

REARDON SMITH LINE

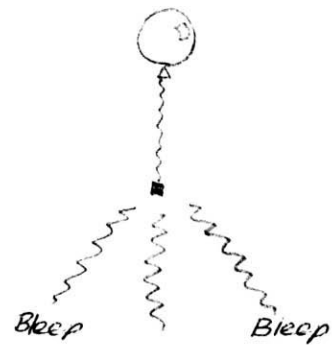
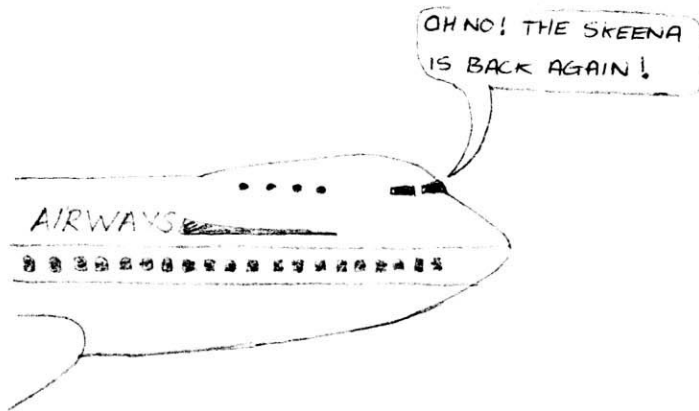
newsletter



NO. 183

MAY, 1985

CURIOUS? THEN READ ON.....



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NEWSLETTER'S LUCKY MONTH

The Newsletter's fortunes have looked up this month. Just in time for the May edition we received a number of ideas and suggestions from the m.v. "YAQUI". Due note has been taken of these and it is hoped to include them in the Newsletter during the coming months. Some of the ideas pose a few reproduction problems, but we will see if these can be overcome. We have also received an article from Third Officer Hembury of the "SKEENA" which we found very interesting and are sure our readers will too. (To think we all thought ASAP meant "As soon as possible!!!"). Needless to say we are grateful for the interest taken in providing new material, which has been somewhat lacking of late and we thank our seafaring staff - anonymous or otherwise - for their contribution. If a little good humoured "ribbing" takes place at the expense of the Office Staff (or seafaring, come to that) we are sure it will be taken in good part.

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SHIP AND SHORE NEWS

OBITUARY: It is with sadness and regret that we extend our sincere sympathy to **Mr. Oliver John (Head Office)** on the passing of his wife this month. **Mrs. John** entered hospital at Christmas-time, but experienced a relapse recently necessitating a return to hospital. Her sudden passing has shocked all at Head Office and our thoughts are with **Oliver John** at this time.

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CHEERIO & GOOD LUCK: This month we say "Cheerio" to **Mr. Clive Stockdale** (Accounts Department, Head Office) as he leaves us to take up other employment. **Clive Stockdale** has worked for the Company for fifteen years and we extend our thanks to him for his loyal and excellent service in our Accounts Department, where he has held a senior post for some years. We wish him every success in his new employment.

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EXAMINATION SUCCESSES: Congratulations this month are extended to **Mr. D.R. Aldus**, on obtaining his Class 2 Engine Certificate.

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NEWS OF RETIRED STAFF

It was very nice to have news of **Captain S. Leebetter**, who still lives near Perth, Western Australia. He enjoys reading the Newsletter each month and having news of the many people he has known throughout the years. "It makes the distance between the "Old Country" and Perth, Australia, so much shorter", although he would not change his present life for any other. He manages to "keep in touch" through the B.B.C. and his short-wave radio!

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ATTACHMENT TO NEWSLETTER

"ASAP": Many thanks to Mr. Hembury (m.v. "SKEENA") for this article and for the excellent illustration.

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ALL AT SEA.....

EASTERN VALLEY	Captain Deck Officers Radio Officers Engineer Officers Electrician Catering	J. Porteous K. Jones, G. Eyles, E. Neale. D. McCrohan. C. Burton, K. Rowney, C. Lee, S. Rawlings. E. Bennington. M. Dias.	AMPARO	Captain Deck Officers Radio Officer Engineer Officers Electrician Catering	I. Crawford. I. Stutt, J. Townsend K. Sellar D. Harrison, R. Rees, M. Adams. D. Osborne N. Frost
WESTERN VALLEY	Captain Deck Officers Radio Officer Engineer Officers Electrician Catering	J.J. Birrell. J. Pagler, P. Codd, G. Provis. R. Smith. W. Gill, W. Bruce, N. Millward, W. Heyman. F. Brown O. Rebello.	BIBI	Captain Deck Officers Radio Officer Engineer Officers Electrician Catering	A.D. Lightfoot. M. Fraser, C. Everett, R. Eastham. C. Macey. R. Chambers, T. Graham-Russell. M. Williamson, H. McLundie. D. Welch. N. Padfield R. Peach.
NORTHERN VALLEY	Captain Deck Officers Radio Officer Engineer Officers Electrician Catering	W. Jones. K. Milburn, N. Jerrum, D. Littler. R. Masters. R. Trigg, I. Exton, A. Brandram-Jones, N. Griffiths. B. Batey N. Mathias	SILVIA SOFIA	Captain Deck Officers Radio Officer Engineer Officers Electrician Catering Officer	P. Baverstock. D. Kirley, J. Hudson, H. Calzada. P. Bradley. D. Henry, K. Negele, J. Davies, J. Alvarez, S. Delgado K. Bean B. Morales.
TACOMA CITY	Captain Deck Officers Radio Officer Engineer Officers Electrician Catering Cadet	J.C.Lee W. Wood, P. Bullard, A. Prosser. R. Chugg W. Powell, D. Simons, C. Broughton, M. Moore, G. Ashton. J. Crawford. R. Pierce D. Sturdy.	OLMECA	Captain Deck Officers Radio Officer Engineer Officers Electrician Catering	P. Boroughs D. Aubrey, R. Hall, R. Crozier B. Carter. R. Reed, P. Slade, A. Keast, P. Collins. P. Willmott, J. Sequeira
SKEENA	Captain Deck Officers Radio Officer Engineer Officers Electrician Catering Cadets	R. Baker I. Wollard, J. Moore, S. Hembury. B. Everett G. Hughes, W. Shannon, I. Morgan, T. Broughton. J. Grainger L. Hayward. P. Leonard, M. Watts.	YAQUI	Captain Deck Officers Radio Officers Engineer Officers Electrician Catering Cadet	T. McNulty. E. Walmsley, P. Coles, M. Worsnop P. Short. H. Fletcher, A. Hobin, C. Jones. M. Holman. N. Whitfield. A. Dias. J. Phillips.
LERMA	Captain Deck Officers Radio Officer Engineer Officers Electrician Catering	M. Bellamy R. Duncan, A. Williamson. V. Cullen D. Archbold, P. Price A. Coombs J. Atkinson C. Harry.	LACANDON	Captain Deck Officers Radio Officer Engineer Officers Electrician Catering	L. Staines. D. Toon, M. Sealey, J. Coleman M. Walsh M. Green, N. Nesbitt, M. Owens, J. Pink. M. Burns D. Fernandez.

The disposition lists were correct at the time of printing.

SHIPS POSITIONS

AS AT 21ST MAY, 1985

m.v. "EASTERN VALLEY" This vessel, presently operating under Time Charter account Sovfracht, sailed Port Lincoln 1915 6th May with a total cargo of 26,192MT. Bulk Barley for discharge Odessa and Ilichevsk. Vessel is presently proceeding towards Jeddah for bunkers, where she is due to arrive am. 29th May and after bunkering for Charterers account sail the 30th. Vessel then transits the Suez Canal, arriving Suez 1st June, sailing Port Said 2nd, and proceeds to first discharge port, Odessa, arriving around the 5th and sailing the 10th for second and final discharge port, Ilichevsk, arriving the 11th and sailing 14th. Vessel then redelivers from Sovfracht Time Charter passing Gibraltar between 20/30th June.

m.v. "NORTHERN VALLEY" This vessel, operating under Time Charter account Sovfracht, sailed Ama 2030 23rd April with a cargo of 24,576.385MT. Yellow Corn for discharge Klaipeda. Vessel anchored off Klaipeda 0620 15th May and is presently awaiting berth, which is expected to be around the 25th May, and after completion of cargo operations, will sail the 29th May and redeliver from Sovfracht Time Charter passing Skaw 31st May. No future business has yet been arranged for this vessel.

m.v. "TACOMA CITY" This vessel, operating under Time Charter account Sovfracht, sailed Halmstadt 1300 26th April with a total cargo of 20,908MT. Bulk Oats for discharge Klaipeda. Vessel arrived Klaipeda 1022 the 28th April and due to congestion berthed 2241 the 18th May. Vessel commenced discharge 0140 19th May and is due to complete and sail from Klaipeda around the 23rd May and redelivers from Sovfracht Time Charter passing Skaw 24th May. Future business is, as yet, unknown.

m.v. "WESTERN VALLEY" This vessel, operating under Time Charter account Norbulk sailed Telok Ayer 2030 21st May after loading 1134 CBM. Plywood and is presently proceeding towards Singapore, where she is due to arrive 2200 22nd May. After loading Timber Singapore vessel will sail 24th for Langsa, arriving 26th, sailing 28th for final load port, Port Kelang, arriving 29th May and sailing 1st June. Vessel may then call at Jeddah for bunkers, arriving 15th sailing 16th June, after which will transit the Suez Canal, arriving Suez 18th June, sailing Port Said 19th for first discharge port, Nantes, where she is due to arrive around the 29th June. Vessel will sail Nantes 30th June for Rotterdam 2/6th July, Cardiff 8/12th July, Antwerp 14/17th, and finally Brake, arriving around the 18th July and redelivering from Norbulk Time Charter around the 20th July.

m.v. "SKEENA" This vessel sailed Vancouver 0219 6th May with a cargo of 29,330MT Forest Products for discharge Japan. Vessel arrived first discharge port, Sendai, 0749 20th May and sailed 0633 21st for second port Kawasaki, where she is due to arrive 0630 22nd, sailing same day for Tokyo 23/23rd, Chiba 24/24th, Nagoya 25/25th and finally Osaka, where she is due to arrive 26th May and complete and sail 27th May. We are awaiting further itinerary from Seaboard with reference to loading Cars Japan.

m.v. "AMPARO" This vessel, presently operating under Mediterranean Service, sailed Mobile 0900 14th May and is presently proceeding towards Tenerife, where she is due to arrive pm. 24th May and sail 25th for Las Palmas 25/26th, Naples 29/30th, Leghorn 31/1st June, Genoa 2/3rd, Barcelona 4/6th, Algeciras (to be confirmed) 7/9th and finally Bilbao, arriving 10th June and sailing 11th June. We are awaiting further itinerary from T.M.M.

m.v. "BIBI" This vessel, operating under Voyage 27 Westbound, sailed Long Beach 0315 19th May after completion of cargo operations and is presently proceeding towards Japan, where she is due to arrive Yokohama am. 1st June. Vessel is due to sail Yokohama 1st June for Chiba 2/3rd, and Osaka 4/6th. Vessel then proceeds to Hong Kong, where she is due to arrive 10th June and commence under Voyage 28 Eastbound, sailing Hong Kong same day for Keelung 12/12th, Busan 14/15th, Osaka 16/17th and finally Yokohama, arriving 18th, sailing same day for the U.S. West Coast, where she is due to arrive Oakland around the 28th June.

m.v. "LACANDON" This vessel berthed Casablanca 0840 20th May and sailed 2200 same day after loading a total cargo of 24,900MT. Phosphate Rock for discharge Coatzacoalcos. Vessel is presently proceeding towards Coatzacoalcos, where she is due to arrive 3rd June and after completion of discharge, will sail around the 5/10th June. We are awaiting further itinerary from T.M.M.

m.v. "LERMA" This vessel sailed Providence in ballast 1310 6th May and after transiting the Panama Canal sailed Balboa 12th May. Vessel is presently proceeding towards Japan, where she is due to arrive Uraga Channel 1800 31st May. Vessel then arrives Oppama (Yokosuka) 1st June and hands over to Reardon Smith Management 2nd June and Officers and Crew sign on. Vessel then loads a cargo of Cars commencing on the 2/3rd June and sailing 3/4th June for second and final port, Kanda, arriving 4/5th June and sailing 5/6th June for the United States for discharge. We are awaiting a more accurate itinerary.

m.v. "OLMECA" This vessel operating under FESCAMEX Service, sailed Corinto 0836 29th April with a cargo of 8589.1MT Raw Cotton for discharge Japan and Taiwan. Vessel arrived first discharge port Nagoya 0835 21st May and is due to sail 1600 24th for second discharge port, Osaka, arriving am. 25th and sailing evening 29th for third and final discharge port, Keelung, where she is due to arrive 1st June and complete and sail around the 6th June. Vessel will then probably proceed back to Japanese port/ports to load on Liner Service for discharge Mexico but we are awaiting confirmation and itinerary with regard to this business from T.M.M.

m.v. "SILVIA SOFIA" This vessel, presently operating under Voyage 24 Eastbound, sailed Long Beach 2202 17th May after completion of cargo operations and is presently proceeding towards Salina Cruz, where she is due to arrive 2100 21st and sail 25th. Vessel then proceeds under Voyage 24 Westbound, arriving Manzanillo 27th May, sailing 29th for Mazatlan 30/31st, Long Beach 2/3rd June and Oakland, arriving 4th, sailing same day. Vessel then proceeds to Japan, where she is due to arrive first port, Yokohama, around the 17th June, sailing 18th for Osaka 19/20th and Hong Kong, arriving 26th. Vessel then proceeds under Voyage 25 Eastbound, sailing Hong Kong 26th June for Keelung 27/28th, Busan 30/1st July, Osaka 2/3rd July and finally Yokohama 4/5th July. Vessel then proceeds back to U.S. West Coast.

m.v. "YAQUI" This vessel sailed Coatzacoalcos 0720 15th May after loading a cargo of 24,713MT. Urea for discharge Manzanillo. Vessel arrived Cristobal 1836 19th May and due to a leak in the Main Engine Turbo Blower will now commence transit after repairs 0325 21st and sail Balboa about 1526 21st ~~May~~. Vessel then proceeds to discharge port, Manzanillo, arriving around the 26th May and completing and sailing 30th. Vessel then proceeds to Guaymas, where she is due to arrive around the 1st June to load a cargo of Copper Concentrates for discharge Hamburg, sailing 5th June, transiting the Panama Canal 12/13th June, and arriving Hamburg around the 29th June. After completion of discharge vessel will sail Hamburg around the 2nd July.

POT POURRITHE £1 IN YOUR POCKET....

Whatever your sentiments about the £1 coin and whether we like it or not, it is here to stay and, no doubt, in time we shall get used to it as we have all other coins.

How many people, we wonder, know the inscription on the coin or, to be more exact, inscriptions on the coins, as there are now three different £1 coins, each with a different inscription on the rim.

First, there is the first British £1 coin minted, with the Royal Coat of Arms on the reverse side. Translated, the inscription means: "An Ornament and a Safeguard".

Secondly, the Scottish coin, appropriately with a thistle and a crown on the reverse and the inscription, translated, is: "No-one provokes me with Impunity".

Thirdly (and just newly minted) is the Welsh coin. This bears on the reverse the leek and a crown. The translated inscription is "True am I to my Country".

So next time you have a Pound coin in your pocket, spare a moment to see which of the three countries it represents. It is amazing how many Scottish ones have appeared in Wales.

THOUGHT FOR THE MONTH..

The only thing most people get out of life is experience.

THE "HANDY HINTS" HALF PAGE

This section is one of the new suggestions and we are sure, with so many people these days being DIY experts, there would be quite a few "handy hints" to pass on. Our thanks to Captain McNulty and Second Engineer Hobin for this month's hints:

In woodwork, if the screw holes are stripped and the screws will not grip, plug them with a plug of kitchen wire wool. It works a treat.

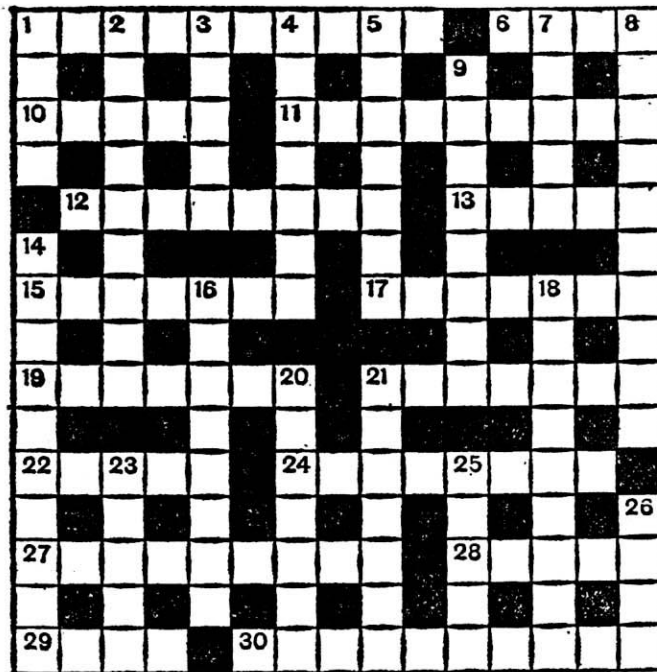
When motoring - if the fan belt goes, a pair of ladies tights will do the job to get you home. (No doubt a number of ladies will lose their tights all in a good cause on the motorway to and from Heathrow Airport!).

Blue Tack is useful to clean typewriter keys - quick and non-messy.

If you have a hint, let's hear from you.

PUZZLE PAGE

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



CLUES:

Across

Down

- | | |
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| <p>1. Close relation of one vessel to another(10)</p> <p>6. Bite following this nipper would mean a trifle. (4)</p> <p>10.Has occasion for.(5)</p> <p>11.Abundance in wealth.(9)</p> <p>12.No rent to pay possessing this type of property.(8)</p> <p>13.Oriental fruit(Go after man)(5).</p> <p>15.Your sleep may be in suspension with this! (7)</p> <p>17.It's clear it's plain. (7)</p> <p>19.Not for trimming the nails - for taking them out! (7)</p> <p>21.It's got from reverse and may be held for contingencies.(7)</p> <p>22.Used as a trap or gun and may be read alike backward or forward(5)</p> <p>24.It may have to be put overboard in an emergency.(8).</p> <p>27.A monarch among snakes?(4-5).</p> <p>28.It's said there's no effect without this.(5)</p> <p>29.Chain of rocks just below sea-level.(4)</p> <p>30.It may be exchanged rapidly in court(6,4).</p> | <p>1. Prefix for Chinese. (4)</p> <p>2. Coxswain (or bullock tender?)(9)</p> <p>3. Follow, as a consequence.(5)</p> <p>4. It may be opened for water ballast.(3-4)</p> <p>5. Agnostic ? (7)</p> <p>7. Former Russian revolution leader(5).</p> <p>8. Wind guage.(10)</p> <p>9. Customs officers maybe involved in these rum games! (8)</p> <p>14.He transacts business for owners(4-6).</p> <p>16.Describes a mind obsessed with one idea. (3,5)</p> <p>18.Large, powerful tropical fish, with strong jaws and sharp teeth. (9)</p> <p>20.Solvable.(7)</p> <p>21.In singing it's heard repeatedly(7).</p> <p>23.Stupid person.(5)</p> <p>25.There are millions in the States at a dollar a time.(5)</p> <p>26.Pit as a riddle?(or a type of deck)(4)</p> |
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ASAP ON THE "SKEENA"

For those of you who are unfamiliar with the m.v. "SKEENA", the deck area aft of the bridge is huge and was, until recently, unused. Now the Canadian Atmospheric Environment Service, in conjunction with the National Weather Service, National Oceanic Atmospheric Service and the National Center for Atmospheric Research, have put a converted 20 foot container right in the middle of this deck. This container is officially called ASAP (Automated Shipboard Aerological Program) and is designed to receive, process and transmit data about the upper atmospheric conditions from weather balloons that are launched every twelve hours from the launcher in the container.

So far, ASAP has mainly been used on ships trading regularly from the West Coast of North America to Japan, although it has also been tested in the North Atlantic in co-operation with the U.K.

The ASAP itself is a totally self-contained unit and only relies on the ship for power and accommodation for its technicians. The interior of the container is divided into two spaces; one contains all electronic wizardry and the other the balloons, launcher and helium gas bottles used to fill the balloons. In the electronics room there is the upper air processing system, a microcomputer, an uplink transmitter and in the later ASAP's, a microwave cooker and a small fridge. Even with all this gear, it is surprisingly spacious and comfortable inside.

Twice daily our two technicians (one from Canada and one from Denmark, who is observing the operation for his own country's Weather Research people) prepare a balloon for launching. They fill the balloon up with helium and place it inside the launcher. The container roof hatch is then opened and the launcher is elevated into position. A push of a button releases the balloon and it's on its way, rising more than 25,000 metres before it will burst.

Once the balloon is on its way and its radio sonde is working properly, the technicians can sit back and relax while the computer does the rest.

The microcomputer prints out the information from the sonde - time, rate of ascent, height, pressure, humidity, wind speed and direction. For the first 1500 metres data is printed out every ten seconds and then every thirty seconds for two hours or until the balloon bursts. The radio sonde is not recovered and the Canadians reckon each launch costs around \$85.

The microcomputer processes the data, feeds it through the uplink transmitter to a meteorological satellite which then sends it on to the shore-based station in Boulder, Colorado.

All this data, so the technicians tell us, serves as valuable "ground truth" of other weather information, such as satellite photos, drifting buoys (also launched from this ship, but that's another story) and land stations.

For the money-minded, the container costs less than \$200,000 to equip and is certainly more cost-effective than the weather ships it has replaced.

As far as we're concerned on the ship, it's an excellent idea which has given us no cause for complaint so far. In fact, the only time we're aware of its presence is if we have to alter course slightly so the balloon doesn't get fouled by the funnel and stern ramp.

(See illustration)

