Reardon Smith Line Limited

NEWSLETTER

JULY, 1972. NO.30

INTRODUCTION

An article in this present edition contains the following phrase - "Today, etc., the Radio Officer establishes the chronometer error and daily rate with an ease that would have been unheard of ten years ago". The past decade has been a momentous one in practically all spheres of life and how many times can we reiterate the phrase "So and so would have been impossible ten years ago".

This undoubtedly is due to progress, but in the wake of all this progress certain other less acceptable things have made their own contributions to a very complex society. Tensions of one kind and another bedevil life, socially and commercially. Our social and commercial life has become polluted, but the pollution of the environment is something which has only come to the forefront in recent years. Those who are involved with Societies and Associations directly concerned in various aspects of the environment have witnessed an alarming change during the past decade.

Our Radio Officer (mentioned above) writes of a change which epitomises progress, but we have observed a change which is retrograde and ugly. We can remember some beautiful rivers, which ten years ago would have been a source of inspiration to a Wordsworth or a Tennyson. Those same rivers today are almost open sewers for the effluents of industry and dumping places used by lazy people. Every country road is now an artery of toxic fumes. The sea routes of the world have their own particular form of pollution some of which is occasionally washed up on unsuspecting beaches. Happily, there is a great awareness these days to clean up our environment. It is to be hoped that this awareness will gather momentum and that every effort will be made to keep our surroundings wholesome. The next decade could provide the answer to these efforts.

During a conversation with one of our Masters the other day, the subject under discussion was the inability of many people to appreciate the meaning of such nautical terms as Port and Starboard; Bow and Stern; for'ard and aft, etc. Surprisingly, it was pointed out that even experienced mariners very often get

confused. As if to prove the point, we received a note from one of our seagoing staff (rank and name is not for publication) on this subject - although it is a story against the Writer, it is, we think, rather humorous:-

"Vessel was proceeding at slow speed, weather was perfect. Numerous pleasure craft and cruisers in evidence. There appeared a large motor cruiser approaching port to port. Suddenly his loud-hailer errupts: "Your starboard anchor is hanging out of the pipe". Master rushes to the Port wing to acknowledge and wave. "No, Sir - your starboard anchor - on the other side of your ship". Master retreats to the Wheelhouse post haste amid howls of laughter from the Monkey Island."

Many thanks to Radio Officer John R. Mathews of the m.v. "PRINCE RUPERT CITY" for the following contribution. We are sure readers will appreciate this very fine article:-

"WHAT'S THE TIME, ESTHER?"

Esther, as all of you will know, is the seventeenth book of the Old Testament. Esther is also, as some of you will know, the name of my beautiful wife. Some years ago I presented this Celtic Beauty of mine with a very fine gold Swiss time piece, which became the admiration of all our family circle. One patriah being so taken with it that every time he saw my wife he asked the question, "What's the time, Esther?". Making the request a dozen times a day on some happy occasions.

Time is the ruler of the day for us all, but for the seagoing fraternity it is the very essence of our safety at sea and the very source of the correct and profitable operation of our ship. Why is time so important on a ship at sea? Why cannot the greatest ocean liner or the smallest tramp operate safely and economically unless perfect time is kept on board? Why did Marconi once say that apart from the very obvious rescue facilities, the greatest service he had given the seafarer was the Radio Time signal.

For reasons of safety and minimal operational costs, a ship's position at sea must be determined each and every day to ensure that she is correctly on course. Latitude and Longitude must be calculated very accurately. Measuring latitude is simple enough. For example in northern waters one measures the elevation of the North Star above the horizon, but finding longitude is a different matter. It all depends on time. The earth rotates a full circle - 360 degrees - in twentyfour hours. Thus each hour it moves through 15 degrees. Say a vessel sailed from London (Greenwich) on a voyage to the Americas and, on the third day out at noon the navigator marked the sun by sextant to be at its zenith and, at the same time, noted that his clock on board was exactly one hour behind Greenwich Time. He would then know that he had travelled 15 degrees west of Greenwich, or by the same token, if his clock was 1½ hours slow on Greenwich Mean Time, he would know that his ship was 22 degrees 30 minutes west of Greenwich.

Perceptive scientists realised this principle many hundreds of years ago, but the problem raised was how to keep reasonably accurate time at sea. Because they were unable to tell the correct time at sea, Masters guessed their longitude and this was a major and prime factor in shipwreck. The first mechanical clocks came out of Italy in the 14th Century. Prior to this man had relied upon the sun dial, the sand glass and the burning of a notched candle calibrated by the sun. This latter method I feel sure giving rise to the popular Spanish idiom heard in the evenings in Madrid ..... "Buenos Notches"!!! By the 16th Century the best and most accurate clocks were the pendulum types. Quite unusable at sea.

In 1625 King Charles of Britain founded the Royal Observatory at Greenwich mainly to solve the longitude problem. Shortly afterwards the British Government offered a fabulous prize of £20,000 to anyone who could offer a precise method for determining longitude at sea. What the navigators clearly wanted was an accurate clock for measurement of time whilst on the high seas.

It fell upon a Lincolnshire Carpenter called Harrison (clever lot these Harrisons!) to develop the clock and claim the prize. John Harrison spent all his life busy with the project and it was not until he was 68 in 1791 that he finally presented his five inch diameter watch to the nautical world. John Harrison was too old and feeble to make the test voyage and his son, William, made the two month voyage from Portsmouth to Jamaica in 1791 aboard the "Depford". After over sixty days at sea it was found that Harrison's watch was only 5 seconds in error. It had located Jamaica within 1¼ miles. Order had arrived at sea - Mariners would no longer be required to guess their position. Mr. Harrison's wonderful watch now enabled them to say how far east or west of Greenwich they might be.

Why Greenwich? The Mariner could be just as well informed if he was able to determine how far east or west he was from Trelech, Treorchy or Tokyo. The Royal Observatory had been established as early as 1675 and in 1884 a great conference was held in Washington, D.C. to decide on a focal point and time keeper for the world. Our American cousins suggested a sight in Britain - Greenwich. The U.S. delegate argued that Britain owned most of the world's shipping, made the world's nautical charts and John Harrison's wonderful watch had produced the world's first chronometer.

There is one inch strip of brass on the floor of the Greenwich Observatory and this spot is the time keeper for the world. No matter where we are on this Earth of ours or even on her Moon, everything that goes on is related to the nervous tick of G.M.T. Every time piece in the world is set in relation to G.M.T. Therefore, the staff at Greenwich must be able to determine the exact time in order to set up the initial standard. In the early days after 1884 they simply observed with a transit telescope the time at which certain stars passed over the Observatory. Simple arithmetic converted star time to G.M.T. However with the evolution of man and the ever-increasing smog and night glow over London, this became increasingly difficult. Consequently since 1957 the practical observations have been made from Herstmonceux Castle in Sussex. There on each clear night, photographs are taken of about thirty fixed stars as they cross the meridian of Greenwich. The observations are averaged out to determine the exact time.

On the 22nd June 1896 an event took place which was to ensure that time-keeping at sea became just as accurate as on shore. On that day in history the Marchese Guglielmo Marconi was granted patent number 12039 for his wireless telegraph apparatus. Today on very modern ships like those of Reardon Smith Line, the Radio Officer establishes the chronometer error and daily rate with an ease that would have been unheard of even ten years ago. By flicking a switch on the control panel in front of him the Radio Officer is able to relay the output of a very sensitive transistorised communications receiver to a loudspeaker mounted directly over the chronometer. With the advent of powerful standard frequency stations in the U.S.A. and Japan, it is now possible to determine correct time on board with relation to G.M.T. at any time day or night. This is a far cry from yesteryear. I can recall nearly twenty years ago listening through headphones to GBR/Rugby, poised with a quarter pound hammer in my hand. As each minute marker was received in the headset, I would bang the hammer against the chart room bulkhead and the Mate on watch would note the chronometer reading. In those days when one joined a ship, one always noted the large rust spot on the steel bulkhead indicating the spot where to bang when Rugby was on the air!!!

It is still common practice to fire a gun as a time signal in certain ports of the world. At 9 p.m. each night the cannon echoes out over Lions Bay, Vancouver, and a similar sound is heard over Table Bay each day at noon. Whilst moored at Cape Town some years ago I decided to visit the gun emplacement at the foot of Table Mountain to observe what went on at noon. It was all very interesting and after the charge had been fired, I asked the gunner how they established the correct time seeing that they had no radio receiver. "Ah", said the gunner, "if you look through this telescope you will see that it is trained on a very famous 19th century Dutch clock which hangs outside a jeweller's shop in the town. When the hands come up to noon we fire the gun". Very interesting and, later that afternoon found me outside the very same shop admiring this very fine timepiece. The proud owner came out into the street to show me its finer points. After talking about its history, I asked was it a good time-keeper. "Perfect", came the reply, "always correct, each and every day". "How do you check it?" I asked. "Oh, its easy" replied my informative friend. "Every day at noon they fire a gun on the Mountain.....!!!

A system of time-keeping at sea has been developed whereby vessels sailing in certain defined limits of longitude keep the same time. For this system the world has been divided into 24 zones of 15 degrees each. They have each been given alphabetical letters. The standard zone marking G.M.T. is known as Z, and east from Greenwich we have A to M (omitting J) and west from Greenwich we have N to Y. Therefore a ship in Zone M will be 12-hours ahead of G.M.T. and a ship in Zone Y will be 12 hours behind G.M.T. Their meeting point at 180 degrees of longitude is known as the International Date Line. On each side of this line the date is different. Ships crossing the I.D.L. on an easterly course assume yesterday's date and ships crossing on a westerly course assume tomorrow's date. This system of Zonal Time at sea is of great benefit when signalling by radio. The indicator "Z" is used to indicate G.M.T. on all sorts of messages and a ship signalling ETA 260430Z indicates that his ETA is 0430 G.M.T. on the 26th of the month. A ship may also use standard times of the country concerned, but then the Radio Officer should indicate the correct time zone. For example, if he wishes to indicate that his ship is due at Kobe at 0900 hours Japan Standard Time on the 3rd, he should make the groups "ETA Kobe 030900I". "I" being the indicator for a time 9 hours ahead of G.M.T. Some Radio Officers are apt to use the expression "local time". This is considered rather unprofessional.

UT, Universal Time (which can be identified with G.M.T.) is the basis for all civil time-keeping. One second being 1/86,400 of a mean solar day.

Since January 1st of this year we are now adjusted to Atomic Time. Caesium Atomic Clocks have accuracies better than 1 microsecond per day. That is better than 0.000001 sec.!!!

Because of the unpredictable variations in the Earth's speed of rotation, atomic time diverges from star time by an amount significant enough to be of serious consequence to certain navigators and surveyors. To compensate for this, leap seconds have been introduced and will be made normally at 2400 hours on the 30th June and 31st December. This is why since 1st January 1972 the format of our BBC time signals has been slightly altered. The last of the six "pips" or pulses is now five times as long as the other five. It is the commencement of this last pulse that marks the exact minute. If leap seconds are to be applied in June or December, then the signal is slightly modified for the leap adjustment. For a positive leap the BBC will broadcast six short pulses prior to the long pulse, and if a negative leap second is being applied the signal will only be four short pulses prior to the long pulse. However in all cases the commencement of the long pulse will be the minute marker.

One of the direct consequences of the Atomic Time Standard upon the Reardon Smith Line is that since 1st January 1972 Loran and Decca Navigator fixes aboard our vessels have become more accurate.

Let me conclude by saying that the next time our readers boil an egg or study a timetable, they might like to reflect on some of these notes.

What's the time, Esther?

Readers will be sorry to hear of our Chairman's recent bereavement. We extend to him our sympathy on the passing of his Mother.

... ...

BIRTHS

Congratulations and best wishes to Chief Engineer M.C. Barrall and Mrs. Barrall on the birth of their daughter, Nicola Lindsey, born on Friday, 2nd June 1972.

... ...

MR. R.C. FRASER

It was with regret that we learned that Mr. R.C. Fraser, Chief Engineer, m.v. "PRINCE RUPERT CITY" was involved in a car accident in the vicinity of Prince Rupert, B.C., which resulted in him being admitted to hospital with a fractured leg. We are pleased to learn that he is in good spirits and is making progress. We trust that we will continue to receive good progress reports and that he will be discharged from hospital for return to this country in the not too distant future.

Officers wishing to write to Mr. Fraser may address letters as follows:-

Mr. R.C. Fraser (Patient),
Prince Rupert General Hospital,
(Third Floor),
PRINCE RUPERT B.C. Canada.

... ...

INSURANCE MATTERS

As you know we have a preferential savings scheme through insurance contracts available by B.K. Thomas & Partners Ltd. They advise that their services are not limited solely to the savings scheme but embrace professional advice on matters such as tax savings, mortgages, investment and estate duty.

Regular appraisal of one's insurance portfolio is essential to ensure that the cover and anticipated maturity values are adequate. They will be pleased to advise you on your personal

financial problems and you may contact them at:-

London Office	15 Half Moon Street, Mayfair.	Tel:01-493-7996
Cardiff Office	16 Windsor Place	Tel:0222 45846
Sheffield Office	22 High Street	Tel:0472 70149

We have included in past editions many contributions from Cadets making their first trip and readers have found them most interesting.

To add to the number, we publish the following impressions sent to us by Navigating Cadet A.D. Slade and would like to thank him for a most commendable effort:-

THE MYSTIC EAST

It was a sunny Saturday morning in March when the m.v. "ORIENT CITY" eased her way up against the current of the Mae Nam Chao Phraya, needless to say our destination was Bangkok. We are under a German charter to deliver rice and tapioca to Rotterdam. As a 'first trip' cadet this is the first time that I have visited the "mystic East" and I hope it isn't the last.

The river itself teemed with multi-coloured skiffs sporting outboard motors. They appeared to be the main form of transport on the river. Green, broad-leaved trees overhung the water's edge and as far as one could see there was a green mass that is the equatorial rainforest. More and more settlements began to cheat the rainforest out of possession of the land, so we knew that we were approaching journey's end.

From the starboard side of the ship we could see a large white building similar to the grain silos at Trois Rivieres. This was to be our berth, the "Thai Silo". Just after mooring, a group of people with various packages and pieces of equipment set up "shop" on the starboard side. Here they prepared various Thai dishes, hot and cold, and sold ice-cold drinks which were very welcome during cargo watches. Shop being set up, an army of stevedores came aboard and the white dust rising from the holds told us that loading had begun.

Bangkok itself is a modern city, heavily "Americanised" by the U.S. servicemen on leave from Vietnam. Many times we spotted green jeeps with the familiar white star on each side and about half a mile ahead of us, there were a number of U.S. Naval vessels. It was an amazing comparison between the modern life of the city dweller and the backward existence of the swamp dweller.

After several days alongside, we moved from our berth and anchored off the island of Ko Sichang where we completed loading from barges. From Bangkok we sailed to Singapore where we arrived two days later. Anchored off Singapore was the largest collection of ships I have ever seen. From what I could see of Singapore it looked a terrific place with its ultra-modern buildings, it was so different from our previous ports of call - Bangkok, Calcutta and Vishakapatnam.

When we had anchored off Pula Bukam a small oil tanker came alongside and we took our bunkers from that. At almost the same time about eight "bumboats" came alongside and we were boarded by their occupants. These men set up a number of stalls on the after deck, selling tape recorders, record players and watches. It was some experience. During our short stay I bought a tape recorder

to keep me sound of mind on the long passage to Rotterdam.

CHRONOLOGICAL HISTORY

1937. During this year the "SANTA CLARA VALLEY" (ex "East Lynn") and "WILLAMETTE VALLEY" (ex "West Lynn") owned by Oakwin Steamship Co.Ltd., were sold to Reardon Smith Line Ltd. The Oakwin Steamship Co.Ltd., was wound up after the sale of these ships.

The "YORK CITY" was sold in June to Greece as "Nicolaou Ourania" at a price of £63,000.

The Directors announced their decision early this year to discontinue the regular service between the Pacific Coast and United Kingdom Ports. The final sailing in this service was made by m.s. "SANTA CLARA VALLEY" in March. Thereafter the Company resumed its traditional policy of engaging all of the ships under its management in deep sea tramping, carrying a variety of cargoes to and from all parts of the world.

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

"CORNISH CITY"(3) built bythe Furness Shipbuilding Co.Ltd., with Doxford engines. Cost to Company £109,190.

SHARES

The publication of the Company's Accounts confirmed the strong asset position of the Company and consequently the share prices rose considerably. However, the Dock Strike subsequently caused shipping shares in particular to be marked down and at the moment our Company's shares are 64p for the ordinary and 53p for the "A" Non-Voting shares, against 49p and 44p respectively quoted in our last Newsletter.

S. O. S.

The Editor's file of publishing material has reached "rock bottom" and the process of "scraping the barrel" may have to be resorted to for the next issue.

How about it, folks!?

DISPOSITION OF OFFICERS

	ATLANTIC CITY	CARDIFF CITY	CHIYODA
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.G. 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	P.J. Wood	W.H. Tucker
	D. Ward	-	-
	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.Poulloin	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

	CORNISH CITY	FRESNO CITY	INDIAN CITY
Captain	F.J. Johns	J.D. Lloyd	J.S. Murray
Chief Officer	R.E. Skinner	K.B. Whitting	D.J.A. Nicholl
Second Officers	R.S. McKay	P.J. Warren	P.E. Coulson
	-	-	T.E.Thistleton
Third Officer	P.P. Lewis	R.M. Bayley	B.J. Hayle *
Radio Officer	R.H. Smith	W.P. Hereward	J.A. Heslop
Second Radio Officer	C.G. Macey	-	-
Chief Engineer	G.D. Griffiths	D.W. Yool	D.M. Parsons
Second Engineer	G.D.Tattersall	J. Claydon	J.S. Dutton
Third Engineer	A.C. Coombs	K.V.Dowdall	P.R. Bryant
Fourth Engineer	G.M. Dickson	R.M. Paddock	M.J. Snook
Jun.Fourth Engineer	R.J.Ridley-Prentice	C.E. Hayles	G.A. Lewis
Junior Engineers	M. Doyle	J.R. Gleeson	T.M. Bimson
	R.V. Williams	N. Carter	C. Berezowsky
Electrician	T. McMahon	A.G. Lee	D.G. Smith
Chief Steward/Purser	C.A. Parry	K. Llewellyn	J.D. Peebles
Navigating Cadets	H.G. Hurst	M. Jerrum	A.D. Slade
	R.A.D.Woodward	P.L. Morgan	T.D. Lester
	-	T.H. Jowett	P.P. Rowland
ngineer Cadet	-	-	K.A. Velda

	MARIA ELISA	NEW WESTMINSTER CITY	PRINCE RUPERT CITY
Captain	J. Cann	J.H.J.Thornhill	W.J. Cross
Chief Officer	E.W.Walmsley	B. Jones	R.E. Clifford
Second Officer	J.E.S.York	P.M.Baverstock	K. Jones
Add.Second Officer	-	J.R. Curry	-
Third Officer	C. Bowell	-	C.R. Goddard
Radio Officer	J. Carwardine	E.G. Bromham	J.R. Mathews
Second Radio Officer	-	-	L.M. Campbell
Chief Engineer	D.W. Litson	B.M. Draper	T. Sukiennik
Second Engineer	C.H. Primrose	W.A. Bruce	D. Rodger
Third Engineer	P.A.Magorrian	J. Foots	A.G. Hodgson
Fourth Engineer	F.E. Robinson	R.E. Diamond	R.B. Adey
Junior Engineers	D.J.Ricketts	P.A. Osborne	D. Staples
	W.D.Davies	D. Young	A.C. Burnell
	-	A.H. Calder	W.J. Badham
Electrician	J.C.Gardiner	T.Willoughby	D.W. Fuller
Chief Steward/Purser	E.H. Sefton	R.A. Peach	D. Gowsell
Navigating Cadets	P.F. Mathews	P.A. Ward	T.R. Harrison
	A.C. Baxter	I. Cowan	S.J. Davies
	J.A.Stewardson	-	C.D. Kisch
Engineer Cadet	S.W. Miller	D.G.Wedlake	-
2nd Ch.Steward/Purser	-	C.J.Hartley	-
Engineer Cadet	-	S.B. Bath	-

* Uncertificated

	TACOMA CITY	VANCOUVER CITY	VICTORIA CITY
Captain	T.W.D. John	A.C. Thomas	O.J.T. Lindsay
Chief Officer	M.J. Hurst	R.A.H.Vanner	M.E. Jones
Second Officer	N.P. Epps	G. Mathewson	B.P. Reynard
Third Officer	A.A.McCalmont	B.M.Richardson	D. Burns
Radio Officer	F.G. Taylor	S.G.W.Whitmore	W.C.Ciastula
Second Radio Officer	-	-	B.A. Stagg
Chief Engineer	L.G.I. Taylor	J.V. Barnes	G.M.Cuthbertson
Second Engineer	I. Jones	J.P. Fagan	T.Graham-Russell
Third Engineer	D.J.Jennings	R.E. Russell	J. Armstrong
Fourth Engineer	M.G. Seaman	D. Millican	G.D. Smith
Jun.Fourth Engineers	-	C.J. Buckley	A. Hourihane
	-	-	R.J. Pring
Junior Engineers	D. Lowes	A. Marsh	G.G. Poulloin
	M.R. Green	G. Nicholas	-
Electrician	D.G. Grant	A. Adamson	K.W.G. Hampton
Chief Steward/Purser	R.G. Pierce	P. Cawley	F.W. Lever
Navigating Cadets	A.G. Skeoch	P.A. Bullard	E. Fielding
	A.C. Skilton	W.J.Hutchinson	C.G. Perrott
	P.C.Coles	-	-
Engineer Cadets	D.E. Simons	-	-
	A. Hobin	-	-

	WELSH CITY	WILKAWA
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.F. 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	-

* Uncertificated

SHIPS' POSITIONS

"ATLANTIC CITY"

On T/C to Miserocchi & Co. S.A.S. of Ravenna until November 1972/ January 1973. Arrd. Ravenna 19th June to complete discharge. Sld. Ravenna 23rd June and arrived New Orleans 10th July. Sailed New Orleans 20th July with cargo of corn for Genoa and Ravenna.

"CHIYODA"

On T/C to N.Y.K. Tokyo until 1973/75. Arrd.Nagoya 3rd July. Sailed Nagoya 6th July and arrived Moji 8th July. Sailed Moji 16th July and arrived Nagoya 17th July, sailing 19th July with 1866 cars for discharge Antwerp.

"CORNISH CITY"

On T/C to Tokai Shipping Co.Ltd., Tokyo, until 16th July 1972. Arrd. and sailed Baton Rouge 29th June. Arrd. Norfolk 4th July and sailed 7th July. Arrived Newark 7th July and sailed 12th July arriving Philadelphia 13th July, where completed discharge. Redelivered from Tokai Shipping Co.Ltd., 16th July and sailed Philadelphia for Houston, where delivers on T/C to South African Marine Corporation Limited, Cape Town. Loads various ports U.S.Gulf and United States East Coast, finally completing New York 19th August, thence South African ports.

"FRESNO CITY"

Arrd. Port Elizabeth 29th June. Sailed Port Elizabeth 30th June with a cargo of Ore for Tachibana and Fushiki. Arrived and sailed Singapore 17th July. Arrived off Tachibana 25th July, expected final completion discharge Fushiki 2nd August.

"INDIAN CITY"

On T/C Yamashita Shinnihon S.S. Co.Ltd., Tokyo, until November 1976/ March 1977. Arrived and sailed Panama Canal 21st June/22nd June. Arrived Baltimore 27th June and sailed 30th. Arrived Norfolk 1st July, completed discharge and sailed 2nd July. Arrived Davant (New Orleans) 6th July and sailed 7th with a cargo of coal for Japan. Arrd. and sailed Panama 11/14th July and arrives Japan 7th August.

"NEW WESTMINSTER CITY"

On R.S.L. B.C./U.K./Cont. service. Arrived Cardiff 24th June, then called Ghent, Antwerp and completed discharge Bremen. Sailed Bremen 9th July for Middlesbrough. Arrived Middlesbrough 11th July and delivered on T/C to Steelwood Carriers Inc., 13th July. Sailed Middlesbrough 24th July for Antwerp. Possibly completes loading E.C.U.K. prior sailing for Ensenada/Vancouver, B.C. range.

"PRINCE RUPERT CITY"

On T/C to Steelwood Carriers Inc. Sailed Oakland 23rd June. Arrived and sailed Longbeach 24th/27th June. Arrived and sailed Portland 30th June/3rd July. Arrived and sailed Seattle 4/7th July. Arrived New Westminster 7th July and redelivered from Steelwood Carriers T/C 8th July.

On R.S.L. B.C./U.K./Cont. service. Commenced loading 10th July. Sailed New Westminster 10th July and arrived and sailed Nanaimo 10th/11th July. Arrived and sailed Watson Island 12th/19th July. Arrived and sailed Tahsis 20th/22nd July and completes loading Vancouver and sails 28th July with Forest Products. Arrives Cardiff 23rd August, Bremen 29th August and arrives and completes Antwerp 1st September/5th September.

"TACOMA CITY"

On R.S.L. B.C./U.K./Cont. service. Arrived and sailed Cardiff 12th July/18th July. Arrived and sailed Bremen 21/22nd July. Arrived Antwerp 24th July, where completes discharge 27th July, then delivers under T/C at Antwerp a/c Steelwood Carriers Inc. Sails U.K./Cont. 5/10th August with steel products for United States Pacific Coast possibly via U.S.E.C. ports.

"VANCOUVER CITY"

On T/C to Nakamura S.S. Co.Ltd., Tokyo. Sailed Nagoya 6th July. Arrived and sailed Wakayama 7/8th July. Arrived and sailed Yokohama 9/13th July with a cargo of steel products, etc. Arrives Aruba 9th August, thence Puerto Cabello, Port of Spain, Savona, Koper, Ravenna, Skaramanga. Arrives first port in Mediterranean (Savona) 4th September.

"VICTORIA CITY"

Arrived and sailed Osaka 27th June/2nd July. Arrived and sailed Kinuura 3rd/5th July. Arrived and sailed Yokkaichi 5/8th July and arrived Kawasaki 9th July, completing discharge of South African Maize cargo. Delivered on T/C to Japan Lines at Kawasaki 10th July and sailed for Port Hedland to load a cargo of Iron Ore. Arrived and sailed Port Hedland 21/22nd July and discharges at Kokura where arrives 1st August and redelivers 3rd August. After Kokura, proceeds British Columbia on R.S.L. B.C./U.K./Cont. service.

"WELSH CITY"

On T/C to Hamburg Middle East Line. Sailed Damman 22nd June and arrived and sailed Kuwait 23rd/26th June. Arrived and sailed Umm Qasr 27th June/30th June. Arrd.Khorramshahr 1st July, completed T/C 7th July. Sailed Khorramshahr 8th July and arrived and sailed Abadan 8th July. Arrived and sailed Bahrein 10th July, Mormugao 15th July and delivered on T/C to Japan Lines. Sailed Mormugao 18th July, arrives Kimitsu 2nd August and redelivers 5th August. Delivers on T/C to South African Marine Corporation at Yokohama 6th August. Loads Japan, Hong Kong, Singapore for South African ports. Finally sails Japan 18th August. Calls Hong Kong 22/23rd August, Singapore 27/28th August and arrives Durban 10th September.

"WILKAWA"

On T/C to Anders Wilhelmsen & Co.Oslo until 1977. Arrived and sailed Fremantle 6/10th July. Arrived and sailed Adelaide 10th July. Arrived and sailed Melbourne 12th July and arrived and sailed Sydney 14/15th July. Arrived and sailed Brisbane 17th July; arrived Newcastle, N.S.W. 19th July to load a coal cargo for Japan and sailed 21st July. Arrives Japan 6th August.

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

"CARDIFF CITY" - to be renamed "SARA LUPE".

Arrived and sailed Los Angeles 28th June/3rd July. Arrived and sailed Ensenada 4/6th July and arrived and sailed Acapulco 10th July/13th July. Arrived and sailed Manzanillo 14/18th July. Arrived and sailed Mazatlan 19/24th July for Guaymas where arrived 25th July and sails 29th, thence Yokohama 13/14th August, Nagoya/Yokkaichi 15/22nd August, Kobe/Osaka 23/31st August.

"MARIA ELISA" - (ex "HOUSTON CITY")

Arrived and sailed Stockton 21st/24th June. Arrived and sailed Kobe 11/22nd July. Arrived and sailed Hibi 23rd/25th July for Nagoya where due 26th July. Thence Yokohama 27/28th July, Kushiro 30th July/31st July. Loads generals at Kobe 6th August, Nagoya 7th, Shimizu 8th, Yokohama 9/12th August for Los Angeles and various Mexican ports.

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