



NEWSLETTER

OCTOBER, 1972.

NO. 33.

INTRODUCTION

From time to time we have published articles on visits made by Cadets to various towns and cities, etc., which have proved interesting and enlightening and it is hoped that this practice will continue. Visits of this nature, although undertaken primarily as educational, could be closely allied to the subject of tourism. This is a subject which has frequently come before the public eye and much emphasis has been placed on its beneficial effect on the community at large. As a nation, we have gone to great lengths in encouraging tourists from overseas, as the money they spend contributes greatly to keeping the balance of payments in a healthy state. Wandering off like this on the subject of Tourism brings to mind the story of the American tourist who fulfilled a deep desire to tour South Wales. He duly arrived in the Welsh Capital and was met by an enthusiastic member of the Welsh Tourist Board. A visit to one of the valleys was a "must" and the tour was undertaken.

Since the American's arrival, the hitherto enthusiastic Welshman had been subjected to an avalanche of "in the States so & so is ten times bigger than it is over here", - until in the end enthusiasm gave way to despair. The Welshman pondered on what he could show that could not be bettered in the States.

At last the American was shown the largest and deepest colliery in the country - here was something surely that even the States could not match. After a good look around the American commented, with a Southern drawl "Waal it's mighty big, but back home in the States we have chip shops as big as that". A little later on, the triumphant tourist was shown an old derelict brickworks, but with a huge stack still towering hundreds of feet into the air. Pointing to the stack he enquired what might it be, as he had never seen anything like that back home in the States. Back came the reply, as sure as a rapier's thrust - "that is the vinegar bottle for one of your American chip shops".

We continue our Question and Answer quotations from the Chamber of Shipping Circular on the above subject:-

Question 2: What are the main problems?

Answer 2: Basically there are two. One is to ensure international rather than unilateral legislative action. The other is one of cost/benefit.

There are over 100 coastal states and if each were to regulate world shipping in its own way, the result would be as inefficient, chaotic and expensive as if every town in the United Kingdom had its own Road Traffic Act.

Mr. John Kirby, immediate past President of the Chamber of Shipping, posed the problem of cost/benefit in February 1971 when he said: "I am convinced that the elimination of harmful oil pollution from operational causes is attainable and at a cost which a large importing country such as Great Britain can afford. But the complete elimination of the discharge into the sea of relatively infinitesimal quantities of oil is completely unattainable and efforts in this direction, that is beyond the realms of the necessary and practical, are something which this country just cannot afford".

It must be remembered also that it is the consumer and the taxpayer who ultimately has to pay for measures against pollution.

To be continued.....

We continue the series of letters written by the Master of the Barque "Sapanack" to his Owners:-

One cannot imagine what would happen today if the stowage on our vessels when on the Berth Service was as haphazard as that on the "Sapanack"!

Fremantle, 11th Nov. 1892

Gentlemen:

You will please find enclosed the First of Exchange for £500. I hope to get finished discharging today. I have been two days shifting cargo trying to find 5 cases of machine oil. When I left the ship they had found 5 cases stowed under the Launceston cargo in the lower hold. It has been the devil's own job. It is now blowing heavy from the S.W. and may last two or three days. Can't get clear of the wharf until it moderates. No steam power that can tow her. It is bad job coming here. I will remit your balance when I get settled up. The vessel is 6 feet by the stern and I have hoisted nearly all the cargo out of the after hold and run it forward. It will take some few days to restow the cargo and retrim the ship before I can go to sea. Will get away as soon as possible.

I am, Gentlemen,
Your Obedient Servant,
D.B. Shaw.

...

...

Gentlemen:-

It is now 8 days since I finished discharging at the pier and I have been ever since trying to get settled up, but I have not got wound up yet. I hope today. We cannot find all the cargo. We have broke out and restowed nearly all the lower hold and have found a great many packages mixed up with the Launceston cargo. There is a lot of cargo that is windmills packed in crates. The stevedores knocked them to pieces in order to make good stowage. By doing so the mark and number is lost and there is no telling who it belongs to. It doesn't matter how small a thing is wanted to make the lots complete. They put in a claim for the most expensive things they can and when I have to go to the Warehouse and open everything and find out what is wanted. I have found all but a bundle of pump rods, 5 cans of beef, 9 cans of Kerosine. The beef I can't find and will have to pay for it. The oil I won't pay for as it was tallied out of the ship alright. The bill for the pump rods they have billed me for 75 dollars and the whole pump only cost 28 dollars in New York. I am in hopes of getting the matter fixed up before noon. The consignees started in with claims for short-delivery amounting to £700. I have got it all down to £ 25.

Gentlemen I have been in a good many places in my time but this is the worst damned hole I ever saw. No-one will do anything but work against the ship. There was one man sent in a claim for £4 for shortage of a case of tinned fruit. The case went out alright. I refused to pay it and they summoned me to court and I had to pay. Things would go much better if the ship loaded all her cargo here. A Mate's tally is no good in court. They only acknowledge the Wharf Tally and they are half drunk all the time and don't care what they do. The ship has to feed them and given all the money and tobacco they want or they will make trouble.

They are a dirty lot. I am in hopes of getting finished up so I can mail the balance of freight today, but I'm afraid I won't. I came on shore two days ago with the boat. It began to blow. The boat could not get off and they are ashore yet. It is blowing a gale from the N.W. Can't get a tug boat or anything else to put them on board. They refused to receive the cartridges that went overboard and I have got to take them away with me. Will try to sell them at Launceston. They are all good that I have tried but they have been wet and the paper boxes they are packed in have all tumbled to pieces.

I am, Gentlemen,
Your Obedient Servant
D.B. Shaw.

NEWS AND VIEWS

The following is an extract from a letter received from one of our Pensioners, whom we remember with great affection:-

"I was greatly amused to receive "honourable mention" in the Newsletter of my beekeeping activities. I was the Secretary for the County Association from 1925/1940. I was a beekeeper for about 45 years but gave up five or six years ago as the lifts full of honey were too heavy for me to manipulate. I hope Mr. Gardner will have the interest and happiness I have had in his beekeeping.

With kind regards to all my old friends.

Yours sincerely & affectionately,

Joyce Gedrych.

Mr. G. Elder, one of our retired Chief Engineers, writes to congratulate Chief Officer A. Crowther on his appointment as Super-Cargo. We will ask Mr. Crowther to give us the low-down on the following extract from Mr. Elder's letter:-

"No doubt he will pay particular attention to the stowage of Hymn books, as on his first trip to sea on the "ATLANTIC CITY", such books gave him quite an amount of concern. Ask him to relate".

....

We received a letter from Mr. J.B. Cuckow, retired Second Officer, informing us that he had recently married again and intended to live in British Columbia. He hopes to live in Vancouver and looks forward to seeing a Reardon Smith ship from time to time.

His address is now as follows:-

6050 Chancellor Boulevard,
VANCOUVER B.C. Canada.

Tel.No. 224 - 4232.

Best wishes and good health for the future.

...

IN AND OUT OF HOSPITAL

We were just too late in the September publication to refer to Mr. H.A.E. Caswell, one of our retired Directors, who had entered hospital for an operation. We are glad to hear he is now at home and progressing satisfactorily.

Mr. & Mrs. Caswell are looking forward to moving to Marlborough in the near future and we wish them "all the best".

...

We were also very sorry to hear that Mrs. Ivy Ruff, telephonist in our London Office, had entered hospital for an operation. We understand Mrs. Ruff is making satisfactory progress and we send our best wishes to her for a speedy recovery.

...

A CLEVER LOT THOSE HARRISONS!

Some time ago Captain Murray of the "INDIAN CITY" sent us the following letter which we publish without any desire to kindle the flames of controversy!!

"We should like to compliment Mr. Mathews on his article "What's the Time, Esther?". It made good reading and must have taken a great deal of research.

A clever lot indeed are those Harrissons, but is Mr. Mathews trying to start a civil war or other confrontation. John Harrison hailed from that great and noble county of Yorkshire!!"

After 43 years of faithful service to the Company at London Office, Mr. S.G. Willmott has retired. He was known down through the years as "Stan" or "Willie" to his numerous friends at Head Office in Cardiff and the Branch Office in London. Farewell lunches, etc., in London were followed by a lunch at Cardiff, where our Chairman, as he had previously done in London, paid an eloquent tribute to Stan and thanked him for his loyal service throughout the years.

We all unite in wishing Mr. & Mrs. Willmott good health and many years of happiness.

... ..
Mr. Timothy Lynch - London Office

Mr. Lynch has left the Company having decided to take up a teaching appointment. He joined the Company in July 1950 and gave unstinted service for twentytwo years. We wish him every success in his new sphere of employment.

CHRISTMAS MAIL

We would remind all seagoing staff, relatives and friends, to post early for Christmas.

DECORATION(S) AWARDED TO OFFICERS

We are endeavouring to ensure all our records are up-to-date and, therefore, we shall be glad if all Officers who are at home will please forward details to the Office at Cardiff, of decorations received, either British or Foreign.

- (1) Details of decoration
- (2) Date awarded
- (3) The country awarding the decoration.

MORE NEWS!

MARRIAGES

Our congratulations and very best wishes are extended to Third Engineer, P.A. Magorrian on his marriage to Miss Linda Spiers at Westfield St. Mary's Church, Workington, on Saturday, 30th September. We understand Mr. & Mrs. Magorrian left afterwards for a two-week honeymoon in Istanbul. They would like to send their thanks to former Officers of the "MARIA ELISA" for their very generous wedding gift.

EXAMINATION SUCCESSES

We congratulate the following on obtaining their
Certificates:-

Mr. C.D. Hughes	-	Part "A" 2nd Class Motor Certificate.
Mr. J.D. Warne	-	" " " "
Mr. J.R. Francis	-	Second Mate's Certificate
Mr. P.H. Reynolds	-	Marine Electrician's Certificate.

SHARES

The continued firmer state of the freight market has influenced the buying of shipping shares, with the result that the Company's ordinary shares are now quoted at 74p and the "A" Non-Voting at 71p, compared with 72p and 65p at the time of the publication of the last Newsletter.

CHRONOLOGICAL HISTORY

1940. The following ships were sunk by enemy action:-

"JERSEY CITY"(2) on 31st July.
"BRADFYNE" on 22nd November.
"VICTORIA CITY"(1) on 2nd December
"HOUSTON CITY"(1) on 21st October
"WILLAMETTE VALLEY" (ex "West Lynn") on 26th June. On Naval Service.
"DALLAS CITY"(1) on 5th July.
"FRESNO CITY"(1) on 5th November (see story below)
"KING CITY"(2) on 24th August.

The "JERVIS BAY", an armed Merchant Cruiser, was in charge of a convoy of 37 ships. Included in this convoy was the "FRESNO CITY" and the "CORNISH CITY", the latter being the Commodore vessel. Because of the gallantry of those on board the "JERVIS BAY" in endeavouring to engage and hold off the German Battleship "ADMIRAL VON SHEER" in the North Atlantic, 33 of the 37 vessels escaped and delivered their much needed cargoes to this country. The "FRESNO CITY" was one of the ships sunk by the raider by shell fire. 37 of the crew got away in lifeboats and were picked up about 10 days later - one man being lost.

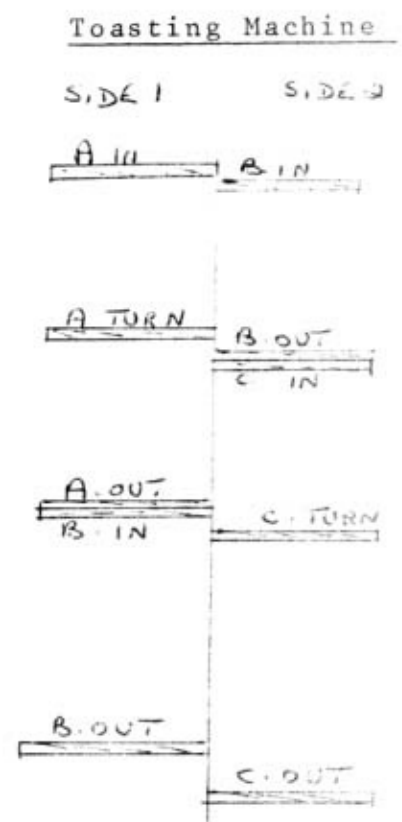
ARE YOU READY FOR THE COMMON MARKET?

Trafficators	Die Blinken lightenmitticken furturnen
Bonnets	Der Fingerpinscher und Kopfchoper
Exhaust Pipe	Das Spitzenpoppen Bangentuben
Speedometer	Der Egobooster und Lineschootinbackeruppen
Air Horne	Der Vhatderhelivosdat Klaxenfanfaren
Puncture	Das Pflatt mit Dammundblasten
Learner Driver	Dumkopf Elplatt
Estate Car	Der Schnogginwagon mit Bagzeromfurrompin inderback
Mini	Der Buzzboxen mit Traffiksveerinfistshaken
Petrol	Das Koslijooze fur Geddinsegreezeoffenden- trousen
Motor Club	Frt Mettighous fur wagennatterin elbowraisen und Chaddenupziebirds
Parking Meter	Das Tannerpinscher Blockenverks
Windscreen Wipers	Das Flippenfloppen muckschpredunsticken.
Cross Roads	Das Kussundschveeringstrassen
Roundabout	Das Eeoohezitatsisschlost
T-Junction	Das Vergutenessake dontgostraitonnenkorner
Power Brakes	Dis Shtoppinverks mit edbanganon dervindscreen.

ANSWER TO THE PROBLEM OF TOASTING THREE PIECES OF BREAD

<u>Job</u>	<u>Elapsed Time</u>
Place A in side 1	0-4
Place B in side 2	4-8
Turn A	34-36
Remove B from Side 2	38-42
Place C in side 2	42-46
Remove A from side 1	66-70 (this piece finished)
Place B in side 1.	70-74
Turn C in side 2	76-78
Remove B from side 1	104-108 (This piece finished)
Remove C from side 2.	108-112

TIME TAKEN - 112 seconds.



	<u>ATLANTIC CITY</u>	<u>CHIYODA</u>	<u>CORNISH CITY</u>
Captain	A.D. Lightfoot	B.A.G. Boyer	F.J. Johns
Chief Officer	T. Lawson	J.J. Kalnins	R.E. Skinner
Second Officer	F. Scott	P.P. Hames	R.S. McKay
Third Officers	D.E. Stannard *	M. George	P.P. Lewis
	R.M. Hewett *	-	-
Radio Officer	B.B. Everett	D.P. Bidmead	R.H. Smith
Chief Engineer	W. Morgan	M.E. Rayner	G.D. Griffiths
Jun. Chief Engineer	N.T. Widdas	-	-
Second Engineer	-	N.B. Shilstone	G.D. Tattersall
Jun. Second Engineer	J.D. Chatten	-	-
Third Engineer	M.B. Perrott	J.L. Magill	A.C. Coombs
Fourth Engineer	K.J. Walmsley	A.W. Warburton	G.M. Dickson
Jun. Fourth Engineer	-	R.G. Bracher	R.J. Ridley-Prentice
Junior Engineers	E.J. Burrup	W.H. Tucker	M. Doyle
	D. Ward	-	R.V. Williams
	J.P. Bowler	-	-
Electrician	E.D.G. Carter	J.D.W. McLaren	T. McMahon
Second Electrician	G.B. Gibbs	-	-
Chief Steward/Purser	R.G. Moylon	F. Ash	C.A. Parry
Navigating Cadets	D.J. Gammond	A.R. Jutsum	H.G. Hurst
	-	J.F. Hammond	R.A.D. Woodward
Engineer Cadets	M.G. Williams Jones	N.P. Watters	-
	P.A. Stretch	C. Rees	-
		R. Thomas	-

	<u>FRESNO CITY</u>	<u>INDIAN CITY</u>	<u>MARIA ELISA</u>
Captain	M.G.B. Thomas	J.S. Murray	A.B. Parkhouse
Chief Officer	J.J. Birrell	P.E. Coulson	K. Jones
Second Officer	P.J. Warren	T.E. Thistleton	N.P. Waldron
Third Officers	R.M. Bayley	E.J. Dunk	A.M. Beevor-Reid
	-	B.J. Hayle *	-
Radio Officer	W.P. Hereward	J.A. Heslop	D.S.H. Thomson
Second Radio Officer	R.A. Ayres	-	-
Chief Engineer	D.W. Yool	D.M. Parsons	D.W. Morse
Jun. Chief Engineer	-	-	J. Cuddy
Second Engineer	J. Claydon	J.S. Dutton	-
Third Engineer	K.V. Dowdall	P.R. Bryant	P.J. Prendergast
Fourth Engineer	R.M. Paddock	M.J. Snook	J.S. Davie
Jun. Fourth Engineer	C.E. Hayles	G.A. Lewis	-
Junior Engineers	J.R. Gleeson	T.M. Bimson	N. Carroll
	N. Carter	C. Berezowsky	P.J. Walker
Electrician	A.G. Lee	D.G. Smith	P.W. Brown
Chief Steward/Purser	K. Llewellyn	J.D. Peebles	C.J. Hartley
Navigating Cadets	P.C. Roberts	A.D. Slade	D. Hotchkiss
	A.A. Field	T.D. Lester	G. Sizer
	A. Thomson	P.P. Rowland	A.B. Ward
Engineer Cadets	-	K.A. Velda	D.A. Roberts
			D.M. Eley

	<u>NEW WESTMINSTER C.</u>	<u>PORT ALBERNI C.</u>	<u>PRINCE RUPERT C.</u>
Captain	J.H.J. Thornhill	G.S. Garlick	D.L.G. Jones
Chief Officer	B. Jones	R.K. Stuart	J. Porteous
Second Officer	P.M. Baverstock	B. Hopper	R. Jammison
Third Officers	P.A. Ward *	T. Haxell	R.J. Davis
Radio Officer	E.G. Bromham	A. Ferguson	E.A. Willocks
Second Radio Officer	-	-	S.C. Horne
Jun. Radio Officer	-	J.M.A. Pagnam	-
Chief Engineer	B.M. Draper	R. Chambers	T. Sukiennik
Second Engineer	W.A. Bruce	G. Hughes	D. Ball
Third Engineer	J. Foots	O.G. Williams	E. Hoy
Fourth Engineer	R.E. Diamond	D. Brown	G. Watt
Jun. Fourth Engineer	-	D.W. Quaye	-
Junior Engineers	P.A. Osborne	R. Pearson	M.H. Sadler
	A.H. Calder	P.H. Evans	M.R. Kitchen
Electrician	T. Willoughby	C.J. Nicholas	M.B. Tawn
Chief Steward/Purser	R.A. Peach	L. Slawinski	J.T. Jones
Navigating Cadets	I. Cowan	N. Davies	D.C. Cumming

	<u>SARA LUPE</u>	<u>TACOMA CITY</u>	<u>VANCOUVER CITY</u>
Captain	G.F.R.Ellerby	T.W.D. John	M.J. Higgins
Chief Officer	R.J.Crawford	M.C. Hurst	M.A. Gater
Second Officer	P.G.Deschamps	N.P. Epps	J.S. Pearsall
Third Officer	D.J. Cooke *	A.A.McCalmont	G.J. Waldron
Radio Officer	D.R.Appleton	F.G. Taylor	G. Thomas
Chief Engineer	D.L. Dyer	L.G.I.Taylor	J.F. Hewson
Second Engineer	B.J. Allsopp	I. Jones	J.P. Fagan
Third Engineer	R.Glendingning	D.J.Jennings	R.C. Butcher
Fourth Engineer	R.I.Whittington	M.R. Green	B. Scarlett
Junior Engineers	N.P. Treen	D. Young	F.S.D.Barrett
	T.S.Churcher	D.E. Simons	G.J. Morris
Jun.Fourth Engineer	-	-	W.J.Badham
Electrician	P.H. Reynolds	D.G. Grant	P.Tyerman
Chief Steward/Purser	C.J.Harry	R.G. Pierce	D.C.M.Trinick
Navigating Cadets	C.C. Gibbs	A.G. Skeoch	M. Wilcox
	C. Kelly	A.C.Skilton	D. Gunthorpe
	P.E. Murray	P.C. Coles	-
Engineer Cadets	N.G.Whitby	A. Hobin	-
	D.W.J.Sibley	-	-

	<u>VICTORIA CITY</u>	<u>WELSH CITY</u>	<u>WILKAWA</u>
Captain	D.C.Griffith-Jones	P.J.Boroughs	T.R.McNulty
Chief Officer	D.L. Bell	W.D.Jones	L.R. Staines
Second Officer	J.E.Curry	M.J.Bellamy	A.E. Hicks
Third Officer	J.R. Francis	P.F.Matthews*	M.A. Hammond
Radio Officer	S.C. Horne	D.C. Short	S.G.Elliston
Chief Engineer	R.J. Trigg	J.G. Howell	D. Senior
Jun.Chief Engineer	-	-	R.K. Binns
Second Engineer	W.R. Loades	T.Graham-Russell	-
Third Engineer	C.D. Hughes	F.E.Robinson	E. Hume
Fourth Engineer	-	D.M.Jellyman	T.W. Davies
Jun.Fourth Engineer	-	R.M. Worgan	-
Junior Engineers	A.C. Burnell	D. Eames	K.G. Webber
	D.E. Horne	-	M.J. Burt
	G.C.Barrett	-	K.D. Morgan
Electrician	D.W. Fuller	J. Kelly	K.F. Bean
Chief Steward/Purser	L.B. Surrey	P.F.Akers	J.L. Sanday
Navigating Cadets	S.W. Prescott	S.M.Burley	J.D. Williams
	C.D.Kisch	C. Swindells	T.A. Price
	J.C.Pagler	M.J.Clarke	-
Engineer Cadet	-	R.C. Quaye	-

* Uncertificated.

SHIPS' POSITIONS

"ATLANTIC CITY"

On T/C to Misericocchi & Co.S.A.S., Ravenna, until December 1972/
January 1973. Arrived Genoa 6th Oct. and sailed 13th for Ravenna
where arrived 16th October to complete discharge. Then proceeds
U.S. Gulf to load grain for Italy.

"CHIYODA"

On T/C to N.Y.K. Tokyo until 1973/5. Sailed Corpus Christi 27th Sept. with 26250 tons grain. Sailed Panama Canal 3rd Oct. for Nagoya, (due 29th Oct.) and Moji to discharge. Then loads cars Nagoya for Holland and Belgium.

"CORNISH CITY"

Redelivered from South African Marine Corp. Ltd., T/C at Lourenco Marques 22nd Sept. and sailed for East London. Arrived East London 23rd Sept. where loaded a cargo of maize for Japan and sailed 3rd October. Arrives Japan 29th Oct.

"FRESNO CITY"

Arrived Invergordon 23rd Sept, discharged a cargo of pipes and redelivered from I/S Viking Car Carriers. Sailed 26th Sept. for South Shields where drydocked. Delivered under T/C to Steelwood Carriers Inc., at Middlesbrough 5th Oct. Loaded steel products and sailed 16th October for Antwerp where arrived 18th October to complete loading steel products. Discharges Los Angeles, Oakland, Portland, Tacoma, completing New Westminster about 10th December.

"INDIAN CITY"

On T/C to Yamashita Shinnihon S.S. Co. Ltd., Tokyo, until Nov. 1976/ March 1977. Arrd. and sailed Jacksonville 5/6th Oct. Arrived Baltimore 9th Oct. to complete discharge and sailed 11th Oct. Arrived Baton Rouge 17th Oct. and commenced loading a cargo of Soya Beans and Corn. Sailed Baton Rouge 20th Oct. for Japan, where due about 20th November.

"NEW WESTMINSTER CITY"

On R.S.L. B.C./U.K./Cont. service. Arrived and sailed Vancouver B.C. 20/22nd Sept., then called Watson Island, Tahsis, Vancouver B.C. where completed loading and sailed 8th October. Sailed Panama Canal 20th October and arrives Cardiff 3rd November to discharge. Then proceeds to Bremen and Antwerp to complete, which expected around 20th November.

"PORT ALBERNI CITY"

Sailed Clyde 22nd Sept. and arrived Port Elizabeth 10th Oct. Commenced loading Ore 16th October and sailed 18th Oct. for Fushiki and Sakata. Calls Singapore 1st November, arrives first discharge port 10th Nov.

"PRINCE RUPERT CITY"

On T/C to Steelwood Carriers Inc. Sailed Immingham 6th Oct. for Antwerp to complete loading steel cargo. Arrived Antwerp 6th and sailed 12th Oct. for discharge Los Angeles, Oakland, Portland, Seattle, Tacoma, New Westminster, completing Vancouver 20th Nov. Then loads on R.S.L. B.C./U.K./Cont service.

"TACOMA CITY"

Arrd. Niigata 25th Sept. and completed discharge at Sakai, sailing 7th Oct. for British Columbia. Arrd. Nanaimo 19th Oct. to load on R.S.L. B.C./U.K./Cont. service. Thence Watson Island and Tahsis, where completes loading and sails 4th Nov. Sails Panama Canal 16th Nov. and arrives Cardiff 1st December to commence discharge. Then La Pallice Bremen and Antwerp where completes around 20th December.

"VANCOUVER CITY"

Arrived Flushing 24th Sept. and redelivered from Nakamura S.S. T/C. Sailed Flushing 25th Sept. and arrived New Orleans 8th Oct, sld.with a cargo of grain for discharge Japan 17th October. Sails Panama Canal 22nd Oct. and arrives Japan 15th November.

"VICTORIA CITY"

On R.S.L. B.C./U.K./Cont. service. Arrd. Cardiff 9th Oct. and commenced discharge of forest products. Sailed Cardiff 14th, Felixstowe 17th, Bremen 21st October and arrived Antwerp 23rd Oct. Completes discharge 26th then drydocks. Sails Antwerp 27th October for East London where loads bulk maize for discharge Japan. Arrs. and sails East London 14th/19th November, arrives Japan 12th December.

"WELSH CITY"

On T/C to South African Marine Corp.Ltd. Sailed Durban 22nd Sept; Lourenco Marques 26th; East London 28th; Port Elizabeth 2nd October, and Cape Town 4th October. Arrived Durban 7th October and drydocked 11th, undocking 13th. Commenced loading bulk sugar and sailed Durban 14th October for Japan. Sails Singapore 29th October, arriving Japan 6th November to commence discharge, finally completing 20th November.

"WILKAWA"

On T/C to Anders Wilhelmsen & Co.Oslo until 1977. Arrd. Shikama 21st Sept. and commenced discharge. Sailed Shikama 4th and arrived Yokohama 5th October. Loaded 1840 cars and sailed 8th October for Providence. Arrs. and Sails Panama Canal 30th October. Arrs. Providence 4th Nov. Sails 5th November for U.S. Gulf to load grain for Japan.

"MARIA ELISA" (ex "Houston City")

Arrived San Carlos 23rd Sept.and sailed 3rd Oct. for Ensenada. Sld.Ensenada 6th Oct., arriving Yokohama to commence discharge 24th, thence various ports completing finally Osaka 31st October. Then loads Japan for U.S.W.C./Mexico.

"SARA LUPE" (ex "Cardiff City")

Arrived Los Angeles 27th Sept. Sld. 28th, then called Ensenada, Mazanillo, Guaymas. Arrived San Carlos 19th Oct., sails 23rd for Ensenada where arrives 25th and sails 27th for Yokohama.