



Reardon Smith Line Limited



NEWSLETTER

AUGUST, 1972.

NO. 31

INTRODUCTION

The variety of weather we have experienced so far this year has influenced many people in the belief that our weather pattern may be changing. The seasons appear to be much later and less defined. This year is no exception. Those of us who are keen gardeners have noticed several things out of the ordinary - due to changing weather conditions, maybe.

The height of some plants has been truly amazing. Black-spot on roses seems to have been less prevalent - incidentally, if any-one has a really good cure for this disease, many readers would be glad to hear about it. In some areas, various root vegetables have tended to seed earlier rather than develop to a good size.

The world of sport was also victim of the weather. Cricket was played in temperatures lower than on some occasions during the winter. Records show that the temperature on 21st June was a degree or two lower than that on 21st December. However, the Football season opened in mid-summer weather, with temperatures soaring on and off the field. Referees were kept busy with their little books, endeavouring to "cool" it. It is said that the football field was not the only place where temperatures rose - and the freakish weather was apparently not to blame!

Bee-keeping is one of the most fascinating of hobbies and one which produces a food second to none in its nutritional value, etc. We hear that Joe Gardner, of our Head Office Staff, is transporting his bee-hives from Glasgow to South Wales. We look forward to an article from him on this subject. Our first known expert on bees was Joyce Gedrych (Private Secretary for many years to the second Sir William).

Many of us living on this side of the Atlantic immediately associate New Orleans with Jazz and the Mississippi river. Cadets Jutsum and Hammond visited the city whilst serving on the "CHIYODA" and sent us their impressions. According to the guide book - New Orleans is a city of jazz and bourbon. However, progress has made it a large modern city; nevertheless one could feel like Tom Sawyer or Huckleberry Finn with the show boats cruising along the Mississippi.

The city is of French origin. One of its present-day main attractions is its French quarter, so well preserved and unaltered despite the passage of time. It was originally the area where the French settlers and plantation owners lived. Antique shops abound with side streets full of small restaurants and cafes. Art galleries and artists are very much in evidence. The streets of the French quarter are car-free and filled with pedestrians revelling in this freedom. The suburban area of the city is quite pleasant. There were many large houses with spacious gardens and lawns, set back from the long, straight American highways. There were smaller quaint bungalows occupied by the American Negroes.

The Cadets enjoyed their tour, but Cadet Jutsum ends on a rather pleasant, if nostalgic note - "But there is nothing quite like a smaller, quieter place in England".

Fishing stories are always a source of amusement and a fisherman is usually a good story-teller! However, we are pleased to publish an article by Mrs. Norman Cunningham, who has maintained to the full all the qualities needed to make it a good "piscatorial narrative":-

Appropos the fascinating article on fishing from the "FRESNO CITY", it might be interesting to relate the recent piscatorial efforts of some shore-based personnel.

The place is Norway, about 500 miles north of Oslo. The enthusiastic and energetic party consisted of members of the Chartering Divisions of four wellknown shipping companies and their wives. The roll call could go thus: Irish Shipping Ltd., Dublin, represented by Mr. Dermot O'Neill, thereafter regarded by himself as a "mis-led Irishman": Fearnley & Eger, Oslo, represented by Mr. Ivar Mathisen, enviously known as "the Virile Viking"; Anders Wilhelmsen, Oslo, represented by Mr. Erik Bryhn, referred to by all as "the experienced fisherman" and Sir William Reardon Smith & Sons, London, represented by Mr. Norman Cunningham and, being the only Englishman in the party, titled "My Lud".

The object of the expedition was to catch salmon, and accompanied by their wives and gear, these intrepid anglers set off on a fishing trip which they confidently expected would result in the depletion of salmon stocks in Norway for years to come.

They had one supposed advantage over the anglers of the "FRESNO CITY" and that was the inclusion of a ghillie in the party. However, that turned out to be no advantage at all, apart from his juicy tales of the "porno" shows across the border in Sweden. Gilbert the Ghillie would start each fishing day with a cheerful prediction that conditions were perfect, that the fish would be generously giving themselves up.

When the day finished with ne'er a fish, he always had an excuse - it was too windy, it was too bright, there was a cloud over the river, in fact there was no limit to his ingenuity in devising explanations for the lack of fish. The novices in the party had great hopes of learning the art of angling from such an obvious authority, but it soon became clear that he had correctly sized up the worth of the eager foreigners and instead, he concentrated on chatting earnestly and fishily with the "experienced fisherman", Erik Bryhn.

Strung out along the river rods flashing in the sun, the group made an impressive sight. Cars stopped, people got out and spent a few minutes watching the efforts of those in the water, admiring no doubt, the expert casts and confidently expecting to see the silver flash of a thrashing salmon at the end of at least one line. It didn't take them too long to realise the true position and soon the fishing party would be alone again, feeling somehow guilty.

Dermot O'Neill, widely admired for his sartorial elegance and his fantastic "cool", possibly scared off several thousand salmon when his tall, lean frame quivered over the sparkling Norwegian waters. On the one occasion, when he eventually consented to actually step into the river, a camera at the ready to record the event, he lost both his footing and composure and slipped slowly and majestically into the chilly water. Though a son of the former Commodore of Reardon Smith Fleet, his performance under these conditions left a lot to be desired. The usual flow of expletives no doubt shocking the salmon to the core of their being, he emerged from the water with the most unseemly haste, tugging frantically at his soured pockets, shrieking "my cigarettes, my cigarettes". A far cry from Richard the Third and his horse. The cigarettes being salvaged, he spent the rest of the morning smoking them on the rocks, his clothing drying on miscellaneous bushes. He gave the distinct impression that it would be a very long time before he even contemplated fishing again and that his favourite chair in the sun, with a bottle of Jameson beside him, was a far, far better thing.

The "Virile Viking", Ivar Mathisen, tried and tried to catch a fish. Living up to his name, he wooed them from the bank and then he got into the boat and wooed them up and down the river, but they were impervious to his obvious charms, thus proving that Scandinavian fish, at least, have a deep puritanical streak in their nature.

Erik "the experienced fisherman" Bryhn, was the only person who even looked remotely like a fisherman. While the rest sported ill-assorted casual outfits, Erik was dressed in the baggy trousers and bashed-up hat of the true angler. His numerous pockets were bulging with the right equipment and at his belt was a vicious looking knife - at the ready to clean out the forecast catch. His hat was a confection of lines and flies, verily a vision to warm the heart of Isaac Walton. Quite soon it was left to him and Gilbert the Chillis to redeem the party, but though they fished every inch of the river, they had no better luck than the rest.

"My Lud" Cunningham adopted the no-nonsense English approach to the whole business. The great weight of British tradition in adventuring and exploring lay on his shoulders and so, too, did his own stirring tales of his experiences in darkest Africa, culminating in his historic crossing of the Limpopo! He stiffened his lip and attached that river. From morning to night, he cast his line, stalking "the big one". His evenings were spent gazing morosely into a glass of Scotch, wondering where he had gone wrong and strengthening his resolve for the morrow.

The wives of these great men were not completely idle. Some sensible ones stayed at home and sunbathed, languidly greeting the exhausted anglers on their return with "Did you catch anything, darling?", earning their unmitigated hatred. The others tried their hand at this male preserve and, Lo and Behold! a fish was caught by Berit Bryhn (wife of the "experienced fisherman"). Shouts of joy and exultation resounded through the surrounding hills. The Ghillie came running - for a change - but he wasn't really needed. The catch was a trout - and a six-inch one at that. Nevertheless, it was cooked, decorated with ribbons, and eaten by all. As no miracle took place, each person had a fraction of an inch, but it was like manna. So the trip was not entirely without success, and another blow was struck for Women's Lib.

APPOINTMENTS

Chief Officer A. Crowther has been appointed as Super-Cargo based at Head Office, Cardiff, and will be employed on Berth Service matters. He commenced duties at the beginning of August and we wish him well. As a matter of interest, his opposite number in Vancouver is Captain Renton, who is in the employ of our Agents, Messrs. Dingwall Cotts & Co.

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MARRIAGES

We send our congratulations and best wishes to the following:-

Second Officer G.A. Collins on his marriage to Miss Mary Buckley at Kinsale, Co. Cork, on 4th August.

Third Engineer R. Glendinning to Miss Jeanne Campbell of Seaham, Co. Durham, at St. James Parish Church, Oldham. They send their thanks to friends in the Company for best wishes sent to them.

Third Officer A.M. Beevor-Reid to Miss Lilian Anderson at St. George's R.C. Church, Worcester, on Saturday, 12th August.

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MR. R.C. FRASER

We are pleased to report that Mr. R.C. Fraser (Chief Engineer ex m.v. "PRINCE RUPERT CITY") who received injuries in a road accident last month near Prince Rupert, B.C., has recovered sufficiently to be returned to his home by air for further treatment and convalescence.

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MR. D.W. FULLER

We are also pleased to report that Mr. D.W. Fuller (Electrical Officer, "PRINCE RUPERT CITY") has returned home, having received hospital treatment in Panama for an eye injury.

MR. D.J.A. NICHOLL

It was with regret that we learned Mr. D.J.A. Nicholl (Chief Officer "INDIAN CITY") had been discharged in Japan and had entered the Bluff Hospital, Yokohama, for observation and treatment. We wish Mr. Nicholl a speedy recovery and earnestly hope that we will soon learn he can be returned to this country by air.

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EXAMINATION SUCCESSES

Our congratulations to Mr. Bruce Gully - Accounts Department, who was successful in passing the Finals of The Institute of Chartered Shipbrokers.

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

J. Lange - Ordinary National Diploma Endorsement.
G.D.Morgan- Ordinary National Diploma.
D.A.Roberts- " " "
D.W.Sibley - " " "

D.M.Eley - Marine Engineers Technicians Certificate.
D.G.Wedlake- " " " " (Credit).
M.R. Green - Second Class Motor Certificate.

A WORD OF "FAREWELL" FROM CHIEF OFFICER
J.E. GORDON.

My service with the Company, although brief, has been a happy one. My first ship was the m.v. "CARDIFF CITY", as a first-trip Mate with lots of ideas, gleaned from my previous experience of the sort of things a Mate should do. During this brief voyage, my ideas were changed and the experience brought its rewards, thanks to Captain Lightfoot. After the "CARDIFF CITY", I joined the m.v. "CORNISH CITY" with the late Captain Beynon as Master. I remember the excellent co-operation of Doug Trigg and Tony Hadjidakis in the engine room. These engineers really played a vital role as we overhauled all the blocks and gear on deck. It is often difficult to hold a brass bar between a hammer and a shackle pin when working off the deck and my friends below must have re-cut the threads on at least twenty large pins during the voyage - without complaining.

My final voyage was made on that mighty vessel, the "WILKAWA", with all the delights of a car carrier. Then no-one was more surprised than myself at receiving a letter inviting me to join the Superintendent Staff. So to the office - more hard work and more of an insight into the working of the Company.

After about two months ashore, I became very much aware that the good ship "LOGOS" was in need of a Mate. I was stationed in Glasgow on Newbuilding - a job that gave me a new view on human nature, especially to a seaman who thought that everyone tried to do his best - only to find that some sections did not conform to that idea.

The whole environment seemed to be one of mistrust, etc., a friend of mine - Mr. Little, summed things up by often saying "After a few years it sours your nature". However, had it not been for the industrial unrest at Newton-Le-Willows, it would have been my privilege to see the "PORT ALBERNI CITY" completed. Unfortunately, time ran out and now, with my wife and baby daughter, Ruth, I shall shortly be joining the "LOGOS".

The "LOGOS" is an unusual ship. Built by the Danish Government in 1949 at Elsinore, she was used on a service from Denmark to Greenland as the "UMANAK". Her principal dimensions are: Gross Tonnage 2319; length 289 ft.; breadth 44 ft. Depth 22.3 ft. No. of holds 3. Engine B. & W. Diesel 2300 h.p. 8 tons of gas oil per day at 12½ knots. Accommodation for 120 persons.

Way back in 1964 a group of dedicated Christians came to believe that an ocean-going ship should be acquired and they just prayed about it. There wasn't a seaman amongst them. They gathered information and kept on praying. In 1966, Graham Scott ex B.I., joined the work and remained with the project until 1970 when he left as a possible crew member. He remains, however, on the Board whilst engaged in full-time Christian work in the London area. The present Master, Captain B. Kristiansen, was a true alcoholic son of the sea before becoming a Christian. With the alcoholic haze behind him, he progressed with one of the large Norwegian companies and had been offered a position as Port Captain at Houston, when he joined the project in the Spring of 1970.

The contract to buy the "UMANAK" was signed in early September 1970 with only about 70% of the £70,500 needed, in hand. The balance of 30% was to hand by 15th October - this miracle was achieved without large fund-raising drives - just prayer.

The vessel needed various repairs, including repairs to a damaged tailshaft. These were attended to at Rotterdam when most of the work, other than the big job, was done by volunteers. The "UMANAK" was renamed "LOGOS" and has now been sailing for about two years under the Singapore flag with an exhibition of educational books. There were 120 people on board active in Christian Missionary work. However, the vessel has many functions, which I can do no better than list them as follows:-

- 1) Educational books exhibition.
- 2) Training ship for Christian Leadership & living.
- 3) Conference Centre - especially for Christian Leaders.
- 4) Vehicle maintenance - No. 3 tween deck is now a workshop for the maintenance of vehicles used in missionary activity.
- 5) Printing - one of the fridge lockers is now a printing shop.
- 6) Emergency relief work. The "LOGOS" has already been used in this capacity carrying medical supplies to Bangla Desh.
- 7) Evangelistic base.
- 8) Accommodation for Christian workers.
- 9) Transporting Christian workers at low cost.

So far, the vessel has been well received in most places and she runs very well with her crew drawn from some eleven nations. I hope to join towards the end of October when she is due to arrive at Yevette. Several truck loads of supplies, etc., will also be going out.

I am looking forward to the five-day journey out before getting into a nice new boiler suit on yet another fine vessel. A ship always needs attention, so most of my time will be taken up with normal ship-board duties. Everyone on board lends a hand with the evangelical Outreach. This vessel is run without funds in the bank and without any rich denomination guaranteeing her continued existence. Those involved have a deep faith in a resurrected Christ. They pray for money to continue to come in - the sale of educational books by no means covers the running costs, but we know our God is alive and answers prayers.

If you ever see the "LOGOS" in port anywhere, please come over and visit us. If nothing else, the visit should be interesting.

We take this opportunity of wishing Mr. Gordon and his family well and every success in the future. Many of our readers would be interested to hear from time to time about Mr. Gordon and his unusual vessel - we hope he will send us word.

SHARES

Following our usual practice, we give below Notes of Proceedings at a Meeting of Directors held on 16th August 1972:-

The estimated trading results of the Group for the half-year to 30th September 1972, which are shown below, produce a near break-even position, without allowing for depreciation, as must be anticipated whilst freight rates remain at the present depressed level. However, the results for the aforementioned period show an improvement on the last six months of the financial year ended 31st March 1972. It is felt that with the disposal of the older vessels during the first part of the current year and the delivery of the last of our 26,000 tonner series, coupled with the changing pattern of our trading, an improvement in profitability should ensue during the second half of the year, but such optimism assumes no greater escalation in costs than that experienced in the first half of the period under review.

Secondhand market values have virtually remained unchanged during the period and even at these depressed levels, the valuable asset position of the Company is maintained.

Having reviewed the results of the first half of the year and the general financial position of the Company, the Board declared an interim dividend of 2½%, less Income Tax, on the Stock and "A" Non-Voting Stock of the Company. This dividend is declared in respect of the accounting period ending on 31st March 1973 and is payable on 29th September 1972 to Stockholders whose names appear in the Register of Members on 18th September 1972.

The Transfer Books and Stock Registers of the Company will be closed from 18th September to 29th September 1972, both dates inclusive.

Shown below are the figures for the half-year to 30th September 1972, which are estimates only and are unaudited.

	<u>Estimated Results</u> to 30.9.72.	<u>Results to</u> 30.9.71.
Trading Profit	£415,000	£825,000
(Incl. Investment Income £100,000)	(130,000)	
Less: Interest Payable 287,000	226,000	
Pre-Delivery 58,000	<u>345,000</u> <u>53,000</u>	<u>279,000</u>
	£170,000	£546,000
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The above information was well received by the Stock Exchange and the share prices have remained steady, starting as reported in the last Newsletter, at 64p for the ordinary and 53p for the "A" Non-Voting Shares and, at the moment, they are 65p and 54p respectively.

NEW TONNAGE

The "PORT ALBERNI CITY" is expected to be delivered from Builders next month and will be the last in the current series of the "Cardiff" class. For those readers unfamiliar with this named class, the description "Cardiff" class is indeed a compliment to us for our participation, with the Builders, in designing this series of vessels which are proving to be attractive, particularly in the lumber and forest products trade.

Whilst on the subject of New Tonnage, it will be interesting to note that in spite of representations made and the publication recently of Shipping's contribution to invisible exports last year of £460M, the Government have failed to respond by giving any assistance to shipowners in the form of either Cash Investment Grants or other incentives to build new tonnage. Your own Company has, for some while, been negotiating for the building of further ships of the "Cardiff" class, assuming that the Government would, in their wisdom, consider the paramount importance of maintaining a strong Merchant Navy, but this assistance not being forthcoming has required the Company to postpone any further developments until such time as suitable financial arrangements can be made. It may well be that the Company will investigate closely the building of tonnage by foreign builders. Whilst the Group has always preferred to build British, without incentives from the British Government the competition by foreign builders, often subsidised by their respective Governments, makes the possibility of building abroad more attractive. It will also be noted that many foreign shipowners are encouraged by incentives, whether fiscal or otherwise, to maintain a strong Merchant Fleet.

SHIPS' MOVEMENTS

"ATLANTIC CITY"

On T/C to Miseroocchi & Co.S.A.S.of Ravenna until Nov.1972/ January 1973. Arrived Genoa 5th August to commence discharge of corn cargo. Sld.11th and arrived Ravenna 14th. Completion discharge expected about 28th August, then proceeds New Orleans where arrives 14th September to load further grain cargo for

"CHIYODA"

On T/C to N.Y.K. Tokyo until 1973/75. Sld.Panama Canal 11th Aug. for Antwerp to discharge cars. Arrives Antwerp 25th. After completion discharge loads cars Antwerp, sailing 28th for Bremerhaven to complete. Arrives Bremerhaven 29th and sails 31st for Jacksonville and Houston. Arrs. Jacksonville 11th Sept., sailing 12th for Houston to complete discharge, then loads grain U.S.Gulf for Japan, where arrives abt.24th Oct.

"CORNISH CITY"

Delivered on T/C to South African Marine Corp.Ltd., Cape Town. at Houston 31st July. Sld.Houston 4th Aug., called New Orleans, Savannah, Charleston, Newport News, Baltimore, Philadelphia, New York, where completed loading and sailed 18th Aug.for Cape Town. Arrives Cape Town 7th Sept.to commence discharge. Calls Port Elizabeth, E.London, Durban, Lourenco Marques, where completes discharge about 25th Sept.

"FRESNO CITY"

Completed discharge of Ore cargo at Fushiki and sailed 3rd Aug. Arrd.Fukuyama and delivered on T/C to I/S Viking Car Carriers 5th Aug.Sld.10th for Hiroshima where completed loading 12th with a cargo of pipes and cars. Arrs.Panama Canal 3rd Sept., Houston 7th Sept. commence discharge of cars and sails Tampa 12th on completion discharge cars. Thence Invergordon where arrives 27th Sept.to discharge pipes.

"INDIAN CITY"

On T/C a/c Yamashita Shinnihon S.S.Co.Ltd., Tokyo, until Nov.1976/ March 1977. Arrd.Kimitsu 6th Aug.and sailed 18th after completion discharge coal cargo. Arrived Yokohama 18th and expect sail 29th after loading cars. Arrives Panama Canal 21st Sept. and Baltimore to discharge 27th Sept.

"NEW WESTMINSTER CITY"

On T/C to Steelwood Carriers Inc.Sld.Antwerp 2nd Aug. after completion loading. Sld.Panama Canal 18th and arrives Los Angeles 26th to commence discharge. Then calls Oakland, Portland, Tacoma, Seattle, New Westminster, finally completing discharge 1st Sept.at Vancouver, B.C. Then loads on R.S.L. B.C./U.K./Cont. service, expected to arrive U.K. about 24th Oct.

"PRINCE RUPERT CITY"

On R.S.L. B.C./U.K./Cont.service. Sld.Vancouver B.C. 29th July with a cargo of forest products. Sld.Panama Canal 11th August and arrived Cardiff 24th August to commence discharge. Sails Cardiff 29th for Bremen and Antwerp, completing discharge 8th Sept.

"TACOMA CITY"

On T/C to Steelwood Carriers Inc. Sailed Antwerp 5th Aug.with a cargo of steel products. Arrives Providence 15th to commence discharge. Sailed 16th and called Bridgeport and sailed Baltimore 21st for Los Angeles to complete discharge. Arrives Los Angeles 4th Sept.

"VANCOUVER CITY"

On T/C to Nakamura S.S. Co.Ltd., Tokyo. Sailed Panama Canal 4th Aug.Arrived Amba 5th Aug.for commencement of discharge, then called Puerto Cabello, Port of Spain, where sailed 14th for Savona. Arrives Savona 26th, then calls Koper, Ravenna and Skaramanga completing discharge about 16th Sept.

"VICTORIA CITY"

Completed discharge at Kokura, redelivered from Japan Lines T/C and sailed 3rd Aug. Arrived Tahsis 16th to commence loading under R.S.L./B.C./U.K./Cont. service. Sld.18th, arrived and sailed Nanaimo 19th/20th and Watson Island 21st. Then proceeds Vancouver to complete, providing strike of dock workers ended. Expected to arrive U.K./Cont. for discharge early October.

"WELSH CITY"

Completed discharge, redelivered from Japan Line T/C and sailed Kimitsu 13th Aug. Arrived Yokohama 13th and delivered on T/C to South African Marine Corporation, Cape Town. Sld.Yokohama 15th, called Nagoya, Kobe, then arrived Mizushima 20th. Completes loading Mizushima 23rd and sails for Hong Kong, Singapore, thence Durban, where arrives 15th Sept. to discharge. Then proceeds to Lourenco Marques, East London, Port Elizabeth and Cape Town, where arrives late Sept.

"WILKAWA"

On T/C to Anders Wilhelmsen & Co.Oslo until 1977. Arrd.Tobata 6th Aug. Compl.discharge and sailed 8th for Nagoya. Sld. 12th after loading cars and arrives San Francisco 24th for discharge. On completion discharge, proceeds to San Diego, arriving 27th August to load for Japan. Expected arrive Japan 15th Sept.

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

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

Sailed Guaymas 2nd August. Arrd. Nagoya 21st August to commence discharge. Then calls Yokkaichi, Yokohama, Osaka, Kobe, Nagoya, Shimizu and Yokohama.

"MARIA ELISA" (ex "HOUSTON CITY")

Sld.Kobe 12th August and then called Nagoya, Shimizu, finally completing loading at Yokohama and sailed 18th August for first discharge port, Los Angeles, where arrives 1st September.

DISPOSITION OF OFFICERS

	<u>ATLANTIC CITY</u>	<u>CHIYODA</u>	<u>CARDIFF CITY</u>
Captain	A. D. Lightfoot	B. A. G. Boyer	G. F. R. Ellerby
Chief Officer	T. Lawson	J. J. Kalnins	R. J. Crawford
Second Officer	F. Scott	P. P. Hames	P. G. Deschamps
Third Officer	P. G. McAnally	M. George	D. J. Cooke *
Radio Officer	B. B. Everett	D. P. Bidmead	D. R. Appleton
Chief Engineer	W. Morgan	M. E. Rayner	D. L. Dyer
Jun. Chief Engineer	N. T. Widdas	-	-
Second Engineer	-	N. B. Shilstone	B. J. Allsopp
Jun. Second Engineer	J. D. Chatten	-	-
Third Engineer	M. B. Perrott	J. L. Magill	R. Glendinning
Fourth Engineer	K. J. Walmsley	A. W. Warburton	R. I. Whittington
Jun. Fourth Engineer	-	R. G. Bracher	-
Junior Engineers	E. J. Burrup	W. H. Tucker	N. P. Treen
	D. Ward	-	T. S. Churcher
	J. P. Bowler	-	-
Electrician	E. D. G. Carter	J. D. W. McLaren	P. H. Reynolds
Chief Steward/Purser	R. G. Moylon	F. Ash	C. J. Harray
Navigating Cadets	D. E. Stannard	A. R. Jutsum	C. C. Gibbs
	R. M. Hewett	J. F. Hammond	C. Kelly
	-	-	P. E. Murray
Engineer Cadets	P. A. Stretch	N. P. Watters	N. G. Whitby
	M. G. Williams Jones	C. Rees	D. W. J. Sibley
	-	R. Thomas	-

	<u>CORNISH CITY</u>	<u>FRESNO CITY</u>	<u>INDIAN CITY</u>
Captain	F. J. Johns	J. D. Lloyd	J. S. Murray
Chief Officer	R. E. Skinner	K. B. Whitting	P. E. Coulson
Second Officer	R. S. McKay	R. J. Warren	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
2nd 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. Coombes	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	N. Jerrum	A. D. Slade
	R. A. D. Woodward	P. L. Morgan	T. D. Lester
	-	T. H. Jowett	P. P. Rowland
Engineer Cadet	-	-	K. A. Velda

	<u>MARIA ELISA</u>	<u>NEW WESTMINSTER CITY</u>	<u>PRINCE RUPERT CITY</u>
Captain	J. Cann	J. H. J. Thornhill	D. L. G. Jones
Chief Officer	E. W. Walmsley	B. Jones	J. Porteous
Second Officer	J. E. S. York	P. M. Baverstock	R. Jammison
Add. Second Officer	-	J. R. Curry	-
Third Officer	C. Howell	-	R. J. Davis
Radio Officer	J. Carwardine	E. G. Bromham	E. A. Willocks
2nd Radio Officer	-	-	S. C. Horne
Chief Engineer	D. W. Litson	B. M. Draper	T. Sukienik
Second Engineer	C. H. Primrose	W. A. Bruce	R. U. Bell
Third Engineer	P. A. Magorrian	J. Foots	T. A. Smith
Fourth Engineer	F. E. Robinson	R. E. Diamond	E. Hoy
Junior Engineers	D. J. Ricketts	P. A. Osborne	G. Watt
	W. D. Davies	D. Young	M. H. Sadler
	-	A. E. Calder	-
Electrician	J. C. Gardiner	T. Willoughby	M. B. Tawn
Chief Steward/Purser	E. H. Sefton	R. A. Peach	J. T. Jones
2nd Ch. Steward/Purser	-	C. J. Hartley	-
Navigating Cadets	P. F. Mathews	P. A. Ward	D. C. Cumming
	A. C. Baxter	I. Cowan	S. P. Hodges
	J. A. Stewardson	-	-
Engineer Cadets	S. W. Miller	S. B. Bath	J. R. Lange
	-	D. G. Wedlake	G. D. Morgan

	<u>TACOMA CITY</u>	<u>VANCOUVER CITY</u>	<u>VICTORIA CITY</u>
Captain	T.W.D. John	A.C. Thomas	O.J.T. Lindsay
Chief Officer	M.C. Hurst	M.A. Gater	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
2nd Radio Officer	-	-	B.A. Stagg
Chief Engineer	L.G.I. Taylor	J.V. Barnes	R.J. Trigg
Second Engineer	I. Jones	J.P. Fagan	C. Gateshill
Third Engineer	D.J. Jennings	R.E. Russell	J. Armstrong
Fourth Engineer	M.G. Seaman	D. Millican	G.D. Smith
Jun. Fourth Engineers	D. Lowes	C.J. Buckley	R.J. Pring
	M.R. Green	-	-
Junior Engineers	-	A. Marsh	G.G. Poulloin
	-	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. Hutchings	-
	P.C. Coles	-	-
Engineer Cadets	D.E. Simons	-	-
	A. Hobin	-	-
2nd Ch. Steward/Purser	-	D.C.M. Trinick	-

	<u>WELSH CITY</u>	<u>WILKAWA</u>
Captain	J. Vaughan	T.R.McNulty
Chief Officer	M.J.McGee	L.R.Staines
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
Junior Engineers	D.R. Ross	K.G.Webber
	P.J.Doughty	M.J. Burt
	-	K.D.Morgan
	-	-
Electrician	C.Villa-Landa	K.F.Bean
Chief Steward/Purser	N.A.Parselle	J.L. Sanday
Navigating Cadets	B.T.Hernaman	J.D.Williams
	J.M.Scott	T.A. Price
Engineer Cadet	C.Graddage	-

* Uncertificated.

A JUST REWARD!

He stood at the Golden Gate
His head was bent and low.
He meekly asked the Man of Fate
Which way he had to go.

"What have you done", St.Peter said,
"To gain admission here?"
"I worked in Shipping on earth
For many, many a year".

St. Peter opened wide the Gate
And beamed on him as well.
"Come right inside and choose your harp,
You've had your share of Hell".

(R.S.B.).

STOP PRESS

Just before going to Press, we received the news of the arrival of Neil Andrew Stockdale on 24th August.

Our congratulations to Mr. Clive Stockdale of our Accounts Department in Cardiff and, of course, to Mrs. Stockdale.