



NO. 152

SEPTEMBER 1982

## ANOTHER BOUQUET FOR WEATHER REPORTING

Readers will be aware that several of our ships have received Awards for good weather reporting and a further bouquet is in respect of the m.v. "DEVON CITY". Her Master, **Captain Birrell**, received a book for the Excellence of Weather Reporting during the year 1981, together with a Gold Seal. In his letter to the Master enclosing these items, Mr. J.R. Mathieson, Regional Director, said: "May we, in the Pacific Region of the Atmospheric Environment Service of Canada, add our congratulations and thanks for a job well done". All ashore join with Mr. Mathieson in congratulating those aboard the "DEVON CITY".

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## STAFF NEWS

**BACK IN HARNESS:** We are pleased to see **Mrs. Goodridge** (Head Office) back at work and trust she will now continue in good health.

**NEW STAFF:** We welcome the following to the shore staff. Both replace key staff who have recently left the Company:

**Mr. T. Cullinane** - Head Office Messenger  
**Mr. D. Fillery** - Chartering Broker, London.

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**RETIREMENT:** **Mr. Ben Thomas**, who is in charge of the General Reception Office in Cardiff, will retire on 15th October after twelve years' service. **Mr. Thomas** joined the Company on 19th October 1970 and his quiet manner and courtesy has made him a familiar figure to those visiting Head Office. Under his direction the General Office have provided an efficient and essential service and, as he commences a new phase in his life, we wish him good health and every happiness. We trust that **Mr. & Mrs. Thomas** will have a long and enjoyable retirement together.

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EXAMINATION SUCCESSES: Our congratulations are extended to the following on their success:-

T.D. Bennett - O.N.C.

O.N.C. AND CLASS 4 DECK  
S.F. Broderick, E.J. Naughton  
A.M. Russell

...

MARINE INSURANCE: Mr. Frank Thomas has recently left the Company and the Insurance Department will revert to being a part of the Accounts Department at Head Office, of which Mr. Clive Stockdale is the Manager. Mr. John Jones will head the Insurance Section.

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MEDAL FOR FLOWER-ARRANGING

Mrs. Joyce Johnson, Secretary in our London Office, has again been successful with her flower-arranging. A short while ago for went in for a competition in her local district and was awarded a Bronze Medal for her entry. In September, she entered a big Competition which was held at The Guildhall in London and chose the section "The Pewterers" for her entry. There was a lot of competition and the standard extremely high. Although Mrs. Johnson did not receive a prize this time, she feels half the fun is in taking part in the competition and she feels there is always something to be learnt. We wish her success for the next time and congratulate her on achieving her Bronze Medal.

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ROYAL HOSPITAL SCHOOL

Readers may be interested in the short explanatory leaflet attached to the Newsletter in connection with the Royal Hospital School, Holbrook. Full details may be obtained from The Director of Greenwich Hospital.

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FURTHER NEWS OF OUR "BUDDY" SHIP

As promised, Captain J.J. Kalnins followed up his previous letter in July regarding contact with H.M.S. "CARDIFF" and Captain Harris' letter is reproduced below. Local readers may wish to take note that H.M.S. "CARDIFF" will be visiting Cardiff about 15th October and Captain Kalnins says she is well worth a visit. She is a splendid ship with personnel to match and Captain Kalnins very much regrets that he will not be home at that time to see her himself. In his letter to the Secretary of the South Atlantic Fund, Captain Harris concludes by saying that the cheque from the "CARDIFF CITY" is enclosed with pleasure - "the more so because I believe it represents RN/MN relations at their best". We are pleased to endorse his sentiments.

17th July 1982

Dear Captain Kalms,

Thank you very much for your letter and the generous cheque from you and your officers which I have had much pleasure in sending on to the South Atlantic Fund.

As I write, CARDIFF is at ASCENSION on her way home from the war. I am delighted to tell you that the ship did well and no-one was hurt. We spent a lot of our time protecting the aircraft carriers HERMES and INVINCIBLE and were successful, as you have read in the papers. We also bombarded Argentinian troops with our gun and drove off the last Argentine air raid of the war, shooting down a MIRAGE right over the top of PORT STANLEY.

As you can imagine, we are all looking forward to our leave. Sadly, I am due to be relieved in August but I am sure that the new Commanding Officer, Commander C K D COBLEY, will wish to maintain the liaison between our two ships. CARDIFF may be visiting CARDIFF in October.

Yours sincerely,  
Mike Hamis

ATTACHMENTS TO NEWSLETTER

LAYMAN'S ACCOUNTS - A simplified version of our Report and Accounts to 31st March, 1982.

GLOSSARY OF NAUTICAL TERMS: Thanks to Mr. D. Gowsell, Catering Officer, m.v. "AMPARO" for this article, which is sure to raise a laugh.

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VESSEL	CARDIFF CITY	DEVON CITY	NEW WESTMINSTER CITY	PORT ALBERNI CITY
Master	J.J. Kalnins	J.J. Birrell	J.S. Pearsall	D.L. Bell
Chief Officer	R.T. Alford	N. Davies*	B.R. Hopper	J.S. Murray
Second Officer	J.M. Smith	C.E. Broad*	M.L. Fraser	D.P. Kirley
Third Officer	G. Faulkner	M. Cox	J.D. Bateman	S.F. Broderick
Radio Officer	E.G. Bromham	B.B. Everett	R.H. Smith	N.C. Sanders
Chief Engineer	G. Guthbertson	D.N. Henry	R.E. Diamond*	J.C. Cullen
Second Engineer	J. Foots	P.D. Slade	W.A. Bruce	R.M. Stead*
Third Engineer	D.J. Coombes*	A.C. Coombs	I.S. Exton	R.M.B. Jenkins*
Fourth Engineer	M. Richards	M.P. Owens	C.B.C. Jones	A.J. Salter
Electrician	E.M. Bennington	A.G. Roberts	K.J. Hirman	K.F. Bean
Catering Officer	A.H. Fox	L. Dias	P.D. Smith	J.M.V. Pinto
Cadets			D.P. Stephens	A.M. Baker
			R.P. Eastham	N.J. Griffiths
				J.C.E. Pink

VESSEL	TACOMA CITY	VICTORIA CITY	WELSH CITY	M.S. YAQUI
Master	A.L.G. Gosset	M.C. Hurst	J.C. Lee	T.R. McNulty
Chief Officer	I.M. Stewart*	P.C. Coles*	B.T. Hernaman	J.R. Ashley
Second Officer	P.D. Codd*	J.C. Neale*	M.J. Clarke	N. Jerrum
Third Officer	A.M. Russell	E.J. Naughton	I.C. Miller	P.A. Bullard
Radio Officer	C.G. Macey	P. Bradley	D.S.H. Thomson	R.J. Preece
Chief Engineer	L.M. Williamson	D.G. Wedlake*	M. Rayner	J. Scott
Second Engineer	K. Rowney	R.A. Rees	J.B. Hocking	K.R. Negele*
Third Engineer	M.B. Perrott	M.R. Preece	D.B. Evans*	G.E. Ashton*
Fourth Engineer	M.R. Penny	N.J. Millward	A.D. Cowling	I.J. Morgan
Fourth Engineer			A.J. White	R.E. Russell
Electrician	K. Smith-Jaynes	J.P. Crawford	J. Fernandes	F.C. Brown
Catering Officer	R.G. Pierce	L. Hayward	L.B. Surrey	J. Bonner
Cadets	M. Martyn-Johns	D.J.F. Carter	P.J. Gallie	
	M.M. Taylor	J.R. Greenspan	T. Stanford	
		M.G. Moore		
		D.P. Lockett		

VESSEL	AMPARO	BIBI	JOSEFA	OLMEGA
Master	R.E. Skinner	L.R. Staines	R.I. Crawford	P.J. Boroughs
Chief Officer	D.C. Toon	P.M. Baverstock	T.A. Price*	J.C. Pagler*
Second Officer	T.L. Lawrence	A. Tay	G.P. Eyles*	A. Williamson*
Third Officer	J.M. Coleman	P.C. Weychan	P.A. Vaughan	S.J. Laws
Radio Officer	M.W. Savory	W.P. Budden	R.W. McInnes	J.A. Heslop
Chief Engineer	P.W. Evans	N.B. Shilstone	D. Harrison	D. Archbold
Second Engineer	P.H. Evans	P.J. Prendergast	D.A. Roberts	W.J. Lait*
Third Engineer	J.H. Davies	P.M. Deschamps*	K.R. Warner*	J.A. Akhurst
Fourth Engineer	M.G. Adams	A.M. Francis	C.K. Lee	A. Brandram-Jones
Fourth Engineer	P. Collins	A.R. Parker	W.E. Wilkins	
Electrician	D.G. Hunt	D.A. Williams	D.J.C. Harnett	
Catering Officer	C.J. Harrhy	R.A. Peach	J.A. Patrick	N.H. Frost
Cadets	D.B. Williams	A.P. Wilson		
	D.R. Hilton	S.A. Hembury		
	T.A. Broughton	R.A. Bracken		
	A.P.J. Gaskell			

## VESSEL

## SILVIA SOFIA

Master	B.A.G. Boyer	
Chief Officer	D. Aubrey	
Second Officer	M.R. Lovibond*	
Third Officer	A.P. Morris	
Radio Officer	R.G. Chugg	(* Temporary Appointment)
Chief Engineer	R. Chambers	
Second Engineer	A.G. Vincent*	
Third Engineer	P. Price	
Fourth Engineer	A.M. Keast	
Fourth Engineer	D.R. Aldus	
Electrician	K. Baines	
Catering Officer	F.W. Lever	
Cadets	D.A. Welch	
	E.V. Neale	
	J. Cox	

Listed below are Officers on voyage leave as at 20.9.82: 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, M.J. Bellamy, W.G. Wood, M.E. Jones, K. Milburn, R.E. Baker, R.K. Stuart, M.W. Slayman, A.D. Lightfoot, W.D. Jones

**Chief Officers:** I.C. Stutt, R.V. Duncan, T. Haxell, I. Woollard, J. Dunk, J.E.S. York, E.W. Walmsley

**Second Officers:** I. Cowan, K. Jones, J.P. Andrews, A.C. Prosser

**Third Officers:** R.W. Davies, J.J. Hudson, T.D. Bennett, A. Abel, C.G. Everett

**Chief Engineers:** R.U. Bell, K.D. Morgan, B.M. Draper, G. Hughes, E.R. Morgan, W. Gill, R.J. Trigg, H.L. Fletcher, G.J. Griffiths

**Second Engineers:** N. Nesbitt, T. Graham-Russell, C.J. Burton, W.R. Shannon, A. Edwards

**Third Engineers:** R.C. Butcher, K. Velda, P. John, R. Thomas, A.M. Baxter, D.E. Simons, N.C. Williams

**Fourth Engineers:** M.J. Lockwood, C.J. Brown, T.E.J. Sperrin, M. Williamson, M.S. Duke

**Electricians:** D.G. Grant, N.R. Padfield, B.R. Batey, D. Osborne, P. Willmott, K. Hampton, J.A. Grainger

**Catering Officers:** L. Slawinski, R.G. White, D. Hartshorne, L.E. Seabrooke, D. Gowsell, A.A. Gouldie

**Radio Officers:** D.P. Bidmead, B.J. Carter, I.F. Bullock, V.F. Cullen, D.C. Short, R.G. Miller

Officers on sick/study leave as at 20.9.82: K.H. Sellar, D.C. Pulley, W.M. Powell, A. Doubler, R.H. Reed, A.J.F. Tuck, H.D. McLundie, M.G. Evans, P.C. Roberts, A.A. Field, T.H. Jowett, C. Swindells, A.K. Smith, J.J. Moore, M.R. Sealey, T.J. Fuller, A. Thomson, J.R. Mathews, M. Williamson, A.M.W. Mitchell, A. Hobin, M.G. Smith, H.C. Convery

Cadets at home on voyage leave, sick leave or study leave as at 20.9.82: D.A. Littler, T.B. Short, M.G. Shaw, G.P. Jones, R.G. Crozier, K.P. Deacon, R. Hall, P.G. Connick, N. Boyce, R.W. Eacott, J.G. Townsend, P.C. Davies, S.J. Thomas, R. Williamson, P.G. Tate, P.D. Cocker, T.J. Wood, S.N. Beckett, C.D. Broughton, M.J. Hopewell, N.G. Herod, W.P. Heyman, I.J. Thomas, M.A. Worsnop, R. Johnson, G.J. Provis, C. Taylor, M.I.V. Holman, S. Rawlings

## SHIPS POSITIONS

As at 20th September, 1982.

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m.v. "CARDIFF CITY" This vessel completed discharge and sailed Panjang 0553, 10th September and anchored South of and well clear of Panjang in position 05.42S, 105.18E. Vessel was forced to shift anchor slightly due to intervention 19th September and anchored 1.5 miles East of Sebuku Island, where she is awaiting orders.

m.v. "DEVON CITY" Operating under Time Charter account Safmarine, this vessel sailed Durban 12th September, after loading a cargo of 13199MT Fluorspar and 9376T Steel. She arrives first discharge port, Houston, 9th October completing and sailing around 11th for Burnside 12/14th, New Orleans 15/18th and Tampa 20/22nd, after which her future business has not yet been arranged.

m.v. "NEW WESTMINSTER CITY" This vessel completed discharge of 19900MT Bulk Urea 1710, 14th September and sailed Belawan 1800, 14th. Due to her next business not having been arranged, vessel anchored outside of harbour 2000, 14th September to await orders. Vessel sailed Belawan Anchorage 1000, 18th September for Singapore for Bunkers, where she arrived 1355, 19th and will sail approximately 25th, depending on whether her future business is finalised.

m.v. "PORT ALBERNI CITY" This vessel redelivered from Japan Line Time Charter dropping outward pilot 1824, 15th September, and then anchored off Ube 1837, where she is awaiting orders.

m.v. "TACOMA CITY" Operating under Time Charter account Safmarine, this vessel sailed Port Elizabeth 1314, 26th August with a cargo of 21391.2MT Steel Coils for discharge Naples and Thessaloniki. Vessel arrived Naples 0836, 16th September and she will discharge approximately 13422MT, sailing pm 22nd, arriving Thessaloniki 25th and sailing around 30th. Vessel then redelivers from Safmarine Time Charter passing Cape Passero around 2nd October, after which her future business has not yet been arranged.

m.v. "VICTORIA CITY" This vessel, operating under Time Charter account BSC, sailed New Orleans 2030, 29th August, after loading a cargo of 20530.9MT Soya Beans. Vessel berthed Dodge Island, Miami 2100, 1st September for engine repairs and after completion of repairs sailed Miami and resumed normal course 0430 GMT, 3rd September. Vessel stopped again, for 13 hours, enroute to Alexandria for further engine repairs. She is scheduled to arrive Alexandria 1300, 21st September and complete around 5th October. Vessel redelivers from BSC Time Charter passing Cape Passero around 8th October. Her future business has not yet been arranged.

m.v. "WELSH CITY" This vessel sailed Kobe Bay 2224, 1st September and is expected to arrive Panama Canal 23rd, sailing 25th for U.S. Gulf, where she will deliver under Time Charter account KKK on arrival Pilot Station. Loading port/ports have not yet been finalised, but vessel will complete U.S. Gulf around 8th October and will transit the Panama Canal 12/13th, after which she will proceed to her discharge port, Japan, option Taiwan, arriving around 7th November, completing and redelivering from Time Charter account KKK 10/15th November. Her future business has not yet been arranged.



m.v. "AMPARO" This vessel sailed Morehead City 1800, 8th September and arrived Barcelona 1415, 19th, completing 20/21st, for Naples 22/23rd, Leghorn 24/27th, Genoa 28/29th, Marseilles 30/30th, Barcelona 1/1st October, Valencia 2/2nd, after which she proceeds to Vera Cruz, arriving 17th October, and completing 21st.

m.v. "BIBI" This vessel sailed Yokosuka 1700, 1st September for Manzanillo, where she arrived on the 15th, and sailed 0600, 19th for Lazaro Cardenas, ETA/D 20/22nd for Acapulco 23/27th, after which she proceeds on to Voyage 12 Westbound arriving Salina Cruz 28th September, sailing 1st October, for Keelung 19/21st, Busan 23/25th and arriving Japan 27th October.

m.v. "JOSEFA" This vessel, operating under ECSA Service, sailed Vera Cruz 1000, 1st September after loading 2714MT Zinc Concentrates and 2966T Generals. She arrived Rio de Janeiro 2342, 17th September and completes and sails 24th, after which she proceeds to Santos. Her future itinerary has not yet been advised.

m.v. "OLMECA" Vessel sailed Guaymas 1000, 10th September and arrived Lazaro Cardenas 2330, 12th, berthed 0745 13th and is due to sail 30th, after which her future itinerary has not yet been advised.

m.v. "SILVIA SOFIA" This vessel sailed Yokohama 1600, 14th September after loading a cargo of 1308MT Generals. She arrived Yokosuka 1740, 14th and sailed 1700 16th, arriving Kobe 17th, sailing 2000 17th, after loading Containers and 979MT Generals. Her total cargo on board is 3735MT. She then proceeds to Long Beach, where she arrives and sails around 28th September, Ensenada 30/1st October, Manzanillo 3/8th, Acapulco 9/11th, after which her future itinerary has not yet been advised.

m.v. "YAQUI" This vessel sailed Kawasaki Bay 1000, 2nd September for Balboa, where she is due to arrive pm 25th September. She proceeds to Tampico, after which her future itinerary is not known.

POT POURRI

To keep "City" and "Country" girls company, we complete the series with the addition of "Suburban Girl" and the last word from "Ex City Boy", with thanks to them for contributing.

IN AGREEMENT

I quite agree with "City" and "Country"  
For bringing attention to our plight.  
We've all had to tighten our belts,  
But now they've got much too tight.

We see our men go off to sea,  
For six months, what next, Ten?  
Left alone to cope with who knows what?  
Able to go with them, who knows when?

The post we have to pay in full,  
Our fare perks have been stopped.  
And while we realise times are hard,  
We wonder what next will be chopped?

So when you sit behind your desks,  
Able to see your families every night.  
Please try to see our point of view,  
And thanks for listening to our plight.

(Suburban Girl).

"ODE TO A CITY GIRL"

Oh, "City Girl" we all read your letter  
And thought to ourselves things must  
soon get better.

But we're going Chinese/Singapore they  
say,  
And for one month at sea, we only get -  
"Six Day"!

Six months at sea for only 36 days,  
But we'll all be tax exiles, so you  
see - it pays!!

Small consolation when the kids all ask,  
"Is that our Dad who's cutting the  
grass?"

We remember seeing him once last year,  
But for all our birthdays he's never  
here".

So "City Girl" if you thought things  
were bad,

Like us, you'll soon have that feeling -  
"ever been had"

We thought again to ourselves - Smile,  
things must soon get better,

But look at us now - Team "Z" on  
"OLMECA"!!!!

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DEFINITION OF AN ENGINEER

An Engineer is one who passes as an exacting expert on the strength of being able to turn out with prolific fortitude, strings of incomprehensible formulae calculated with micrometric precision from extremely vague assumptions which are based on debatable figures acquired from inconclusive tests and quite incomplete experiments, carried out with instruments of problematic accuracy by persons of doubtful reliability and rather dubious mentality with the particular anticipation of disconcerting and annoying everyone outside their own profession.





**RECIPE OF THE MONTH**

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

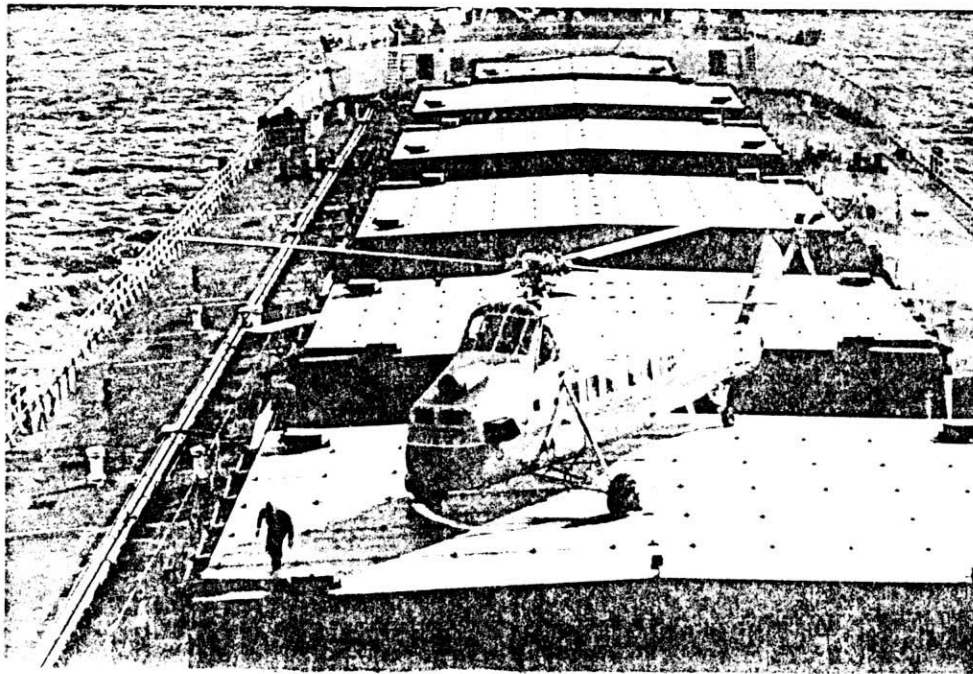
**PEAS & RICE THICK SOUP**

Using a large cooking pan, fry gently one large chopped onion in 4 tablespoonfuls of cooking oil. Add three chicken stock cubes and one pound of petit pois or any other frozen peas. Simmer for few minutes.

Add 1½ litres of water and when it boils add one large cup of patna rice and cook according to taste. You may add more rice for a more consistent soup, or more Stock cubes if you prefer to lighten soup.

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We have heard so much lately about Harrier Jump Jets landing on warships and Container ships and helicopters also. This month we have a photograph taken aboard the m.v. "WELSH CITY" off Cape Town a few months ago, when Captain Kalnins relieved Commodore Lindsay. Unfortunately, coloured photographs do not reproduce very well on our equipment, but it does give an idea of the dual role played by the hatch covers. Our thanks to Captain Stuart of the "WELSH CITY" for sending the photograph to us and to Mr. L.B. Surrey, whose photograph it is.



## A SCHOOL FOR THE SONS OF SEAFARERS

For nearly 300 years the Royal Hospital of Greenwich has helped seamen and their dependants. Today the main beneficiary of Greenwich Hospital is the Royal Hospital School which was founded at Greenwich in 1712. Since 1933 it has flourished on a 50 acre site overlooking the estuary of the river Stour at Holbrook near Ipswich.

The 700 Holbrook boys are all the sons of seafarers. The school has 11 boarding houses, a beautiful chapel, laboratories, gymnasium, swimming pool, 35 acres of playing fields, tennis and squash courts, a fleet of boats which the boys sail in the estuary or adjacent reservoir, a good school band and choir. Whilst the school has a strong maritime background and continues to give training in seamanship it has developed into a modern Secondary school with a strong academic record and an emphasis on the old Christian values of dedication, discipline and service. All the boys compete for 'O' levels. In 1981 the 'A' level pass was 88% with over half of these in grades A, B and C. At 'O' level the pass rate is between 80% - 90%. There is a Sixth form of 80. Every year about 25 boys enter University and others go on to an equivalent career to Dartmouth, Manadon, Sandhurst, or Cranwell. In 1981 20 boys joined the Royal Navy, Merchant Navy or Royal Marines. The majority seek careers in civilian life.

The main entry is at age 11 but some boys join at 12 and 13. Most of the boys are the sons of those who are serving or have served in the Royal Navy or Royal Marines but a score are the sons of men who have seen service elsewhere at sea. Any boy whose father is a seafarer is eligible to compete in the academic test for entry. Priority is given to orphans and compassionate cases.

Greenwich Hospital contributes a large part of the cost of the education, boarding, maintenance, clothing, hospital care and the other expenses of a large boarding school. But we have to charge some fees on the basis of a sliding scale according to the means of the parents. This ranges from nothing to about £700 per term.

Any seafarer with proof of 8 years' service at sea who is interested in educating his son at the Royal Hospital School should apply to :-

Director of Greenwich Hospital  
13 Devonshire Square  
LONDON EC2M 4TQ

REARDON SMITH LINE PLC AND SUBSIDIARY COMPANIES  
LAYMAN'S ACCOUNTS FOR THE YEAR ENDED 31ST MARCH 1982

GROUP PROFIT AND LOSS ACCOUNT OR "HOW WE FARED IN THE YEAR"

		£
Profit earned by the Bulk Carriers amounted	to	1,329,906
Whilst losses were incurred by the Tankers	of	( 88,493)
<hr/>		
So that the Group's operating profit	was	1,241,413
We sold a vessel at a profit	of	2,239,166
Our Investments and Cash balances earned income	of	583,148
We sold shares in other companies at a profit	of	6,731
The interest paid on money borrowed to finance the cost of our fleet amounted	to	(1,513,982)
The amount charged against profits to provide for future vessels	was	(1,655,660)
<hr/>		
Giving a total trading profit	of	900,816
We consider certain chartered in vessels will cause us further Losses	of	(667,000)
A foreign loan was converted at the rate ruling on the 31st March giving a loss	of	(362,542)
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Giving us a loss - before taxation	of	(128,726)
We are required to pay the Inland Revenue an amount	of	(30,640)
To give us a loss - after tax	of	(159,366)
We received from our secured lenders, because of an early repayment of a shipbuilding loan, a credit amounting	to	1,153,721
Which then gave us a profit	of	994,355
From which we propose to pay a dividend to our Shareholders amounting	to	(71,493)
<hr/>		
Which leaves us a surplus for the year to be carried forward	of	<u>922,862</u>

SOURCE AND APPLICATION OF FUNDS  
"WHERE THE MONEY CAME FROM"

The cash generated from trading amounted	to	1,446,007
We sold shares in other companies	for	27,797
We reduced the credit granted to our customers	by	766,892
We sold a vessel	for	3,307,216
We obtained a new loan on our vessels	of	3,628,489
<hr/>		
		<u>9,176,401</u>

"HOW THE MONEY WAS SPENT"

We purchased further equipment	for	3,647,284
We repaid loans on our vessels amounting	to	4,412,991
We paid a dividend to our shareholders	of	142,987
We paid an amount to the Revenue	of	61,033
Our suppliers reduced their amount of credit	by	321,203
We bought shares in other companies	for	18,091
<hr/>		
		<u>8,603,589</u>
Because we received more than we spent our cash resources were increased	by	<u>572,812</u>



Our thanks to Mr. D. Gowsell, Catering Officer, m.v. "AMPARO"  
for the following Article:-

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In these times when Company's want more flexibility, and with quite a growing number of wives going away to sea, I thought the undermentioned glossary of nautical terms would be helpful. I must admit I have stolen the terms from the Newsletter of a club I am a member of, which, in turn, was taken from the Mersey Pilots Association, named: "Guidelines for New Entrants (Part IV)".

The basics of Seamanship start by knowing your left from your right. Let us firstly discuss this in relation to the sea, then other words and phrases will be added in alphabetical order.

PORT: Facing the bow. Port is on your left.  
It is easy to remember. Port has four letters, left has four letters - therefore Port is left.

STARBOARD: Since a ship has only two sides, Port being one of them, it is obvious that there is only one side left. Starboard is left.

Assuming that you have fully understood our two basic words, we shall now proceed with all matters nautical.

AHEAD: A lavatory on a Royal Navy Ship.

AGENT: Fine fellow i.e. Our Captain's agent.

AMIDSHIPS: When you find yourself surrounded by lots & lots of other ships.

A'THWART: Exclamation of doubt, i.e. "A'thwart yer ordered the Pilot for 1600 hours."

ASTERN: Sullen Captain, i.e. he is astern Master.

BACK SPRING: Reversed long jump.

BERTH: Day on which a person is born.

BOAT STATIONS: Harwich, Heysham, Dover, Fishguard, etc.

BOILERS: Euphemism akin to "Bristol Cities."

AFTERPEAK: Submarine Commander's Cap.

BOLLARDS: Expletive.

BOW: Formal greeting on a Japanese ship.

BOW WAVE: Greetings from the sharp end of the ship.

BULWARK: Ambling steer.

BULKHEAD: Hangover.

BUNK: Sailor's yarn.

BUNKERS: Uckers is to Ludo as Bunkers is to Conkers.

BUOY: Floating device you always smash into when trying to avoid the obstacle the buoy is there to warn you about.

CABLE LENGTH: Number of words used in an Insurance Wire.

CHANNEL MARKER: Tells you which station your T.V. is tuned to.

COAMING: Grooming, to make ship-shape, i.e. The Bosun had the sailors Hatch coaming this morning.

COMPASS: Directional information, i.e. "We gorra compass de Crosby Light t'gerrin to de Mersey proper."

CONTAINER SHIP: Estimate the dimensions of a lock, i.e. "This lock should container ship of 20000 dwt."

COURSE: Similar to Astern, only rougher.

CROSS ALLEYWAY: Opposite to a Happy Alleyway.

DECK HEAD: "A head" on an Australian ship.

DEGREES: Lubricant, i.e. Chief to Junior Engineer, "Make sure you put degrees on de bearings."

DEEP TANKS: Profound gratitude.

DINGHY: Sound made by ship's bell, i.e. Dinghy-Dinghy.

DISPLACEMENT: Accidental loss, i.e. when you dock your ship and can't find it again, you've displaced it.

DOCK: Ship's Surgeon.

DOUBLE BOTTOMS: Unofficial extra flair on a pair of bell bottoms.

DRAFT MARKS: Frothy deposits on the inside of an empty beer glass.

DRUM END: Fictional Detective.

ECHO SOUNDER: Street vendor of the local evening newspaper.

E.R. TELEGRAPH: Uncertainty of choice when purchasing your morning paper, i.e. "Er, er Telegraph please."

FLYING BRIDGE: Card game favoured by air crews.



FO'C'SLE: Reference to family, i.e. "Better write home or fo'c'sle wonder where you are."

FREEBOARD: Gratuitous hotel accommodation.

GYRO REPEATER: Very active disco dancer.

HAWSE PIPE: What an Oar smokes. (See Oar).

HEAVE HO: Mal de Mer, "Hughie", etc.

HELM: Tree common to East End of London.

HITCH: Young ladies look for this when invited to an Officer's cabin.

INSURANCE WIRE: Telegraphic instructions to underwriters.

JUMPER STAY: Canine command.

KEEL: What happens to you after over indulging in shipboard hospitality.

LASH BARGE: Corporal punishment administered to a Lighter.

LAUNCH: Mid-day meal aboard ship.

LOG EXTRACT: Useful sap, i.e. Latex, resin, etc.

LIST: Composer of classical music.

MONKEY ISLAND: Attraction at a safari park.

MOOR: Persons required to make up a docking party, i.e. the moor the merrier.

NAVAL ARCHITECT: Designer of abdominal indentations.

NAVIGATOR: Piece of string tied round the leg of a labourers trousers.

NEAPS: Scot's word for Turnips.

OAR: Lady of doubtful morals.

PILOT LADDER: Hole in your sock.

PLIMSOLE MARK: Footprint left by a pair of training shoes.

POOP DECK: Ahead on a Merchant Ship.

PORTHOLE: Hole in the left side of a ship - or is it the right side?

PUMP ROOM: Shoe locker on a Tanker.

QUARTER DECK: The floor of a cheaply built American ship.

R.P.M.: Abbreviated reference to the Queen's First Minister, i.e. Our P.M. is Mrs. Thatcher.

RUNNING LIGHT: Jogging down to the ship in a pair of shorts.

SAMSON POST: Biblical command, i.e. Delilah: "Samson, post this letter on your way to the Barbers."

SEXTANT: Person who rings "Last Orders" in a strip club.

SHALLOW DRAFT: Short measure in your local pub.

SHOAL: Garment worn by female sailors on chilly nights.

SLIP PERCENTAGE: Amount of petticoat shown by a female sailor.

STEAMING TIME: Period during which the ship's bar is open.

STEER: Bovine quadruped.

STEERING GEAR: Encouragement to the helmsman, i.e. "Yer steering gear, La."

SUPERSTRUCTURE: Advertising material of an Oar.

TIDE: Commercial detergent.

TWO BLACK BALLS: Paradise Street sign.

TWO RED LIGHTS: Sign outside a Seaman's night club.

WAKE: What your friends attend when you have been careless with your ship.

WHEEL HOUSE: Residential decision, i.e. "Wheel house yer Mum in de spare room."

WINDLASS: A very calm day.

WRECK (CONSPIC): How you look after a night out with the boys.

Z TIME: GMT sleeping hours for Zulus.

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