

NEWSLETTER

J. E. 1972.

NO. 29

INTRODUCTION

The majority of our readers usually associate the month of June with warm sunshine and an atmosphere of relaxation of mind and body. The commencement of the holiday season conjures up in the mind the carefree hours by the sunlit sea, or the soothing music of a mountain stream in a shady glade. It would be a bold man indeed if he could conjure up such thoughts in the present season of high winds, angry skies and a surfeit of rain.

It is almost too wet and too cold to play cricket and, when it is played, half the time is occupied in dodging showers and covering up the wicket. This probably would be a good reason not to comment on our own County, Glamorgan, and its present form.

Nevertheless, it cannot be denied that we seem to be passing through a period of climatic upsets. The weather is so bad just now that it is blamed for almost all our ills and misfortunes. The Industrial climate is stormy in many regions, with occasional cold blasts and grey skies in others.

The news is full of reports of disasters and happenings that blot out the sun and cause the quiet streams in life to become raging torrents. There is, however, another side to the picture. There are the bright intervals that frequently appear to pierce the gloom. They are the foretellers of brighter days ahead. Things are never quite as bad as they would seem. The philosophy that "life is what you make it" may be true to some folk, but the trouble is that some may have made a hell of a mess of it.

The ancient art of angling is a source of much rude comment and amusement to many non-participants. Many jokes have been told about the "big one that got away". Sir Isaac Walton, that great exponent of the art, would be very interested to read about the enthusiasts on the "FRESNO CITY" who were fortunate enough to have the opportunity of pitting their skill against the wary Canadian salmon. It might be better, therefore, if the "fishy" story from our friends on the m.v. "FRESNO CITY" is left to unfold itself:-

On the ship's arrival in the fish-laden waters of British Columbia, five of the Officers set off on the Saturday morning to buy rods, etc., from Vancouver. The most popular buy seemed to be a complete fishing set for twelve dollars. The ship did not stay in Vancouver long enough for an expedition, so the following day, when the ship reached Tahsis, the five newer fishers, along with two others, set off for the "Fishing Grounds of Tahsis Inlet", in the ship's lifeboat (used because - Quote "it had to be tested").

At 1330 the boat was launched, along with Junior Chief Engineer D.M. Parsons and Junior Engineer D. Lowes, assisting with engine and steering. As an additional source of amusement, a Tote was organised by D.M. Parsons and D. Lowes, whose circular read:-

FRESNO CITY FISHING STAKES
FIRST FISH LANDED.

Runners:

Bideford Baiter
Swansea Spianer
Hull Hauler
Gwent Gaffer
*broath Angler
Norfolk Nibbler
Chepstow Chubb

Riders:

Capt.Parkhouse
Chief Engineer Hewson
Chief Officer Staines
Chief Steward Harry
Radio Officer Willocks
3rd Engineer Smith
Junior Engineer Herbert

Tote: One can of beer shares, to be paid to Jun.Chief Engineer Parsons.
(Tote closes when first line is cast).

Honest Den always pays. (If you can catch him).

Competition for rods - Entrance fee: 4 beers.

Heaviest Total Catch: First prize: 14 beers

Heaviest Single Fish: " " 14 beers

Official Judge: D.M. Parsons (The Wick Wangler)

supported by: D. Lowes (on loan from the Geordie Whippet Association).

Prizes will be presented by Mrs. M. Parkhouse, representing the Sporting Widows Association.

Special Prize for the first salmon over one foot long. (Kindly donated by Chief Officer Staines - the renowned gambler (Fresno's Maverick).

The final odds were: No. 1 17/2 No. 2 17/2 No.3 4/1 No.4 10/1
No. 5 17/2 No. 6 6/1 No. 7 6/1

Nothing was seen or heard of the optimistic fishers for the next four hours. At about 6 o'clock they returned, with the Norfolk Nibbler collecting all prizes and a few supporters by catching the first and only fish, a 19" salmon. To have their money's worth out of their equipment, the Captain, Chief Engineer, Chief Steward and Radio Officer, with me "assisting the Captain with his navigation", set off at 0500 the following morning.

One hour after leaving the ship in very fine weather, we were covered in snow and had less than half a mile visibility. The snow must have brought the fish out, as no less than five were caught - two salmon and three rock cod. The Captain and Radio Officer both caught two fish and immediately formed the "2 Club", thereby privileged to go round with their first and index fingers in a raised position. There would have been more fish caught had it not been for "the big ones that we let go".

In the afternoon, the original seven set off for a different area, after picking up a few tips from the Stevedores, but only two fish (rock cod) were caught.

In Longview, a complete waste of time was made, with neither fish nor bite. Up at Watson Island, an early rise was made to go to the place where "they jump into the boat". On arrival we heard a gale warning for the area; not wishing to give the lifeboat too hard a test, we turned back with nothing.

A big, final effort was made in Nanaimo. The early start must have caught the fish unawares, as the Chief Engineer had three bites within the space of ten minutes, but only one 24" salmon was landed. As promised (threatened) the Chief Steward caught a 3 foot fish, even though it was a Dog Fish. Weighing the whole situation up, one can only come to three conclusions:-

1. The only people to make financial profit on the expeditions are: T. Smith and supporters and the Army and Navy Stores in Vancouver.
2. The lifeboats are well and truly tested.
3. Had no fishing been done, the time would have been spent in smoke-filled Boozers ashore.

On arrival in Nanaimo, we discovered we should have had a licence and the fine for not having one is one thousand dollars or forfeiture of vessel. If the licence had been mentioned before, then I think the money may have been spent in the public houses ashore.

On the whole, our record read:-

6 trips: 4 salmon, 5 rock cod, 1 Dog Fish, and 1 other, which was an indistinguishable species.

This gives us an advantage of one point eight three fish per trip. Is this a record?

The Common Market is very much in people's minds these days and it was with this thought in mind we publish the following article by Cadets Colin Gibbs and Douglas Hotchkiss, who visited Brussels when they were serving on the m.v. "WILKAWA".

They left the vessel at Antwerp about 1 p.m. and managed to thumb a lift to the railway station. The speed of passing vehicles was something that impressed them - their summing up being that an old-fashioned British speed Cop would have had a "field day". At the railway station, the local brew of coffee was sampled and found to be of superior quality to our own station coffee and the price was the same. The train to Brussels looked modern, but the second class accommodation was inferior to ours. The Cadets go on to say:-

On arriving at a point near Brussels, we made the mistake of alighting at the North Station, but we re-boarded and proceeded to the Central Station. A genuine mistake caused by our sparse knowledge of Belgium. We quickly rectified this by racing to the information centre to ask, in English, for a map of the city. Once outside the station, our navigation was put to the test in finding out just where we were; with the map in French the system we devised would have turned the Second Officer pale. Now we knew our position, the problem of where to go first arose.

Eventually we decided on the Palace des Congress as it involved the least amount of walking. It was a large place with its steps adorned with a statue of a horse and rider. No less a personage than Albert the First. Centred around the Hall are museums and our next call was to the Gallery of Old Masters, where a collection of paintings, dating from the 14th to 17th Century were

Modern Art, where paintings from the 19th and 20th Centuries are on show. We then set off for the famous Market Place, but due to a slight error in reading the map, ended up in the Philip's Underground complex - a feat of navigation even Marco Polo would have been proud of. This complex will become a world trade fair exhibition. We spent a good deal of time comparing prices - ordinary shirts and trousers cost about three times as much as at home, whilst shoes were a great deal cheaper. Judging from the numbers of mini skirted girls around, the Common Market may after all have some advantages. After walking around for a couple of hours, we headed back to the station. This time our navigation would have brought smiles as we followed a couple of girls, who we assumed by the cases they carried, were bound for the same destination!

MARRIAGES

Mr. G.D. Griffiths, Junior Chief Engineer, married Miss Helen Davidson in Glasgow on 29th May last.

Miss Wendy Patricia Smith was married to Mr. David Roderic Brennan Evans at Llandaff Cathedral on 2nd June. They are both on the Staff at Head Office.

Another member of the Head Office Staff - Miss Christine Cooper - was married at St. Nicholas, Near Cardiff, on 10th June.

We offer our congratulations and best wishes to all these happy people.

....

NEW TONNAGE

Work on the "PORT ALBERNI CITY", the last of the 26,000 tonner series, is proceeding and, although a further delay has occurred in the delivery date, this is due entirely to the failure of sub-contractors to meet delivery dates for auxiliary equipment.

Although the present recession in freight rates gives little encouragement to think of new buildings, nevertheless, because of our optimism for the future, we continue to examine and give consideration to our policy of expansion.

SHARES

Very little movement in share prices has occurred during the month, but in general with the Stock Exchange reaction to the country's financial problems, shipping shares move with other industries' shares.

Our shares are quoted as 49p for the ordinary and 44p for the "A" Non-Voting Shares compared with 51p and 48p respectively given in our last Newsletter.

ACQUISITION OF THE PURVIS SHIPPING CO.LTD.

Sir William Reardon Smith & Sons Limited has recently acquired this Company for a nominal figure and the name will be retained so that, particularly through the Chartering and Management Section of the Company, business conducted by this Company can be retained and possibly developed in areas in which we have previously had little activity.

As was explained in a previous Newsletter, because of the association between the Public Company of Reardon Smith Line Limited and Sir William Reardon Smith & Sons Limited, any development in such acquisitions eventually benefits the Public Company.

CHRONOLOGICAL HISTORY

1936. Reardon Smith Line took delivery of two vessels during this year:-

m.v. "BRADFORD CITY" (3) 9450 dwt. built by the Furness Shipbuilding Co.Ltd.Haverton Hill, with Doxford engines. Cost to Company £109,066.

m.v. "DALLAS CITY"(1) 9300 dwt. built by the Furness Shipbuilding Co.Ltd., Haverton Hill, with Doxford engines. Cost to Company £109,095.

The following vessels were sold:-

m.v. "GREAT CITY"(1) August, to Counties Ship Management Co. as "Richmond Hill". Price obtained £20,000

"ATLANTIC CITY"(2), December, to Ambrose, Davies & Mathews as "Penybryn". Price obtained £43,000.

"BRADESK", in June to Finland as "Nagu". Price £24,500

Towards the end of the year, Sir William Reardon Smith and Sons Ltd., were appointed Chartering Brokers for the British Iron and Steel Corporation. This business was handled by the Company's London Office.

m.v. "ORIENT CITY" - AT THREE RIVERS -

Three Rivers was just a small riverside port that I had heard about during my Geography lessons at school. It had no notable industries, or places of interest and, in fact, it did not seem notable for anything at all. It was just one of many small French Canadian settlements on the banks of the mighty St. Lawrence River.

Our passage up the St. Lawrence did nothing to increase our enthusiasm. The riverbanks were drab and the landscape monotonous, with a seemingly continuous string of farms and houses, but few settlements. Being late autumn, the leafless trees did nothing to detract from the drabness; in fact, they seemed to blend into the landscape perfectly. At last we rounded a bend in the river and there before us was a collection of slag heaps and factory chimneys against a grey sky and a wharf painted with the magical greeting of "Welcome to Three Rivers". The French translation of "Three Rivers" seemed to be the only graceful feature of the area. However, first impressions can often be misleading and, as we passed the wharf, we saw that this was only the industrial boundary and

past it was a very modern and pleasant town. It did not appear to be the type of trading station that I had expected, but instead a very prosperous and rapidly expanding town.

We berthed in late afternoon and that evening, I went ashore with some friends. As soon as we left the ship, we knew that we were in North America. The over-sized chromium cars, large diesel engines of the Canadian Pacific Railway and the way that the streets, although filled with Coca Cola signs and the like, still looked strangely empty and incomplete, told us this. After travelling a few hundred yards, however, we had a surprise. All the shops used the French language for signs as well as speech. What surprised us more was the fact that very few of the shop assistants that we met could speak English. Of course, we knew that the French Canadians used the French language, but I thought that they were bi-lingual and used French rather as the Welsh use the Welsh language, but I was sadly mistaken.

As we progressed further down the street, we saw more evidence of the French culture. The cinemas showed French films only. Restaurants were proudly proclaiming their genuine French cuisine, and nearly all the goods in the shops, including those that we recognise as British goods, had French wrappings. Even the population looked French, especially the young people. The girls were slender, with long dark hair, while the boys were tall, dark and looked rather effeminate, as many of the French youths tend to. Some of the older men looked stockier and more rugged and, in fact, most of the population, again judging from films and photographs, looked very French. However, not all. Some of the men looked like the popular caricature of the middle aged American - short, but plump with, of course, a fat cigar clenched between his teeth and protruding from the side of his mouth.

The clothes seemed to be more "New World" than European, being more colourful and by English standards "loud". Some of the men wore red-checked, lumberjack type of jackets, which in my opinion were terrible, while others wore nylon ski jackets with broad yellow stripes across the shoulders and down the arms. The young people, however, dressed in the standard "Western" type of clothes and appeared very fashion conscious. One thing that was very noticeable was that they were equipped for the snow and icy pavements. While we were slipping on the snow and suffering from wet feet, the population, even the old people, could walk with ease. They obviously had special grips fastened to the soles of their shoes. As we progressed further down the street we decided that after two weeks at sea, we would appreciate a good drink, so we entered a very promising building proclaiming itself as a Tavern. This was probably the biggest disappointment that we had in Three Rivers. The tavern was a male only place where drinks were served to customers seated at tables, rather like a cafe, while they talk or watch the television, programmes being in French, of course. Needless to say, we tried elsewhere, only to be greeted by the same type of room and people.

With growing doubts we searched for some clubs or discotheques, but found that most of the places had been closed. After enquiring, we were told that due to drug-taking, most of the clubs and particularly the discotheques had been closed down, a mere two weeks previously. Having nothing better to do and feeling utterly dejected, we decided to return to the ship, trudging through the snow that was by now falling heavily.

The following day we commenced to load bulk grain and, as each Cadet was allocated a cargo watch, we each had eight hours free during the day. As I had the morning free I decided to go ashore with another Cadet to see the "sights".

Three Rivers was a very modern town that was quickly expanding, with the result that everything was new, so that there were few places of historic interest to be found. In some parts of the town there were, it is true, wooden houses in the French style, but these were probably less than 30 to 50 years old and not worth photographing.

For want of anything better to do, we decided to do some shopping and also have a general browse around the shops. Even though Christmas was still three weeks away, the shops were full of decorations, while the public address system was blaring out carols to try to instil some Christmas spirit into the population. The snow-covered streets, however, made me think of the season, more than the decorations or Father Christmases in the shops. In the shops we found that, at first glance, the prices seemed to be very similar, but slightly higher than at home. However, when we bought some items, we found that up to 30 percent tax had been added to its price, making the goods quite expensive. What was more surprising was that tax was even added to items such as postage stamps, so that we had to pay 25 cents for 20 cents of stamps. Although I know very little about economics, this tax was presumably a purchase of Value Added Tax. It seemed much more complicated than our system at home, where the tax is included in the price of the item. When purchasing an item in Canada, you must first look at its price and then add on from 10 to 30 percent extra, depending on the type of item, to allow for tax, to estimate how much you need eventually pay.

A final impression of the shops was that a great number were large department stores, selling everything from food to furniture, so that many appeared to be much the same. The television channels can be described in three words - French, coloured and commercial!

So our stay at Three Rivers came to an end, with many varied impressions of a new town gradually finding its place.
I.H.Woolley.

SHIPS' POSITIONS

"ATLANTIC CITY"

On T/C to Misericocchi & Co. S.A.S. of Ravenna until Nov.1972/Jan.1973.
Sld.Baton Rouge 25th May with Corn cargo and arrived Genoa
11th June to commence discharge. Sld.Genoa 16th June for Ravenna
to complete discharge.

"CHIYODA"

On T/C to N.Y.K. Tokyo until 1973/75. Arrived New Orleans
25th May and sailed 2nd June with corn cargo for discharge Japan.
Sld.Balboa 8th June and arrives Japan 1st July.

"CORNISH CITY"

On T/C to Tokai Shipping Co.Ltd., Tokyo, until July 1972.
Sld.Kokura 24th May. Arrived and sailed Nagoya 25th May. Arrd.
Shimizu 26th and sailed 1st June with cargo of motor cycles
and steel products for Baton Rouge, Norfolk, Newark and Philadelphia.
Arrives Panama Canal 23rd June, Baton Rouge 29th June. Expected
final completion discharge Philadelphia 12th July.

"FRESNO CITY"

Sld.Nanaimo 28th April on R.S.L. B.C./U.K.Cont.service and arrived Ghent 24th May, then called Rotterdam, Bremen and completed discharge Cardiff. Sld.Cardiff 11th June for Port Elizabeth, where she will load Manganese and/or Iron ore for discharge Japan. Arrd.Port Elizabeth 28th June, expected sail 30th and call Singapore 14th July and arrive Japan 22nd July.

"INDIAN CITY"

On T/C Yamashita Shinnihon S.S. Co.Ltd., Tokyo, until November 1976/March 1977. Arrd.Wakayama 24th and sailed 30th May on completion discharge coal cargo. Arrd.Yokohama 31st May and sailed 1st June with vehicles for discharge Baltimore and Norfolk. Arrd.Panama Canal 21st, arrives and sails Baltimore 27/28th June, Norfolk 29th June/1st July. After Norfolk proceeds U.S.Gulf to load coal for Japan.

"NEW WESTMINSTER CITY"

On R.S.L. B.C./U.K.Cont.service. Sld.Tahsis 24th May and arrived Vancouver 25th. Sld.Vancouver 29th May with Forest Products for discharge Cardiff, Ghent, Antwerp and Bremen. Arrs. Cardiff 23rd June and sails 29th. Arrives and sails Ghent 1st/4th July, Antwerp 4/5th July, Bremen 6/7th July.

"PRINCE RUPERT CITY"

On T/C to Steelwood Carriers Inc. Sld.Middlesbrough 26th May and passed through Panama Canal 10th June. Arrd.Oakland 19th June and sails 22nd June for Longbeach, Portland, Or., Seattle, finally completing T/C at Vancouver or New Westminster 4th July. Then loads on R.S.L. service British Columbia to U.K./Cont. expected to finally sail B.C. 22nd July, arriving U.K./Cont. 17th August.

"TACOMA CITY"

Arrd.Seattle 22nd May and sailed 23rd. Arrd.Vancouver 24th and redelivered from T/C to Steelwood Carriers Inc.25th May. Commenced loading Nanaimo 25th May on R.S.L. service Pacific Coast to U.K./Cont., then continued loading at Tahsis, Watson Island and finally sailed Vancouver 17th June with Forest Products for discharge Cardiff, Bremen, Ghent and Antwerp. Sls.Panama Canal 30th June and arrives Cardiff 13th July.

"VANCOUVER CITY"

Sld.Singapore 31st May and arrd. Kawasaki 8th and sailed 10th June. Arrd.Yokkaichi 11th June and sailed 15th for Kobe. Completed discharge of maize cargo at Kobe 17th June. Arrd.Nagoya and delivered on T/C to Nakamura S.S. Co.Ltd., Tokyo, 19th June. Loads steel products, etc., at various Japanese ports, finally sailing 5th July for Mediterranean and Continental ports, arriving Panama Canal 28th July.

"VICTORIA CITY"

Arrd.East London 31st May and sailed 3rd June with maize cargo for discharge Japan. Sld.Singapore 19th June for Kawasaki, Kinnura and/or Yokkaichi, Osaka and Kobe.

"WELSH CITY"

On T/C to Hamburg Middle East Line. Arrd.Abu Dhabi 10th June and sailed 13th. Arrd. and sailed Dubai 13/14th. Arrd.Dammam 15th - sails 21st June for Kuwait, Basrah and expected redelivery Khorramshahr 8th July.

"WILKAWA"

On T/C to Anders Wilhelmsen & Co.Oslo until 1977.
Ardd.Amsterdam 28th and sailed 30th May after discharging cargo of grain loaded at Baie Comeau. Ardd.Hamburg 31st May and sailed 3rd June. Ardd.Southampton 4th and sailed 5th June with total 747 vehicles loaded Hamburg and Southampton for Fremantle, Adelaide, Melbourne, Sydney and Brisbane. Arrs. Fremantle 6th July and finally completes Brisbane 22nd July.

VESSELS MANAGED for Transportacion Maritima Mexicana, S.A. of Mexico City:-

"CARDIFF CITY": to be renamed "SARA LUPE"

Sld.Chiba 27th May and arrived Kobe 28th May for drydocking. Handed over to new Owners 2nd June and sailed Kobe 6th June. Arrd. and sailed Nagoya, 6/8th June. Arrd.Yokohama 9th and sailed 14th June for Los Angeles, where due 29th June, thence San Diego 1st July, Ensenada 2nd/3rd July, Acapulco 7/8th July, Manzanillo 9/10th July, Mazatlan 11/16th July, Guaymas 17/22nd July.

"HOUSTON CITY": to be renamed "MARIA ELISA"

Ardd.Los Angeles 31st May and sailed 1st June. Arrd. and sailed Ensenada 2nd/3rd June. Arrd. and sailed Acapulco 7/10th June, arrd. and sailed Manzanillo 11/14th June, arrd. and sailed San Pedro 18/20th June. Arrd.Stockton 21st June and sails 23rd June for various ports Japan.

DISPOSITION OF OFFICERS

	<u>ATLANTIC CITY</u>	<u>CARDIFF CITY</u>	<u>CHIYODA</u>
Captain	A.D. Lightfoot	A.L.G.Gossett	B.A.G. Boyer
Chief Officer	T. Lawson	A.P.Stapley	J.J.Kalnins
Second Officer	F. Scott	G.Mapplebeck	P.P. Hames
Third Officer	P.G.McAnally	K.T.O'Higgins*	M. George
Radio Officer	B.B.Everett	R.Jacques	D.P. Bidmead
Chief Engineer	W. Morgan	B.J.O.Lewis	M.J.Ridley
Jun.Chief Engineer	N.T.Widdas	D.W.G.Pike	-
Second Engineer	-	-	M.E.Rayner
Jun.Second Engineer	J.D.Chatten	-	-
Third Engineer	M.B.Perrott	R. Dunbar	J.L. Magill
Fourth Engineer	K.J.Walmsley	C.P.Greenwood	A.W.Warburton
Jun.Fourth Engineer	-	M.J.D.Hannaford	R.G.Bracher
Junior Engineers	E.J.Burrup	R.P.Sagastume	W.H.Tucker
	D. Ward	P.J. Wood	-
	J.P.Bowler	-	-
Electrician	J.W. Warren	S.S.Hopkin	J.D.W.McLaren
Chief Steward/Purser	R.G.Moylon	K.F. Jackson	J. Cross
Navigating Cadets	M.F.Poullion	A. Tay	A.R.Jutsum
	I.H.Woolley	W.P.Barnes	J.F.Hammond
	D.E.Stannard	-	-
	R.M.Hewett	-	-
Engineer Cadet	-	-	N.P. Watters

	<u>"CORNISH CITY"</u>	<u>"FRESNO CITY"</u>	<u>"HOUSTON CITY"</u>
Captain	D.B. Jack	J.D. Lloyd	J. Cann
Chief Officer	W.D. Jones	K.B. Whitting	E.W. Walmsley
Second Officer	S.A.T. Scholedge	P.J. Warren	J.E.S. York
Third Officer	A.G. Stockman*	R.M. Bayley	C. Howell
Radio Officer	D.C. Short	W.P. Hereward	J. Cardarine
Chief Engineer	E.R. Morgan	D.W. Yool	D.W. Litson
Jun. Chief Engineer	D.W. Morse	-	-
Second Engineer	-	J. Claydon	C.H. Primrose
Third Engineer	R.C. Butcher	K.V. Dowdall	P.A. Magorrian
Fourth Engineer	D. Martin	R.M. Paddock	F.E. Robinson
Jun. Fourth Engineer	D.M. Jellyman	C.E. Hayles	-
Junior Engineers	P.E. Bradshaw	J.R. Gleeson	D.J. Ricketts
	-	N. Carter	W.D. Davies
Electrician	H. George	A.G. Lee	J.C. Gardiner
Chief Steward/Purser	L.B. Surrey	K. Llewellyn	E.H. Sefton
Navigating Cadets	P.C. Roberts	N. Jerrum	P.F. Mathews
	I.M. Stewart	P.L. Morgan	A.C. Baxter
	-	T.H. Jowett	J.A. Stewardson
Engineer Cadet	P.H. Evans	-	S.W. Miller

	<u>"INDIAN CITY"</u>	<u>"NEW WESTMINSTER CITY"</u>	<u>PRINCE RUPERT CITY</u>
Captain	D.C. Griffith-Jones	J.H.J. Thornhill	W.J. Cross
Chief Officer	R.K. Stuart	B. Jones	R.E. Clifford
Sen. Second Officer	D.J. Mockett	-	-
Second Officer	B.R. Hopper	P.H. Baverstock	K. Jones
Add. Second Officer	-	J.R. Curry	-
Third Officer	T. Haxell	-	C.R. Goddard
Radio Officer	E.A. Vost	E.G. Bromham	J.R. Mathews
2nd Radio Officer	-	-	L.M. Campbell
Chief Engineer	R. Chambers	B.M. Draper	R.C. Fraser
Second Engineer	R.U. Bell	W.A. Bruce	D. Rodger
Third Engineer	K. Rowney	J. Poots	A.G. Hodgson
Fourth Engineer	J. Rocky	R.E. Diamond	R.B. Adey
Jun. Fourth Engineer	D.W. Quayle	-	-
Junior Engineers	R.E. Pearson	P.A. Osborne	D. Staples
	R.M. Worgan	D. Young	A.C. Burnell
	-	A.H. Calder	W.J. Badham
Electrician	S. Cullinane	T. Willoughby	D.W. Fuller
Chief Steward/Purser	E. Wagner	R.A. Peach	D. Gowsell
3rd and Electrician	B.E. Davies	-	-
Navigating Cadets	S.M. Burley	P.A. Ward	T.R. Harrison
	D.J. Cooke	I. Cowan	S.J. Davies
			C.D. Kisch

Chief Engineer	L.G.I. Taylor	J.V. Barnes	D.A. Stagg
Second Engineer	J. Scott	J.P. Fagan	G.M. Cuthbertson
Third Engineer	I. Jones	R.E. Russell	T. Graham-Russell
Jun. Third Engineer	D.J. Jennings	-	J. Armstrong
Fourth Engineer	-	D. Millican	-
Jun. Fourth Engineer	M.G. Seaman	C.J. Buckley	G.D. Smith
	-	-	A. Hourihane
Junior Engineers	-	A. Marsh	R.J. Pring
	-	G. Nicholas	G.G. Poulloin
Electrician	D.G. Grant	A. Adamson	-
Chief Steward/Purser	R.G. Pierce	P. Cawley	K.W.G. Hampton
Navigating Cadets	A.G. Skeoch	P.A. Bullard	F.W. Lever
	D. Hotchkiss	W.J. Hutchings	E. Fielding
	D.G. Morgan	-	C.G. Perrott
Engineer Cadets	D.E. Simons	-	-
	R.C. Quaye	-	-

	<u>"WELSH CITY"</u>	<u>"WILKAWA"</u>
Captain	J. Vaughan	T.R.McNulty
Chief Officer	M.J.McGee	D.L. Bell
Second Officer	M.C.Ingram	A.E.Hicks
Third Officer	K.J.Cribbin*	M.A.Hammond
Radio Officer	H.M.S.Williams	S.G.Elliston
Chief Engineer	J.G. Howell	D. Senior
Jun.Chief Engineer	-	R.K.Binns
Second Engineer	L.M.Williamson	-
Jun.Second Engineer	J.J.Baghurst	-
Third Engineer	-	E. Hume
Fourth Engineer	J.H.Davies	T.W.Davies
Jun.Fourth Engineer	-	K.G. Webber
Junior Engineers	D.R.Ross	M.J. Burt
	P.J.Doughty	K.D.Morgan
Electrician	C.Villa-Landa	K.P. Bean
Chief Steward/Purser	N.A.Parselle	J.L. Sanday
Navigating Cadets	B.T.Hernaman	E.J. Mullin
	J.M. Scott	S.Lloyd-Jones
	-	J.D. Williams
	-	T.A. Price
Engineer Cadet	C.Graddage	-

* certificated

-----oOo-----

WHO IS "DAVE" ?

A letter postmarked "SWANSEA" has been received at Head Office, addressed to "DAVE" from "AILEEN". The envelope does not show the name of the addressee, vessel or the sender. If "DAVE" will contact us, we will be pleased to forward.