

NO. 169

MARCH, 1984

FIRST YEAR'S PROGRESS

We thought readers may like to know some of the facts and figures of the "SKEENA's" first year under our management. As most will know, this type of ship is quite different from those we have previously experienced and readers may be interested to learn something further about her.

During the first year, she has visited 85 ports and carried 113,431,000 Board feet of lumber (about 170,146 tons). There were six round voyages between Canada, Japan and the U.S.A., with an average of 28,358 tons being carried each trip, which has been loaded in about 4½ days, working around the clock. The "SKEENA" normally discharges at six regular ports in Japan.

On completion of discharge, the ship is converted for the carriage of cars, which normally takes between 8/12 hours. A total of 4100 Japanese small cars can be carried and the "SKEENA's" biggest load to date is 3620 cars. During the first year a total of 19,120 cars has been carried. On average they are loaded at 100 per hour per gang, so a full load can be taken in a working day. Their destination is the West Coast ports of the U.S.A.

As a point of interest, the "SKEENA" has been lucky in calling at Honolulu twice during the first year. Of her two sister ships, only one made only one visit in four years. The advantage of this Southerly route is that it is the only good weather and sunshine the ship ever sees.

Cars are discharged very quickly, depending on the number of drivers. The shortest time so far was in Los Angeles, where 523 cars were discharged in 40 minutes. Makes of car range from Mercedes down to second-hand cars. On the maiden voyage out from Europe to New York and Houston, some fine examples of collectors cars were carried. Out of 2978 cars on board, one was an Aston Martin. As luck would have it, a hydraulic pipe happened to burst over the Aston Martin, covering it with hydraulic oil. It was the last car to be discharged - on the end of a pick-up truck's hook! This was rather undignified and it was hoped it had nothing to do with the hydraulic oil!

In ballast condition, the height from the waterline to the deck is 65½ feet, which means climbing up 85 steps. Quite an effort for some of the Pilots, we would imagine.

On the day the ship was handed over, a hydraulic pipe supplying the foredeck and foc's'le winches burst in the foc's'le store, flooding it with oil. To mark the anniversary of this event and the end of the first year and guarantee period, the same pipe burst again, one year to the day from the first time. This time it burst under the deckhead in No. 3 deck, flooding the cargo space with 200 gallons of hydraulic oil.

Beware those of you who are on board on 18th November 1984!!!

To conclude, our Technical Department advise that the "SKEENA" will be going in for guaranteed drydocking in May. This is a relatively new departure for a British ship, which means she will be programmed for a four year period out of drydock, with a specialised paint system to suit.

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SHIP AND SHORE NEWS

Unfortunately we have received no "domestic" news on the "Ship" side during the month, so here's the "Shore" news.

CHEERIO AND GOOD LUCK: Mrs. Janet Long, Typist, left the Cardiff Chartering Department during the month to move to Sheffield, where she will live after her re-marriage. Mrs. Long has been with the Company for nine years and we wish her every happiness in the future. In addition, we thank her for her years of good and faithful service in the time she has been with us.

We also bid farewell to Mr. Hugh Greener, Management Accountant, Head Office and Mrs. Christine Dixon, Telephonist/Copy Typist, London Office, who both leave us at the end of March. We thank them also for their good service to the Company and wish them all the best in the future.

WELCOME: As a replacement for Mrs. Long, we welcome Mrs. Patricia Luxton on a part-time basis. Some of our retired staff may remember Mrs. Luxton as Miss Murphy, who left us on her marriage in 1961.

We welcome back Mr. Malcolm Chiplin, who takes up an appointment in our Computer Department.

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NEWS OF RETIRED STAFF

MRS. L.E. FORD: Mrs. Ford has been in hospital following a fall, resulting in a fractured hip joint. She is now staying with her daughter in Swansea, where she is making excellent progress. We send her our best wishes for continued recovery.

Mrs. J. Partington. We have heard from Mrs. Partington to say she has now given up her house and moved into The John Davies Memorial Infirmary, Mariners' Park, Wallasey, Merseyside. She says she has settled down and is very happy there, as it is a lovely place and she is being well looked after. She loves reading the Newsletter and will look forward to receiving it in her new surroundings.

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REARDON SMITH CRICKET CLUB

Our Cricket Club was running rather low on funds and decided to run a Football Pontoon Competition. The first competition was won by Mr. A.F. Westall and Mr. Bruce Gully, whose teams reached 21 goals during the last weekend in February. The booby prize was won by Mr. Richard Reardon Smith whose team scored the least number of goals.

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LORD MAYOR OF CARDIFF VISITS
THE MISSIONS TO SEAMEN

The Rt. Hon. the Lord Mayor of Cardiff made an official visit to The Missions to Seamen in Cardiff - the first such visit by a Lord Mayor for many years. She was welcomed by the Chairman, Mr. C.R. Chatterton, the Secretary, Miss Pam Ward and the Treasurer, Mr. John Radcliffe, (from R.S.L's Agency Department - having taken over this worthy job from Mr. Henry Crocker on the latter's retirement). The Lord Mayor, Mrs. Olwen Watkin, spent a long time meeting and talking to the Padre, members of the Committee and the Voluntary Helpers. Also there was Captain L.R. Staines of the m.v. "PORT ALBERNI CITY", this vessel completing discharge in Cardiff at the time.

The Lord Mayor paid tribute to the work of The Missions and was particularly interested in seeing the small Chapel built in recent years. Before leaving, she presented to the Chairman a plaque showing the Coat of Arms of the City of Cardiff and was, in turn, made an Honorary Worker of The Missions to Seamen by the presentation of an official Honorary Workers badge. The Lord Mayor was also given a small memento of her visit by three year old Julian Jordan, son of one of the Committee members.

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ATTACHMENTS TO NEWSLETTER

DERRY'S COMPUTER: In the tribute paid to **Commodore O.J.T. Lindsay** on his retirement last year, mention was made that he served aboard the "BOTAVON". We are sure he and our other readers will be interested in the attached article on another survivor of this ship, which was sent to us by the President of Dingwall Cotts & Co., Ltd., Vancouver, B.C. our Agents for many years until their office closed last November.

APPRECIATION FROM THE MET OFFICE: This appreciation concerns the m.v. "PORT ALBERNI CITY" and the meteorological data submitted to Bracknell.

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ALL AT SEA.....

M.V. EASTERN VALLEY

Captain
Deck Officers
Radio Officer
Engineer Officers
Electrician
Catering

R.I. Crawford
T.H. Jowett, M.R. Lovibond, R.A. Hall
R.H. Smith
D. Harrison, D.A. Roberts, M.G. Evans,
M.J. Hopewell
E.M. Bennington
T.S. Lobo

M.V. SILVIA SOFIA

Captain
Deck Officers
Radio Officer
Engineer Officers
Electrician
Catering Officer

B.A.G. Boyer
B.T. Hernaman, G.P. Eyles, R.W. Eacott
R.G. Miller
N.B. Shilstone, C.J. Burton, M.R. Proccé,
A.J. Salter, D.A. Williams
M.D. Burns
F.W. Lever

M.V. WESTERN VALLEY

Captain
Deck Officers
Radio Officer
Engineer Officers
Electrician
Catering

J.J. Birrell
R.V. Duncan, J.C. Neale, S.A. Hembury
D.P. Bidmead
W. Gill, K. Rowney, M.P. Owens, P. Collins
F.C. Brown
J.B. Sequeira

M.V. OLMECA

Captain
Deck Officers
Radio Officer
Engineer Officers
Electrician
Catering

P.J. Boroughs
J.P. Andrews, P.D. Codd, R.B. Webb
E.G. Bromham
E.R. Morgan, A. Hobin, A.C. Coombs,
C.B.C. Jones, M.G. Adams
N.J. Whitfield
D.C. Fernandes

M.V. PORT ALBERNI CITY

Captain
Deck Officers
Radio Officers
Engineer Officers
Electrician
Catering Officer
Cadets

L.R. Staines
I.C. Stutt, R.W. Davies, E.J. Naughton
J.R. Mathews, R.C. Masters
R.J. Trigg, R.E. Diamond, P.M. Deschamps,
A.R. Parker
K.W.G. Hampton
L. Slawinski
T.B. Short, T. Stanford, S.J. Thomas

M.V. YAQUI

Captain
Deck Officers
Radio Officer
Engineer Officers
Electrician
Catering

T.R. McNulty
A.A. Field, P.C. Coles, S. Brown
B.J. Carter
B.M. Draper, W.A. Bruce, A. Keast, P. Cocker
J.E. Atkinson
E. Dias

M.V. TACOMA CITY

Captain
Deck Officers
Radio Officer
Engineer Officers
Electrician
Catering Officer

J.C. Lee
J.S. Murray, C. Swindells, I. Cowan
K.H. Sellar
L.M. Williamson, R.A. Rees, M.J.C. Lockwood,
D.B. Evans
J.P. Crawford
R.G. Pierce

M.V. IACANDON

Captain
Deck Officers
Radio Officer
Engineer Officers
Electrician
Catering

K. Milburn
A. Thomson, P.C. Roberts, D.A. Littler
A.S. Goldstone
D. Archbold, P.D. Slade, M. Williamson,
W.P. Heyman
D. Osborne
O. Rebello

M.V. AMPARO

Captain
Deck Officers
Radio Officer
Engineer Officers
Electrician
Catering Officer
Cadets

R. Skinner
B.R. Hopper, J.M. Smith, S.F. Broderick
R.C. Chugg
R.W. Evans, A. Doubler, D.E. Simons,
A.J.F. Tuck, D.R. Aldus
D.J.C. Harnett
C.J. Harby
J.R. Greenspan, P.C. Davies

M.V. SKEENA

M.V. MTBI

Captain
Deck Officers
Radio Officer
Engineer Officers
Electrician
Catering Officer
Cadets

A.D. Lightfoot
P.M. Baverstock, N. Jerrum, A.P. Morris
P. Bradley
D.N. Amey, K.R. Negele, R.M. Stead,
M.R. Penny, I.J. Morgan
P. Willmott
P.D. Smith
D.R. Hilton, M.A. Worsnop, R. Williamson

Ships Company:- Captain R.K. Stuart, I. Woolard, A.C. Prosser, A. Williamson,
D.S.H. Thomson, G. Hughes, W.R. Shannon, R.H. Reed, J.A. Akhurst, K. Baines,
A.A. Gouldie, P.G. Tate, D.W. Sturdy, M.J. Bower, W.D. Shepherdson, A. Viner,
P.J. Betts, S. Seagraves, G. Moore, G. Phillips, P. Jones, M.J. Evans, S. Hird,
G. Weekley, P.F. Miller, B.V. Williams, D.A. Phillips.

The above disposition lists were correct at the time of printing.

SHIPS POSITIONS

As at 21st March, 1984

m.v. "EASTERN VALLEY" This vessel presently operating under Time Charter account United Arab Shipping Co. arrived Kuwait 2000 16th March and berthed 2045 17th. Vessel commenced discharge of her cargo of 12,016.17 MT Steel Pipes at 0800 18th March, and is due to complete and sail pm 21st/am 22nd March. After which vessel proceeds to Mina Al Ahmadi for bunkers, arriving 22nd March, sailing same day. Vessel then proceeds towards Muscat, where she will redeliver from Time Charter on passing on the 24th March. Vessel then proceeds towards South Africa to deliver under Time Charter account Island View Shipping on arrival Pilot Station, Durban or Richards Bay, or in Charterers option arrival Pilot Station Tamatave around 1/5th April. After completion of loading vessel will sail South Africa around the 11th April and proceed towards Le Havre/Skaw range, where she is due to arrive around the 3rd May and after completion of discharge will redeliver from Time Charter around 10/15th May.

m.v. "PORT ALBERNI CITY" This vessel presently operating under Time Charter account Norbulk is at present discharging the final part of her Forest Products cargo at Cardiff and is due to complete and sail around pm 22nd March and redeliver from Time Charter dropping outward Pilot Cardiff same day. After which vessel proceeds towards Antwerp, where she delivers under Time Charter account United Arab Shipping Co. (SAG) on arrival Wandelaar Pilot Station around the 24th March. The intention is to load a cargo of Steel Pipes in Antwerp for discharge Kuwait and after completion of loading vessel is expected to sail Antwerp 31st March and proceed towards the Suez Canal, arriving Port Said 10th April and after transiting, sailing Suez 11th April. Vessel then proceeds towards Kuwait, port not yet declared, arrival around the 21st April, completing and sailing around the 27th April. After which vessel redelivers from Time Charter, passing Muscat, around 29th April.

m.v. "TACOMA CITY" This vessel presently operating under Time Charter account Safmarine, sailed Durban 0100 3rd March with a cargo of 20,467 MT Fluorspar for discharge Burnside. Vessel is presently proceeding towards Burnside at 13 knots and is expected to arrive South West Pass pm 26th, berthing Burnside 27th and after completion of discharge is due to redeliver from Safmarine Time Charter around the 31st March. Vessel's future business has not yet been arranged.

m.v. "WESTERN VALLEY" This vessel delivered under Time Charter account Island View Shipping on arrival Pilot Station Durban 1510 20th March and berthed Durban 1630 20th. Charterers intend loading 5000 MT Anthracite in Durban for discharge Antwerp and after completion of loading is due to sail pm 23rd or pm 25th March. After which vessel proceeds to her second load port, Port Elizabeth, arriving 24/26th March to load a cargo of Ferro Alloys for discharge Dunkirk. If no berthing delay is experienced at Port Elizabeth, vessel will sail around the 25/27th March and proceed towards her ports of discharge. Vessel is due to arrive her first discharge port, Dunkirk around the 17th April, sailing the 21st for Antwerp, arriving 22nd and after completion of discharge redelivers from Time Charter around the 24th April. Vessel's future business has not yet been arranged.

m.v. "SKEENA" This vessel sailed Nanaimo 0720 24th February with a cargo of 31,300T for discharge Chiba, Osaka, Hakata and Whampoa. Vessel arrived off Chiba 1130 11th March and after discharging a portion of the cargo sailed 1530 13th March with 22,500T remaining on board. Vessel then arrived Osaka 2000 14th March and sailed 1900 15th. Vessel then arrived Hakata 1530 18th March and sailed 1500 19th March. There was a discussion as to whether vessel would discharge at Shanghai or Whampoa, and the port of Whampoa was finally declared. Vessel is presently proceeding at economical speed and is due to arrive Whampoa Anchorage 1400 23rd March to complete discharge. Sailing date is uncertain and we are awaiting further itinerary from Seaboard.

m.v. "AMPARO" This vessel sailed Felixstowe 1130 13th March and is at present proceeding towards Coatzacoalcos, ETA.27th March and commences under Voyage 10 Eastbound, sailing same day for Vera Cruz 28/4th April, Tampico 5/9th April, and finally Coatzacoalcos (second call) where she is due to arrive 10th April and after completion of cargo operations sail the 11th. Vessel then proceeds towards Antwerp, arriving 25th April and commences under Voyage 10 Westbound, sailing Antwerp 27th April for Hamburg 30/1st May, Bremen 2/3rd May, Le Havre 5/7th May and finally Felixstowe 8/8th May. After which vessel proceeds on Voyage 11 Eastbound back to Mexico, where she is due to arrive Coatzacoalcos around the 22nd May.

m.v. "BIBI" This vessel presently operating under Voyage 21 Westbound anchored Bahia Magdalena 0650 19th March due to fog. Vessel berthed San Carlos 1300 19th March and discharged a small amount of general cargo. Unberthed 0700 20th March to await Customs clearance of Cotton cargo to be loaded. Vessel is expected to reberth 22/23rd March, and sail around 23/24th for Long Beach 27/28th and Oakland 29/29th March. After which vessel proceeds to Japan, where she is due to arrive Yokohama around 10th April and after completion of cargo operations, sail 11th and proceed under Voyage 22 Eastbound, arriving Osaka 12th April, sailing 15th for Yokohama 16/17th, and then vessel proceeds back to U.S. West Coast, arriving Oakland 28th April, sailing same day for Long Beach 29/30th April and finally Manzanillo, where she arrives 3rd May and sail around 7th May to proceed under Voyage 22 Westbound.

m.v. "LACANDON" This vessel arrived Tampa 1830 10th March and after completion of loading a cargo of 21015.65 MT Phosphate sailed 2342 12th March. Vessel then arrived Cristobal 1336 16th March and after transiting the Panama Canal sailed Balboa 0330 18th March. Vessel is presently proceeding towards her discharge port, being Guaymas, where she is due to arrive around am 25th March, and is expected to complete discharge around the 8th April. We are awaiting future itinerary from T.M.M.

m.v. "OLMECA" This vessel presently operating under Time Charter account B.S.C. sailed Antwerp 1330 29th February with a cargo of 11029.359T Steel Products for discharge U.S. West Coast. Vessel arrived Cristobal 0759 15th March and after transiting the Panama Canal sailed Balboa 0300 17th March. Vessel is presently proceeding towards Manzanillo for bunkers where she is due to arrive around 1000 22nd March and probably sail same day. Vessel then proceeds towards her discharge ports, arriving Long Beach around 25th March and sailing the 28th for Oakland 30/3rd April, Portland 5/8th April, and finally New Westminster, where she is due to arrive around the 10th April and complete discharge around the 14th April. We are awaiting further itinerary from T.M.M.

m.v. "SILVIA SOFIA" This vessel sailed Keelung 0600 16th March after discharging 2145T of cargo. Vessel arrived Osaka 1052 18th March and docked Hitachi Repair Yard 1200 same day. Repairs commenced pm 18th and vessel is due to complete and sail Osaka evening 22nd March for Yokosuka. Vessel now proceeding under Voyage 18 Eastbound, is due to arrive Yokosuka 23rd March, sailing 27th for Kobe 28/29th and her final Japanese port, Hiroshima, arriving 29th March and sailing 30th. Vessel then proceeds towards Manzanillo, where she is due to arrive 15th April and sail 17th for Lazaro Cardenas 18/21st April and finally Salina Cruz 22/24th April, after which we have no future itinerary.

m.v. "YAQUI" This vessel sailed Guaymas 2338 28th February after loading a cargo of 23,000 MT Copper Concentrates, plus 917.2T Molybdenite for discharge Hamburg. Vessel then proceeded to Manzanillo, where she arrived 0001 2nd March and after bunkering 900T IFO and 116T Diesel Oil, sailed 1640 same day. Vessel then arrived Balboa 1600 7th March and after transiting the Panama Canal sailed Cristobal 0403 8th March. Vessel is presently proceeding towards her discharge port and is encountering very bad weather and is now expected to arrive pm 25th March. Completion of discharge is due around 28th/29th March, after which no future itinerary has been received from T.M.M.

POT POURRI

WHY IS A SHIP A "SHE"?

A ship is called a "she" because -
 there is always a great deal of bustle around her;
 There is usually a gang of men about.
 She has a waist and stays; it takes a lot of
 Paint to keep her good looking; it is not
 the initial expense that breaks you, it is
 the upkeep.
 She can be all decked out; it takes an
 experienced man to handle her correctly;
 And without a man at the helm, she is
 absolutely uncontrollable.

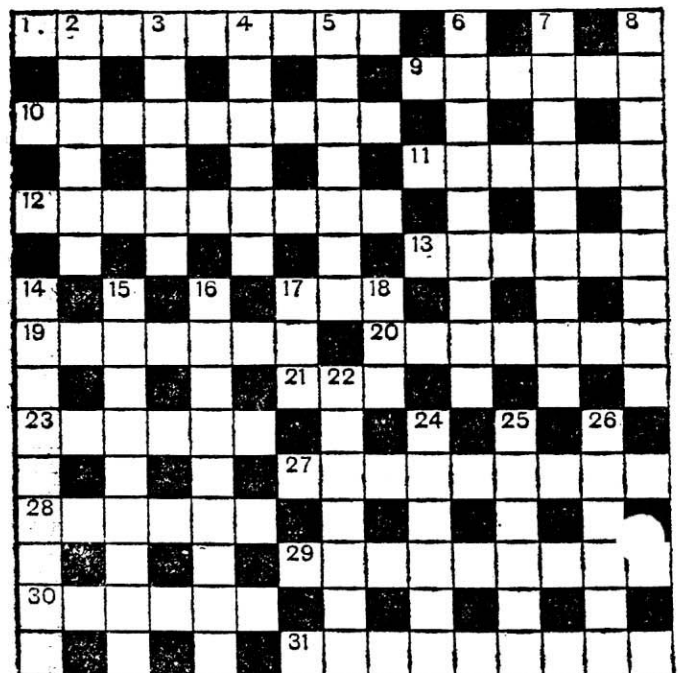
She shows her topsides, hides her bottom and,
 when coming into port, always heads for
 the buoys.

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Thanks to Mr. John Thorne for this
 month's Crossword. Answers in next
 issue.

THOUGHT FOR THE MONTH...

Worship your heroes from afar;
 Contact withers them.



ACROSS.

- 1. Disastrous end to a voyage. (9)
- 9. Describes the back column. (6)
- 10. Shows skill in command? (9)
- 11. Text of play, film, etc. (6)
- 12. Sorry for a wrong-doing. (9)
- 13. Take for granted. (6)
- 17. In another way, yes. (3)
- 19. Preparing tackle (7)
- 20. Short melody or air. (7)
- 21. It may be feathered in a row (3).
- 23. Gruel eaten by seamen. (6).
- 27. A downfall in the Alps? (9)
- 28. Old story seen below a picture. (6):
- 29. Ill-will. (9).
- 30. Presumably none (3,3).
- 31. Proportion of mass to volume (9).

DOWN.

- 2. He's out to deceive. (6)
- 3. One of Mother Carey's chickens (6)
- 4. It is uniquely uncommon (6)
- 5. It adds relish to a dish (7)
- 6. Vessel with big cubic? (The sky's the limit!) (9)
- 7. Great age (9)
- 8. Drop coin in it for a certain measure. (9)
- 14. As done by baby footballer? (9)
- 15. Sum up. (9).
- 16. Having no more to do with ships? (9)
- 17. In time past. (3)
- 18. May have 'phone attached to it. (3)
- 22. Make headway for a sub. (7).
- 24. Grips which compress and hold (6).
- 25. Together, in concert (6).
- 26. Sloping troughs - he cuts all confused! (6).

DERRY'S COMPUTER

A retired master mariner has programmed a desk-top micro-computer as a navigational aid to assist a Coast Guard buoy-tender in pinpointing the placement of 300 buoys in the Seaway from the Beauharnois Locks to Toronto.

John Derry, 65, of Ottawa, former captain of the Prescott, Ont.-based, 54.6-metre CCGS *Simcoe*, used an Apple II computer to assist the ship in positioning the navigational buoys.

A mathematically-minded tinkerer, Derry, on his own time, created individual buoy-positioning programs on a series of disc files.

Relying on his 50 years of seagoing experience — he went to sea at 17 as a cadet in British merchantman in the mid-1930s — his computer program can tell a skilled user the distance the ship must steam, from feet to miles, to reach the accurate buoy position.

"In the spring, when you have a load of buoys to be placed, there's just a lot of water out there," Capt. Derry says. "You're like a marksman, walking around in the dark, looking for your target. The computer I have programmed gives the user essential data, in seconds, to tell where the 'target' (buoy position) is."

The computer speeds up the buoy-positioning task by instantly relaying information about the ship's position, relative to the buoy site, instead of having to rely on a

in order to position the ship in relation to the buoy site, but it also has a beautiful ability to keep the team on track."

Checking a moored buoy's position by boat is equally effective using the computer, he added.

Simcoe's navigating officers take sextant angles while positioning the ship during the buoy-placing process, while the captain manoeuvres from conning positions on either side of the bridge.

Capt. Derry tested *Simcoe's* "Apple" in the summer of 1981 and found that it gave buoy position readouts to an accuracy of less than a foot; gave a complete display of buoy position information in one second, cut the plotting workload and allowed the same number of personnel to practise the technique.

The computer on the bridge is like having another officer on board, he says, "one with an exceptional, tireless memory."

The buoy positioning technique is based on fundamental navigation principles on which the buoy position is calculated. The information is displayed numerically and related navigation information also is readily available through memory discs.

Derry's computer contains six other programs, including one for collision avoidance, which tells the bridge team what to do in about two seconds: "If a collision appears imminent, the computer will beep and give the team readouts on the other ship's course and speed, your course and speed and two tables which indicate by how much you will clear if you go to the left and how much you will clear by going to the right," Derry says. "It will also tell the user that there won't be a collision and that you will pass by X-number of miles."

The computer can also be programmed to solve another navigational problems such as sight reductions, pre-computations, star identification, great circles, rhumb lines and dead reckonings.

series of sextant angles for individual buoys and plotting them on a chart — a pain-staking procedure that takes minutes.

The 260 lighted and 140 unlit buoys from Montreal and Toronto are removed before freezeup, stored at the Prescott district base and repositioned by the *Simcoe* and the larger *Griffon* in the early spring. While in position, however, the buoys can often shift with the effects of wind and current.

"Buoy positioning depends on obtaining an accurate position, as quickly as possible, in a marine environment," Derry says. "There is an ongoing need to improve the task."

"If you spend two or three hours fiddling about on a chart-table, and you do that several times a day in the buoy-placing process, you lose a considerable amount of time," he says. "Improved speed and accuracy in placing buoys would allow a quick entry of shipping into the Seaway and Lakes."

The \$3,000 Apple II, with an ability to display 25 rows of 40 alpha-numerical characters, gives a calculation of the position of a buoy and effectively eliminates the chart-table plotting method using charts, three-arm protractors, parallel rulers and dividers.

"Using the computer, you get a 'book' on Seaway navigation shown to you at once," he says. "The computer not only tells the buoy-positioning team what to do

"These are not common problems in all Coast Guard ships," he says, "but they are necessary to have and to practise by marine students and officers."

"A micro-computer on a Coast Guard ship also offers an excellent opportunity to introduce computers to Coast Guard officers," he says. They can use it and become confident in its versatility and simplicity, and develop their own skills and imagination for future applications."

Bernard John Derry was born in the Bristol Channel port of Cardiff, Wales, July 19, 1917, and went to sea at 17 in one of the "City" ships of the Sir William Reardon-Smith and Son company in the mid-1930s ... "because I was a crackpot."

His first voyage, fresh out of a Cardiff navigation school, took him to Port Said, then to the port of Novorossiysk on the Black Sea; took a load of grain from there to Vladivostok, and onward to Manchuria to load soybeans; across the Pacific to San Pedro, Calif., for fuel and through the Panama Canal back to Great Britain.

That voyage took nine months.

"I did everything," he recalled. "I helped navigate, I painted, scraped, swept and polished. I was up the mast one day and in the bilges the next."

He returned to a Cardiff navigation school after the trip and later rejoined the Reardon-Smith line as a third mate. He achieved his master, foreign-going ticket in 1939.

Derry's first brush with death came on May 3, 1942, aboard the 300-ft., 3,562-ton Reardon-Smith freighter *Botavon*, which took an aerial torpedo during one of the deadly Iceland — Murmansk runs.

His second would come 16 months later in the South Atlantic and lead to his commendation for "brave conduct at sea" by the British government.

He remembers both incidents clearly:

"*Botavon* was carrying guns, tanks and ammunition to Murmansk," he said. "It was spring and it was light for

nearly 24 hours a day. The ship behind us, carrying ammunition, was blown out of the water by a German torpedo-bomber and we thought our time was up.

"We were just north of North Cape, between the icecap and land, when we took an aerial torpedo in No. 4 hold. No. 2 had the ammunition. I guess it's just a matter of luck where you get it.

"We sort of sagged over but didn't sink right away."

Botavon's survivors were picked up about an hour later by the stern escort, the RN destroyer HMS **Badsworth**, whose navigator was the son of the captain of the mortally-damaged freighter. (**Botavon's** captain was the son of the owner). The destroyer sank the freighter with a depth charge underneath its stern.

"I remember quite a reunion on the destroyer," Derry said. After two days as guest of the Royal Navy and two weeks in Murmansk, he made his way back to England, bought a new set of clothes, went to the owners and resigned to join the **Saint** line on runs between Great Britain and South America.

His second explosion came in the **Saint Usk**, another freighter, on Sept. 20, 1943, on a voyage to England with a cargo of South American hides, corned beef and Irish stew.

Finding himself again in the ocean, this time in a sail-equipped lifeboat, he was ordered by his captain to go aboard the surfaced U-boat to tell the German commander that he had gone down with the ship. It wasn't true, of course, but the merchant captain apparently knew that others had been taken prisoner-of-war.

"The submarine commander wanted someone to show that he had sunk a freighter," Derry said. "He told me, 'I don't want you', then fixed us up with water, tended a sailor's head wounds and told us where we were.

"We were 31 in the boat and made it back to land in four or five days after a passing ship found us. Once ashore, we were told by intelligence that the U-boat was sunk on the surface, with the loss of all hands, by a U.S. **Catalina** about two days after she sank us.

"How lucky can you get, I thought," Derry said.

Watching both ships go down by the stern — one by an RN depth charge and the other by a German acoustic torpedo — he remembered: "You're really more worried about getting run down by another ship in the convoy. You couldn't be seen in a small boat."

Derry emerged from both incidents unwounded, stayed with the **Saint** line until war's end and came to Canada with one of National Sea Products' first trawlers from the builders at Glasgow, Scotland.

He later worked with the Montreal shipping company of Lunham and Moore before going to the U.S. in the mid-60s to serve with the Military Sea Transportation Service, a civilian arm of the U.S. Navy, to ferry troops, equipment and helicopters to and from Vietnam.

"It was a steady back-and-forth busline with stops at Hawaii, Pusan, Korea, Taiwan and Da Nang. I did that for about two years."

He returned to Canada in the late 1960s and finished his career in ships of the Coast Guard's Central Region.

"I've picked up experience in all sorts of ships — trawlers to icebreakers," he said. "Some people have stayed in only one type of ship all their career ... I've been there.

"I suppose it hasn't been that boring."

APPRECIATION FROM THE METEOROLOGICAL OFFICE

We have received the following from Captain M.L.M. Coombs, for Marine Superintendent of the Meteorological Office in Bracknell, in appreciation of the data sent in by the m.v. "PORT ALBERNI CITY". The letter says it all:

Dear Sir

Further to our postcard acknowledgement in November, may we now thank you properly on behalf of the Director-General of the Meteorological Office, for the mv Port Alberni City's latest meteorological logbook which covers the period 27 June to 28 October 1983. The books are of the usual very high standard and obviously reflect credit on yourself and those involved in compiling and sending the reports.

The transmitted weather message will have been of considerable value to our forecasters. By the time the book reaches us here in the Marine Division, its main function is to extract the data for climatological purposes and with this in mind we would like to congratulate you for the use of the remarks column, primarily for recording wind shifts and times and duration of precipitation; these times are extracted, in addition to the observational details, in order to build up a picture of the weather experienced between the main synoptic hours.

Thank you again for the excellent set of ocean current data. These are always much appreciated ^{for} ~~as~~ the updating of charts and Admiralty pilot books and also for adding to the collection of meteorological data for the International Convention for the Safety of Life at Sea. For this work we are entirely dependent on ships.

We would like to say thank you for your copious use of the additional remarks pages, which augment the main part of the book. They have been read with interest and passed to the experts for comment which will be forwarded to you in due course. Meanwhile, we have a reply for an entry from your vessel of September from Mr McBrearty of the Department of Anatomy at Cambridge University and he states 'Six whales 25 feet in length and thought to be bottlenose whales'. I think the observers are on the right track and they are ziphiids. Unfortunately, in the North Pacific there are probably five different toothed whales that would fit this description, none of which is the northern bottlenose whale with which they are possibly familiar and which is seen in the northern North Atlantic. They may also not be ziphiids at all, but they could be minke whales. Of an entry in June he writes 30 dolphins. All the reported characteristics point to the observers having arrived at a correct identification, they would certainly seem to be Risso's dolphins (*Grampus griseus*) (see photo in Marine Observer No. 51 Page 80 1981).

Finally, our sincere gratitude goes to all concerned for your co-operation and interest in our work and we anticipate with pleasure receipt of your next book. May we take this opportunity, rather belatedly perhaps, of sending all on board best wishes for 1984.

Yours faithfully



Captain M L M Coombs
for Marine Superintendent