

MNC NEWS

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COLLEGE FILM THIS WEEK

ROCKY - Room 430, Tuesday and Thursday. Good film, well worth seeing.

Circumstances prevent the production of a Local Cinema Guide this week, but we are sure the usual films are being shown in the usual places.

Saying of the Week - 'That was a fantastic maths lesson.' J. Ailing, ONC I

Puzzle of the Week - Where's Captain Kirk?

WHAT HAPPENED TO THE WAYWARD CHILDREN OF SIX FAMOUS COMPOSERS - by B. Lane, ONC I

Barney Johann Strauss - hated waltzes but adored square dancing. Composed several, including 'Calico Tootsie', 'Oily Banjo' and 'Hike Your Legs, Lorraine'. His Viennese contemporaries were not quite ready for such raffish music and thought him insane. Disowned by his family, shunned as a dunce, Barney ended his days testing diphtheria remedies.

Orloff Tchaikovsky - enjoyed brief success as composer of 'Walkin' by Baby Home', 'Jeepers Creepers' and 'Beloved Threshing Combine'. Presently manages the complaint department of the GUM department store in Moscow.

Stregga Verdi - Defied his father and also wrote 'Aida', changing nothing but the name of the tenor from Rhadamer to Tack, and interpolating 'O Solo Mio' in the tomb scene.

Loomes Beethoven - The 'runt' of the litter, claimed that his composing abilities were severely hindered by local wines, worked hard at a variety of non-musical occupations - baker, drover, sabateur - but never quite found his niche. Died at the age of eight and was buried in a pauper's grave.

Ethelbert Vivaldi - Followed in his father's footsteps and wrote 4,681 concerti. Unfortunately all were scored for the saxophone, which had not yet been invented.

Murray Handel - In addition to an opera, a polka and a gigue, Murray also wrote a song cycle based on the epic poem 'Little Elf Citizen' by L. Aubrey Goethals, Poet Laureate of England 10:45 am to 11:00 am May 4th 1809.

If he parks his little flivver
Down beside the moonlit river
And you feel him all a-quiver,
He's a wolf!

If he says you're gorgeous lookin'
That you blue eyes set him cookin'
But your eyes ain't where he's lookin',
He's a wolf!

If he says that you're an eyeful
And his hands begin to trifle
While his heart pumps like a rifle,
He's a wolf!

If, perchance, when you are kissin'
You can feel his heart a-missin'
And you talk, but he won't listen,
He's a wolf!

If his arms are strong as sinew
And he stirs the gypsy in you,
So you want him close agin. you,
Maybe - baby - you're a wolf!

ANON

"I can't drink Guinness from a thick mug. I only like it out of a thin glass"

Every week a quotation will be printed. If you know who is being quoted, and where from, write your answer on a piece of paper and put it in the Newsletter box. The first correct answer wins 2 free drinks of whatever you drink. In the event of your only getting one half right you only get one drink.

IN NEXT WEEK'S NEWS - 'On board' description of the operation of a carrier of the American Sixth Fleet in the Mediterranean.

THE MERCHANT NAVY COLLEGE AMATEUR RADIO CLUB

The M.N.C.A.R.C. is at the moment a rather small club made up of licenced amateurs and also those who intend becoming licenced in the future. However, of course, membership of the Club is open to anybody with an interest in Radio Communications as a hobby, regardless of the course they are on. However, due to a general lack of interest in radio shown by many students, the Club is, at the moment, short of members, and so the Club cannot expand and take part in the activities that so many other radio clubs have.

So far, the Club's activities amount to operating a Radio Station at weekends and on Wednesdays. We contact mostly European/Scandinavian Amateurs, but we also have regular contacts with an Amateur in Johannesburg, as well as Amateurs in other parts of the world.

Recently, after a chance contacts with a West German Amateur, a student at the Nautical College in Germany (at Leer), we both decided to try to start a regular network, involving amateurs at Merchant Navy Colleges both in the UK and abroad. This would include all amateurs with past or present connections with the Merchant Navy of his/her particular country. We hope that the network can meet at least once a week, and that once established it will grow in strength. This would be a unique chance to form ties with other colleges in other countries through Amateur Radio.

We are also hoping to start up a regular contact with a former student of this college who is now in South Georgia, in the South Atlantic.

Finally, anybody, regardless of the course that he/she is on, is welcome to join the Club or to visit the Club Station in operation at the following times:

In the Craft Room	{	Wednesdays - 1730 Z → contact with South Africa
		Saturdays
		Sundays - 1300 Z → College Network

73's from M.N.C.A.R.C.

S. FAULKNER

SAILING CLUB NOTICE

The M.N.C. Sailing Club Annual Party will be held on the Pontoon on Friday, 25th January at 7.45 pm. A buffet will be provided, Bring a bottle and 50p. A shuttle service on the hour every hour will be provided between Pontoon and causeway. Persons who would like to come please sign the list on the main Notice Board. (We need numbers for food.)

There is evidence to show that the Sun is shrinking. The Sun has been measured at noon on every day since 1750. The disc is measured at high noon on the transit telescope (telescope mounted so that it can only move in a horizontal axis, east to west, thus in swinging on this axis it follows the meridian). This instrument is used to determine sidereal time (time at any instant that corresponds to the angular distance from the First Point of Aries). From the timings taken the horizontal solar diameter is determined.

The Sunday Express has it on good authority that the following under-the-counter Olympic joke is already going the rounds in Moscow.

"The Soviet Government orders the building of a striptease club to entertain foreign visitors during the 1980 Olympics.

"On opening night more than 300 people crowd into the club. The second night there are only 50, and by the third night the audience has shrunk to 30.

"Called to account for his humiliating failure, the Minister of Tourism explains: 'I can't understand it. We've done everything possible. We have the best Russian champagne, the best Cuban orchestra, the smartest waiters from East Germany and the lady who takes off her clothes has been an impeccable member of the Communist Party since ... 1917.'"

Read on a menu in Donegal - "Cauliflower O'Grattan"

The Student Union are trying to arrange a trip round the Reprographic Services room. Anyone interested should see Caul P. Lark for details. Packed lunches will be provided, but a stout pair of walking shoes and waterproof clothing will be needed.

MNC NEWS is very pleased to have been given permission to publish the following text of a letter received by Brian Dickinson from Jon Ainge, at present with the British Antarctic Survey on South Georgia.

Dear Brian, Firstly please find enclosed a cheque to the value of £10 payable to the RNLI. I would be grateful if you could include this in the yearly contributions from the MNC branch. Also enclosed are a few photos taken during a recent trip to a King Penguin colony, but more of that later.

Things have been going quite well down here on the whole. It took a while to get used to the job but once settled into the routine it became a bit simpler. There are two radio ops here, we work a 13 hr. day during the winter, getting on for 17 hrs. a day during the summer, and a three days on, three off system. Our main job is met. data collection and subsequent retransmission to the World Meteorological Centre in Buenos Aires. The data is taken on morse from the British bases in the Antarctic plus any ships in the area and the broadcasting is done by teleprinter. This happens three times a day. We also have balloon flight data to take in from two bases once a day by teleprinter. This is compiled and again retransmitted. Apart from this, on Monday to Friday, we have teleprinter schedules twice a day with Port Stanley in the Falklands to receive and send official traffic to H.Q. in the U.K.

On top of the radio work we are also expected to do "gash". This is where we take turns to do the washing up and some of the cleaning and also the early morning fire watch starting at 0400 hrs.

We run Racal equipment in the shack here. We have two TA127N TX's and two RA17L RX's. Combined with one of the receivers we have a Plessey PV78B frequency converter for the teleprinters. The teleprinters are old Creed 54's which are being replaced by Siemens T100's when the ship arrives. Along with two new transmitters, we consider ourselves to be very lucky indeed considering the new cuts in government expenditure. We have three main aerials - a 4, 9 and 17 MHz dipole set up in a triangular formation about 80 ft. off the ground. We also run a Seavoice VHF transceiver into a whip with another portable HF transceiver for working to field parties.

The scenery here is wonderful, although the weather is very changeable. The island is made up of many glaciers and hills. The highest mountain is Paget at a little over 900 ft., which we can see from the base. It is in this bay at King Edward Point where Shackleton died aboard his ship the "Quest". He is buried in the cemetery at Grytviken, the old whaling station about half a mile round the bay.

The island was a big centre for the whaling industry some years back, the biggest station being the one here at Grytviken. Now they have all gone (the whalers) but alas so have the whales. It is encouraging to note though that some killers have been seen swimming off the island fairly recently, so perhaps they will return again in years to come. As for the sealing industry, well that has also stopped here now. One of the beaches on the island at Davis Bay was the most heavily populated Elephant Seal beach in the World at one time. I visited there a few weeks back. There are only a few hundred there now.

On the beach here on base there have been nearly 200 elephant seal pups born in the last month or so. The pups are nice and cuddly at that stage, but put on something like 20 lbs in weight per day until they are weaned at about 28 days. Mums don't generally like us too near the pups and with the Dads weighing up to 4 tons, we don't argue with them.

I recently visited a King Penguin colony where there are in excess of 10,000 birds and chicks. The enclosed photographs were taken on this trip. The quality is not too good as it was my first attempt at printing black and white.

I have taken up amateur radio as a hobby since coming down here and am thoroughly enjoying it. I'm in stiff competition with Phil the other operator though to see who can get the most and newest countries.

If John 'CQ' French is still running the amateur radio club could you possibly let him know that I am operating under the call sign VP8VN and normally operate from 1900 Z on about 14120. If he or any other members of the College have British amateur licences, or of course the lecturers, I would be happy to make contact with them. If they have difficulty in contacting, then they can get in touch with me via G4CHD who is my QSL manager.

I think that is all from here for this time Brian, except to say I hope that everything is going okay with you and Shirley and also should anyone be interested in seeing the photographs please pass them round.

Best wishes, Jon Ainge.

"THE GHOST OF THE AMOCO CADIZ"

When I produced last week's 'scratch' edition, one thing that I wish I had known about in time to have included an advance notice of it was last Monday night's television programme, "The Ghost of the Amoco Cadiz", the rather large oil tanker that all too short a time ago made a nasty mess of a nice bit of the French coast, which programme led to a fair amount of discussion in the staff lounge on Tuesday.

It started, emotively enough, with the information that the shell of a super tanker is thinner, in relation to its size, than the shell of an egg, followed by a switch from a shot of the contents of a broken egg oozing across a chart of the Brittany Coast to one of the sea moving in that peculiarly listless manner that is the trade-mark of an oil-slick, but the programme then got down to the basics of very large ship design and handling in what I felt was as thorough a manner as could be expected from a programme designed for general transmission, leaving aside such questions as whether anyone should be blamed for the incident and even whether a programme about a tanker disaster should include shots of other very large ships, which surely have similar handling problems even if the consequences of accidents are less disastrous. (The 'Daily Telegraph' review, incidentally, gave VLCC as meaning 'Very Large Crewed Carrier' - if that was the happy case, perhaps there would be fewer accidents.)

I had not realised what a complicated assortment of bits is a tow rope, nor, fully, that the skipper of a tug with a large ship under tow appears to have as tricky a job keeping his line from breaking under the strain as does a fisherman trying to land a large fish on a light tackle, although I was not as suprised as some of the experts seemed to be to hear that trim affects direction and rate of drift - perhaps they should have read up some of the old sailing-ship men who placed great store by the correct trim to bring out the best in a ship. However, I would have liked to have seen a little more of the tank testing experiments on this and the related problem of how best to tow a large 'dead' ship in heavy weather - the limitations of a programme made for the general public. However, as compensation, even I could understand the diagrams and descriptions of a hydraulic steering gear, what happens when a failure occurs, as it did with Amoco Cadiz, and how a design modification, as produced by a Greenock firm, could prevent such failures.

We are sure that the DAILY TELEGRAPH will not object to the reproduction in full of the following from the Editorial of their Edition for the 18th December.

COURAGE AT SEA

WHENEVER HURRICANE FORCE WINDS and mountainous seas lash our coasts, it is taken for granted that lifeboats operated by the Royal National Lifeboat Institution or helicopters piloted by Navy or R A F pilots will somehow be at hand to help those in trouble at sea. Though the inhabitants of almost every sea port in the land know stories of the personal and collective courage shown in great local rescues of the past, little thought is given nationally to the risks run by those who man the services in the most perilous conditions—except when loss of life attracts attention. Such an occasion occurred earlier this year, when only the valour and efficiency of those in the rescue services saved the ill-fated Fastnet Race from being an even greater disaster than it was.

Last weekend, however, a rescue took place which did not rivet public attention but which deserves a mention. In the face of 80mph winds, snowstorms and 40ft waves, a fleet of 13 helicopters saved no fewer than 527 men from a 100,000-ton barge adrift like a "bobbing cork" in the North Sea—without the loss of a single life. It was the biggest single emergency evacuation in the history of North Sea oil exploration, and it was conducted by civilian pilots flying for Bristow Helicopters. The helicopter crews worked for seven hours, flying a total of 35 missions in the most difficult conditions. That they did so without thought for their own skins displays courage of a high order—and calls for a salute.

Further to our report last week of a letter from Reeds informing us of their intention to instal ramps on their East Mill Approach Road, two more letters have now been received, in quick succession, to inform us, firstly that due to engineering work associated with the installation of new machinery the road will be completely closed for about a month from Friday, 18th January, and secondly that in view of the Safety Problems this work will entail, the installation of the Speed Ramps has been cancelled until further notice.

From page 116 of the current Standing Orders of the House of Commons:—

Scottish Grand Committee
Scottish Standing Committees
Seats: see under Members

"A condenser is an arrangement of two metal plates separated by an insulator or diabetic."

"The air becomes more airified with increase in height."

'ORRIBLE CROSSWORD

Clues Across

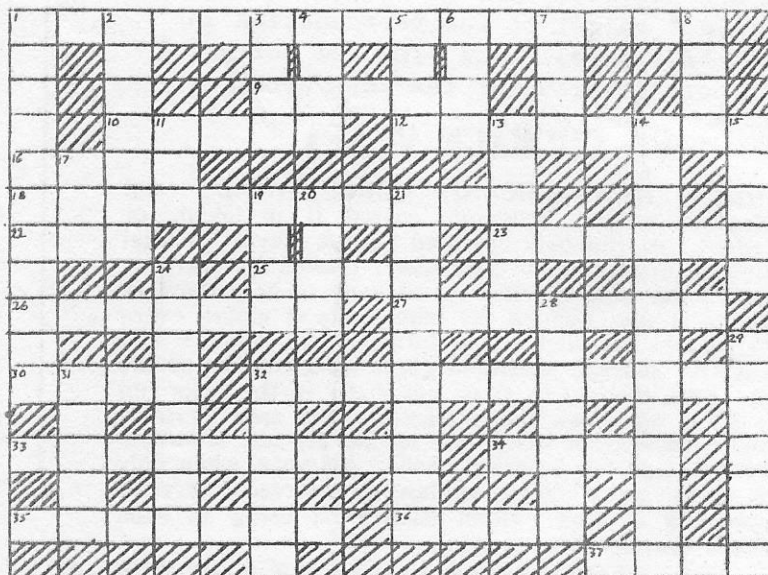
1. (3,3,9) Rest for traveller and food to go on with.
9. (5) Relish cheek.
10. (5) It persists from dusk to dawn.
12. (8) Leader claiming attention in print.
16. (4) Husky Celtic hero.
18. (6,5) Wood of life, literally, is hard.
22. (3) Poem, lady deer turned.
23. (6) Timeless state endured by juvenile.
25. (4) Kate turns wooden.
26. (7) Put down - reduced to the ranks, perhaps.
27. (7) He pelts breaks down to name the girl.
30. (4) Told about a fool.
32. (5,1,5) Army, originally, to gain advantage, with theft of border land?
33. (9) Crimean battle-field beloved of sufferers from cold heads.
34. (4) Does it hold water? Must do!
35. (7) Unhuman, and probably inhuman, too.
36. (4) Little Billies?
37. (4) Bank, holding back 34A, perhaps.

Clues Down

1. (4,7) Circulating cyanic sign of high birth.
2. (7) Brown time, apparently, packing in ship.
3. (4) Bowl served up at meal-time.
4. (4) fTog to windward.
5. (4) Separate them from sea chase.
6. (4) Helm, for example, away from the wind.
7. (4) No way to cross dry-shod.
8. (4) Not a city yet, it's no village either.
11. (3) Obvious house to enter when out.
13. (6) Puts right, being extremes.
14. (6,7) Precocious child!
15. (5) Put a stop to.
17. (3) Expel, rather than rode past.
19. (4) Tiny thing was all to the widow.
20. (4) Competed. Dive into it.
21. (5,5) Caught napping by the wind, and disconcerted.
24. (8) True likeness made with brush or pen.
28. (7) Full of self-importance, like Mr. Bumble, no doubt.
29. (7) Quiet walk altogether becomes untidy one.
31. (5) Elaborate, lost letter, declaim.
32. (6) As the foresters' haunts.

LAST WEEK'S SOLUTION

S P L I C E T H E S C R A P
H I / S / O U L A A
E G L U M M A I N B R A C E
E T H E R B M O D E Y
P T S C U L L I N G O W E
P A S T E L E N N S
E H S E E R A P S E T I O
N A I L W T P F I R
S U P E R F A M I L Y T R E E
T F A O I E O
R O S T R U M I N N I N G S
B W I T M S
P A L A E O L I T H I C A N T
H A S P I R L E E R A
A N C H O R A G E N C I
F S R E A S T H E N



TRELLIS PUZZLE

Four-letter words hidden in the sentence below fit into the grid, as shown:-

"STOP, you PEST, it's OPENING"

PEST, STOP, OPEN

In the same attic at home, neatly laid on a table and idle since Ann and Tom decided to end sailing, were the atomic clock and NAME-board from their yacht.



To help, the middle word is given.
Find the other eight.

Last week's words:- The TOOL a CHAP might have PITCHed on to OPEN a SEAlEd tin