

REARDON SMITH LINE

newsletter



NO. 153

OCTOBER, 1982

ROLL OF HONOUR

Sunday, 14th November is Remembrance Sunday and the Queen will once again lead the Nation's homage at the Cenotaph in Whitehall. This year, there - and at similar Services throughout the country - in addition to the fallen of the two World and other smaller, but nonetheless tragic Wars, those who gave their lives in the Falklands will be remembered.

We, as a Company, remember with gratitude and pride those of our staff, both seafaring and ashore, who died in the Wars of 1914/18 and 1939/45 and the boys of the Reardon Smith Nautical College who subsequently lost their lives in the Merchant Navy.

None of our Company's ships was requisitioned for service in the Falklands, but we remember and honour the staffs of those companies whose ships were called on to serve during this year, some of whom did not return.

It is felt that the words of Admiral Sir John Fieldhouse, Commander, Falklands Task Force, about the Merchant Navy's contribution really say it all:

"I cannot say too often or too clearly how important has been the Merchant Navy's contribution to our efforts. Without the ships taken up from trade, the operations could not have been undertaken and I hope this message is clearly understood by the British Nation".

LEST WE FORGET!

STAFF NEWS

BIRTHS: Chief Engineer Mr. E.R. Morgan advises the safe arrival of a daughter, Helen Claire, on 16th September, weighing 7lb. 8 oz. Mr. Morgan says both father and daughter are doing very well!!! Mother must, therefore, be doing extremely well. Congratulations to both Mr. & Mrs. Morgan.

MARRIAGES: Congratulations to Mr. P.C. Roberts (Second Officer) on his marriage to Miss Sandra Gray on 16th September at Aylesbury Register Office.

OBITUARY: Our deepest sympathy is extended to Mr. K. Warner, Temporary Third Engineer, on the passing of his mother on 22nd September.

CAPTAIN D.L.G. JONES - It is with deep regret and sadness that we announce the passing of Captain D.L.G. Jones on 5th October. Captain Jones joined the Company as an Apprentice on the "LEEDS CITY" on 3rd January 1938 and served with Reardon Smith Line throughout his whole career, eventually becoming Master of the m.v. "VANCOUVER CITY" in 1962. He served on many of the Company's ships and throughout his long career, gave loyal and unstinting service. He was a great friend to all who sailed with him and knew him ashore.

After his retirement in September 1970, Captain D.L.G. Jones moved to Newquay, West Wales, having been appointed Harbour Master and was involved in the various activities in the port, particularly with the Yachting Club, of which he was a Committee Member. He was always welcome when he visited Head Office, because of his cheerful disposition and he had a smile for everyone. Captain Jones will be sadly missed by all who knew him and our deepest sympathy is extended to Mrs. Jones and family at this time.

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NEW STAFF: We welcome Mrs. M. Jones, Computer Operator, to the staff of Head Office. Mrs. Jones replaces her sister, who has been a member of staff for some while).

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NEWS OF H.M.S. CARDIFF

Over the past few months, we have given as much information about this ship as we have been able to obtain and details of her Falklands exploits have already been reported. After the fighting was over, H.M.S. "CARDIFF" spent the remainder of the time as a guardship in San Carlos Water and with the Carrier Battle Group before she headed for home. At the time of writing, H.M.S. "CARDIFF" is in Cardiff Docks - according to our local Paper "Western Mail" - one year, a war and 40,000 miles later. She received a rousing welcome from more than 200 well-wishers and was open to the public over the weekend. "CARDIFF" carries Sea Dart missiles, which were used to down an Exocet missile which was homing in on her and her sister ship H.M.S. "EXETER" at a distance of a few hundred yards.

The Chairman and Mrs. Chatterton and a Liaison Representative from Head Office received an invitation to visit the ship on the day she arrived in Cardiff. Many of the Officers on board had seen service in the Falklands and proudly displayed their medal ribbon, which is blue and white. Those who had been in the fighting had the addition of a silver Tudor rose imposed on the ribbon. The Officers said a trip had been organised to visit the Royal Mint at Llantrisant, no doubt to see the Falklands Medals being struck and they would have a preview of what they would eventually receive.

Those aboard H.M.S. "CARDIFF" are very proud of their association with Reardon Smith Line and the m.v. "CARDIFF CITY" in particular, with whom they would like to meet up when the "CARDIFF CITY" reaches the U.K. in December, if at all possible. Captain Harris has now left "CARDIFF" for leave and re-appointment

and her new Commanding Officer is Commander C.K.D. Cobley, who is anxious to maintain the liaison between his ship and ours.

H.M.S. "CARDIFF" was given an official welcome on her annual visit to Cardiff, probably more so this year as all were mindful that she could so easily have met with the same fate as "SHEFFIELD", "COVENTRY" and others and not returned to her adopted City.

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NEWS OF RETIRED STAFF

MR. T.B. LYNCH - ex London Office -

We have had a letter from Mr. Lynch, who retired in 1972, advising that he has moved to 5 Crown Road, Edenbridge, Kent. Mr. & Mrs. Lynch appear to be in good health and this move will bring them nearer to their daughters and grandchildren. One of their joys has been their garden, which up to now has been large and hilly, but this new home has a level garden, which will make their hobby all the more pleasant and, we hope, easier in the future. Mr. Lynch sends his best wishes to all his former colleagues and we trust that he and Mrs. Lynch will be happy in their new home.

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CHRISTMAS MAIL

With Christmas fast approaching, we would like to take this opportunity of reminding wives, families and friends of our seagoing staff to post their Christmas mail EARLY. Mail should be received at this office NOT LATER THAN THE FOURTH WEEK IN NOVEMBER. However, before sending newspapers, magazines or parcels, etc., please check with this office for a suitable address for forwarding. PLEASE NOTE that parcels should NOT be sent to Head Office.

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ATTACHMENTS TO NEWSLETTER

LONG SERVICE: Twelve months has passed since our last list and we attach an up-dated list of those who have served the Company for twentyfive years or more.

"SOME LIKE IT HOT": Our thanks to Ponderball, m.v. "CARDIFF CITY", for this chuckle-ridden article. We do not know his identity, but appreciate his contribution.

OCEAN YOUTH CLUB: Many thanks to Mr. E.G. Bromham for this interesting and informative article.

TYPHOON "JUDY": Captain B.A.G. Boyer sent in this report from the "SILVIA SOFIA", which we are pleased to include this month.

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VESSEL	CARDIFF CITY	DEVON CITY	NEW WESTMINSTER CITY	PORT ALBERNI CITY
Master	R.E. Baker	J. Porteous	J.S. Pearsall	M.E. Jones
Chief Officer	R.T. Alford	R.V. Duncan	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.J. Carter	R.H. Smith	N.C. Sanders
Chief Engineer	G. Cuthbertson	D.N. Henry	R.E. Diamond*	R.J. Trigg
Second Engineer	J. Foots	P.D. Slade	K. Rowney	R.M. Stead*
Third Engineer	D.J. Coombes*	K. Velda	P. John	R.M.B. Jenkins*
Fourth Engineer	M. Richards	A.J. White	C.B.C. Jones	A.J. Salter
Electrician	E.M. Bennington	A.G. Roberts	B.R. Batey	K.F. Bean
Catering Officer	A.H. Fox	L. Dias	R.G. White	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
Master	A.L.G. Gosset	M.C. Hurst	J.C. Lee
Chief Officer	W.G. Wood	P.C. Coles*	I.C. Stutt
Second Officer	P.D. Codd*	J.C. Neale*	M.J. Clarke
Third Officer	A.M. Russell	E.J. Naughton	I. Cowan
Radio Officer	C.G. Macey	P. Bradley	D.S.H. Thomson
Chief Engineer	L.M. Williamson	E.R. Morgan	M.E. Rayner
Second Engineer	H.C. Convery	R.A. Rees	R.U. Bell
Third Engineer	M.B. Perrott	M.R. Preece	D.B. Evans
Fourth Engineer	M.R. Penny	N.J. Millward	A.D. Cowling
Electrician	K. Smith-Jaynes	J.P. Crawford	J. Fernandes (extra 4th eng. I.J. Morgan)
Catering Officer	R.G. Pierce	L. Hayward	D. Gowsell
Cadets	M. Martyn-Johns	D.J.F. Carter	P.J. Gallie
	M.M. Taylor	J.R. Greenspan	T. Stanford
	D.A. Littler	M.G. Moore	M.A. Worsnop
	G.J. Provis	D.P. Luckett	R. Johnson
	T.B. Short		

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.R. Mathews
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	M.J.C. Lockwood
Fourth Engineer	P. Collins	A.R. Parker	W.E. Wilkins	D. Osborne
Electrician	D.G. Hunt	D.A. Williams	D.J.C. Harnett	L.E. Seabrooke
Catering Officer	C.J. Harray	R.A. Peach	J.A. Patrick	
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	YAQUI	SKEENA
Master	B.A.G. Boyer	K. Milburn	R.K. Stuart
Chief Officer	T. Haxell	J.R. Ashley	M.J. Bellamy
Second Officer	A.P. Morris	P.A. Bullard	J. Durk
Third Officer	H.J. Hudson	H.D. Walker	K. Jones
Radio Officer	D.P. Bidmead	R.J. Preece	I.F. Bullock
Chief Engineer	R. Chambers	J. Scott	G. Hughes
Second Engineer	T. Graham-Russell	K.R. Negele	G.J. Griffiths
Third Engineer	R.C. Butcher	G.E. Ashton	W.R. Shannon
Fourth Engineer	A. Keast	M. Williamson	F. Price
Fourth Engineer	D.R. Aldus		C.J. Brown
Electrician	K. Baines	D.G. Grant	J.A. Grainger
Catering Officer	L. Slawinski	J. Bonner	A.A. Gouldie
Cadets	E.V. Neale		
	D.A. Welch		

(* Temporary appointment)

Listed below are Officers on voyage leave as at 20.10.82: Every effort is made to ensure his list is as accurate as possible at the time of printing.

Masters: T.R. McNulty, O.J.T. Lindsay, I. Stewart, D.L. Bell, M.W. Slayman, A.D. Lightfoot, W.D. Jones, J.J. Birrell

Chief Officers: I. Woollard, J.E.S. York, E.W. Welmsley, D. Aubrey, B.T. Hernaman

Second Officers: J.P. Andrews, A.C. Prosser, N. Davies, N. Jerrum, M.L. Fraser

Third Officers: A. Abel, C.G. Everett, M.R. Lovibond, I.C. Miller

Chief Engineers: K.D. Morgan, B.M. Draper, D. Amey, W. Gill, J.C. Cullen, H.L. Fletcher, D.G. Wedlake

Second Engineers: C.J. Burton, A. Edwards, A.G. Vincent, J.B. Hocking, A. Hobin, W.A. Bruce

Third Engineers: N.C. Williams, A.C. Coombs, N.J. Smith, I.S. Exton

Fourth Engineers: T.E.J. Sperrin, M.S. Duke, M.P. Owens, W.H. Tucker

Electricians: N.R. Padfield, P. Willmott, K. Hampton, F.C. Brown, K.J. Hinman

Catering Officers: D. Hartshorne, F.W. Lever, N.H. Frost, P.D. Smith, L.B. Surrey

Radio Officers: R.G. Chugg, V.F. Cullen, D.C. Short, R.G. Miller, B.B. Everett, J.A. Heslop

Officers on sick/study leave as at 20.10.82: A.M.W. Mitchell, N. Nesbitt, A.P. Brandram-Jones, J. Cox, Capt. J.J. Kalnins, A. Thomson, J.J. Moore, M.R. Sealey, T.J. Fuller, C. Swindells, T.H. Jowett, A.A. Field, P.C. Roberts, A.K. Smith, A.C. Prosser, K.H. Sellar, W.M. Powell, A. Doubler, R.H. Reed, D.C. Pulley, M.G. Evans, A.J.F. Tuck, H.D. McLundie, A.M. Baxter, D.E. Simons, R. Thomas

Cadets at home on sick leave, voyage leave or study leave as at 20.10.82: M.G. Shaw, G.P. Jones, R.G. Crozier, K.P. Deacon, R.A. 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. Wood, S.N. Beckett, C.D. Broughton, M.J. Hopewell, N.G. Herod, W.P. Heyman, I.J. Thomas, C. Taylor, M.I.V. Holman, S. Rawlings

SHIPS POSITIONS

As at 18th October, 1982

m.v. "CARDIFF CITY" Operating under Time Charter account Ben Line, this vessel sailed Manila 2200, 16th October, arriving Bacolod 18th with probable sailing late pm 18th for Butuan through 19/20th, thence Wallace Bay, Kunak, Sandakan, Rejang, Singapore, Belawan, Port Keland and possibly Singapore, completing loading operations around 23rd November. Vessel proceeds to Liverpool, via the Suez Canal, ETA Liverpool 19th December, thence Antwerp and Rotterdam, completing Rotterdam around 5/7th January, 1983. At the time of going to press, vessels next business has not yet been finalised.

m.v. "DEVON CITY" This vessel, operating under Time Charter account Safmarine, sailed Burnside 17th October for Tampa, ETA 18th. On completion discharge at Tampa, vessel is scheduled to proceed to Port Arthur to load approximately 8000MT Soda Ash and 8000MT Petcoke for discharge Durban. Her present schedule indicates sailing Port Arthur around 28th October, giving ETA Durban 23rd November. Time Charterers have not yet indicated next business.

m.v. "NEW WESTMINSTER CITY" Operating under Time Charter account Sammi Corporation, this vessel arrived Port Kelang 16th October, with probable sailing pm 21st for Nantes, via the Suez Canal. She is expected to arrive Nantes 15th November with probable sailing 17th, thence Boulogne 19/20th, Rotterdam 22/24th, Antwerp 25/27th and Tilbury 28/30th. Vessel redelivers Tilbury around 30th November, after which her next business has not yet been arranged.

m.v. "PORT ALBERNI CITY" This vessel sailed Ube 7th October for B.C., ETA Victoria Pilots 2200, 23rd October. Vessel delivers under Time Charter account Seaboard, arrival Brockton Point, for a trip redelivery U.K./Cont./Med. She is scheduled to load approximately 9M Board Feet at Vancouver BC for discharge U.K./Cont./Med., with the possibility of Deck Cargo for Puerto Rico or U.K. Vessel is scheduled to sail Vancouver BC around 31st October, which would mean her transitting the Panama Canal around 15th November. If she does not call Puerto Rico, then we would look for her ETA U.K./Cont./Med., around 30th November, with completion/redelivery middle December.

m.v. "TACOMA CITY" Operating under Time Charter account Safmarine, this vessel sailed Terneuzen 16th October, having lifted 5479MT Petcoke. Vessel arrived Middlesbrough 17th October and is scheduled to sail 20th for Santander. She is expected to arrive Santander 23rd October, with probable sailing 26th for first discharge port, Cape Town, ETA 12th November, on which basis she should redeliver Durban/Richards Bay Range around 25th November. Her next business has not yet been finalised.

m.v. "VICTORIA CITY" This vessel arrived Pernis, Rotterdam, 16th October to discharge 22000MT Phosphate loaded at Casablanca. She is expected to complete cargo operations pm 19th, sailing being scheduled for 21st, after repairs. Vessel proceeds to Middlesbrough to deliver under Time Charter account BSC for a trip redelivery Singapore/Japan Range, including Indonesia and the Philippines. At the time of going to press, we are awaiting itinerary from Time Charterers, BSC. It is expected vessel should redeliver in the Far East end December/early January, 1983.

m.v. "WELSH CITY" Operating under Time Charter account KKK, this vessel sailed New Orleans 15th October, having aboard 55376LT Corn for discharge Taiwan. Vessel is expected to clear the Panama Canal around 20/21st thence bunkers at Long Beach, approximately 30/31st. On this basis, we would look for her ETA around 15th November, with probable completion/redelivery 20/25th. Her next business, thereafter, has not yet been finalised.

m.v. "AMPARO" This vessel sailed Genoa 13th October, berthing Leghorn 16th, with expected sailing 19th for Barcelona. On completion cargo operations Barcelona, around 21st October, vessel proceeds to Vera Cruz, ETA 5th November, thence Tampico, Mobile and Morehead City, prior to returning to the Mediterranean. Her schedule indicates clearing Morehead City around 17th November for Barcelona, ETA 27th, thence Naples, Leghorn, Genoa, Marseilles, Barcelona and Valencia. She should sail Valencia around 11th December for Vera Cruz, ETA 26th.

m.v. "BIBI" This vessel sailed Salina Cruz 1st October having aboard 8328T Generals, for discharge Keelung first discharge port, ETA 20th October. Her schedule indicates sailing Keelung 21st October for Busan, thence Niihama and Nagoya. She is scheduled to sail Nagoya 1st November for Manzanillo, ETA 15th, thence Lazaro Cardenas through 20/24th.

m.v. "JOSEFA" This vessel sailed San Juan 13th October for Tampico, ETA 19th, thence Vera Cruz. On completion cargo operations Vera Cruz, vessel continues on the East Coast South America Service proceeding to Rio, ETA 13th November, thence Santos through the 17/24th.

m.v. "OLMECA" This vessel arrived Lazaro Cardenas 12th September and is experiencing a long discharging turn, having discharged 1300T Cargo only in the first week, then shifting to a layby berth. Discharge was resumed on the 1st October, and we understand she should complete around 26th. Thereafter, we presume vessel will return to Guaymas to load a further cargo of Wheat for Lazaro Cardenas.

m.v. "SILVIA SOFIA" This vessel sailed Acapulco 11th October, arriving Ensenada 14th with probable sailing 19th for Acapulco, Manzanillo and Salina Cruz. Her schedule indicates completing Salina Cruz around 31st October for Osaka, ETA 16th November, thence Busan, Keelung and Penang. On completion Penang, around 1st December, vessel proceeds to Japan, as yet port not declared.

m.v. "YAQUI" This vessel sailed Baton Rouge 15th October, having aboard 23299T Soyabeans for discharge Carthagen. She is expected to arrive Carthagen 31st October, and on this basis we would look for her completion somewhere around 10th November. Thereafter, her next business has not yet been arranged.

POT POURRILUV A DUCK!!!

Readers may be interested in the early adventures of a duckling, which was befriended by a member of our Head Office staff recently. On a day's outing to the country some time ago, a member of our Pensions Department found a little duck wandering about, apparently completely alone. A search was made for its mother for some while, but without success. Fearing that the duckling - a Mallard - might soon become a tasty meal for a fox or similar animal, it was decided to take it home. This little duck settled down happily in the family home, enjoying cat food as its main diet. It thrived well, eating most things and seemed content in its domestic surroundings. However, it was not intended that it should become a pet and thought was soon being given to its future.

During a conversation with the Company's Actuary, it became known that the Actuary had a small bird sanctuary and a home was offered to the duck. A short while ago, the duck was brought to the office in a wooden crate, comfortably furnished with straw, ready for transportation by car to Liverpool, where we understand she is comfortably installed in her permanent home. The duck drew quite a crowd of interested onlookers at Head Office, all anxious to see what had become known as "Denis's Duck".

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RECIPE OF THE MONTH

(Thanks again to Mrs. Lemon)

LEEK TART

For the pastry: Mix 300 grm. of plain flour with one teaspoon of baking powder and 100 grm. of melted butter or margarine (cold).

1 large egg, pinch of salt, adding cold water to make a thick consistency. Roll to fit a large quiche baking dish and with remaining pastry, cut strips to fit across the top.

For the filling: Chop thinly only the white part of a kilo of leeks and fry gently in 50 grm. of butter or margarine and 100 gr. of cooked ham (diced). Add a little salt and a good pinch of paprika. Cook to taste. When cold, add 2 large beaten eggs and 100 gr. of grated parmesan cheese. Mix well and fill the quiche evenly and add strips of pastry in a criss-cross pattern and bake for 35 minutes or more in pre-heated oven. Gas mark 6.

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HAVE YOU ANY OLD COMPANY BADGES?

Mr. Malcolm Scott of 13 Crawley Avenue, Hebburn, Tyne & Wear, NE31 2LU has written saying that he is fund-raising locally for the R.N.L.I. Apparently, old Shipping Company badges are one way and, although we do not normally make such appeals in the Newsletter, it was thought we could make an exception on this occasion, in view of the novel idea. So, if you have any old shipping company cap badges which you do not require any longer, Mr. Scott would be pleased to hear from you. Please note, any badges should be sent DIRECT TO MR. SCOTT and not to this office.

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DIRECTORS AND OFFICE STAFF WITH
25 YEARS OF SERVICE, OR MORE.

	<u>YEARS</u>
C. R. Chatterton	52
W. J. Burge	46
A. F. Westall	43
A. J. Crockett	42
H. K. Crocker	41
R. S. Burston	41
O. R. John	39
L. S. Williams	38
M. G. B. Thomas	36
D. C. Griffith-Jones	36
C. Harris	35
J. W. Loudon	35
R. K. Thomas	35
N. R. Cunningham	34
V. T. Adney	34
A. F. Osborne	32
J. A. Harrison	32
B. E. Gully	30
P. E. S. Hunt	30
R. G. Lewis	29
Miss P. Ward	27
A. M. B. Rowley	26
A. W. Gardiner	26
G. T. Walker	26
E. W. Poingdestre	25
W. A. J. Reardon Smith	25

SEAGOING STAFF WITH 25 YEARS
OF SERVICE, OR MORE.

	<u>YEARS</u>
O. J. T. Lindsay	41
J. S. Murray	35
P. J. Boroughs	35
R. A. Peach	32
A. D. Lightfoot	31
L. Slawinski	30
T. R. McNulty	29
P. W. Evans	27
B. A. G. Boyer	26
R. J. Trigg	27
J. R. Mathews	25
R. U. Bell	25

BE LOGICAL
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In order not to make joining instructions too complicated, Personnel Department will be introducing this simple way of informing people, as to which ship they are joining and with whom they will be sailing:- In the example nereunder it is just for Captains and Chief Stewards, First three correct answers sent in will be awarded the following prizes:-

- 1st Prize: Night out with the Editor.
- 2nd Prize: Twelve month voyage.
- 3rd Prize: Your re-dundancy money.
- 4th Prize: 2 Nights out with the Editor.(Sorry Pam).

Five ships are due to sail shortly from the Continent to various destinations: From the information given below, it is easy to supply the names of the Captain and Chief Steward on each ship, together with their destinations.?

CLUES:-
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1. Ray and Bob sail to-gether. Robin does not sail to Durban.
2. The m.v."Amparo" sails to Houston, but the Chief Steward was not Leyton.
3. John ~~was~~^{is} in command of the "Tacoma City": The "Cardiff City" does not sail for Kobe.
4. Fred is to do the Victualling on the ship going to Durban, the Captain on this ship is not Mike.
5. Robin and Leyton are not on the same ship, and neither of them join the "Victoria City" or the ship sailing to Kobe.
6. Leon is the Chief Steward on the "Victoria City", but Mike is not the Captain, and Leon does not sail to Bangco~~k~~.

	John	Robin	Jeff	Ray	Mike	Bob	Colin	Leyton	Fred	Leon	Geelong	Durban	Kobe	Bangkok	Houston
m.v."Cardiff City"															
m.v."Tacoma City"															
m.v."Victoria City"															
m.v."Welsh City"															
m.v."Amparo"															
Geelong															
Durban															
Kobe															
Bangkok															
Houston															
Bob															
Colin															
Leyton															
Fred															
Leon															

Many thanks to Mr. D. Gowsell, "WELSH CITY". (He is forgiven!Ed)

SPORTS PAGE

THE SUMMER OF 1982

The summer of 1982 officially passed for Reardon Smith Cricket Club on 14th October, with their Annual Dinner and Awards Evening in the Bideford Suite, by kind permission of the Chairman, Mr. Chatterton.

An excellent meal, prepared by Richard Hudson, was followed by two entertaining speeches; first by Mr. John Reardon Smith (Chairman of R.S.C.C.) who keynoted the Club's disappointment at not meeting London for the Gower Cup. It is to be hoped his suggestion of agreeing two dates in advance and a venue at Swindon will lead to another enjoyable day.

The second speech by the Captain, Graham Johnson was a revelation, as Graham had not been looking forward to the ordeal, but he came through with flying colours with an excellent summary of the year's cricket. R.S.C.C. finished a close third in the Reardon Smith Invitation League and Graham paid tribute to the performances of David Home, Denis Matthews, John Lewis and others for the efforts in 1982.

The Awards for 1982 were as follows:-

The John Williams Cup for the Player of the Year

Denis Matthews

The Clubman of the Year

Colin Mundell

The Golden Duck Award

John Lewis (after a very close contest
with several other players).

The Winner of the Single Wicket Competition

Denis Matthews

The Runner Up

Colin Mundell (with the biggest trophy of
the evening - see below)

We are grateful to Colin Mundell for his selection of the Trophies!!!!

THE WINTER OF 1982

With a complete change of emphasis from energetic cricket to sedentary backgammon, several members of H.O. Staff have formed a ladder.

Competition is over the best of five games and held often before an audience in the lunch hour. The present positions on the ladder are as follows:-

1. R. Mayes
2. J.P. Reardon Smith
3. P. Colwill
4. R.W.A. Reardon Smith
5. C. Moore
6. D. Phillips
7. J.F. Radcliffe

Interested potential participants should contact Robert Mayes in Personnel, who might form a second division.!!!

Our thanks to 'Ponderball' m.v. "CARDIFF CITY" for the following Article:-

Some Like it Hot

The inspiration to write this Article came during a recent visit to load cargo at a small port up the Mississippi River.

Years ago, I remember regularly picking up a Company preference Pilot at Gravesend for the trip up the Thames to our berth right alongside Tower Bridge. I recall one particular occasion when this worthy gentleman was embarked at the height of the summer, and as the ship proceeded up-river, so the temperature climbed into the eighties. As the Shipping Company in question was none too grand, with no particular illusions about maintaining past glories, no-one bothered too much about any "rig of the day" and those of us on the bridge were comfortably and suitably attired for the hot weather. However, our Pilot, a staunch member of Trinity House (probably a Founder Member if his age was anything to go by!:) felt that he was morally obliged to uphold the traditions of that worthy body, and insisted on parading about the wheelhouse and bridge wings in his full No. 1 doeskin uniform, complete with "steaming bonnet".

As the temperature rose, so did our apprehension, noting that the Pilot's enthusiasm for marching from one side of the bridge to the other was rapidly declining in direct proportion to his colour, which advanced from red through puce to an approaching purple hue. Around about the vicinity of the Royal Docks, one of the more adventurous spirits on the bridge put forward the radical suggestion that the Pilot would feel more comfortable (not to say efficient) if he were to remove his jacket. This novel suggestion at first tended to increase the violent colour of our Guide's face, but finally sanity prevailed over vanity and the heavy garment was removed. By further subtle cajolery, flattery and outrageous lies, coupled with frequent assurances that "no one would see", the Pilot was encouraged in this trend towards total nudity (by Trinity House standards), and by the time the vessel had passed Greenwich, he had actually removed his cap and rolled up his sleeves. (I think that only imminent death would have persuaded him to discard his tie.) The resulting comfort and ease of movement had a decidedly beneficial effect on the Pilot's temper and efficiency, but by the time the vessel was swung off Surrey Docks, and was approaching Tower Bridge, the whole regalia was thrown back on again. (Possibly, Trinity House had secret assessors hidden around the Bridge - more likely it was for the benefit of all the watching tourists.)

To cut a long story short, and to come to the point (if anyone has read this far) I can inform you that no similar problems existed on our recent visit to the U.S. Gulf. With the temperature well into the nineties (or thirties for the metrically minded), the River Pilot boarded the ship wearing a teeshirt, a pair of sawn-off jeans, sandals, no socks and sporting a baseball cap, bearing the legend "Relax, and let a Mississippi River Pilot guide it in."

"Ponderball"

Our thanks to Mr. E.G. Bromham, Radio Officer, m.v. "CARDIFF CITY" for the following Article:-

Ocean Youth Club

1982 is the 21st Anniversary of OYC, a Registered Educational Charity, wholly supported by voluntary donation, a year when, like most enterprises, it is under severe strain.

In the 1950's a Public Schoolmaster, C. St J. Ellis, bought an old converted Bristol Channel Pilot Cutter named "Theodora", and with his sixth formers, re-fitted her and cruised the Channel Islands, France and Spain during school holidays, and culminated in a voyage to the Caribbean and America.

He also met Chris Courtauld, who owned a yacht named "Duet" and worked with Youth Clubs in the East End of London.

Together, they decided that every young person should be able to experience the valuable social education of working on, and sailing a small sailing ship, if they so wished, rich or poor, and so with other people of the same idea formed the OYC in 1961.

For 10 years the Club's hundreds, later thousands, of young members worked on old fishing boats and pilot cutters and sailed them in the English Channel, North Sea and Biscay, enjoying the effort needed to maintain and sail these old wooden boats.

Regrettably, it became too expensive to maintain timber vessels, and the sad decision was made to pension them off, and build a fleet of purpose-designed modern yachts.

The founding boat "Theodora" is now restored in her original name of "Kindly Light" at Cardiff.

The problem was, of course, money. This was solved, amazingly by Geoffrey Williams, who, after winning the 1968 Transatlantic race, put his fund-raising experience to use for OYC.

In 1971, new building commenced. A shed was built in Falmouth and a total of eight yachts were built. They were a far cry from the old pilot cutters. 71 ft 6 ins LOA of GRP foam Sandwich with bonded steel framing and a Bermudan Ketch rig on alloy masts. Some old members referred to them as "Tupperware" Boats with pointed sails, but they were bigger, faster and carried more people to sea for longer trips at cheaper cost.

Despite the new image, the aims of the Club remain the same. To take 12 boys and girls to sea for a weekend, week or more, on a small sailing ship where they will have to live and work together and enjoy the unique joys and pains of the experience. In the vast majority of cases each person gains comradeship and self-reliance which they may never otherwise experience. The crews are usually mixed and from different backgrounds, such as Public Schools, Youth Organisations, individuals and some selected from custodial establishments, who show an interest.

They may all sound naive, but an article in a Belfast newspaper described how kids from hard line opposing areas of that city came back firm friends after a trip together on the Club's recently introduced OYC Northern Ireland boat "Grania".

This practical evidence of the Club's value is almost the only advertisement relied on to spread knowledge of its activities.

The boats are based around the country and are mostly named after their Sponsors.

<u>Base</u>	<u>Boats</u>	<u>Sponsor</u>
Hamble	Sir Thomas Sopwith	Liptons
	Samuel Whitbread	Whitbread Breweries
	Scott Bader Commonwealth	Scott Bader Group
Brightlingsea	Master Builder	Wates Builders & Others
Plymouth	Falmouth Packet	Beaverbrook Newspapers
Holyhead	Francis Drake	Molins & Others
Clyde	Taikoo	Andrew Swires Shipping
Belfast	Grania	Mostly the Club itself

"Duet", one of the founding boats, is still on loan to the Club and sails from various bases during the year.

Each boat has a professional Skipper, the Mates are volunteers and the crew must each find the cost themselves, or from Education and Industry, which is becoming harder nowadays. The Club offers some bursary berths.

There is a minimum of artificial discipline on the boats, and all are on first name terms, including the Skipper. However, the environment and the fact that the boats need effort from the crew to sail and do the domestic tasks, like cooking and washing up for 14 people, usually mean they settle down into a self-reliant mutual help group, quickly.

Membership is open to all young people from 12 to 21 years and adults may become "Friends of OYC" by donating, and may sail off peak at a higher rate to help subsidise the Club.

People with, or willing to learn, the relevant skills, are welcome to apply to sail with the Club as Watch-leaders and Mates, and those connected with Youth in any way are invited to explore the idea of sending or bringing young people they know on trips with OYC.

For those interested, the address is:-

Ocean Youth Club,
Central Office,
2 Stoke Gardens,
Gosport,
Hants.

TYPHOON NO. 8218 - "JUDY"

Typhoon No. 8218, code named "JUDY", began life as a tropical depression near the island of Guam in the Mariana's group on the 5th September 1982. Moving slowly west at first, it was quickly upgraded to a severe tropical storm on the 7th Sept., and then changed course to NW'ly at about 9½ knots. "JUDY" was designated a typhoon on the 9th Sept., by which time it was 900 miles SSW of Tokyo, moving NNW at 13 knots. "JUDY" packed winds of 70 knots at centre with 50 knot winds extending outwards 150 n.miles.

By 1800GMT on the 10th Sept., "JUDY" was located 550 n.miles SSW of Tokyo, moving NNE at 7 knots, with maximum winds at centre of 80 knots. The Tokyo Bay area assumed typhoon condition of readiness 2, and at noon local time on the 11th Sept., the Yokohama Harbour Bureau advised ships in the port to leave and seek a safe anchorage in Tokyo Bay. Accordingly, this vessel left the berth at Yokohama at 1810 hours local time, 11th September and anchored 4.5 miles ESE of Honmoku Green light at 1923. 10 shackles of cable of the starboard anchor was used, with the port anchor ready for use. The starboard anchor was used as the forecast path of "JUDY" indicated it would pass to the East of Tokyo Bay, and winds were expected to back.

By the morning of the 12th Sept. "JUDY" was 360 n.miles SSW of Tokyo, moving NNE at 11 knots, with maximum winds at centre of 80 knots gusting to 95 knots. On board the vessel, all had been prepared for what appeared to be an imminent confrontation with the storm. Everything had been battened down, all W/T doors outside and within the vessel had been secured closed. Main engines were at immediate readiness with engine room and bridge manned. "JUDY" altered course slightly on the afternoon of the 12th., to a course of 005 degrees and speeded up to 17 knots. This new course would bring the storm ashore at Shimizu, west of Tokyo. Continuous heavy rain was falling in Tokyo Bay and the wind had freshened to N'ly force 7 by 0800 local time.

At 1445, local, 12th Sept., the wind began to veer rapidly, by 1600 it was SE'ly force 8. The port anchor had already been let go and veered to 5 shackles and the vessel was riding easily. By 1800 hrs., the wind was SSE force 9/10 as "JUDY" ripped ashore at Omai Saki, some 145 miles SW of Tokyo and now moving 030 degs at 25 knots. Tokyo Bay was now in the path of the dangerous semi circle of the storm and last minute checks were made of all equipment and personnel. We were ready.

At 2100 hrs, "JUDY" was passing 40 miles west of Yokohama and weather at our position was violent with SSW winds of 70 to 80 knots. Main engines were in use to maintain position, even so the vessel dragged about three cables north at the height of the storm. We had the situation completely under control and by use of main engines and helm we were able to keep the ship head to weather, avoided any yawing and maintained position. Our greatest danger came from other ships in the area which were dragging all over the place. The VHF was shrieking with ships calling out that they or another vessel near them were dragging anchor. We watched with hearts in our mouths as first a huge car carrier, came soaring down on top of us from the south and missing us by a whisker. All our attempts to raise them, by VHF, signal lamp, whistle and searchlights failed to attract their attention. She apparently finally got her engines going and disappeared into the driving rain.

In another incident, a large bulk carrier, dragged her anchor and almost collided with a VLCC lying about 1.5 miles to the west of us. The VLCC was loaded and a near catastrophic disaster was narrowly averted as she finally realised she was dragging and hove up her anchor and moved off. Unfortunately, after wandering around for some time, she came and anchored within half a mile to windward of us and immediately started dragging again. Fortunately, the weather began to moderate and by 0100 local, 13th Sept., the wind was SW force 4/5.

The morning dawned bright and clear with light N'ly winds as "JUDY" moved away through central and northern Honshu. We berthed at Yokohama at 0840, 13th Sept. No cargo was worked that day, as no gangs had been ordered due to the uncertain weather prospects.

You may well realise the feeling of outrage we felt when our agents attended on board, with a report from the Japanese coastguard that the "Silvia Sofia" had been reported as aground on Ogi Shima island during the storm. This report had apparently been made by some vessels who said they had seen a "Mexican Line" vessel drifting dangerously close to Ogi Shima, which lay some 3½ n.miles to the north. Where this report came from and why, was impossible to find out, however, I filled in a special report for the Coastguard, in which I was able to show from our charts and log, that our vessel had remained safely in a position 3½ n.miles SE of Ogi Shima and whichever ship it was that had stranded at Ogi Shima, it certainly was not the "Silvia Sofia". It is perhaps understandable that confusion may have been caused to the Coastguard, as during the height of the typhoon, the VHF was being used by many vessels calling out warnings etc., and many cases of improper use of Channel 16 were heard. As previously stated, the general standard of seamanship being exhibited by many ships was poor. But British, French, Japanese and Dutch vessels nearby, all seemed to have the situation well under control.

There were over three hundred ships anchored in Tokyo Bay for the passage of the storm. With all the many land reclamation projects being undertaken by the Japanese, particularly at Yokohama, Kawasaki and Tokyo, the available water area for typhoon refuge anchoring is being steadily reduced. There is no allocation of anchor berths by the authorities and it is a free for all by ships seeking an anchorage. An early departure from port is recommended to get a place before all space is used up.

Typhoons which pass to the west of Tokyo Bay are by far the most dangerous as the Southerly waves they generate in the Bay are very high (over 6 metres) and an anchorage on the Chiba or Kisarazu sides of the Bay is recommended, as seas are much less on the Eastern side of the Bay.

It is also recommended, when anchoring, to keep at least a mile from obstructions, buoys and shoals, and if they lie to leeward of the vessel at least 2 miles. Distance from other vessels should be at least 6 cables (1,000 metres), but this is generally difficult as other vessels may come and anchor close to you. In this case, if possible, move yourself, rather than waste time trying to persuade the newcomer to clear off.

In all cases, there can be no substitute for careful planning, awareness of the storm's movement, all main engines and auxiliaries on top line and prudent seamanship.