

REARDON SMITH LINE

newsletter



NO. 154

NOVEMBER, 1982

CHAIRMAN'S CHRISTMAS MESSAGE

My very best wishes to you all for a very Happy Christmas.

I hope it will not be too long before the Chairman's Christmas Message will contain nothing but good things and signs of prosperity in the future, together with the other ingredients which go towards hope for the New Year.

As I travel around the world, I see the depressed conditions applying to virtually all countries I visit and, although this is really no consolation to us with our problems, nevertheless, it does bring home to us all that it is only when the whole world moves out of recession that our Industry's fortunes will improve.

It has always been my firm belief that people come first, because without the support and co-operation of our seafaring and shore staffs, the outlook would be very dismal. However, we are very fortunate in having people who are dedicated to their jobs and nothing is more important at the present time than everyone having faith in the future.

At some time - hopefully sooner than later - the world must move out of recession, with standards of living improving as opposed to the steady deterioration which is occurring now. It is too easy to pinpoint all the causes of the present position, which probably started with the 1973 Oil Crisis and we must rely on the actions being taken by the Governments of various leading countries in the world to ensure a much more prosperous future.

For our part as a Company, we are carefully planning and acting in a positive way to retain the best possible position of our Fleet and its employees and, in this determination, I appreciate the tremendous support that we continue to have from our staff.

So often in the past I am sure that optimism has always been my mainstay and, in spite of everything, I still feel that there must remain a modicum of this ingredient for the future.

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FROM THE FIRST SEA LORD....

Shipping, along with other Industries, is very hard-hit and has suffered much longer from the effects of recession. Therefore, those who work in the Industry need as much encouragement as possible, in order to keep their spirits up and one of the uses of our Newsletter is to spread around any encouragement there is. (Heaven knows, it is badly needed!). We received via the General Council of British Shipping the following personal message to the Merchant Navy as a whole (not just those concerned in the Falklands conflict), from the First Sea Lord, Admiral Sir Henry Leach:-

"I should like to thank the Merchant Navy on behalf of the Royal Navy for their magnificent performance in the Falkland Islands Campaign. I doubt that at any time in history an operation of this magnitude has been conducted in the onset of an Antarctic winter, from a base 8,000 miles away, without warning. The co-operation between our two Navies was quite outstanding, unequalled even in two World Wars; many feats were achieved of which the Merchant Navy may be rightly proud and the Royal Navy deeply grateful.

The Operation has emphasised once again the dependence of our Island Nation on the sea and the over-riding importance of maintaining strong and effective maritime forces, both Merchant and Royal Navy. We must continue to build on this in the future so as to ensure a balanced range of capabilities to meet any threat - which again may well be unforeseen".

Although very much appreciated, this may not seem of much comfort with conditions as they are, but with the Industry "battle-scarred" from a long struggle, the moral would seem to be - When the chips are down and backs are to the wall - TAKE HEART - HAVE FAITH - THIS IS OFTEN THE TIME TO WIN THROUGH.

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STAFF NEWS

OBITUARIES: We extend our deepest sympathy to **Mr. S.G. Whitmore**, retired Radio Officer, on the sudden passing of his wife, Rose, on 24th October.

We also regret to advise the passing of **Mrs. K.M. Lashford** on 28th October. **Mrs. Lashford** was the widow of the late **Mr. B.F. Lashford**, Chief Engineer, who served the Company for many years. Our deepest sympathy is extended to the family.

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INDISPOSED: Our best wishes are extended to **Mr. Graham Johnson** of Head Office Accounts Department, who has recently been admitted to hospital. We understand he is making good progress towards recovery.

RETIREMENT: **Mr. Alec Gardiner**, Telex Supervisor at Head Office, is retiring on 30th November. **Mr. Gardiner** joined the Company in September 1956 and, for most of his service, has been employed in our Purchasing Department. We wish him and Mrs. Gardiner a long, happy and healthy retirement.

...

Captain Porteous of the "DEVON CITY" has sent in the following article on a visit of Schoolchildren to the "DEVON CITY" when at Beaumont, U.S.A.

At the request of The Rev. Bill Bauer, Port Chaplain for the Beaufort Seamen's Centre, a party of about forty children were shown around the Bridge, etc., during the lunch hour on 5th November. The children were from All Saints School, which is run by The Rev. A. Dean Calcote, Associate Rector of St. Mark's Episcopal Church, Beaumont, Texas. The children were accompanied by their Headmaster and by several of their lady teachers and by the Port Chaplain.

The children were mostly in the eight to eleven year old age bracket. They were very well behaved and asked lots of questions, which were ably answered by Chief Engineer **Dave Henry**, Second Officer **Clark Broad**, and Electronics Officer **Brian Carter**. (Their questions showed a certain awful fascination for storms, fires and other marine disasters, but were generally intelligent).

Before leaving the ship they had a light refreshment and then there was a quick count of heads on the wharf. The Teachers had their charges very well organised indeed. I think that all concerned enjoyed this visit to the ship".

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A PAT ON THE BACK

On a recent passage of the m.v. "WELSHCITY" from Baltimore, U.S.A., to Tobata, Japan, the Chief Officer **Mr. B.T. Hernaman** and Deck Cadets **P.J. Gallie** and **T. Stanford** compiled a Coal Cargo Temperature Monitoring Report. We were so impressed with this comprehensive report that we sent it to the British Department of Trade Marine Division and a well-known firm of Marine Insurance Consultants.

The replies we received were most complimentary and we have great pleasure in quoting, as follows:-

"The gentlemen concerned with the compilation and presentation of the report are to be complimented for their worthwhile contribution in endeavouring to ensure the safe carriage of coal cargoes".

"The authors should be congratulated for producing a well set out report, based on obvious efficiency".

"The best report based on "crew effort and interest" that we have yet received".

In addition to the well deserved compliments, were constructive observations and useful recommendations, particularly on the safety aspect. These were most helpful, but we were most pleased that the splendid efforts of the "WELSH CITY" team had been acknowledged. We also congratulate them on a most creditable performance.

... ..

THE MARINE SOCIETY

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For favour of publication

FULL AHEAD

For the prospective officer in the Merchant Navy - cadet or rating - The Marine Society has published Full Ahead. A substantial 80-page pocket book, modestly priced at £1, it has been written by Eric Beetham, an experienced Master of VLCCs, and Richard Frampton, Secretary of The Marine Society and former Lieutenant-Commander, RN.. Peter Knox, who spent three years at sea as The Marine Society's art tutor, supplies the cartoons.

Full Ahead contains three sections concerned with preparations, first days and life at sea, with further sections on careers and on being an officer. Three final sections provide a brief on the organisation of shipping, a list of maritime organisations and a short reading list.

Officers in the Merchant Navy depend on character rather than on arbitrary power for their authority. Full Ahead aims to ease the transition from student to responsible adult, and to prepare prospective officers for the taking of responsibility.

Full Ahead follows three other Marine Society productions: The Merchant Navy (£4.95) by its Director, Dr Ronald Hope, and Leo Madigan's pocket booklets, Random Jottings for Young Seafarers (30p) and Safe or Sorry? (60p). All these have been well received and have reprinted. Together, the four publications offer the new recruit to the shipping industry the best available introduction to his or her new life.

Full Ahead and the other publications mentioned are all available from The Marine Society, 202 Lambeth Road, SE1 7JW (telephone 01-261 9535). Bulk supplies are post-free; 20p for postage and packing should be added where individual copies are ordered.

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	J.P. Andrews	R.V. Duncan	B.R. Hopper	J.S. Murray
Second Officer	J.M. Smith	C.E. Broad*	R.W. Davies	D.P. Kirley
Third Officer	G.R.J. Faulkener	M. Cox	J.D. Bateman	S.F. Broderick
Radio Officer	V.F. Cullen	B.J. Carter	R.H. Smith	N.C. Sanders
Chief Engineer	B.M. Draper	D.N. Henry	R.E. Diamond*	R.J. Trigg
Second Engineer	A. Hobin	P.D. Slade	K. Rowney	R.M. Stead*
Third Engineer	W.H. Tucker	K. Velda	P. John	R.M.B. Jenkins*
Fourth Engineer	A. Keast	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	D.C. Fernandes	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	AMPARO
Master	W.G. Wood	M.C. Hurst	J.C. Lee	R.E. Skinner
Chief Officer	J.E.S. York	P.C. Coles*	I.C. Stutt	D.C. Toon
Second Officer	P.D. Codd	J.C. Neale*	M.J. Clarke	T.L. Lawrence
Third Officer	A.M. Russell	E.J. Naughton	I. Cowan	J.M. Coleman
Radio Officer	C.G. Macey	P. Bradley	D.S.H. Thomson	M.W. Savory
Chief Engineer	H.C. Convery	E.R. Morgan	R.U. Bell	P.W. Evans
Second Engineer	A. Edwards	R.A. Rees	C.J. Burton	P.H. Evans
Third Engineer	M.B. Perrott	M.R. Preece	N.C. Williams	J.H. Davies
Fourth Engineer	M.R. Penny	N.J. Millward	A.D. Cowling	M.G. Adams
Fourth Engineer			I.J. Morgan	P. Collins
Electrician	K. Smith-Jaynes	N.R. Padfield	P. Willmott	D.G. Hunt
Catering Officer	R.G. Pierce	L. Hayward	D. Gowsell	C.J. Harrhy
Cadets	D.A. Littler	D.J.F. Carter	P.J. Gallie	D.B. Williams
	G.J. Provis	J.R. Greenspan	T. Stanford	D.R. Hilton
	T.B. Short	M.G. Moore	M.A. Worsnop	T.A. Broughton
		D.P. Lockett	R. Johnson	A.P.J. Gaskell

VESSEL	BIBI	OLMECA	SILVIA SOFIA	YAQUI
Master	A.D. Lightfoot	P.J. Boroughs	L.R. Staines	K. Milburn
Chief Officer	P.M. Baverstock	J.C. Pagler*	T. Haxell	I. Woollard
Second Officer	A.C. Prosser	A. Williamson*	A.P. Morris	A. Abel
Third Officer	P.C. Weychan	S.J. Laws	J.J. Hudson	H.D. Walker
Radio Officer	W.P. Budden	J.R. Mathews	D.P. Bidmead	R.J. Preece
Chief Engineer	D.N. Amey	D. Archbold	R. Chambers	H.L. Fletcher
Second Engineer	P.J. Prendergast	W.J. Lait*	T. Graham-Russell	N. Nesbitt
Third Engineer	P.M. Deschamps	J.A. Akhurst	R.C. Butcher	G.E. Ashton
Fourth Engineer	A.R. Parker	M.J.C. Lockwood	D.R. Aldus	M. Williamson
Fourth Engineer				
Electrician	D.G. Grant	D. Osborne	K. Baines	D.H. Fidler
Catering Officer	D.R. Hartshorne	L.E. Seabrooke	L. Slawinski	J. Bonner
Cadets	A.P. Wilson		E.V. Neale	
	S.A. Hembury		D.A. Welch	
	R.A. Bracken			

M.V. "SKEENA"

Ships Company: Capt. R.K. Stuart, Capt. M.J. Bellamy, J. Dunk, K. Jones, N. Davies, I.F. Bullock, G. Hughes, G.J. Griffiths, W.R. Shannon, P. Price, C.J. Brown, J.A. Grainger, A.A. Gouldie, H.A. Morgan, M.P. Hudson, D.V. Kirkman, P.J. Betts, R.A. Wilkins, G. Phillips, J.C.A. Richards, J.A. McCavish, N.J. Coyne, P. Jones, P.J. Mules, K.J. Shire, P.F. Miller, D.A. Phillips.

Listed below are Officers on voyage leave as at 20.11.82: Every effort is made to ensure this list is as accurate as possible at the time of printing.

Masters: T.R. McNulty, W.D. Jones, J.J. Birrell, B.A.G. Boyer, M.W. Slayman, A.L.G. Gosset.

Chief Officers: E.W. Walmsley, D.H. Aubrey, B.T. Hernaman, J.R. Ashley, R. Alford.

Second Officers: A.K. Smith, N. Jerrum, M.L. Fraser, I.M. Stewart, P.A. Bullard.

Third Officers: C.G. Everett, M.R. Lovibond, A. Tay.

Chief Engineers: W. Gill, J.C. Cullen, N.B. Shilstone, D.G. Wedlake, J. Scott, G.M. Cuthbertson, L.M. Williamson, M.E. Rayner.

Second Engineers: J.B. Hocking, D.A. Roberts, W.A. Bruce, J. Foots.

Third Engineers: A.G. Vincent, I.S. Exton, A.C. Coombs, K.R. Negele, D.E. Simons, R. Thomas, D.B. Evans.

Fourth Engineers: M.S. Duke, M.P. Owens, A.M. Francis, T.E.J. Sperrin, D.J. Coombes, M. Richards.

Radio Officers: D.C. Short, R.G. Miller, R.G. Chugg, B.B. Everett, J.A. Heslop, E.G. Bromham.

Electricians: K.W. Hampton, F.C. Brown, K.J. Hinman, J.P. Crawford, J. Fernandes, D.A. Williams.

Catering Officers: P.D. Smith, N.H. Frost, F.W. Lever, R.A. Peach, A.H. Fox, L.B. Surrey.

Officers on sick/study leave as at 20.11.82: A.M.W. Mitchell, A.P. Brandram-Jones, J. Cox, Capt. J. Kalnins, A. Thomson, J.J. Moore, M.R. Sealey, T.J. Fuller, A. Tuck, C. Swindells, T.H. Jowett, A.A. Field, P.C. Roberts, W.M. Powell, A. Doubler, R.H. Reed, D.C. Pulley, M.G. Evans, H.D. McLundie, K.H. Sellar.

Cadets at home on sick leave, voyage leave or study leave as at 20.11.82: 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, M. Martyn-Johns.

SHIPS POSITIONS

As at 19th November, 1982

m.v. "CARDIFF CITY" This vessel, operating under Time Charter account Ben Line, arrived Port Kelang 18th November and is expected to sail pm 24th for Jeddah. The intention is for vessel to discharge approximately 1100MT Timber at Jeddah, at the same time she will replenish bunkers. Based on sailing Port Kelang 24th November, we would look for her ETA Jeddah around 7th December. Vessel is scheduled to discharge Liverpool through 22nd December/5th January, thence Rotterdam 7/10th January. On completion discharge and redelivery at Rotterdam, vessels next business has not yet been finalised.

m.v. "DEVON CITY" Operating under Time Charter account Safmarine, this vessel sailed Beaumont 6th November for Durban and Richards Bay. Vessel is expected to arrive Durban am 5th December, with probable sailing 10th thence Richards Bay through 11/13th. On completion discharge Richards Bay, her next business has not yet been finalised.

m.v. "NEW WESTMINSTER CITY" This vessel, operating under Time Charter account Sammi Corporation, sailed Nantes 19th November, giving ETA Boulogne pm 20th. Dependent on weather or not weekend overtime is worked, vessel will sail Boulogne either 23rd or 24th for Rotterdam, through 25/26th, thence Antwerp 27/29th, completing Tilbury around 1st December. On completion discharge at Tilbury, vessel is scheduled to attend to Survey work prior to proceeding to Antwerp, where she will load under Steel Service, EC.46, for discharge Providence, Bridgeport, Camden and Baltimore. Based on sailing Tilbury around 5th December, we would look for her arrival/sailing Antwerp 6/11th, thence Providence 21/23rd, Bridgeport 24/27th, Camden 29/31st, Baltimore 1/2nd January. On completion discharge Baltimore, vessels next business has not yet been arranged.

m.v. "PORT ALBERNI CITY" Operating under Time Charter account Seaboard, this vessel sailed Vancouver BC 13th November for discharge San Juan PR, Providence RI and Algiers. She is expected to transit the Panama Canal around 26th November, on which basis we would look for her arrival San Juan 30th, probably sailing 1st December for Providence, ETA/D 6/7th, thence Algiers, ETA 19th December. On completion discharge and redelivery Algiers, vessels next business has not yet been arranged.

m.v. "TACOMA CITY" This vessel, operating under Time Charter account Safmarine, arrived Durban 18th November and agents advise they are endeavouring to complete 29th. On completion discharge and redelivery Durban, vessel has been fixed on Time Charter account IVS, delivery when/where ready Durban for a trip, redelivery when/where ready Havre/Hamburg Range. At this stage her itinerary has not yet been finalised, but the intention is for vessel to load Durban, Richards Bay and Saldanha, probably for discharge Weser, but this has to be confirmed.

m.v. "VICTORIA CITY" Operating under Time Charter account BSC, this vessel sailed Middlesbrough 6th November, cleared the Suez Canal 18th November and is expected to arrive Jeddah 20th. On completion bunkering Jeddah, vessel proceeds to Port Kelang, through 4/9th December, thence Singapore 10/15th and Hong Kong 19/23rd. On completion cargo operations Hong Kong, vessel redelivers from present BSC Time Charter and her next business has not yet been finalised.

m.v. "WELSH CITY" This vessel, operating under Time Charter account KKK, sailed New Orleans 15th October, cleared Los Angeles 31st and is expected to arrive Kaohsiung, first discharge port, 22nd. Agents advise vessel is scheduled to sail 24th for Taichung, ETA 25th, with probable completion and redelivery 1st December. On completion and redelivery, vessel has been fixed to proceed to Weipa to load a cargo of Bauxite for Porto Vesme, with the option of discharging Fos, Bakar, Rotterdam, Emden or Stade. Based on sailing Taichung 1st December, we would look for her ETA Weipa 8th, with probable sailing 9th. The intention is for vessel to call Singapore on the homeward run for crew change, probably through 15/16th December, ETA/D Suez Canal 1/2nd January, giving arrival Porto Vesme, if this port is declared as discharge port, around 5th January. On completion discharge, vessels next business has not yet been arranged.

m.v. "AMPARO" Vessel arrived Houston 18th November with probable sailing 19th for Mobile, thence Charleston and Morehead City. Her schedule indicates she should complete Morehead City around 27th November for Naples, ETA 7th December, thence Leghorn, Genoa, Barcelona and Valencia. Based on clearing Valencia 24th December, vessel should arrive Vera Cruz around 8th January.

m.v. "BIBI" Arrived Acapulco 18th November, the indication being she should sail 0600 19th for Manzanillo, thence Ensenada. Based on clearing Ensenada 29th November, we would look for her arrival/sailing Long Beach 6th December, Oakland 8th, Yokohama 20th, thence Osaka, Hong Kong, Keelung, possibly Busan, Osaka and Yokohama. Her schedule then indicates vessel should sail Yokohama 4th January for Oakland, ETA 17th, thence Long Beach, Manzanillo and Salina Cruz. Based on sailing Salina Cruz 24th January, we would look for her arrival Long Beach 29th, Oakland 31st, thence Yokohama, ETA 12th February, Osaka and Hong Kong.

m.v. "JOSEFA" Sailed Recife 18th November for Santos, ETA 21st, thence Rio de Janeiro, ETA 27/28th. Vessel drydocks Rio de Janeiro for sale drydocking.

m.v. "OLMECA" Arrived Lazaro Cardenas 8th November, the indication being she should complete cargo operations 25th, thence Guaymas, ETA 28th, for Balboa, Cristobal and Mexican Gulf.

m.v. "SILVIA SOFIA" Sailed Salina Cruz 5th November, with 8520T Generals and Containers for Osaka, ETA 22nd, thence Busan, Keelung, Hong Kong, Busan, Osaka and Yokohama. Her schedule indicates her clearing Yokohama 11th December for Oakland 23rd, Long Beach 27th, thence Manzanillo and Salina Cruz. She is scheduled to sail Salina Cruz 3rd January for Long Beach, ETA 8th, Oakland 10th, thence Yokohama, ETA 22nd, Osaka and Hong Kong.

m.v. "YAQUI" Vessel sailed Almeria 12th November for Tampa, ETA 25th. We would think vessel should complete discharge operations Tampa about 30th November, and presently we are awaiting further information from TMM.

m.v. "SKEENA" This new Ro-Ro vessel held trials 13/14th November, delivered Fredrikstad 19th and is expected to sail 20th for Wallhamn. She is scheduled to lift 250 Vehicles at Wallhamn, 490 at Gothenburg and 2100 at Bremerhaven, clearing Bremerhaven 25th November for discharge New York, ETA 5th December, where she will discharge 2000 Vehicles, and Houston, ETA 11th, where she will discharge 800 Vehicles. Vessel should complete cargo operations Houston 12th December, and we are now awaiting news of her next employment.

CALLING ALL ARTISTS.....

Our thanks to "City Girl" for the following:-

Dear Newsletter

Obviously.....

My poetry.....

Aroused the literary few.

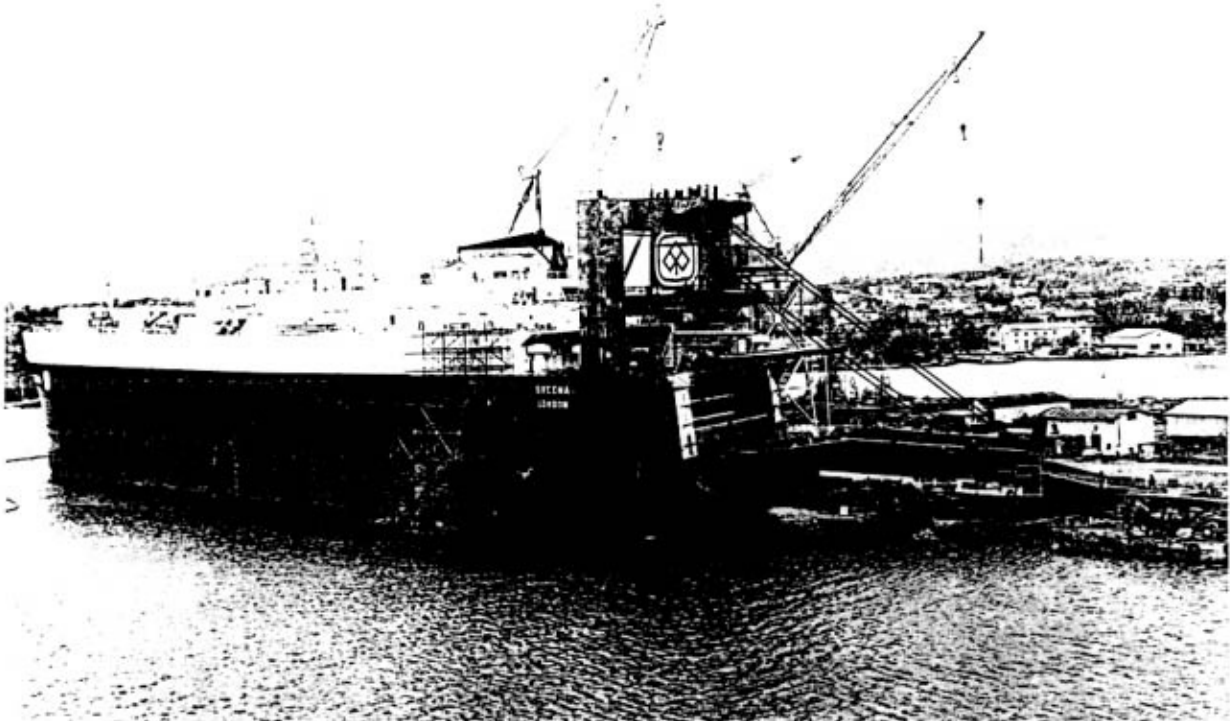
I enclose a sketch....

Let's see who can etch,

Amidst the R.S.L. crew!



M. V. "SKEENA"



M.V. "Skeena", a roll-on, roll-off, (Ro-Ro) vessel of approximately 41,400 tonnes deadweight, is expected to be delivered from her builders, F.M.V. of Fredrikstad, Norway, on 18th November 1982.

Her Owners, Seaboard Shipping Services Ltd, of London, have placed the management of this vessel, under the British Flag, with Sir William Reardon Smith and Sons Ltd, and no doubt our historical good relationship with Seaboard, helped us win this against strong opposition.

The Seaboard Company is a prominent Canadian producer of forest products. Its London Company will operate the M.V. "Skeena" under British Registry.

Named after a river near Prince Rupert, Canada, the M.V. "Skeena" is a close sister vessel to the two ships previously ordered by the Norwegian Owners I.M. Skaugen and operated under 12 year charters by Seaboard International of Canada. The sister ships are named M.V. "Skaugran" and M.V. "Skaubord".

An additional car deck has been fitted in the M.V. "Skeena", thus the essentially three decked vessel will have a total of ten car decks, with two hoistable decks being fitted in each of the two lower holds and three car decks in the main vehicle deck. The modification has meant adding a metre to the overall depth of the ship, which also increases the total bale capacity by 2,321 M³.

The main engines will be a constant pressure B & W seven cylinder 7 L67 Gfca plant producing 15,200 bhp and returning markedly improved consumption figures relative to the eight cylinder units fitted in the earlier vessels.

The M.V. "Skeena" is built in accordance with the rules of Det Norske Veritas and complies with various international regulations.

To add to the vessel's manoeuvrability there is a 1200 hp bow thruster with controllable pitch blades which is driven by an electric motor.

To improve the steering qualities on the "Skeena" a patented Becker Rudder, which incorporates a mechanical flap on the trailing edge, has been fitted in place of the conventional Spade type rudder. According to the designers this will give rapid manoeuvrability even at low speeds and a claimed increase in turning efficiency of some 50% on conventional designs.

The vessel is expected to participate in the trade between U.S. Canada and Japan, carrying lumber outward, and automobiles on the return trip to the United States. The ramp, aft, which weighs almost 400 tonnes, is the only means of access to the cargo spaces on this type of vessel, and its strength is such that two trucks, fully laden with lumber, may use it simultaneously. When loading automobiles in Japan, it would be as well to remember the "Green Cross Code" if in the vicinity of the ramp, as the drivers have been known to cross the threshold of these ships at 70 k.p.h.

Accommodation is of a particularly high standard, with all personnel sharing the recreational rooms and facilities, which latter include a sauna, indoor swimming pool and a 45 foot gymnasium.

The vessel is also noteworthy for its very small crew, a mere 25 in all, which serves as a reminder of the need to remain competitive in these recessionary days.

The "Skeena" was officially Named at a ceremony in Fredrikstad, Norway, on 29th October by Mrs. Helen Herbert, wife of the Architect. Amongst those present were the President of Seaboard, Vancouver, Mr. Clive Roberts, and representatives of their Canadian and London Offices, together with our Chairman, Mr. Chatterton and representatives of Cardiff Office and our seagoing staff.

We would like to take this opportunity to welcome into the Company the following personnel who form the ship's Company to be continuously engaged on the vessel. We would wish all on board a safe and happy maiden voyage

Mr. H. A. Morgan	Mr. P. Hudson
Mr. D. V. Kirkman	Mr. P. J. Betts
Mr. R. Wilkins	Mr. G. Phillips
Mr. J. B. A. Richards	Mr. J. A. McCavish
Mr. N. J. Coyne	Mr. P. Jones
Mr. P. J. Mules	Mr. K. J. Shire
Mr. P. F. Miller	Mr. D. A. Phillips

Our thanks to Mr. John Stanton, Technical Department, for the following interesting article.

The Pope's Visit to Wales

The Pope's visit to Wales was to be a great occasion, but for me, it was not worth the effort of staying up all night and walking into the centre of Cardiff, knowing that all transport was stopped at the outskirts of the city at midnight. To be penned in with tens of thousands of the faithful just hoping for a glance of the great man did not appeal, whereas on T.V. full close ups were guaranteed at all times.

However, from the onset of his U.K. tour, which started when he arrived at Gatwick Airport, I found myself watching every venue and state occasion that the Pontiff attended. His speeches were inspiring, with his austere and distinct opinions on life's basic standards:- the role of the family, divorce and, of course, the killing of fellow human beings, which he has often referred to as "man's inhumanity to man".

The Pope's visit to the Principality was to be his last venue in these Islands, so I now made a determined effort to be one of the many who could say "I was there".

To obtain a ticket for entry into the field, I was required to assemble at our local church at 1.30 a.m. and walk to Pontcanna Fields which are situated near the centre of Cardiff.

The previous day was hot and the night pleasantly warm, as approximately six hundred people set off on the three mile walk with much enthusiasm, longing to see their Spiritual Leader.

At Pontcanna Fields, Cardiff, thousands seem to emerge out of the darkness from all directions, causing population congestion at 3.30 in the morning.

As we were channelled into our corrals, (aptly named, I thought, derived from the penning in of cattle, which was perfected for humans at open air Pop concerts) dawn was beginning to break and we could now see the huge purpose-built dias with about twenty to thirty steps leading to its high altar.

It was daybreak and we all made ourselves comfortable in our "Pope Chairs" and started to take in the vast amount of organisation that had gone into its arrangements. Most people, at this unearthly hour of 5.00 am, started to eat with the sort of gusto you only notice at the seaside. The wait from daybreak to 11 am went very fast, interspersed with hymn singing and growing excitement.

Just after 11 am two Sikorsky helicopters could be seen coming over the far end of the field, and I must admit I cheered as loudly and spontaneously as the next person, not just to give him a good welcome, but in genuine excitement at his visiting our country. I can now well understand and appreciate mass hysteria.

The Pope looked tired, though cheerful. He gave me the impression that he was overworked similar, I imagine, to the fatigued look that ship's personnel have after completing a planned maintenance programme !

From his introduction in Welsh to his strict orthodox sermon, every other word was either clapped or cheered. His strong sermon on guiding the young and his brief comments on the Falklands was listened to with interest. By now it was midday and getting very hot. Small children began to feel the heat, combined with tiredness; many without hats were becoming fractious and extra keen for the service to finish.

By 1 pm the mass was over, and, during the Pope's tour around the field, we sang and cheered with all the patriotic fervour we could muster.

I must admit that I went to see the Pope purely as an observer, but ended up thoroughly enjoying the sense of occasion. From his kissing of the Welsh soil to his singling out Wales as an individual nation was all stirring stuff. No doubt he was well briefed, but the way it was put over was sincere.

We journeyed home a little slowly due to the oppressive, muggy atmosphere; then at the halfway stage we had a very heavy thunder storm and the heavens literally opened. Fortunately I was able to seek refuge in the "Black Lion" Public House at Llandaff !