

newsletter



NO. 149

JUNE, 1982

HONOUR FOR MR. L.G.I. TAYLOR

We were all delighted to read of the Honour bestowed upon Mr. L.G.I. Taylor in the Queen's Birthday Honours List in the form of the M.B.E. Both Mr. & Mrs. Taylor are now looking forward to travelling to London to meet the Queen and being able to have a peep inside Buckingham Palace. As readers will have read in our March edition, Mr. Taylor retired at the end of February this year after serving with the Company since 1945. He served on most of the Company's vessels as an Engineer and was appointed Chief Engineer in 1960. We offer to Mr. Taylor many congratulations on this well-deserved Honour.

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STAFF NEWS

BEREAVEMENTS: Our deepest sympathy is extended to **Captain W.G. Wood** on the recent passing of his Father and to **Mr. R.M. Paddock (Chief Engineer)** and **Mr. K.W.G. Hampton (Electrician)** on the loss of their Mothers.

We also regret to record the passing of **Captain S.J. Wheaton**. Captain Wheaton was the father of the late John Wheaton (Chief Engineer with the Company and latterly Superintendent seconded to the Rig Division until the rigs were sold a few years ago, when he rejoined the Technical Department at **Head Office**). **Captain Wheaton** joined our Company as an Apprentice and rose to the rank of Chief Officer. He left the Company at the beginning of the Second World War to serve with another Company, but near to the end of the War, joined the Pilotage Authority. He remained with the Pilotage Authority until his retirement. It is understood he was involved in the setting up of a Trust in Southampton for the benefit of autistic children and was himself a Trustee. In latter years, he has lived in Tavistock, Devon, and has always taken a keen interest in the Company and its activities through our Newsletter. Our deepest sympathy is extended to his family at this time.

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Indisposed: We regret to report that **Mr. George Crabbe, B.E.M.**, is now in hospital. Our thoughts are with him.

Back in Harness: We are pleased to see **Mr. Henry Crocker** back with us after his recent illness, also **Mr. Graham Johnson**.

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London Office Staff:

New Staff: We are pleased to welcome the following to our Staff in London, who replace those who have recently left:

Mr. J. Fordham - Postal Clerk/Messenger - Miss C. Passfield - Receptionist/
Telephonist
Miss C.A. Millichip - Telex Operator

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SOUTH ATLANTIC FUND

As most readers will know, this Fund has been set up in aid of the families of those serving in the conflict in the Falkland Islands and the South Atlantic. Donations may be sent direct to this Fund, or we shall be pleased to pass on any donations which may be sent through this office.

We would thank **Captain Milburn** and the **Officers** of the m.v. "WELSH CITY" for their donation to this Fund of £105, which was raised through a recreational evening coupled with a Barbeque.

The Company was pleased to make a donation to the South Atlantic Fund and the Head Office Staff also collected £65.50.

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D.O.T. CLOSURES

The Department of Trade Marine Offices in South Shields and Sunderland will be closed permanently in July. Their work is to be transferred to the Newcastle Marine Offices at Government Buildings, Broadway West, Gosforth, Newcastle on Tyne.

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NEWS OF FRIENDS

Ray Davies of the School of Maritime Studies (Wales), with whom so many of our Engineer Cadets and Officers will be familiar, has been appointed to the post of Head of Department of Engineering and Mining at the Merthyr Tydfil Technical College. He takes up the post on 1st September. With him go our congratulations and best wishes for the future. Ray advises that he will be pleased to hear from any of his past students with regard to further training, or just for a chat.

Maurice Cornish has been appointed to the post of Head of the Department of Navigation of the Glasgow College of Nautical Studies. Deck Cadets and ex-Cadets, some now serving as Chief Officers and who spent part of their Cadetship at Plymouth, will join with us in wishing Maurice every success for the future as he moves to Glasgow at the end of this term. We thank him for the co-operation and assistance given over the years and hope that the move proves a success for he and his family.

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MONARCH FOR CARDIFF & LONDON OFFICES

At Head Office this week, the installation of the British Telecom MONARCH 120A CALL CONNECT SYSTEM has been completed. This is an advanced digital switching system designed to meet modern business needs through the 1980's, using the latest in solid state technology with time division switching stored programmes under microprocessor control.

Each installation is programmed to meet the particular needs of the user and caters for up to 32 exchange lines and 120 internal extensions. Among the many facilities available on the Monarch are such advantages as Pick-up Groups, Diversion of Calls, Automatic return to Operator of unanswered calls within thirty seconds, Call Storage, Abbreviated Dialling, Three-party Conference facilities and Last Number Repetition.

The Monarch is a very reliable system requiring no routine maintenance. Should a fault occur, audible and visual warnings are given to the Operator with the system's in-built diagnostic features enabling the majority of faults to be diagnosed and rectified by a change of slide-unit.

The system now requires all internal users to make their own external calls without recourse to the Operators. The size of the equipment is extremely small, requiring only desk-top space of a typewriter and single wardrobe space for the central processor.

The aim of the change-over has been to improve efficiency and costs with more modern methods, replacement of a twenty-two year old internal system, re-organisation of the role of the General Office in line with non-replacement of a number of staff retiring and an improvement in reception facilities.

In-house alterations are taking place with these aims paramount, and for those readers who have visited Devonshire House, the Reception Desk will be manned by the Telephonists - a visual improvement to be sure!!

Our London Office has enjoyed the facilities of the Monarch system for several months now and, with the completion of the work at Head Office, the whole Company has a modern and efficient communications system.

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THANKS FOR THE CONTRIBUTIONS

My thanks to those who have sent in contributions for the Newsletter this month. It is nice to see my plea has not fallen on stony ground. However, there is always next month's issue, so please, keep the news flowing in. Ed.

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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	A.A. Field*
Second Officer	J.M. Smith	I. Cowan*	M.L. Fraser	D.P. Kirley
Third Officer	G.R.J. Faulkener	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	P.D. Slade	W.A. Bruce	R.M. Stead*
Third Engineer	D.J. Coombes*	A.C. Coombs	I.S. Exton	D.E. Simons
Fourth Engineer	M. Richards	M.P. Owens	C.J. Brown	C.K. Lee
Electrician			K.J. Hinman	N. Padfield
Catering Officer	A.H. Fox	A.A. Gouldie	P.D. Smith	J.M. Pinto
Cadets			M.A. Worsnop	J. Cox
			M.I.V. Holman	D.A. Littler
			G.J. Provis	C. Brought

VESSEL	PRINCE RUPERT CITY	TACOMA CITY	VICTORIA CITY	WELSH CITY
Master	T.R. McNulty	A.L.G. Gosset	J.C. Lee	R.K. Stuart
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	P. Bradley	K. Sellars
Chief Engineer	J. Scott	L.M. Williamson	D. Wedlake*	M. Rayner
Second Engineer	K.R. Negele *	W.R. Shannon	A. Edwards	J.B. Hocking
Third Engineer	R.E. Russell	D.C. Pulley	R.H. Reed	D.B. Evans*
Fourth Engineer	A.J.F. Tuck	P. Deschamps	N.N. Millward	M. Williamson
Electrician	F.C. Brown	B.R. Batey	J.P. Crawford	J. Fernandez
Catering Officer	D. Fernandes	R.G. White	L. Hayward	L.B. Surrey
Cadets	T.B. Short	S. Rawlings	C. Taylor	P.J. Gallie
	S.N. Beckett		D.J.F. Carter	T. Stanford
				M. Hopewell
				N.J. Heroć

VESSEL	AMPARO	BIBI	JOSEFA	OLMECA
Master	R. Skinner	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	A. Tay	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	P.W. Evans	N. Shilstone	E.R. Morgan	H.L. Fletcher
Second Engineer	M.G. Evans*	C.J. Burton	W.M. Powell*	A. Doubler*
Third Engineer	R. Thomas*	T.E. Sperrin	N.C. Williams	W.J. Lait
Fourth Engineer	W.H. Tucker	A.M. Francis	M.S. Duke	H.D. McLundie
Electrician	D. Osborne	J. Grainger	K. Hampton	D.A. Williams
Catering Officer	D. Gowsell	D. Hartshorne	L.E. Seabrooke	N.H. Frost
Cadets	J.G. Townsend	R. Johnson		
	J.R. Greenspan	W.P. Heyman		
	T.J. Wood			
	P.D. Cocker			

VESSEL

SILVIA SOFIA

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	C.J. Griffiths*
Second Engineer	A.G. Vincent* (* Temporary Appointment)
Third Engineer	P. Price
Fourth Engineer	A.M. Baxter
Electrician	P. Wilmott
Catering Officer	F.W. Lever
Cadets	I.J. Thomas

Listed below are Officers on voyage leave as at 20.6.82: Every effort is made to ensure this list is as accurate as possible at the time of printing.

Masters: J. Porteous, O.J.T. Lindsay, J.S. Pearsall, R.I. Crawford, L.R. Staines, D.L. Bell, M.J. Bellamy, P.J. Boroughs, W.G. Wood, K. Milburn.

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

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

Third Officers: S.J. Laws, A.P. Miller, A.P. Morris, R.G. Hayton, J.D. Bateman.

Chief Engineers: D.N. Henry, M.G. Seaman, D. Harrison, D. Archbold, J.C. Cullen, H.C. Convery, R.U. Bell, K.D. Morgan.

Second Engineers: P.J. Prendergast, R.A. Rees, R.E. Diamond, P.H. Evans, K. Rowney.

Third Engineers: G.E. Ashton, R.M.B. Jenkins, M.B. Perrott, J.H. Davies, R.C. Butcher, K. Velda.

Fourth Engineers: D. Roberts, A.P. Brandram-Jones, M.J. Lockwood, A. Keast, P. Knibbs, A. Cowling, A.J. White, K.R. Warner.

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

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

Radio Officers: N.C. Sanders, R.H. Smith, D. Thomson, W. Budden, C. Macey, R.J. Preece, R.W. McInnes, J.R. Mathews.

Officers on sick/study leave as at 30.6.82: A. Williamson, P.D. Codd, J.C. Neale, J.A. Akhurst, A. Thomson, T.J. Fuller, J.J. Moore, M. Preece, M.R. Sealey.

Cadets at home on voyage leave, sick leave or study leave as at 30.6.82:

A.M. Russell, E.V. Neals, 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. Thomas, 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, P.G. Connick, R.A. Hall, N. Boyce, D.R. Hilton, D.B. Williams, S.A. Hembury, G. Railton.

SHIPS POSITIONS

As at 24th June, 1982

m.v. "CARDIFF CITY" This vessel redelivered from Ben Line Time Charter at Rotterdam 1200, 10th June. Vessel sailed Rotterdam 1310, 10th June and was full away on passage 1612, 11th June, after removing dunnage. Vessel arrives S.W. Pass Pilots 2300, 27th June and Charterers advise she will load Greater New Orleans area, but as yet the berth is not known. After completion of loading, around 1st July, vessel sails New Orleans area for the Panama Canal, ETA/D 6/7th July, arriving Djakarta/Sourabaya 10th August, completing around 20/25th August. Her next business has not yet been arranged.

m.v. "DEVON CITY" Operating under Time Charter account Safmarine, this vessel sailed Durban 1940, 10th June after loading 9100MT Fluorspar for discharge Burnside. Her present ETA SW Pass Pilot is 1800, 5th July arriving Burnside 6/7th. On completion discharge Burnside, vessel sails 9th July for Port Arthur, where she loads 18,000MT Soda Ash. Thereafter, we are awaiting further itinerary from Time Charterers, Safmarine.

m.v. "NEW WESTMINSTER CITY" This vessel, operating under Time Charter account AMM, sailed Vancouver BC 1800, 12th June after loading 23,841MT Barley for discharge Japan. Charterers have declared vessel discharges Chiba only and her latest ETA is 0930, 26th June. Vessel is not due to berth Chiba until am, 28th June, due to congestion, and shifts am 1st July. She is expected to redeliver around 2nd July. Thereafter, her next business has not yet been arranged.

m.v. "PORT ALBERNI CITY" Operating under Berth Service, BS.127, this vessel arrived Rotterdam 20th June and berthed Seaport Frisoharbour same day. She is due to sail pm 24th June, weather permitting, for Newcastle/Tyne. Vessel's ETA Newcastle is presently pm, 25th June, she requiring three days for discharge. After completion discharge Newcastle, vessel proceeds to Antwerp, operating under Steel Service EC.41, where she is expected to load 12,000T Steel for discharge Providence, Bridgeport, Camden and Baltimore, finally completing Baltimore around 23rd July. Vessels next business has not yet been arranged.

m.v. "PRINCE RUPERT CITY" This vessel, operating under direct continuation Time Charter account Tokai, sailed Philadelphia 2241, 16th June and arrived Houston 0625, 23rd. She is expected to complete pm 24th June, after which she delivers under a further direct continuation Time Charter account Tokai, loading Manganese Nodules and Fluorspar in Bulk at Tampico for discharge Japan. Her present ETD Tampico is looked for around 2nd July, ETA/D Panama Canal 6/7th, arriving Japan around 1st August. At present, her discharge port appears to be Mizushima only. Vessel will complete and redeliver around 10/15th August, after which her next business has not yet been arranged.

m.v. "TACOMA CITY" Operating under Time Charter account Sammisa, this vessel sailed Inchon 15th June, after loading 5846MT Steel and Generals, making a total cargo on board of 24104MT. Vessel arrived Singapore 0415, 24th June and her present ETD is 1800, 24th, after which she proceeds to Dammam and Kuwait, to discharge. ETA Dammam 4th July - sailing around 12th, arriving Kuwait 14th - sailing 16th. Vessel is expected to redeliver passing Muscat around 18th July. Her next business has not yet been arranged.

m.v. "VICTORIA CITY" This vessel arrived and drydocked Flushing 1400, 9th June, completed repairs at Scheldepoort 1427, 19th and undocked 1021, 20th June. She anchored at Everingen Anchorage, Position D, 1110, 20th June, where she commenced bunkering 1630, 21st - completed 2045 same day. Vessel then anchored Flushing Roads 1016, 22nd June where she is awaiting orders as her next business has not yet been finalised.

m.v. "WELSH CITY" Operating under Time Charter account Shinwa, this vessel arrived Baltimore 2035, 15th June where she is experiencing a 10 day berthing delay. After loading Coal, vessel will sail Baltimore around 27th June, arriving and sailing Panama Canal 4/5th July, calling Long Beach 12/13th for bunkers, and arriving Sakaide 29th July, where she completes discharge and redelivers around 31st July/5th August. Her next business has not yet been arranged.

m.v. "AMPARO" This vessel arrived Mobile 20th June and sailed 22nd for Morehead City, where she arrives and sails 25/29th for Las Palmas 8/8th July, Barcelona 12/12th and then proceeds on Voyage 7 Westbound arriving and sailing Naples 14/16th July, for La Spezia, Leghorn, Genoa, Marseilles, Barcelona and Valencia where she sails around 1st August for Vera Cruz.

m.v. "BIBI" This vessel arrived Manzanillo 14th June and berthed 0800 18th. She shifted to bunker berth evening 22nd and sailed for La Cardenas where she arrived the same day. Vessel is expected to sail am 26th June for Salina Cruz, Manzanillo for bunkers, and Mazatlan, after which she proceeds to Hsinkang, arriving around 30th July. At the present time, we are awaiting further itinerary from TMM.

m.v. "JOSEFA" This vessel sailed Port of Spain 7th June, after landing a sick Seaman to hospital. Vessel berthed Rio 17th June and sailed 23rd for Santos, where she arrived 24th. She is expected to sail 3rd July for San Juan 14/15th, arriving Vera Cruz 20th. At this time, we are awaiting further itinerary from TMM.

m.v. "OLMECA" This vessel arrived Guaymas 18th June and sailed 21st June after loading 22000T Wheat. Vessel is expected to arrive Lazaro Cardenas 24th June, after which further itinerary is, as yet, unknown.

m.v. "SILVIA SOFIA" This vessel sailed Dairen 20th June after discharging 3887MT Cotton. She then proceeded to Hong Kong where she arrived 23rd and sailed 24th June, after loading 513MT Containers and Generals. Vessel arrives Keelung 25th June, sailing same day for Busan, ETA/D 26th, Kobe, Yokohama and Yokosuka, where she sails 2nd July, for Ensenada, Manzanillo, Acapulco and Central American ports.

POT POURRI

The following amusing poem has been received from the wife of one of our seagoing staff. Fearing that her husband would be "keelhauled" if her identity became known, she simply signs herself "City Girl". She feels that all the glowing reports of religious processions in Japan, etc., simply rub it in all the more!
GENTLEMEN - IS THIS YOUR WIFE? Many thanks, anyway, "City Girl".

I realise as a Company that keeping afloat
In your estimation is worthy of note,
But spare a thought along the way,
For the Officers' wives at home every day.
We hear six month trips with two month's leave
Is the latest goal you hope to achieve?
Deprived of our husbands, reduced postage and
 air fares
And dear Mr. Hardy with whom we could share
 cares.....
Life is getting rather glum,
For the stay-at-home working Mum.

Your jolly office parties are announced in
 "Newsletter"

And the cricket scores are getting better!
But none of the gossip on which a ship thrives,
Like "Remember the Mate with the sixteen wives?"
That world of difference between office and ship,
Could you stay at your desks for a six month trip?
So, with husbands anchored to the seafaring life,
The future looks bleak for an R.S.L. wife!

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CROSSWORD ANSWERS

Across

Down

- 1. Jacob's Ladder
- 8. Lucifer
- 9. Scalene
- 11. Astride
- 12. Sunbath
- 13. Unrig
- 14. Quietness
- 16. Encumbers
- 19. Adieu
- 21. Ratable
- 23. Revised
- 24. Pop star
- 25. Bargain
- 26. A wireless set

- 1. Jack tar
- 2. Cuffing
- 3. Burlesque
- 4. Lists
- 5. Dagnet
- 6. Elevate
- 7. Pleasure trip
- 10. Echo sounding
- 15. Inscribes
- 17. Catspaw
- 18. Mobster
- 19. Advertis
- 20. Instant
- 22. Enrol

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Our thanks to Captain J. Porteous, "CARDIFF CITY", for sending the following article, which appeared in a recent edition of the BEN BULLETIN, House Magazine of The Ben Line Limited. This is reproduced in our Newsletter by kind permission of Ben Line.

THE DECK OF CARDS

The tired, red-eyed engineers were preparing to go to work, each man reading his copy of the latest safety regulations, when the Chief Engineer noticed that the fiver was consulting a deck of cards.

"Tell me fiver", said the Chief, "why do you bring these instruments of the devil to this place, while your fellow engineers study the safety regulations so assiduously, like wot they have been told?"

"It's like this, sir," replied the fiver humbly, spreading the cards before him on the changing room floor.

"There are 52 cards in a deck and they remind me of the number of times a day the second engineer tells me of my position in life.

"There are four suits and they remind me of the number of overalls I use a day due to the perspiration which pours from my weary body.

"There are 13 cards in each suit which are the number of years I can expect to work before I'm dumped ashore to use all my hard earned experience — selling insurance or brushes to old ladies or running a pub if I don't get killed or maimed in the meantime.

"And when I see the deuce, it reminds me of our illustrious second engineer who tries to keep us on the straight and narrow path, that path being so narrow you daren't put a foot wrong.

"The three reminds me of the number of times the Company Advisory Group has met without yet deciding how to replace me with a machine.

"The four reminds me of the number of times they will probably meet without deciding how to replace me.



"Five is the number of times a week that I and my fellow engineers have to go down to sort out the machines that they want to replace us with.

"Six is the hour of the evening we are called upon to do these jobs.

"Seven is the usual sea state at the time.

"And eight is the number of minutes the deckside thinks it takes to prepare the engines for sea in perfect safety.

"The nine reminds me of the number of minutes I might survive while the second engineer throws a fit when I tell him I've made a cock-up . . . AGAIN.

"And the ten reminds me of the number of digits I used to have on my hands until an unthinking colleague slammed a crank-case door on them, thus reducing their number by one.

"When I see the Jack it reminds me of the engineering superintendent for this ship, who tries to be in so many different places at once, watching over our safety.

"And the Queen reminds me of the unusual barman in my local pub to which I strive to return in safety after every trip.

"While the King reminds me of you, sir, my Chief Engineer and prime guardian of my security during my many months at sea and who, should I ever be in trouble, I know will be fervently arguing the toss with the ship's master, the agent and anyone else who is handy at the time, as to who is responsible and who should get me out of the mess.

"And of course, the Ace reminds me that there is but one God — my Maker — whom I believe I shall be meeting in the near future if I continue to work for this outfit much longer.

"So you see, sir, my deck of cards is really my book of safety regulations, code of practice and prayer book, all in one."

"Son," said the Chief, wiping a tear from his eye, "you have moved me as no other has ever done before, as I hope my words will now move you, . . . !!!!!

RECIPE OF THE MONTH...

My thanks to Mr. L.E. Seabrooke,
Catering Officer, m.v. "JOSEFA".

CHICKEN a la LEIGHTON (4 persons).

1 4lb. roasting chicken
1 large onion,
2 lbs. potatoes
1 bottle cheap white wine (dry)
1 pint milk : 2 oz. butter
2 oz. flour : $\frac{1}{2}$ lb. fresh mushrooms,
Salt, pepper.

METHOD: Slice the onion into rings and place in saucepan. Cut the chicken into 4 and place on top of onion. ADD salt and pepper.

Cover chicken with wine and simmer until wine has reduced to a glaze.

WHILE CHICKEN IS COOKING: Boil and cream potatoes. Make mushroom sauce.

METHOD: Melt butter in saucepan. Add flour and cook out (cook for 2 minutes over heat, stirring all the time with a wooden spoon, watching you don't burn the mixture).

ADD the milk slowly until all the milk is used. ADD sliced mushrooms and season with salt only. (Pepper will not dissolve and will leave black specks in sauce).

PRESENTATION: Pipe potatoes around sides of dinner or steak plate. Place chicken in centre with a little of juice of glaze. Cover with mushroom sauce; serve with green peas.

Mr. Seabrooke adds that he hopes you enjoy this meal.

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WORDS OF WISDOM

It is unwise to pay too much, but it is worse to pay too little.

When you pay too much, all you lose is a little money.

When you pay too little you sometimes lose everything because the thing you bought was incapable of doing what it was bought to do.

The common law of business prohibits paying a little and getting a lot.

If you deal with the lowest bidder, it is as well to add something for the risk you run and, if you do that, you will have enough to pay for something better.

(with acknowledgments to "Nu Swift" Fire Fighting News No. 31).

SPORTS PAGESECOND ANNUAL BARBECUE AND CRICKET MATCH

This years Annual Barbecue and Cricket Match was held at St. Fagans Cricket Club on June 8th in pleasant weather and attended by over 80 members of staff, wives, children and friends. Amongst those present were Mr. & Mrs. C.R. Chatterton and four Officers from the "PORT ALBERNI CITY" which was discharging at Cardiff at the time.

The excuse for the Evening was a Cricket Match between John Crockett's XI and John Radcliffe's XI with both sides containing members of the current Reardon Smith Cricket Club, some "non players" and three of our guests from the "PORT ALBERNI CITY".

The result was clearly academic, but our readers might like to know that John Radcliffe's XI batted first. Colin Mundell sparkled as an opening bat scoring 24 with other good scores from Frank Leavers 22 and Peter Davies 25 not out. Unfortunately, Robert Mayes collected a Golden Duck, whilst Carl Broughton took 3 wickets for 7 runs and was by far the most effective bowler for John Crockett. The Innings closed at 123.

When John Crockett's XI batted they were met by keen fielding and bowling and only able to score 91 in the allotted overs with Dennis Matthews falling to Robert Mayes for 28. Unfortunately Carl Broughton is no batsman and collected a Golden Duck i.e., out first ball.

After the Cricket Match and amongst a cloud of smoke a pleasant time was enjoyed by all with an excellent Barbecue and we feel that Sheila Solomon, Sue Olsen, Mr. & Mrs. Bruce Gully, amongst others, deserve the thanks of all present.