tewson had won by 5 wickets. (Only the weather changes!)

Notable performance D. Matthews 1 for 5 off 4 overs. R.W.A.Reardon Smith missed two catches !

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The league match schedule for May 11th against last years champions CRO was postponed due to the inability of CRO to raise a side. The match will now be played later in the season on a date to be arranged.



## THE SUEZ CANAL - DID YOU KNOW ?

The first suggestion of a canal running direct from the Red Sea to the Mediterranean Sea was made by a Baron de Waldnes in 1782. A Frenchman, he advocated dividing the Middle East between France, Holland and Venice with the object of capturing all the eastern trade from Britain. Prior to Baron de Waldnes statement, all ideas of connecting the two seas by water had been by way of the Nile and Alexandria with a long detour through Cairo.

The first survey of the direct route was made by a French engineer, Monsieur Le Pere, in 1798. He calculated, wrongly, that the Red Sea at high tide was thirty feet higher than the Mediterranean and he stated that a series of locks would be necessary.

Political intrigues, wars between European Countries and difficulty in raising money held up the start of construction for many years and it was not until 1841 when a director of the Peninsular and Oriental Company made a serious proposal for the cutting of the canal. In the meantime the advent of steamships led to regular services developing between England and India, by rail across Europe to the Mediterranean, thence steamer to and from Alexandria, overland Alexandria to Suez, and finally steamer Suez to Bombay.

To provide adequate supplies of fuel for the steamers at Suez, coal was imported from England to Alexandria, carried by barge up the Nile to Cairo and then by camel caravan from Cairo to Suez. In 1840 British coal could be obtained in Suez for £3 sterling per ton.

In 1830 a Royal Artillery Officer, Captain Chesney came to the conclusion, in contradiction to Le Pere thirty years earlier, that there was no appreciable difference between the levels of the Red and Mediterranean Seas. He was, of course, correct although it was several years later before his calculations were proved.

A large part of the Suez Canal was dug, and much of it with bare hands, by forced or slave labour. Toward the end of the excavation, international objection, mainly British, led to forced labour being outlawed. It was replaced by freely recruited labour and the increased use of mechanical dredgers. Although mostly Egyptian, there was a rush of European workmen to volunteer their services attracted by regular good wages. The labourers earned a maximum of 10p to 15p a day in what must have been very unpleasant conditions.

When construction began, no fresh water was available either at Port Said or Suez and there were between 15,000 and 20,000 labourers to feed and water.

The construction of the canal was commenced at the Mediterranean end in April 1859 and was completed in September 1869 by the completion of that part of the Canal connecting Suez with the Bitter Lakes.

In 1876, Egypt was technically bankrupt, very largely in consequence of the debt incurred constructing the Suez Canal.