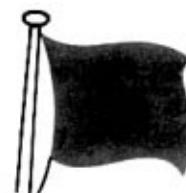


REARDON SMITH LINE

newsletter



NO. 161

JUNE, 1983

NEW IDEAS

We have decided that the Newsletter's batteries need re-charging, as its light of information and news is getting rather dim. Having, regretfully, reported so many deaths in recent months, with other material limited, it has left our monthly publication in a rather depressed state. We hope that this month's issue will prove to be more cheerful as well as interesting and informative and, having tapped most sources ashore, I am asking once again for contributions from our sea staff. For the interest of people ashore who perhaps may not, or cannot, travel so far, we thought it might be an idea if some of our sea staff wrote about some of the ports and/or countries they visit. If they have been at sea for many years, they could tell us about the changing face of the places over the years. They need not only be far off climes, but Continental and even some British ports would be interesting to those who have never been to them. In addition, information about the customs of the places or countries would also prove of interest.

Some retired staff have said they do not do anything interesting enough to set down for the Newsletter, but in our opinion, most seem to be so busy now with various activities that we wonder how they found time to go to work! Therefore, we shall always be pleased to have word from them.

It is often difficult to find something different, but we hope this month will provide some humour. Within our Organisation, we have someone who has been interested in astrology for some years, so in this issue, "Crystal Ball" tells us what is written in the stars. Some people avidly read their horoscopes whereas others merely read them for a laugh. Whichever way you take it, we hope you will obtain some enjoyment from reading them.

It is intended to introduce some other new ideas over the months, which we hope you will like. If you don't, then no doubt we shall get to know - if only on the "bush telegraph".

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SHIP AND SHORE NEWS

BIRTHS: Congratulations to **Mr. & Mrs. Tony Edwards** on the birth of a daughter, **Sarah Jane**, on 31st May, weighing 8 lbs. 13 ozs. **Mr. Edwards** is a Second Engineer with the Company.

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INDISPOSED: **Captain M.E. Jones** has been in hospital for a major operation. We are pleased to report that he is now at home and making good progress. We send our very best wishes to him for a good recovery.

Mr. M.B. Perrott, Third Engineer, is in the Royal Gwent Hospital, Newport, Gwent, after sustaining serious injuries in a road accident recently. We trust that he will make good progress and send our best wishes to him.

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EXAMINATION SUCCESSES: Congratulations to **Mr. P.D. Codd** on obtaining his Class 2 Deck Certificate.

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REMINDER TO SEA STAFF

Please check the dates on your Seaman's Identity Card, as some may need re-validating.

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CHEERIO AND GOOD LUCK!

We have recently received comments that we have always welcomed people to the Company, but never say "goodbye and good luck" to those leaving. Often those visiting Cardiff and London Offices ask for certain people, only to find they are no longer members of staff. Over the past three years, 34 people, covering the two Offices, have left, some through natural wastage and some, regretfully, through redundancy. This is a reduction of 22.67%. Therefore, in future, we shall include those leaving and, where possible, a follow-up of what they are doing and how they are getting on, if we receive such news of them.

MR. J.H. BENDON: (Management Accountant, Head Office) leaves us on 23rd June to take up an appointment with The Chemical Banking Corporation, which has recently moved its Headquarters to Cardiff. **Mr. Bendon** is to be the Accountant to the Property and Services Division of this American Bank. He has been with Reardon Smith Line for eight years and, during this time, has devoted exceptional energy to his job, when he has been greatly involved in new projects and establishing new procedures throughout the Company, incorporating the use of either our main frame computer or micro-computers wherever possible. We hope that **Jim** will be successful in his new position and wish him all the best.

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MR. D.J. MATTHEWS: (Pension Fund Manager - Head Office), leaves on 24th June after nine years with the Company. He is joining R.H.P. Group Pensions, Newark-on-Trent. **Dennis** was very much concerned with formulating a system to put the Reardon Smith Pension Fund on computer. An Associate Member of the Pension Management Institute, we wish him every success in his new job. (Please see on **Sports Page** for further news of **Dennis**).

Many thanks to them for their good service and loyalty during their time with us.

...

Many of our readers will remember **Mr. John Thorne**, who worked in the London Office Agency Department for eleven years. The sea staff calling at the London and Tilbury Docks will remember his smiling face and pleasant personality during his visits to our vessels. After the Agency side of our London Office closed down, **John** went to work for Marine Export Limited, Maritime and General Engineers at Tilbury Docks, along with Mr. Jock Campbell, who used to work for F.J. Starnes, Shiprepairers at Tilbury. Marine Export Limited recently carried out some voyage repairs on the m.v. "PORT ALBERNI CITY" while discharging cargo at Tilbury and we are pleased to say that **John Thorne** undertook the Owners' Agency work.

...

The Accounts Department at Head Office has recently said farewell to **Frances Bellenie, Debbie Lewis and Mary Rockett** as part of rationalisation. **Debbie** secured new employment almost immediately with a shipping company operating a new freight-only ferry service from Barry to Cork. Incidentally, **Debbie** was always entering beauty competitions and most of her spare time was devoted to finding out about - and entering for - such competitions. **Frances** has accepted a new challenge by starting a business, with her daughter, in catering for private functions. We hope **Mary** will also be successful in obtaining suitable employment. Meanwhile, we would take the opportunity to thank them all for their service over the years and offer our very best wishes for the future.

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NEWS OF OUR RETIRED STAFF

Contact has been made recently with quite a few members of our retired staff. **Mr. Bill Burge**, now thoroughly enjoying retirement in his cottage in Cornwall; **Captain A.B. Parkhouse, Captain F.J. Johns, Captain D.B. Jack and Mr. L.G.I. Taylor**, all of whom are well and send their best wishes to their former colleagues. **Captain Jack Lemon** continues to keep well and is just back from a holiday in Devon and **Mr. Harry Caswell** recently made a trip to Cardiff to visit his sister. He is keeping well, but the loss of some sight is causing him a little difficulty. It is mostly members of our retired staff and senior office staff who remember **Miss Joyce Gedrych**. **Miss Gedrych** has now given up her house near Cardiff and is living in a local Homes for the Elderly, where she continues to be fairly fit. If anyone does meet any of our ex-staff, please let us know how they are.

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ATTACHMENTS TO NEWSLETTER

GUIDELINES FOR THE DRIVER NEW TO JEDDAH: The writer of this is anonymous, but it was sent to us by **Captain J.J. Kalnins**, now working for Marine & Transportation Services (Saudia) Ltd., in Jeddah. He says the work is varied and keeps him busy. Little wonder, as the 43 berths available are rarely unoccupied and work goes on 24 hours a day, seven days a week! The pace will accelerate with the coming of Ramadan, but **Captain Kalnins** says he will be home on leave for part of that time. He keeps an eye open for a familiar name, with no luck to date. He sends his regards to all - ashore and afloat.

"JOHN WAYNE" RIDES AGAIN! An amusing report received from an anonymous quarter, which we think you will enjoy.

SHIPS POSITIONS

As at 17th June, 1983

m.v. "CARDIFF CITY" This vessel, presently operating under Time Charter account Ben Line, arrived Liverpool (Seaforth Timber Terminal) 1232, 11th June, and after discharging a part cargo of Timber and Plywood, is due to sail 1400, 18th June for Rotterdam. Her ETA Rotterdam Pilot Station is 1800, 20th June, where she will complete discharge and redeliver around the 24th June. Vessels future business has not yet been arranged.

m.v. "DEVON CITY" Operating under Time Charter account Van Ommeren, this vessel sailed Norfolk, Virginia 0315, 17th June with a cargo of Grain for discharge Egypt (either Alexandria or Port Said.) Vessel is proceeding at economic speed, and her ETA (basis Alexandria) is around the 3/4th July. Berthing prospects are not yet known at discharge port, but there could be a seven day delay, and discharge could take up to one month. Vessel then proceeds towards Gibraltar, for redelivery, after which her future business has not yet been arranged.

m.v. "PORT ALBERNI CITY" This vessel delivered under Time Charter account British Steel Corporation, arrival Pilot Station Immingham, 1042, 10th June and then berthed Immingham 0652, 11th June. Vessel commenced loading a cargo of 24177MT Steel Products at 0900, 13th June, for discharge Port Kelang and Singapore. Due to cargo availability, her estimated time of completion/sailing is around the 23rd June. Vessel then transits the Suez Canal through 4/5th July, and calls Jeddah, for Bunkers, around 7th July. She then proceeds to her first discharge port, Port Kelang, arriving around 21st July and sailing around 27th, finally arriving Singapore around 28th July and redelivering around 2/3rd August. Her future business has not yet been arranged.

m.v. "TACOMA CITY" Operating under Time Charter account Egyptian Navigation Company, this vessel sailed Philadelphia 2018, 26th May with a cargo of 24928MT Corn for discharge Alexandria. Vessel arrived Alexandria 1000, 11th June and anchored Inner Harbour 1305, 16th June, where she is expected to commence discharge 18th, which is expected to take about one month. She will redeliver around the 15/20th July, after which her next business is not known.

m.v. "SKEENA" This vessel sailed Toyohashi 1615, 11th June, with a cargo of 2559 Vehicles for discharge Long Beach (1824 Vehicles), Los Angeles (490 Vehicles) and Tacoma (245 Vehicles). Vessels present ETA Long Beach is 0600, 25th June, sailing same day, for Los Angeles, also arriving and sailing 25th June, and finally Tacoma, ETA/D 29th June. Vessels next business will probably be loading at Nanaimo, 30th June and Vancouver, 1/4th July (cargo not yet known) for discharge Japan, arriving around the 17th July.

m.v. "AMPARO" Presently operating under East Coast South America Service, this vessel sailed San Juan 14th June, her ETA New Orleans being 0300, 19th June. After completion of discharge vessel will sail 20th June for Houston, arriving 20th, sailing 25th, for Tampico 26/29th and Vera Cruz 1/5th July, after which we have no future itinerary.

m.v. "BIBI" This vessel, operating under Voyage 16 Westbound, sailed Osaka 16th June and is due to arrive Hong Kong 2200, 19th June. She then proceeds on to Voyage 17 Eastbound, sailing Hong Kong 20th June for Keelung 21/22nd; Busan 23/24th; Osaka 25/26th; Yokohama 27/27th. Vessel then proceeds to Oakland, arriving 7th July, and sailing same day for Long Beach 8/8th; Ensenada 9/11th; Manzanillo 14/16th, then vessel proceeds on to Voyage 17 Westbound, arriving and sailing Salina Cruz 18/19th July, after which she proceeds back to the USWC, arriving around the 23rd July.

m.v. "LACANDON" Operating under Voyage 1, this vessel arrived Coatzacoalcos 1014, 8th June and completed discharge 1830, 11th June, after which vessel bunkered 1242T IFO and 101T Diesel Oil. She finally sailed Coatzacoalcos 1000, 14th June. Her ETA S.W. Pass is 2200, 16th June, where she is expected to have a four to six day delay at Nine Mile Point, prior to berthing Destrehan. Vessel is expected to berth Destrehan around the 20/22nd June, to load a cargo of 23000MT Wheat for discharge Tunisia. Her present ETD is around 24/26th June, arriving Tunisia around 10/12th July and completing discharge around 24/26th July. We are awaiting further itinerary from TMM.

m.v. "OLMECA" This vessel, operating under Voyage 2 Westbound, arrived Niihama 1145, 16th June, anchored 1210 16th, and is expected to berth 0800, 18th June, due to congestion. After completion of discharge, vessel will sail around 1800, 20th June for Kanda, where she then operates under Voyage 2 Eastbound, arriving and sailing Kanda 21/22nd June; Osaka 23/24th; Yokosuka 25/26th; Yokohama 26/27th. Vessel then proceeds to Manzanillo, arriving/sailing 17/19th July; Acapulco 20/21st and finally, Acajutla 24/25th July.

m.v. "SILVIA SOFIA" Operating under Voyage 14 Eastbound, this vessel sailed Yokohama 15th June, after completion of loading 111 TEU, making a total cargo on board of 675 TEU. Vessel is, at present, proceeding to Oakland, where she is due to arrive around 25th June and sail 26th for Long Beach 27/27th; Manzanillo 29/1st July; after which vessel proceeds under Voyage 14 Westbound, arriving and sailing Acapulco 2/3rd July; Salina Cruz 5/6th; Long Beach 10/11th; Oakland 11/12th. Vessel then proceeds back to Japan, arriving around 24th July.

m.v. "YAQUI" This vessel, operating under Voyage 1 Westbound, arrived Manzanillo 0642, 13th June, and after completion of discharge sailed Manzanillo 14th June for Guaymas, where she arrived 1142, 16th June, to load a cargo of 15000T Copper Concentrates and Generals for discharge Hamburg and Huelva. Vessel is due to sail Guaymas 21st June for Manzanillo, for Bunkers, arriving and sailing 23/24th June. Vessel then transits the Panama Canal, 29/30th June, and then proceeds to her first port of discharge, Hamburg, arriving around 16th July, to discharge 14000T Copper Concentrates and Generals, sailing around the 19th July, and finally Huelva, arriving 24th July to discharge 1000T Copper Concentrates, completing and sailing around 28th July. We are awaiting further itinerary from TMM.

VESSEL	CARDIFF CITY	DEVON CITY	PORT ALBERNI CITY	TACOMA CITY
Master	R.I. Crawford	J.J. Birrell	A.L.G. Gosset	J.C. Lee
Chief Officer	B.R. Hopper	A. Thomson	J.S. Murray	D.C. Toon
Second Officer	P.C. Roberts	M.R. Lovibond	G.P. Eyles	P.C. Coles
Third Officer	S.J. Laws	I. Cowan	S.F. Broderick	J.M. Coleman
Radio Officer	R.H. Smith	E.G. Bromham	B.B. Everett	R.J. Preece
Chief Engineer	D. Harrison	D.N. Henry	R.E. Diamond	L. Williamson
Second Engineer	D.G. Wedlake	P.D. Slade	R.A. Rees	D.C. Pulley
Third Engineer	R.M.B. Jenkins	D.B. Evans	M.R. Preece	R.M. Stead
Fourth Engineer	N.J. Millward	A. Brandram-Jones	P. Collins	M.S. Duke
Electrician	E.M. Bennington			K. Hampton
Catering Officer	T.S. Lobo	O. Rebello	A.H. Fox	P.D. Smith
Cadets			A.P.J. Gaskell	A.P. Wilson
				R.A. Bracken

VESSEL	AMPARO	BIBI	SILVIA SOFIA
Master	R.E. Skinner	L.R. Staines	B.A.G. Boyer
Chief Officer	B.T. Hernaman	D.H. Aubrey	P.M. Baverstock
Second Officer	T.H. Jowett	N. Jerrum	D.P. Kirley
Third Officer	G. Faulkener	J.J. Hudson	A.C. Prosser
Radio Officer	P. Bradley	R.G. Miller	D.S.H. Thomson
Chief Engineer	P.W. Evans	R. Chambers	N.B. Shilstone
Second Engineer	J.C. Cullen	K.D. Morgan	J. Foots
Third Engineer	D.J. Coombes	A. Hobin	K.R. Negele
Fourth Engineer	W.E. Wilkins	A.J.F. Tuck	M.R. Penny
Fourth Engineer	A.J. White	A.J. Salter	A.R. Parker
Electrician	D.G. Hunt	D.A. Williams	D.J.C. Harnett
Catering Officer	C.J. Harray	L. Slawinski	F.W. Lever
Cadets	M.M. Taylor	A.M. Baker	R.P. Eastham
	E.V. Neale	N.J. Griffiths	J.C.E. Pink
	D.A. Welch	M.G. Moore	

VESSEL	OLMECA	LACANDON	YAQUI
Master	P.J. Boroughs	K. Milburn	T.R. McNulty
Chief Officer	E.W. Walmsley	R.T. Alford	A.A. Field
Second Officer	P.A. Bullard	M.L. Fraser	C. Swindells
Third Officer	R.A. Hall	M. Cox	J.C. Neale
Radio Officer	N.C. Sanders	W.P. Budden	K.H. Sellar
Chief Engineer	D. Archbold	G.M. Cuthbertson	J. Scott
Second Engineer	A. Doubler	D.E. Horne	K. Rowney
Third Engineer	A.C. Coombs	M.G. Evans	D.E. Simons
Fourth Engineer	G.E. Ashton	M.P. Owens	C.B.C. Jones
Electrician	J.H. Davies	D. Davies	N. Whitfield
Catering Officer	J.A. Patrick		R.G. Pierce
Cadets	D.P. Stephens	D.P. Lockett	

M.V. "SKEENA"

Ships Company: Capt. R.K. Stuart, J. Dunk, T.A. Price, A. Williamson, I. Bullock, G. Hughes, W.R. Shannon, R.H. Reed, J.A. Akhurst, K. Baines, A.A. Gouldie, R.G. Crozier, T.A. Broughton, H.A. Morgan, F. George, P.J. Betts, W. Hevern, G. Phillips, G. Moore, M.J. Evans, S. Seagraves, D.H. Jones, S. Hird, G. Weekley, K.J. Shire, B.V. Williams, D.A. Phillips.

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

Masters: J.S. Pearsall, W.G. Wood, A.D. Lightfoot, M.W. Slayman, W.D. Jones, J. Porteous, M.J. Bellamy, R. Baker, D.L. Bell.

Chief Officers: I.C. Stutt, I.M. Stewart, T. Haxell, R.V. Duncan, J. Andrews, J.E.S. York, I. Woollard.

Second Officers: P.D. Codd, T.J. Fuller, K. Jones.

Third Officers: E.J. Naughton, N. Boyce, R.W. Eacott, P.A. Vaughan, J. Moore, P.C. Weychan, C.G. Everett, A. Abel, C.E. Broad, R.A. Hall, A.P. Morris, M.R. Sealey.

Chief Engineers: H.C. Convery, B.M. Draper, R.J. Trigg, D. Amey, W. Gill, H.L. Fletcher, R.U. Bell, E.R. Morgan.

Second Engineers: J.B. Hocking, T. Graham-Russell, N. Nesbitt, A. Edwards, C.J. Burton, W.A. Bruce, P.H. Evans, P. Prendergast, W.M. Powell, G.J. Griffiths.

Third Engineers: P. Price, R. Thomas, R.C. Butcher.

Fourth Engineers: M.G. Adams, D. Aldus, C.J. Brown, A. Keast, A.M. Francis, P. John, K.R. Warner, I.J. Morgan, H.D. McLundie, M. Lockwood.

Radio Officers: C.G. Macey, D.P. Bidmead, B.J. Carter, V.F. Cullen, R. Chugg, J.A. Heslop, M.W. Savory, J.R. Mathews, D.C. Short.

Electricians: J.P. Crawford, D.G. Grant, B.R. Batey, N. Padfield, F. Brown, D.C. Fernandes, J.A. Grainger, P. Willmott.

Catering Officer: J. Bonner, D. Gowsell, D. Hartshorne, L. Hayward, N. Frost, L.E. Seabrooke, R.A. Peach.

Officers on sick/study leave: M.E. Jones, M.J. Clarke, J.C. Pagler, J.M. Smith, N. Davies, R.W. Davies, C.K. Lee, P. Deschamps, M. Williamson, K.A. Velda, I.S. Exton, D.A. Roberts, D. Osborne, K.F. Bean, M.B. Perrott.

Cadets at home on sick leave, voyage leave or study leave: J.R. Greenspan, S.A. Hembury, D.J.F. Carter, D.R. Hilton, P.J. Gallie, M.A. Worsnop, T. Stanford, G. Provis, T. Short, J. Cox, D.A. Littler, R. Johnson, C. Taylor, P.C. Davies, S.J. Thomas, P.G. Tate, T. Wood, R. Williamson, P.D. Cocker, S. Beckett, N. Herod, C.D. Broughton, M.J. Hopewell, W.P. Heyman, I.J. Thomas, M.I.V. Holman, S. Rawlings, D.B. Williams, M.G. Shaw, M. Martyn-Johns, K.P. Deacon, G.P. Jones.

POT POURRIWILDLIFE - AS SEEN FROM HEAD OFFICE

As many readers will know, the Dock Feeder flows at the rear of Devonshire House and consequently, we see quite a bit of wildlife. Just now, we have five Mallard ducklings paddling around learning the art of foraging for food along the banks and two moorhens with three little chicks chugging around in the murky waters. If rats, seagulls or crows do not have them for breakfast one morning, it will be interesting to watch their progress. In addition, we can see from these rear windows of Head Office, grey squirrels running along the branches and leaping from branch to branch: fat pigeons sitting in the trees, or pecking at seed supplied by a kindly passer-by: not to mention crows, jackdaws and numerous other small birds. Unseen, but often heard, are the peacocks and peahens in the nearby Castle Grounds - an eerie sound, especially on a gloomy day. Of course, it must be mentioned that, from the front windows of the building, another form of birdwatching also regularly takes place - mainly of the non-feathered variety in the Pearl Assurance building opposite! Ah! if only one had the time to stand and stare...!!!

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"THE UNDERCOAT":

Every Organisation has its leading people who inevitably attract attention by reason of their work, their influence, or their personality. This applies to a Society, Church or Political Party. We should record our gratitude to those to attract less notice - the "back room boys and girls" who do much to keep things going. Whatever goes on, there are some people who quietly help to keep the wheels turning or help the finances along by a donation, often anonymous. Recently, someone described himself as "the undercoat" in an organisation. Not a bad description as, although the final gloss is very impressive, where would it be without the undercoat?

THOUGHT FOR THE MONTH

Not that I speak in respect of want: for I have learned in whatever state I am, therewith to be content.

(Phillippians Ch.4 v 13)

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(Thanks to Capt.Lemon, who found this in the Church Magazine of St. Mary's, Appledore, Devon.)

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PEANUT BRITTLE: 4 oz. salted peanuts; 1 lb. granulated sugar (or Demerara), Quarter pint water; 1 oz. butter. (Pre-heat oven to 325 deg.F, 170 Deg.C or Gas 3)

Put sugar and water in a saucepan, put on a low heat to dissolve sugar. When all sugar dissolved, bring syrup to boil. Boil without stirring until mixture turns a golden brown caramel. (abt. 15 minutes). While syrup is boiling, spread peanuts on a baking tray and put into the oven to heat through. Take pan off the heat before mixture becomes too dark in colour, add the butter (cut into pieces) and the hot peanuts. Stir quickly and thoroughly and pour into a buttered tin or baking tray. Spread the nuts evenly through the mixture. Leave until cold and set firm. Break up and store in an airtight container. (Makes abt. 1½ lbs). (Approx. cost not more than 70p). (Thanks to Miss J. Goodman, Head Office)

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OOPS, SORRY!

A member of the Typing Staff in our Organisation (who, for obvious reasons wishes to remain anonymous) has sent in the following "clangers" dropped when she was a very junior typist in her first job. Many thanks to her:

Many mistakes in business letters are written off as "typographical errors". Even if the Boss has made a mistake grammatically and it has been pointed out to him, the poor typist takes the blame. However, in my days of youth, when in my first office job, I really think my boss had something to put up with. My shorthand was none too good (it's perfect now, of course!) and, on this particular occasion, my boss dictated a letter to an Alderman Green. The outline for "Alderman" escaped me, so I wrote in longhand "Ald Green", which, when typed, went out as "Dear Old Green". Luckily, the Alderman in question telephoned the next day and he had a sense of humour. On another occasion, I sent a letter to the P.L.A. at the Royal Albert Docks, which finished up as "Royal Albert Socks". However, it really upset one of our customers when I sent a letter to the Universal Shopfitting Company and addressed the envelope to the Universal Shoplifting Company. I never lived that one down! Oh, well! so much for youth!!

Thanks "City Girl".



CRICKET

We thought to apologise to readers of the Newsletter for concentrating on Cricket in the Sports Pages, but the activities of Reardon Smith Cricket Club attract a great deal of interest at Head Office and perhaps in these difficult times for the shipping industry provides an invaluable opportunity to forget our workday anxieties.

This Summer has not been too kind to us, and alas R.S.C.C. has made a bad start to their League programme; Four games played and four lost, but there are signs that we may soon find some of last year's form, when R.S.C.C. was a real contender for the Championship.

All has not been bleak on the field though, three friendlies have been played and won. Fixture Secretary Colin Mundell knows how to keep us happy, and still playing! Colin's ability to arrange Cricket Matches is becoming legendary, maybe on the next blank day we will play Glamorgan - or even London Office!

Yes, the Gower Cup was another casualty of the bad weather, but we hope that in 1983 there will be a Gower Cup match.

We will give full results in the next issue, but readers might be interested in the R.S.C.C. Averages up to June 16th - compiled by Bob Mayes, so we accept no responsibility:

	<u>No.of</u>			<u>Highest</u>	
	<u>Inns.</u>	<u>N.O.</u>	<u>Runs.</u>	<u>Score</u>	<u>Average</u>
<u>BATTING</u>					
D. Matthews	6	4	97	26+	48.50
D. Phillips	3	0	59	39	19.67
J.P.Reardon Smith	1	0	16	16	16.00
P. Colwill	5	1	55	17+	13.75
J. Jones	4	0	34	21	8.50
<u>BOWLING</u>					
		<u>Runs</u>	<u>Wickets</u>	<u>Average</u>	
G. Johnson		5	2	2.50	
C. Stockdale		6	1	6.00	
J.P.Reardon Smith		13	2	6.50	
P. Davies		7	1	7.00	
D. Matthews		45	6	7.50	

REARDON SMITH INVITATION LEAGUE

Despite the weather causing a faltering start to the League programme, in fact only 4 matches have been postponed to date, 1983 has seen a much higher standard of cricket than in previous years, and the spirit seems just as good too! That is one of the objects of the League, long may it continue.

Two of the newcomers, Cardiff Royal Infirmary and City Housing, have shown good form, and we are sure before long Penarth Sports will begin to climb up the table. The newcomers are being challenged however, C.R.O., last year's champions, remain in fine form and unbeaten.

An important match is scheduled for June 21st, when C.R.I. meet C.R.O, at Whitchurch Heath, with fine weather one of the two unbeaten sides must fall.

In the midst of the League programme it has been possible to rearrange the 1982 Champions v the Rest, the original date of May 3rd was a washout, so we hope for better weather on June 22nd. The match is now to be played at the Civil Service Cricket Club ground.

1983 has seen one record established when G. Johns of C.R.I. scored 94, we believe this is a League record and one which may stand for a while in matches limited to 20 Overs.

Although probably not a record this year, one bowler has taken four wickets in a match, the feat was performed by K. Fletcher, with 4-6 and yes, he plays for C.R.I.

Current League table (on Match returns received by Secretary up to June 16th)

	<u>P</u>	<u>W</u>	<u>L</u>	<u>Pts.</u>
Cardiff Royal Infirmary	4	4	0	93
City Housing	3	2	1	51
C.R.O.	2	2	0	47
Penarth Sports	3	1	2	35
Reardon Smith	4	0	4	19
Deloittes	2	0	2	12

Leading averages

BATTING (Qualification 20 Runs)	No. of Inns.	Runs.	N.O.	Highest Score	Average
G. JOHNS (CRI)	2	125	1	94	125.00
M. RING (CRO)	1	49	0	49	49.00
BOWLING (Qualification 3 Wkts)	Runs	Wkts	Average		
R. WILLIAMS (C.Housing)	11	4	2.75		
B. BAKER (Deloittes)	14	3	4.33		

The soccer crazy Brazilians had a shock recently when Wales drew with Brazil 1-1 at Ninian Park. Those in Head Office agency department will not fail to make the point to the Masters of the Alianca vessels in their forthcoming calls at Cardiff.

Those who work, or worked with Reardon Smith will perhaps be interested to hear that our Alianca general liner agency continues to prosper, with perhaps even an increase in the throughput at Cardiff in 1983.

Where are they now?

There have been some changes in staff, both ashore and afloat in recent months and perhaps someone who is missed by R.S.C.C. is Frank Leavers (ex Purchasing Dept, Head Office).

Frank has just finished a very hard campaign as the S.D.P. Agent for Wales. Now that the election is over, maybe we will see Frank once again in the R.S.C.C. teams, with his successful variety of long hops!

Tribute to a fellow " Cricketer".

With ball or willow in his hand
Stands Dennis Matthews, tall and grand.
A gentleman of quiet grace,
But feared by all for thunderous pace.
The final step, the swinging arm,
The batsman fearing bodily harm,
A moments silence then watch out
As stumps are flying all about,
And Demon Dennis strikes again,
To pick up wicket No. 10.

Yet kitted out with bat and pad
He drives the other bowlers mad.
With every stroke there comes a run,
A Six, a Four, or merely one.
Yes, even on his dullest day
The boundary's never far away.
But like us all he has Bad Luck.
Occasionally gets a duck.
Trips while fielding, drops a ball.
Runs you out when it's your call.

But enough of that, I've said what I can
About this fine, upstanding man.
Though I'll tell you what I heard him say,
When the cricket was over one hot summers day.
And we met in the bar to quench our thirst,
(Funny, but Dennis never got there first).
The immortal words which he then spoke,
I thought for a second it was a joke,
So rare were they, that I treasure the sound,
" I'll get 'em in Lads, it's my round."

(Our thanks to David Phillips, Company Secretary's Dept. Head Office. for this poetical tribute).

YOUR HOROSCOPE FOR THE MONTH OF JULY

BY "CRYSTAL BALL"

GEMINI - May 22 - June 21

It looks as if you will be entertaining more than usual this month. Unexpected guests will turn up out of the blue. One of them may have some surprising news to tell you. A cry for help could come from a young relative or friend. Show your concern. Lucky day July 23rd.

CANCER June 22 - July 23

If you have found the last few months hard going, take heart for the tide is turning bringing happy meetings and an unexpected gift is forthcoming. A recent tiff with a colleague will be short lived ending with smiles all round. The new moon on the 10th brings a recent problem to an end.

LEO July 24 - Aug 23

As a sun sign you are at your best at this time of the year - so make hay while the sun shines. If there is someone you would like to know better why not make the first move for the stars are with you. A pleasant surprise around the middle of the month will do much to boost your morale.

VIRGO Aug 24 - Sept 23

Travel is very much on the cards for you. Many will travel across water and there are new friendships highlighted for this month. Dont neglect old friends though. One friend in particular would like to hear from you, so why not phone or write today. Your colour for the month is yellow or gold.

LIBRA Sept 24 - Oct 23

Your well balanced outlook will go awry this month. Someone you meet who seems full of charm could turn out to be underhanded. Take all compliments with a pinch of salt. Happy times are aspected at the end of the month when someone you knew in the past appears on the scene again. Lucky birthday Sept. 25th.

SCORPIO Oct 24 - Nov 22

Changes are in the air - but for the better. Invitations are to the fore so take advantage and mix socially as you will be popular to people from all walks of life. If you like a wager your lucky day is July 16.

SAGITTARIUS Nov 23 - Dec 22

Now is the time to tackle all those jobs that need your attention. If planning a holiday, arrangements should go well but do take care of your valuables as something you treasure could get lost. You will receive a letter or phone call from someone with whom you have lost touch. White is your colour this month.

CAPRICORN Dec 23 - Jan 20

The depression of the last few months will lift and you will wonder why you worried in the first place. Get out and about as enjoyable times are highly aspected and a new hobby you take up will bring many hours of satisfaction. Lucky birthday Jan. 3rd.

AQUARIUS Jan 21 - Feb 19

As you are happiest on or near water there will be occasions this month to enjoy sports or recreations in this area. A new project will be discussed but give a lot of thought to any new venture. The decision you make will be the right one as the stars are in your favour. Silver grey is your colour for July.

PISCES Feb 20 - Mar 20

What a lucky lot you are this month - you cant go wrong. Enter that competition you never got round to doing. Family gatherings are to the fore. Dont let a chance remark spoil an otherwise happy occasion as it was not meant to upset you. The colour blue favours you this month.

ARIES Mar 21 - April 20

A small windfall is indicated - so look out for those apples! You will receive a compliment through your work and your efforts will not go unnoticed. Look up some old friends as you may hear some news to your advantage. Lucky birthday April 10th.

TAURUS Apr. 21 - May 21

As a home lover your happiest hours are spent with close relations and friends, but working hours are pleasant at this time and colleagues helpful. Outdoor activities are also aspected and a lucky streak connected with sport or a lottery is likely. If on a diet - keep up the good work. The colour green has a special meaning for you this month.

Over the years, many reports are received from Masters in the usual course of business, but there are times when this necessary and sober part of a Master's routine can have its lighter side. The following is an amusing report received from one of our Masters. For diplomatic reasons we have kept the port and the ship anonymous, but we felt that readers would be interested to hear of some of the events a ship can sometimes encounter when going about its lawful business.

We anchored at 0602 on 23rd April with No. 1 buoy to the South East by four cables. The Pilot boarded us at 2150 that night, along with two other men who were there to fumigate us. Apparently, many years ago a ship had brought Yellow Fever to the area in the form of infected mosquitos, so now before every ship berths, it must be fumigated. So, berthing was delayed for a further 30 minutes whilst these two men, with tears streaming from their eyes, sprayed anti-mosquito vapour from their well used flit guns. Finally, the ship was "cleared" and we weighed anchor. Visibility had closed in to about a mile by now, but the lights of the first two buoys could be seen. The Pilot took charge, and we swung in towards the buoys. There was a very strong tidal flow, and it was evident, as we approached the buoys, with the vessel crabbing. We passed too close to No. 2 buoy, and I heard the vessels stern make contact with the buoy somewhere aft, very near to where the propeller is situated. Immediately I stopped engines, and noticed from the course that we were now heading North. The pilot didn't seem to know where he was, and in the mist he had completely lost his bearings. I put the wheel to port, away from the shoals, and went back out on slow ahead with No. 1 buoy on our port side. We were drawing 8M60 at that time. Calming things down a bit, the Pilot and I had a chat and after lining up the buoys, using radar, we tried again. However, we came in at 062 and the transit should be 077. Taking bearing and distances from the main land, using radar, and noting the echo sounder, it was obvious we were to the North of the channel. We edged South and then a buoy light loomed through the mist, and the Pilot was OK after that, realising his surroundings, and we came into the channel. On the way outbound, a close scrutiny of these buoys revealed C buoy three cables to the SE of its charted position, No. 4 buoy to the NW of its position and No. 3 buoy missi completely.

We berthed at 0030 and here the Pilot did very well in getting control of the ship, and parking in a very tight space, using his one tug and a strong flowing ebb tide, to full advantage. The officials boarded, plus a contingency of the local Army, and at 0330 they departed telling us to be ready at 0700 hours for the first of our searches.

Cargo work started at 0130 hours. 0700 hours came, but no searchers.

The senior Officers and I decided to have an early breakfast and launch the starboard lifeboat to see if we could see any propeller damage. It was pointless asking permission to lower a boat, so we lowered the starboard boat and the Chief Engineer and myself went to the propeller area. Scuffing of paint could be seen from below the gangway and again in way of the two sets of after draft marks, but no large dents or anything to rouse alarm.

We tried to see the propeller, using a large watertight lamp, peering down through its glass bottom, but the water was too murky. As we were hoisting the boat, the searchers arrived and someone had reported that our lifeboat was down. I apologised to the Army Officer for putting the boat down, but stated that in British Ships it was law that the boat had to be exercised at 0830 every Sunday. He accepted my apology, and said if I wanted to put the boat down again for more exercise, he would personally decree this OK.

We had two searches. The first was carried out by the Customs, the second by the Army. The Customs officials were, I thought, a nice bunch of officials who were embarrassed by their younger militia, and tried to warn us that having two of anything was taboo. That two bottles of shampoo meant one confiscated, six cassette tapes meant five confiscated. All this at a whisper, looking at my door in case anyone was listening. The second search produced the Army, and they found two of the crew with Dollars and Yen. By saying that Japanese Yen was worthless, I managed to retrieve that back, but the Yankee dollar brings sixty times on the black market and they were not going to restore that to its rightful owner. We had known all about the severity of this present regime, and we had all our personal effects well declared, and put away under sealed conditions. The money was all they attempted to take. Indeed it appears when they opened empty drawers they seemed to lose interest, as if knowing that we were well prepared.

At 1400 hours that day, I visited the local Army headquarters to note protest against the channel buoy incident. Outside, with sandbag gun emplacements surrounding their hut, the two youngsters on sentry duty rhumbaed to the loud distorted music coming from their cheap transistor radio. Their commanding officer had been watching John Wayne, judging by the way he had two pistols jammed in his belt. On the wall opposite to where I sat were portraits of a well-known marxist dictator and an old fashioned photo of a man I took to be an Army leader. Paperback books around the room were works of Lenin and Marx, plus others, and curiously an aerial photograph of a port I recognised. A truck pulled up, and a bunch of squaddies jumped out, kids with big guns. Always guns, everywhere. The note of protest was duly signed by John Wayne, and I was let out of the compound.

We sailed at 1630 and on the way out I had a good look at No. 2 buoy. It was still maintaining position, although slightly inclined and lower in the water.

Of my sixteen hours I spent in that unhappy place, two things I found highly amusing. The Customs Officers had recently returned from conscripted service. They had three months on active service, and an Army decree had stated to be ready at all times, in case of attacks by the local invaders. The Commanding Officer had forbidden his men to remove their boots in case of these attacks, and they kept them on for 92 days. In addition, the sight of the Army Officials, whom I suspect could barely read and write, poring intelligently over the wonderfully written lists of the crew as they had wrestled to put down on paper, eight times over, all their personal possessions, was hilarious.

GUIDELINES FOR THE DRIVER NEW TO JEDDAH

Before you start your car in Jeddah for the first time, sit in the driver's seat, hold the steering wheel and think: I AM THE ONLY DRIVER ON THE ROAD, AND MINE IS THE ONLY CAR. This may be hard to do, especially after you have seen Jeddah during the rush hour, but hundreds of Jeddah drivers believe it, and so can you. And you'd better; you won't have a chance unless you have this faith. Remember, your car is the CAR, and all others are aberrations in the divine scheme.

As elsewhere, there are laws about stop crossings, maximum speeds, and so forth, but in Jeddah these laws exist only as tests of character and self-esteem. Stopping at a stop sign, for example, is prima facie evidence that the driver is an impotent cuckold; contrarily, ignoring a stop sign is proof that the driver is a Person of Consequence. This is why the Jeddah driver who is stopped by a policeman goes red in the face, beats his forehead with his fists and upbraids the officer; it isn't the embarrassment or the inconvenience, it's the implication that he is not quite important enough to drive the wrong way down a one-way street.

The basic rule in cities is this: force your car as far as it will go into any opening in the traffic. It is the rule which produces the famous Jeddah Four-Way Deadlock. It would appear that the Deadlock could be broken if any one of the cars would reverse, but this is impossible because of the other car right behind and the car behind that. Anyway, if a driver did reverse, he would become an OBJECT OF RIDICULE, for this would suggest weakness of character.

The impossibility of reversing accounts for some of the difficulty in parking. You will find that when you stop just beyond a vacant space and try backing into it, you can't because the other car is still right behind you, hooting away. You can give up and drive on; or you can get 'out, go back and try to convince him to let you park. This you do by shouting Personal Abuse into his window. One of these three things will happen: (i) he may stare sullenly straight ahead and continue blowing his horn, (ii) he may shout Personal Abuse back at you, or (iii) he may get out of his car and kill you, subsequently pleading Crime of Honour which automatically acquits him in Saudi courts.

Since Jiddawis usually drive head first into parking spaces, every third or fourth car has its tail end sticking out. Driving is further complicated by double-parked cars, and the

Jiddawi style of leaving a side street by driving halfway into the near lane and then looking. The way to deal with these hazards is to blow your horn and accelerate around them. All Jeddah drivers accept the axiom that anything you do while blowing your horn is sacred. If you make a careful in-line stop, you not only expose your social and sexual inadequacies, but you may never get moving again, since you also show yourself as a weakling whom anyone can challenge with impunity.

The thing to remember about one-way streets in Jeddah is that they are not one-way. A driver who has a block or less to go assumes automatically that when the authorities put up the signs they were not thinking of cases like his. He drives the wrong way, going full throttle to get it' over with quickly and to prove that he really is in a terrible hurry.

Similarly, the round-about, with its minnet-like formation of movement is to the Jeddah driver just so much exhilarating open space. He does not go around it, he goes across it, at high speed, taking the shortest path from his point of entrance to his intended exit while sounding his horn.

In Jeddah, the few four-lane streets usually become, after four or five blocks, two-lane and one-lane streets; this produces the Funnel Effect. The Funnel Effect can be unnerving; the unwary motorist may get trapped against one side or other and have to stay there until traffic slacks off around one or two o'clock in the morning. But the Reverse Funnel effect is even more dangerous; imagine the effect of bottling up a number of proud and excitable Jeddah drivers in a narrow street for a half-mile or more and then suddenly releasing them. Its like dumping out a sack of white rats; as each car emerges, it tries at once to pass the car ahead of it, and, if possible, two or three more. The car ahead is passing the car ahead of it and so on. Thus, the first hundred yards of the Reverse Funnel, before the cars shake down, is a maelstrom of screaming engines, spinning tyres and blaring horns.

It is important to overtake when driving, as this ensures acceptance in all social areas: moral, sexual and political. Not to overtake is to lose status, dignity and reputation. It is not where you drive that counts, but whom or what you pass on the way; Wordsworth phrased the intention more aptly, although unknowingly, with the words: "It is better to travel hopefully, than to arrive". The procedure is to floor your accelerator and

leave it there until you come up on something you can pass. If the Jeddah driver sees the car ahead of him slow or stop, he knows there can be but two causes: (1) the driver ahead has died at the wheel, or (2) he has suddenly become a Person of No Consequence, which is roughly the same thing. He therefore accelerates at once and passes at full speed. If the driver ahead has stopped for a gaping chasm, the passor is done for, of course.

When, not 'if', you are in an automobile collision, the Arabic word for it is 'sedam'; the procedure - provided there is no serious injury - is rigidly structured. First, all drivers and passengers involved spring from their cars, shouting Personal Abuse, passersby spring from their cars, pedestrians spring forward as eyewitnesses. Stores empty as shoppers join the crowd. Invalids rise from their beds for blocks to totter to the scene. Don't be afraid of this crowd, even if you are absolutely in the wrong; half of them will be on your side and will defend you vociferously, shouting and gesticulating. You must make an immediate, but accurate, estimate of those with you and those against you; based on this count you make your decision as to whether to agree to reimburse the other party or whether to stand out for reimbursement for yourself. Blame has nothing to do with the action of the crashees; it is entirely a matter of status and virility. Who cares what happened? That's over, the present is what counts; the battle of dignity and manhood. You are being watched by hundreds of eyes, alert to the slightest loss of poise, the first retreat from savage indignation. But you can win; as you stand there in your wilted sports shirt, comprehending little, groggy and confused, just remember and keep telling yourself: I am a Person of Consequence. I am! I am?