



# NEWSLETTER

RIL 1972

NO. 27

## INTRODUCTION

The first moon flight gripped everyone with excitement and amazement at the technological skill that made it possible. Since then, each flight to the moon has been certainly looked upon as remarkable, but somehow the initial impact of these series of moon landings has lost its edge. The recent flight of Apollo 16 was just another step in moon exploration, but the skill of Astronauts and Control Centre personnel is admired.

The crew of the m.v. "CORNISH CITY", however, had more than just a passing interest - they actually saw Apollo 16 thrusting itself towards its destination. We can imagine how the interest was revived and more so as the vessel is expected to be somewhere in the vicinity of splashdown. We hope that we all shall be able to share in the experience should the "CORNISH CITY" be fortunate enough to be somewhere near. We are grateful for the following report from the "CORNISH CITY":-

As the "CORNISH CITY" sailed from Savannah, Ga., on the morning of 16th April 1972, the television and local radio stations began the big build-up to the launch of Apollo 16 and by 12.50 p.m. when we were about 150 miles from Cape Kennedy, the interest had spread to the ship.

At 12.54 p.m. the commentator, in his usual drone, announced "We have lift-off". On board all eyes were turned in the general direction of Cape Kennedy. It was a fine day, with a clear sky, but rather hazy around the horizon. The seconds ticked by; nothing was seen and everyone began to console themselves by saying that they did not expect to see much anyhow. Then, as it was announced that the flight was 36 seconds old, out of the haze came Apollo 16, looking like a great brilliant orange ball, leaving a long white vapour trail, as millions of pounds of thrust lifted it into the blue skies of the southwest Atlantic. After only six seconds it was gone, and the radio announced that the first stage rockets had been jettisoned. We were quite prepared to say "Farewell and the best of British luck", but then a few seconds later the second stage rockets fired. There was another brilliant orange glow surrounded by a large white cloud and at 600 feet per second, Apollo 16 quickly disappeared from our sight, destination - Moon!

Every Moon flight is followed with great interest, both ashore and afloat, but on board the "CORNISH CITY" the flight of Apollo 16 will be followed with even more interest than usual and when the astronauts come down in the Pacific after two weeks in Space, we shall once again be in the vicinity.

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The Horse Racing Report from the "INDIAN CITY" created a great deal of interest, especially so among Head Office Staff. Probably this was due to the fact that one of the Race Tipsters on the "INDIAN CITY" was able to verify the pedigree of some of the horses named. However, it seems the "WELSH CITY" also organised a race meeting and sent us the following:-

"WELSH CITY" - RACE MEETING  
9TH FEBRUARY - 19.30  
COURSE - MOJI, "FOREDECK 2 FURLONG HANDICAP"

Inspired by the Paper Horse Race on the "INDIAN CITY", it was decided that we would hold a "Human Horse Race". However, owing to the shortage of stable space, two-men wheelbarrows were used instead. Betting was in bottle currency and could only be placed over the bar. The line-up took place at the Portside Dock and both drivers and barrows were suitably attired with safety caps and gloves. Underarm bearings were amply lubricated with insecticide and adjustments made to lengthen or shorten arms and legs. Teams consisted of:-

Drivers & Barrows		Stewards
Beeds	Jersey Joe	Mrs. Mate
Paddy	Ned	Mrs. 2nd Engineer
Collin	Sam	

The Stewards were strict with penalties which were given for - bad language, speeding, drunken and dangerous driving. The Official Photographer recorded the event for posterity.

Once under starter's orders and away, Jersey Joe and Beeds immediately took up the lead on the inside rail, followed closely by Paddy and Ned, then a slow Collin and Sam (at a disadvantage owing to over-weight Wheels) endeavoured to narrow the gap. Jersey Joe and Beeds, being the fitter of the team, continued to maintain the lead, but defects were observed on the approach to No. 2, arms giving way and elbows over-heating.

The pace was maintained up to No. 1, but at the bend, Beeds and Jersey Joe collided with Paddy and Ned. However, once more it was the star team who took up the lead and went on to a clear win. Paddy and Ned tried hard, but Ned, not being on form, collapsed and finished the Home strait on the deck trolley. Sam and Collin, despite their fantastic efforts and bursts of energy (and two flat tyres) managed to free-wheel home to the finish and were awarded the Booby Prize.

Prizes were duly presented in the bar and the Star Team, not being of proud origin, kindly shared their winnings with one and all.

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Various writers have drawn attention to the distinct possibility that many of our world shipping lanes will become congested. However, there is nothing quite like a London railway station on any weekday - whatever the causes may be. Mr. Lynch of our London Office, has sent in the following attempt to convey some of the frustration:-

Arrive at London Bridge Station homeward bound. Masses of people swarming around like bees. No trains in sight. Ah! announcement of approaching train and destination. Thought runs through crowd.....that's somewhere near. Concerted rush to lonely train. Rapidly fills to the brim - those unseated struggling to touch ground and out of embarrassing contact. Shut out passengers hungrily prowl the platform. Gawd! Don't open the door now - prospect of finishing up in projected heap on platform appalling. Guard and policeman hurry by - trouble in guard's van.....resistant passengers determined to stay put. Delay....delay....delay. Oppressive heat begins to build up. Earlier jocular animated conversation dies down - now only sheepish looks and tut tut tuts. And cannot hide behind newspaper. At last! The rejoicing shrill of the guard's whistle. Train moves slowly away. Cool refreshing flow of air pervades the train. Spirits rise. Gather speed....but alas....slow, stop, start, stop. Train too long for platform - passengers scramble down the track.... more delay. Dejected, frustrated, pulverised arrive at changing station for home.

Masses of people swarming around like bees. No trains.....

There's something to be said for going to sea. You lucky people.

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#### CONGRATULATIONS

Congratulations to Mr. Anthony Morgan on being awarded The South Wales and Monmouthshire Branch Prize in the Final Examination of the Institute of Chartered Secretaries and Administrators. (See our February edition).

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We send our congratulations to the following on obtaining their Certificates:-

Mr. B.M. Draper	-	1st Class Motor Certificate
Mr. T.A. Smith	-	Part "A" 2nd Class Motor Certificate.

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#### HOW MANY RIGHT?

FIND THE PORT - Answers to clues published in March issue:-

1. Dublin.
2. Marseilles
3. Geelong
4. Hobart
5. Newark
6. Aden

Answers to Puzzle:-

Who drinks water	-	Norwegian
Who owns the Zebra	-	Japanese

Now try this one:

Two ships set sail from one port to another - two hundred nautical miles and return. The "MARY JANE" travels outward at 12 knots and returns at 8 knots, thus taking 41-2/3 hours for the double trip. The "ELIZABETH ANN" travels both ways at 10 knots, taking 40 hours for the double trip. Seeing the both ships travel at the average speed of 10 knots, why does the "MARY JANE" take longer than the "ELIZABETH ANN"?

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Our readers will be interested to read a report sent in by the Master of the m.v. "VICTORIA CITY" whilst on her way to load at Nanaimo last month:-

Our arrival at Nanaimo was delayed due to being involved in assisting with the search for a vessel in distress. At 2056 PST just as the vessel was rounding Cape Flattery, Mr. Smith, the Radio Officer, received an SOS from the Panamanian ship "VANLENE" reporting that she was aground in dense fog and listing badly.

Attempts were made to ascertain from the vessel her position, during which time the engines were put into manoeuvring condition and speed reduced. The first position given was obviously wrong as it placed her in the Olympic mountains, the second too, had to be in error as having given that it was thought she was on Fuch Pillar. This area was crystal clear and he would have seen Cape Flattery light clearly, so having reported he was in fog it could not be so. As his signal strength was very loud she could not be too far away.

The distressed vessel then requested that Tolfino Radio take radio bearings of him. This they were unable to do as they had not the equipment. Bearings were being at the time taken by us and placed the vessel in the region of Pachena Point, so I proceeded in that direction at full speed. This position was borne out by the fact that the area was in fog.

Search was started at Carmansh Point, the coast having been closed as close as safety permitted. Steaming slowly along this section of coast searching with Radar and DF our vessel now being in fog. I requested that the vessel fire a rocket as to now no sign of the vessel could be found. This went unseen so the stricken vessel was instructed that I would fire a rocket and if seen, to report the approximate bearing from him. This too, was not seen by the "VANLENE" though the Liberian vessel "PEARL STONE" who was eighteen miles away and proceeding to the area at 20 knots sighted it.

By this time the Canadian Coast Guard Cutter 104 had joined the search and we became communications centre as the C.G. only had VHF and RT whilst the "VANLENE" had only M.F. The search in this area was fruitless and the conclusion reached that the vessel was further north as DF bearings, though passing just inside Pachena Point, ran about parallel to the coast on the other side.

Rescue co-ordination Centre Vancouver despatched us together with C.G.104 north to make a further search. By this time Bamfield Lifeboat had joined the search and was in the area of Barkley Sound, our own vessel still continuing to act as radio centre.



Shortly before our arrival at Barkley Sound, the stricken vessel was sighted by the tug "NEDA STRAIT", who was in the area without a tow. Until such time as the "NEDA STRAIT" reported that having closed the wreck and was sending in a rubber boat, we were requested to remain in the vicinity.

At 0310 PST we were cleared of responsibility, given permission to proceed to our destination and thanked for our efforts by R.C.C.

This undertaking made the vessel seven hours late at the Pilot Station at Victoria, though the delay in no way affected cargo operations.

I should like to praise all the Officers aboard the vessel for the long hours and devotion to the task in hand. Boat engines were run up, heaving lines, lifebuoys, nets and lights, etc., were all made ready. The fact that hot soup and crackers were served to all at 0200 was also greatly appreciated.

I should like to give special mention to the Radio Officer, Mr. Smith, for the hours he worked and the speed with which messages, instructions and requests were relayed to all concerned. Turning these into morse and vice versa at high speed for six hours without a let-up was no mean task.

The personnel of the "VANLENE" were taken off with no loss of life or injury, though the vessel had grounded in a particularly hazardous position. J.S. Murray.

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#### CHRONOLOGICAL HISTORY

1934. The following ships were sold during the year:-

"BRADCLYDE" (ex War Castle) in January to New Era Shipping Co., Cardiff, as "Alma Dawson". Price obtained was £11,500.

"GENERAL SMUTS" in February to Egypt as "Star of Egypt". (ex Phoebus). Price obtained £15,000.

The Leeds Shipping Co.Ltd., took delivery of the following:-

s.s. "HOUSTON CITY"(1) built by The Furness Shipbuilding Co.Ltd., Haverton Hill. 9600 dwt. (4934 grt) with Doxford engine. Completed in January. Cost to Co. £103,514.

This vessel was launched on 29th November 1933 and was the vessel that "got stuck on the stocks". She was launched a fortnight after the Official Ceremony by Mrs. Henry Mercer.

On the 9th February, Sir William and Lady Ellen Reardon Smith, together with their daughter, Miss Grace Smith, and Mr. Alan Reardon Smith (who was already on board when vessel sailed from the U.K) joined the vessel at Houston. There was a Welcoming Party at which Commissioner Allie Anderson, representing Mayor Holcombe, made a welcoming speech.

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Since the publication of the last Newsletter, the ordinary shares have fallen from 59p to 56p and the "A" Non-Voting shares from 53p to 51p. During this time, the Financial Times Index has reached its highest ever peak, but because of the state of the freight market, our shares have not moved with the Index.

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DISPOSITION OF OFFICERS

	<u>ATLANTIC CITY</u>	<u>CARDIFF CITY</u>	<u>CHIYODA</u>
Captain	P.J.Boroughs	A.L.G.Gossett	G.S.Garlick
Chief Officer	R.I. Crawford	A.P.Stapley	D.J.A.Nicholl
Second Officer	J.Griffiths	G. Mapplebeck	R.S.McKay
Third Officer	J.P. Andrews	K.T.O'Higgins *	M.Gaffney
Radio Officer	A. Hart	R. Jacques	J.A.Heslop
Second Radio Officer	-	-	S.C.Horne
Chief Engineer	M.S. Peters	B.J.O. Lewis	T. Sukiennik
Jun.Chief Engineer	J.H.Hutchinson	D.W.G. Pike	-
Second Engineer	-	-	R.J.Easton
Jun.Second Engineer	N.B.Shilstone	-	-
Third Engineer	-	R. Dunbar	A.Taylor
Fourth Engineer	M.C.Woodman	C.P. Greenwood	P.J.Bryant
Jun.Fourth Engineer	-	M.J.D.Hannaford	G.M.Dickson
Junior Engineers	D.G.Dunn	R.P.Sagastume	D.E.Horne
	W.G.Treherne	P.J. Wood	R.W. Miller
	J.R.Jones	-	-
Electrician	E.D.G.Carter	S.S. Hopkin	T.McMahon
Second Electrician	R. Carter	-	-
Chief Steward/Purser	L. Slawinski	K.F. Jackson	J.D. Peebles
Navigating Cadets	S.P. Hodges	A. Tay	D.E. Stannard
	P. Murray	W.P. Barnes	T.R.Harrison
	<u>CORNISH CITY</u>	<u>FRESNO CITY</u>	<u>HOUSTON CITY</u>
Captain	D.B. Jack	A.B.Parkhouse	J. Cann
Chief Officer	W.D.Jones	L.R. Staines	E.W.Walmsley
Second Officer	S.A.T.Schooledge	P.G.Deschamps	J.E.S.York
Third Officer	A.G.Stockman *	J. Paton *	C. Bowell
Radio Officer	D.C.Short	E.A.Willocks	J.Carwardine
Chief Engineer	E.R. Morgan	J.F. Hewson	D.W.Litson
Jun.Chief Engineer	D.W. Morse	D.M. Parsons	-
Second Engineer	-	-	C.H.Primrose
Third Engineer	R.C.Butcher	T.A. Smith	P.A.Magorrian
Fourth Engineer	D. Martin	J.S.Davie	F.E.Robinson
Jun.Fourth Engineer	D.M.Jellyman	-	-
Junior Engineers	P.E.Bradshaw	D. Lowes	N.Carroll
	-	A.C. Herbert	W.D.Davies
	-	M. Doyle	-
Electrician	H. George	L. Lomax	J.C.Gardiner
Chief Steward/Purser	L.B.Surrey	C.J.Harrhy	E.H. Sefton
Navigating Cadets	P.C.Roberts	P.L. Morgan	P.F. Mathews
	I.M.Stewart	R.A.D.Woodward	A.C.Baxter
	-	T.H.Jowett	J.A.Stewardson
Engineer Cadet	P.H. Evans	-	S.W. Miller

INDIAN CITY""NEW WESTMINSTER  
CITY""ORIENT CITY"

Captain	D.C.Griffith-Jones	M.J.Higgins	D.L.G.Jones
Chief Officer	R.K. Stuart	A.J.H.Crowther	C.J.Brazier
Sen.Second Officer	D.J.Mockett	-	-
Second Officer	B.R.Hopper	N.P.Waldron	P.M.Baverstock
Third Officer	T.Haxell	A.McBeavor-Reid	R.M.Bayley
Radio Officer	E.A.Vost	A.S.Ferguson	D.S.H.Thomson
2nd Radio Officer	-	-	C.J.Macey
Chief Engineer	R. Chambers	C.A.J.White	M.C.Barrall
Second Engineer	R.U.Bell	G.Hughes	C.Gateshill
Third Engineer	K.Rowney	I.R.Skidmore	B.J.Mountfield
Fourth Engineer	J. Rockey	E.Hoy	P.J.Morris
Jun.Fourth Engineer	D.W.Quaye	D. Brown	-
Junior Engineers	R.E.Pearson	N.P. Treen	S.T.Davies
	R.M.Worgan	I.S. Hughes	G.Cook
	-	-	M.R. Green
Electrician	S.Cullinane	C.J.Nicholas	M.B. Tawn
Second Electrician	B.E.Davies	-	-
Chief Steward/Purser	E. Wagner	D.MacPhail	J.T.Jones
Navigating Cadets	S.M.Burley	C.C.Gibbs	P. Ward
	D.J.Cooke	P.C.Coles	I.H.Woolley
			A.D. Slade

"PRINCE RUPERT  
CITY""TACOMA CITY""VANCOUVER CITY"

Captain	W.J.Cross	T.W.D. John	A.C.Thomas
Chief Officer	R.E. Clifford	-	M.E.Jones
Second Officer	K.Jones	N.P. Epps	G.Mathewson
Third Officer	C.R.Goddard	A.A.McCalmont	B.M.Richardson
Radio Officer	J.R.Mathews	F.G.Taylor	S.G.W.Whitmore
Chief Engineer	J.E.Towning	L.G.I. Taylor	J.V.Barnes
Jun.Chief Engineer	-	-	B.M.Draper
Second Engineer	D.Rodger	J. Scott	-
Third Engineer	A.G.Hodgson	I. Jones	R.E.Russell
Jun.Third Engineer	-	D.J.Jennings	-
Fourth Engineer	R.B.Adey	-	D.Millican
Jun.Fourth Engineer	-	M.G.Seaman	C.J.Buckley
Junior Engineers	D. Staples	D.J.Ricketts	A.Marsh
	W.T.Aston	-	G.Nicholas
	P.A.Osborne	-	-
Electrician	D.W.Fuller	D.G. Grant	A. Adamson
Chief Steward/Purser	D.Gowsell	R.E. Pierce	P. Cawley
Navigating Cadets	T.D.Lester	A.G.Skeoch	P.A.Bullard
	C.D.Kisch	D.Hotchkiss	W.J.Hutchings
	-	D.G.Morgan	-
Engineer Cadets	-	D.E.Simons	-
		R.C.Quaye	-

	<u>"VICTORIA CITY"</u>	<u>"WELSH CITY"</u>	<u>"WILKAWA"</u>
Captain	J.S. Murray	J. Vaughan	G.F.R.Ellerby
Chief Officer	J. Porteous	M.J. McGee	D.L. Bell
Second Officer	R.E. Coulson	M.C. Ingrām	M.C. Hurst
Add.Second Officer	-	-	D.C. Hunt
Third Officer	P.G. McAnally	K.J.Cribbin	-
Radio Officer	R.H. Smith	H.M.S.Williams	G. Thomas
Chief Engineer	C.M.Cuthbertson	J.G. Howell	D.L. Dyer
Jun.Chief Engineer	-	-	D. Senior
Second Engineer	T. Graham-Russell	L.M.Williamson	-
Third Engineer	A.C. Coombs	-	R.Glendingning
Fourth Engineer	R.I.Whittington	J.H. Davies	M.J. Snook
Jun.Fourth Engineer	R.E. Diamond	-	R.B. Parsons
Junior Engineers	A. Hourihane	D.R. Ross	R.J.R-Prentice
	G. Watt	P.J. Doughty	R.V. Williams
	-	-	-
Electrician	D.G. Smith	C. Villa-Landa	D. Hughes
Chief Steward/Purser	C.A. Parry	N.A. Parselle	J.L. Sanday
Navigating Cadets	S.J. Davies	B.T.Hernaman	H.G. Hurst
	J.D. Williams	J.M. Scott	T.A. Price
Engineer Cadet	-	C. Graddage	-
Jun.Second Engineer	-	J.J. Baghurst	-

\* Uncertificated



## SHIPS' POSITIONS

### "ATLANTIC CITY"

On T/C to Misericchi & C.S.A.S. of Ravenna until November 1972/January 1973.

Arrd. New Orleans 29th and sailed 30th March after loading a cargo of bulk Corn. Arrd. Genoa 16th April, sailed 21st and arrived Ravenna 25th April to complete. Sails 28th for U.S. Gulf to load a further cargo of grain for discharge Italy, where arrives early June for discharge.

### "CARDIFF CITY"

On T/C to Transportacion Maritima Mexicana S.A. of Mexico City. Arrd. Los Angeles 26th March to commence cargo operations. Sld. 27th for San Diego, Ensenada, Acapulco, Manzanillo, San Marcos, Mazatlan, finally completing at Ensenada 20th April and sailing for Kobe. Expect arrive Kobe 10th May for discharge.

### "CHIYODA"

On T/C to N.Y.K. Tokyo, until 1973/75. Sailed Nagoya 28th March, Panama Canal 19th April. Expected arrive Bremerhaven 3rd May to commence discharge of cars. Then calls Amsterdam and Antwerp to complete about 7th May. Then proceeds to U.S. Gulf to load grain for discharge Japan. Expect arrive U.S. Gulf 21st May, Japan 22nd June.

### "CORNISH CITY"

On T/C to Tokai Shipping Co. Ltd., Tokyo, until July/September 1972. Arrd. Baton Rouge 23rd March to commence discharge. Sld. 24th for Jacksonville and Philadelphia where completed 10th April. Then proceeded to New York where arrived 11th and sailed 12th, after loading containers and general cargo, for Savannah where completed loading programme and sailed 16th April for Japan. Sld. Panama Canal 22nd and expected arrive Yokohama 15th May.

### "DEVON CITY"

Handed over to new owners 6th April.

### "FRESNO CITY"

Arrd. Vancouver, B.C. 6th April to load on R.S.L. B.C./U.K./Cont. service. Sld. 8th and after calling Tahsis, Longview, Watson Island, arrived New Westminster 25th. Sailed 26th for Nanaimo to complete loading. Expected to sail Nanaimo 29th April, Panama 12th May and arrive Antwerp 26th May to commence discharge. Then calls Ghent, Rotterdam, Bremen, arriving Cardiff early June to complete.

### "HOUSTON CITY"

On T/C to Transportacion Maritima Mexicana S.A. of Mexico City. Sailed Ensenada 25th March and arrived Yokohama 11th April to commence discharge and sailed same day for Nagoya, Osaka, finally completing at Kobe 18th April. Then drydocked prior to handing over to new owners.

"INDIAN CITY"

On T/C to Yamashita Shinnihon S.S. Co.Ltd., Tokyo, until Nov.1976/ March 1977. Sld.Yokohama 22nd March with cars and arrived Newark 19th April to commence discharge. Sld.19th and arrived Norfolk, Va., 20th where discharge completed 21st. Then loaded a coal cargo at that port and sailed 23rd April for Japan. Sls.Panama Canal 28th, and arrives Japan 22nd May for discharge.

"NEW WESTMINSTER CITY"

Sld.Durban 28th March, Singapore 11th April and arrived Mizushima 19th April. Sld.22nd. Arrived Kawasaki 24th, completed discharge and sailed 26th April for B.C., where loads on the R.S.L. B.C./U.K./ Cont.service. Arrives Tahsis 8th May and calls Nanaimo, Vancouver and Watson Island, sailing 28th May. Arrs. Panama Canal 9th June, Antwerp/Ghent 23rd to commence discharge and Cardiff early July, to complete.

"ORIENT CITY"

On T/C a/c Intermare Transport G.M.B.H. Hamburg. Arrd. Rotterdam 20th April to discharge, completed and redelivered from T/C 26th April. Drydocked 27th prior to handing over to new owners.

"PRINCE RUPERT CITY"

On T/C to Canadian Transport Co.Ltd., of Vancouver. Sld.Port Alberni 28th March, Panama Canal 9th April and arrived Zeebrugge 23rd April to commence discharge. Sld.25th and arrived Tilbury 26th. Sails 2nd May for Antwerp and Lorient where completes and redelivers from T/C 8th May.

"TACOMA CITY"

Sld.Glasgow 7th April. Arrived Antwerp 10th April and delivered on T/C to Steelwood Carriers Inc. Sailed 15th April with a cargo of steel for discharge W.C.U.S.A. Sails Panama Canal 29th April and arrives Los Angeles 8th May. Then calls Oakland, Portland, Seattle, completing at Vancouver, B.C. about 24th May.

"VANCOUVER CITY"

Arrd.Ghent 12th April on R.S.L. B.C./U.K./Cont.service, to commence discharge. Sailed 15th for Bremen and Cardiff where completed discharge and sailed 24th April for South Africa. Loads Bulk Maize at East London or Durban, where arrives 13th May for discharge Japan. Expect arrive Singapore 7th June and Japan middle June.

"VICTORIA CITY"

Completed loading on R.S.L. B.C./U.K./Cont. service at Vancouver and sailed 4th April. Sailed Panama Canal 16th April and arrives Cardiff 30th April. to commence discharge. Sls.Cardiff 8th May for Bremen and Antwerp where completion of discharge expected about 11th May.

"WELSH CITY"

Arrd.Beirut 31st March, on T/C to Jugoslavenska Linijska Plovidba of Rijeka to commence discharge. Sld.31st for Lattakia where completed discharge and redelivered from T/C 8th April. Sld.Lattakia 9th, arrived Hamburg 21st April and delivered on T/C to Hamburg Middle East Line. Sld.Hamburg 26th for Rotterdam, Antwerp and Leixoes/Porto where completes loading programme and sails 9th May for Persian Gulf. Arrives Dubai early June, then calls Abu Dhabi, Damman, Kuwait, completing Khorramshahr end June.

"WILKAWA"

On T/C to Anders Wilhelmsen & Co.Oslo, initial period expiring 1974.  
Arrd.Fukuyama 27th March and sailed 30th after completing discharge  
Petroleum Coke cargo. Arrd.Yokohama 31st and sailed 4th April  
after loading cars. Sailed Panama Canal 26th and arrives Jacksonville  
30th. Sails 2nd May for Baie Comeau, arriving 7th, to load grain  
for the Continent. Sails 12th and arrives Continent 22nd May  
for discharge.

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OBITUARY

We heard the tragic news on 26th April that Mr. D.B.Wootton,  
Chief Officer of the m.v. "TACOMA CITY" had died as the result  
of an accident aboard the vessel. It is understood that medical  
asistance was received from a doctor aboard the m.v. "ATLANTIS"  
and immediately the "TACOMA CITY" deviated to San Juan, Puerto  
Rico, where she arrived within a few hours, but unfortunately,  
Mr. Wootton had passed away just prior to arrival.

The Chairman, Directors and Staff of Sir William Reardon  
Smith & Sons Ltd., and the Master, Officers and Crew of the m.v.  
"TACOMA CITY" extend their deepest sympathy to Mrs. Wootton and  
her family in the tragic loss they have sustained.

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