



NEWSLETTER

NOVEMBER, 1972.

NO. 34.

INTRODUCTION

During the year the Newsletter has continued to enjoy popular acclaim. Its format has very largely remained unchanged. It has, however, achieved its original intentions, one of which was to be a prominent link in our Company's chain of development. Reference to this development is made in the Chairman's Christmas Message for this year and published in this issue. Optimism is the keynote and everyone will hope that discordant notes in the world's markets will be few and far between in the years ahead.

Optimism is very much in evidence in the world of rugby football. The 7th All Blacks play Wales on 2nd December at Cardiff. Pundits are engaged in predicting a win for the hosts. However, the more cautious are reminded of the old adage - "there's many a slip"...

Cricket-lovers may not be in the majority, but it is nevertheless a source of interest to all that the M.C.C. tour of India and Pakistan is captained by Tony Lewis of Glamorgan. A good deal of interest will be focussed on Majid Khan of Pakistan. He is one of Glamorgan's stars and seldom fails to entertain.

If any of our readers would like to contribute an article on any sport, we shall be delighted to publish it.

We have heard that the Newsletter could do with an improvement in the lighter vein, with a greater emphasis on humorous articles, etc., - our reply to this is - "Send us the material and we will do the job".

MARINE POLLUTION

QUESTION 3. What contribution has Britain and her shipping industry made to reducing pollution?

ANSWER 3. British shipping has been actively and effectively dealing with the problems of pollution for a great many years.

The U.K. shipping industry took an active part in developing the main recommendations of the 1954 International Convention for the Prevention of Pollution of the Seas by Oil, and itself, took voluntary action in anticipation of the Convention.

Pollution has since been a subject of keen concern to the industry which has spent much time, effort and money in seeking practical solutions.

U.K. shipowners have:-

1. Developed the successful load-on-top system which enabled legislation to be implemented forbidding the discharge of oil tank washings in harmful quantities. This system is now used world-wide.
2. Recognising that accidental pollution stems primarily from collisions between ships; encouraged Traffic Separation Schemes in congested waters and international compliance with them.
3. Welcomed new legislation on minimum navigational and communications safety equipment.
4. Supported and made recommendations for a revision of the Collision Regulations.
5. Backed the provisions of the Oil in Navigable Waters Act 1971 which enabled the U.K. Government to take action in an emergency.
6. Produced a Tanker Safety Guide which in an international edition enjoys world-wide circulation.
7. Recruited crews of a high standard.
8. Developed comprehensive training programmes to ensure and advance the professional competency of seafarers. These have paid particular regard to the need for safety in navigation and in all operational tasks on board ship. The British Shipping Federation, among the courses it runs, has developed a specific course in tanker safety.
9. Contributed fully to the work of the ILO., which is the international organisation with prime responsibility for the training of seafarers. The British delegation was extremely active in the formulation of the ILO's most recent instrument on this subject - Vocational Training (Seafarers) Recommendation, 1970.
10. Played a prominent part in International Tanker Safety Conferences in 1967 and 1971, directed to promote knowledge of hazards associated with oil cargoes and thus contribute to the avoidance of accidents.
11. Played a very full and continuing part in all affairs of the Inter-governmental Maritime Consultative Organisation (IMCO) many of which are directly involved with measures to limit pollution. Channel collisions have given an added impetus to the vast amount of effort undertaken by the shipping industry which continues to work closely with the U.K. Government.

On the legislative front, the U.K. Government has been prominently to the fore in accepting and ratifying international conventions on pollution and on safety at sea. It has acted promptly in legislating to make such conventions applicable to U.K. ships and it has had the full support of the U.K. shipping industry in doing so. The U.K. Government has strongly and successfully advanced the principle of international action in the deliberations of IMCO.

British shipowners are aware of the need for good planning at the design stage of a new ship, as it is very much easier to incorporate developments before a ship is completed than after. Thus, as advances in the technology of pollution prevention evolve, these are being specified in orders for new ships. Examples of this process of evolution may be seen in the fields of sewage systems, special slop tanks and separators in tankers and the provision of slop tanks in chemical tankers for the retention of toxic tank washings.

The following letter is the last of the series written by the Master of the Barque "Sapanack" to his Owners:-

Fremantle. Nov.19th 1892.

Messrs. Simpson & Shaw,
New York.

Gentlemen:

You will please find enclosed a Draft on London for £200. There is about £58 in Merchant's hand yet which they won't pay until the balance of claims are paid which won't be today. I was never so sick of a place in my life and may the curse of Christ rest on Fremantle and every son of a bitch in it. God dam them all.

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

P.S. Any man that would come or send a ship a second time is a damned ass. The mail closes at 1 p.m. today sharp and the Bank won't give me a draft until 1 p.m. so it won't get away by this mail. It is some of the Agent's doings, I think, but do not know for sure. Still blowing a heavy gale.
D.B.S.

The other day we were delighted to hear from one of our Pensioners, now 84 years of age. During her many years with the Company she was renowned for her "odd odes". The Writer also remembers how she very painstakingly demonstrated and taught him and others how to tie up bundles of dividend cheques with narrow pink ribbon, the operation terminating in a handsome bow, which had to be of certain dimensions.

However, enclosed with a very charming letter to us was the following, which is published in acknowledgment of the keen interest she always takes in the Newsletter:-

AT THE CINEMA

Two little fleas on a cold winter night
Went to the pictures, in the dark out of sight.
Said one to the other as they came out
"I don't really know what 'twas all about;
We'd better hop home as quick as we can
In case we get caught in a traffic jam".
Said flea No. 2 "We had quite a good time
I hope that the evening is going to be fine".
But Oh! it was pouring and pouring with rain
There wasn't a bus or even a train.
"Well" said the other, "keep a look out,
We'll take a dog, if there's one about".

Whilst on the subject of Odd Odes, how about this one - no names published - but it came in from m.v. "INDIAN CITY".

There was a young man from Gwent,
Becoming a monk was his bent.

To get himself use
To the life of recluse,

He six months on a sea-going boat

We finish up with the following "pearls!" of wisdom:-

A Captain is said to be a man who knows
A great deal about very little and who
goes along knowing more and more about
less and less---until finally he knows
practically everything about nothing.

A Chief Engineer on the other hand is a
Man who knows very little about a great
deal and keeps on knowing less and less
about more and more---until finally he
knows practically nothing about everything.

A Superintendent starts out knowing
practically everything about everything
---but ends up knowing nothing about
anything due to his association with
Captains and Chief Engineers.

High praise, and we congratulate all who deserve it:-

Recently, after one of our vessels completed loading at
Corpus Christi, the N.C.B. Surveyor remarked that he wished he
had had one of the Officers with him during his period of command
in the U.S. Merchant Marine. The Master comments that he certainly
agrees with the Surveyor's sentiments, as the Officer in question
was a real Career Officer who feels he is doing a worth-while job.

Another report to hand came from one of our Superintendents,
who was informed by Time Charterers that they wished to compliment
the Company on the work of the Chief Officer who was always on
the job and the vessel was in a very good condition. They had little
or no trouble with their cargo.

GET WELL SOON!

Mr. B.F. Lashford, one of our retired Chief Engineers,
has been ill at his home. We wish him a speedy recovery to good
health again.

... ..

SUCCESS!

Congratulations to Mr. W.G. Wood, Second Officer,
on obtaining his Master's Certificate.

... ..

POSTING OF PARCELS

We would mention that it is preferable for next of kin
to contact this office for postal addresses before sending parcels
to personnel on our vessels. Unfortunately, postage spent in
sending the parcel to this office is disregarded by the Postal
Authorities and full additional postage has to be paid when sending
the parcel from this office to the vessel.

In addition, it is necessary for a Customs Declaration Form to be completed and this often necessitates us contacting the sender before the parcel can be despatched. Therefore, to save time and cost, we strongly recommend that parcels are NOT sent to this office, but are sent DIRECT to vessels, after first obtaining a postal address which we will be pleased to supply.

... ..

CHANGE OF ADDRESS

During the last couple of months, our branch office in London has moved to new premises. Their new address is as follows:-

41/43 Mincing Lane,
London EC3R 7JS.

Their new telephone number is 01-626-8961.

Telex and telegraphic addresses remain unchanged.

GENOVA

GENOVA

After making our way through mirror-like seas and temperature unknown in places as far away as Cardiff and Newport, we arrived at the old port of Genoa, Genova to the locals - on the morning of 5th August 1972.

Genova, birthplace of Christopher Columbus, is today the largest seaport in Italy, renowned as any mariner knows, for its historical buildings and night life.

Our first afternoon ashore was spent in the area around the piazza de Ferrarri, which is the main shopping centre. As the day wore on we moved back through the narrow, quaint and ancient streets and alleyways towards the ship, sampling the Italian night-life, cuisine and vino en route. Italy is world famous for its Renaissance period art and during our stay, we discovered that Genova is no exception to this and has probably more than its share of works from this period. We visited numerous galleries, museums palaces and churches, such as the Tursi palace, the Church of the Holy Ghost, the Maritime Museum and the Art Gallery Del Monte.

These places were overflowing with priceless and beautiful works of art. Our favourite gallery, however, was the Garibaldi Palace, which has a large collection of amazing masterpieces by such famous artists as Rafael, Giovanni, Van Dyke, Rubens, Gerard David and Van der Hoess. There were many smaller collections, including the works of the pizza artiste, the unique Birrelli. A church we found most interesting but possibly a trifle macabre, and not recommended for those with a weak stomach, was St. Catherine's. It was a church with a beautifully decorated interior. Inside we saw what we at first thought to be an effigy of St. Catherine in a raised glass case. However, closer inspection showed that it was not an effigy at all, but the preserved body of the Saint!

The remainder of leisure time was spent relaxing, swimming and sun-bathing on the rocky coast of Nervi just along the coast, walking along the prom in short sleeves, rolled up trousers, with knotted handkerchief across our heads.

Cadets Poulloin, Woolley, Stannard & Hewett, Incorp.

We publish another interesting story of a visit made to Disneyland. On this occasion the visit was made by Engineer Cadets on board the "SARA LUPE".

The thought that was foremost in our minds, as we approached Disneyland, was the question of whether or not it was all it was made out to be. From the exterior it appeared to be quite small and uninteresting; this was soon proved a fallacy as we probed into the depths of Disneyland.

One of the first attractions we came across on our tour was a train-like conveyance built like a monorail. This remarkable piece of machinery had the very original title of "The People Mover". From this about two-thirds of Disneyland was visible for brief moments as the car flashed along at a terrifying 5 m.p.h. Disembarking nervous wrecks, we decided it was time for lunch.

Being in the U.S.A. we decided on an all-American hamburger, which was just as well, as nothing else appeared available. The All-American hamburger (Nottingham) which for those of you that have missed out on this wonderful culinary masterpiece, consisted of a Wimpey with additional lettuce and a spotted upper crust.

Having taken on bunkers, we proceeded to where all the pirates hung out in the Carribbean Caves; this was cleverly described as a large house; there were several shanty towns and ferocious sea battles raging as well as other shore-side mariner activities. Several semi-inebriated figures clutching the helms of various vessels could be seen. These we presumed as being the deck counterparts of ourselves. These, which appeared life-like, turned out to be models which were accurate down to the synchronised voice and mouth movement. Having escaped the canon fire and the threats of various people on show, we proceeded to the Haunted Mansion.

In our opinion the Haunted Mansion was the most interesting of all the attractions we saw, due to the incredible use of light projection. The ultimate scene consisted of a large banquetting hall with ghostly figures appearing and disappearing and partly re-appearing again as they ate, drank and made merry in a typical Olde English fashion. Near completion of the tour, a warning was given of hitch-hikers, whereupon the Junior Engineer turned into even more of a ghou! which again was achieved by light projection in a mirror.

The much publicised Bear Jamboree was next to be visited. We entered an auditorium and were entertained by model bears, in groups playing various country music as bears often do, so we were informed. The main attraction was a female, dressed in a blue dress and a voice like Peggy Lee, who appeared on a trapeze out of the ceiling. Unfortunately she also was a bear. These models were highly authentic and quadrophonic sound gave a most pleasing effect.

As we were about to leave Disneyland, we were accosted by rather a small person about four feet high, with large black ears, wearing a red coat with white gloves answering to the name of Michael Mouse, Esq. This proved to us that the legend of the fantastic Michael Mouse, Esq., lives on. It will be appreciated that it is impossible to describe everything we encountered as it would take an indefinite amount of time.

The day was thoroughly enjoyable and will be remembered as the day we shoot the hand of Michael Mouse, Esq.

Very little fluctuation in share prices has occurred during the month, with the freight market remaining steady and the ordinary shares still at 74p. Some slight fluctuation has occurred in the Non-Voting shares, due entirely to some small selling and the price has dropped to 65p.

CHRONOLOGICAL HISTORY

We continue our quote from Year 1940.

"KING CITY". This vessel was sunk in the Indian Ocean on 24th August by the German raider "GELDENFELS". The crew was picked up by the raider and subsequently transferred, with about 200 other survivors, to the Yugoslav ship "DURMITOR", a vessel captured by the raider in the Sunda Strait, whilst on a voyage from Torreviaja to Japan with a cargo of salt.

The "DURMITOR" landed all the prisoners on the East African Coast at a place called Marsiech, 60 miles North of Mogadishio where they were interned in an Italian Prisoner of War Camp for about seven months. They were finally released by a British Gold Coast Regiment which was then cleaning up through East Africa. The first messages of the whereabouts of all the internees were sent to the relatives of each one by the Army and this was the first information they received that the men had been saved from their respective vessels.

Two vessels were built and were delivered during this year.

"MADRAS CITY"(2) completed May. 5136 g.r.t.9040 d.w.t. Built by the Furness Shipbuilding Co. Haverton Hill, with North Eastern Marine engines. Cost to Company £146,069.

"ORIENT CITY"(2) completed July. 5154 g.r.t.9040 d.w.t. Built by Furness Shipbuilding Co. with North Eastern Marine engines. Cost to Company £146,000.
Both vessels were open shelter deck type.

s.s. "QUEEN CITY"(ex "Cragness") bombed and set on fire on 28th September. Successfully brought into port and repaired.

In October, because of the enemy bombing, conditions in London became extremely difficult and the Firm leased premises in Leamington and transferred the majority of the London Office Staff to the Midlands, leaving only a skeleton staff in London.

IN SEARCH OF BIGGER & BETTER FISH

Fresh from his fishing triumphs on the "FRESNO CITY", Captain Parkhouse joined the "MARIA ELISA" on the look-out for bigger and better game; this was arranged whilst the vessel was berthed in Manzanillo through the kind auspices of our Agent for Linea Mexicana del Pacifico S.A., Mr. David Vera who acquired for our use the fishing boat "Sidney K". This was to be our second attempt at big game fishing, after a negative outing in Acapulco. Members of the expedition were:-

Captain A. B. Parkhouse
Chief Engineer D. Morse.
Junior Chief Engineer J. Cuddy.
Chief Steward/Purser C. J. Hartley.

We arranged for the boat to pick us up aft of the vessel at 0500 hours on Wednesday, 20th September; that it was that four very tired and slightly hung-over Officers set sail for the fishing grounds of Manzanillo.

By 0600 hours the out-riggers and rods were in position and fishing started in earnest as we had by this time 12 Dollars in the kitty for the largest fish caught. The first to have a strike was Captain Parkhouse (thus ending a run of bad luck) who landed a 5 pound Barillette; then the Chief Engineer landed two 12 pound Dorados in quick succession, leaving the Junior Chief Engineer and Chief Steward with some catching up to do. Then suddenly the Junior Chief's line went taut and we knew when the fish jumped that he had a fight on his hands; after twenty minutes of blood, sweat and tears, a 34 pound Dorado was landed. The Chief Steward then landed a 28 pound Dorado and that was that for about an hour, until the Captain landed a 14 lb. Chile or Gar Fish as they are more often known.

We then decided to head back home; the Junior Chief Engineer brought out the beer to celebrate his success at having won the kitty - when - suddenly a fish was seen approaching the Chief Steward's line, who could now see the kitty passing to a new owner, was alert and waiting for it. Then it bit and started to put up a fight; we saw it leap out of the water - huge Sailfish - sometimes you read about them but to see one and then catch it is the ultimate experience for sporting fishermen. The Captain thought he was going to miss lunch as his estimate to land it was 2 hours, but fortunately after 30 minutes it gave up the fight and was landed into the boat. A 75 pound Sailfish measuring 8 feet and 1 inch from tip of tail to nose.

It was a proud moment for us all when, with flags flying (for each species of fish caught there is a different colour flag - red and white for sailfish, green for Dorados and blue for other species). We came alongside the vessel to great cheers from the Officers and smacking of lips from the crew. Everybody was photographed with the sailfish and then it was taken ashore, as arrangements had been made for it to be stuffed (the fish, not the Chief Steward) and mounted. The big decision when is where to put it - the Smokeroom is too small - but eventually a place will be found.

A very enjoyable time was had by all and a future expedition is envisaged when we hope to have more participants in this very interesting sport.

For those who may in the future join the "MARIA ELISA" or "SARA LUPE", the cost to hire a boat, plus 4 rods and bait is 8 Dollars an hour, with a minimum of four hours. The prizes are the same in both Acapulco and Manzanillo, though in our opinion Manzanillo was greatly superior. We believe now that we must have the best fishing story in the fleet. Can it be bettered? We will just have to wait and see.

As a rider, the sail fish was the largest caught at Manzanillo for six months and we have a silver medal and certificate to prove it to any doubting Thomases, who will be able to inspect them in due course.

	<u>LANTIC CITY</u>	<u>CHIYODA</u>	<u>CORNISH CITY</u>
Captain	A. D. Lightfoot	D. B. Jack	F. J. Johns
Chief Officer	T. Lawson	R. E. Clifford	R. E. Skinner
Second Officer	F. Scott	G. T. Parker	R. S. McKay
Third Officer	R. M. Hewett *	M. R. E. Underwood	P. P. Lewis
Radio Officer	B. B. Everett	L. M. Campbell	R. H. Smith
Chief Engineer	W. Morgan	C. A. J. White	G. D. Griffiths
Jun. Chief Engineer	N. T. Widdas	-	-
Second Engineer	-	D. Rodger	G. D. Tattersall
Third Engineer	M. B. Perrott	K. Rowney	J. H. Davies
Fourth Engineer	K. J. Walmsley	R. B. Adey	G. M. Dickson
Jun. Fourth Engineer	-	J. D. Warne	R. J. Ridley-Prentice
Junior Engineers	E. J. Burrup	D. H. Mason	M. Doyle
	D. Ward	-	R. V. Williams
	J. P. Bowler	-	-
Electrician	E. D. G. Carter	H. Sweetman	T. McMahon
Second Electrician	G. B. Gibbs	-	-
Chief Steward/Purser	R. G. Moylon	D. Gowsell	C. A. Parry
Navigating Cadets	D. J. Hammond	J. F. Hammond	H. G. Hurst
	-	J. A. Stewardson	R. A. D. Woodward
	-	T. H. Jowett	-
	-	A. C. Baxter	-
Engineer Cadets	P. A. Stretch	C. Rees	-
	M. G. Williams Jones	R. Thomas	-

	<u>FRESNO CITY</u>	<u>INDIAN CITY</u>	<u>MARIA ELISA</u>
Captain	A. L. G. Gossett	J. S. Murray	A. B. Parkhouse
Chief Officer	A. P. Stapley	P. E. Coulson	K. Jones
Second Officer	G. Mathewson	T. E. Thistleton	N. P. Waldron
Third Officers	B. T. Hernaman *	E. J. Dunk	A. M. Beevor-Reid
	-	B. J. Hayle *	-
Radio Officer	C. G. Macey	J. A. Heslop	D. S. H. Thomson
Jun. Radio Officer	R. A. Ayres	-	-
Chief Engineer	J. V. Barnes	D. M. Parsons	D. W. Morse
Jun. Chief Engineer	D. W. G. Pike	-	J. Cuddy
Second Engineer	-	J. S. Dutton	-
Third Engineer	P. A. Magorrian	P. R. Bryant	P. J. Prendergast
Fourth Engineer	C. J. Buckley	M. J. Snook	J. S. Davie
Jun. Fourth Engineer	-	G. A. Lewis	-
Junior Engineers	K. I. Davies	T. M. Bimson	N. Carroll
	M. G. W. Eastman	C. Berezowsky	P. J. Walker
	P. W. Place	-	-
Electrician	M. Bodycombe	D. G. Smith	P. W. Brown
Chief Steward/Purser	N. A. Parselle	J. D. Peebles	C. J. Hartley
Navigating Cadets	F. C. Roberts	A. D. Slade	D. Hotchkiss
	A. A. Field	T. D. Lester	C. 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. Cann	G. S. Garlick	D. L. G. Jones
Chief Officer	R. A. H. Vanner	R. K. Stuart	J. Porteous
Second Officer	G. Mapplebeck	B. Hopper	R. Jammison
Third Officer	-	T. Haxell	R. J. Davis
Radio Officer	H. M. S. Williams	A. S. Ferguson	E. A. Willocks
Jun. Radio Officer		J. M. A. Pagnam	-
Chief Engineer	B. J. O. Lewis	R. Chambers	T. Sukiennik
Second Engineer	F. Clark	G. Hughes	D. Ball
Third Engineer	-	O. G. Williams	E. Hoy
Fourth Engineer	-	D. Brown	G. Watt
Jun. Fourth Engineer	-	D. W. Quaye	-
Junior Engineers	C. Moseley	R. Pearson	M. H. Sadler
	P. Herridge	P. H. Evans	M. R. Kitchen
	-	-	-
Electrician	P. Willmott	C. J. Nicholas	M. B. Tawn
Chief Steward/Purser	P. Cawley	L. Slawinski	J. T. Jones
Navigating Cadets	N. Jerrum	N. Davies	D. C. Cumming
	J. E. Riordan	A. Abel	S. P. Hodge
Engineer Cadets	-	-	J. R. Lange
	-	-	G. D. Morgan
Jun. Second Engineer	C. Gateshill	-	-

	<u>SARA LUPE</u>	<u>TACOMA CITY</u>	<u>VANCOUVER CITY</u>
Captain	G.F.R.Ellerby	A.C.Thomas	M.J. Higgins
Chief Officer	R.J.Crawford	K.W.Pulker	M.A. Gater
Second Officer	P.C.Deschamps	J.E.S.York	J.S.Pearsall
Third Officer	D.J.Cooke *	C.Bowell	G.J.Waldron
Radio Officer	D.R.Appleton	J.R.Mathews	G. Thomas
Chief Engineer	D.L.Dyer	R.K. Binns	J.F. Hewson
Second Engineer	B.J.Allsopp	J.B. Hocking	R.U. Bell
Third Engineer	R.Glenninning	R.E. Russell	R.C.Butcher
Fourth Engineer	R.I.Whittington	M.G.Seaman	B. Scarlett
Jun.Fourth Engineer	-	-	W.J.Badham
Junior Engineers	N.P. Treen	C.Graddage	F.S.D.Barrett
	T.S.Churcher	P.J. Wood	G.J. Morris
	-	-	-
Electrician	P.H.Reynolds	A. Adamson	P.Tyerman
Chief Steward/Purser	C.J.Harchy	D.MacPhail	D.C.M.Trinick
Navigating Cadets	C.C.Gibbs	P.A.Bullard	M. Wilcox
	C.Kelly	D.J.McMurdo	D.Gunthorpe
	P.E.Murray	J.A. Doody	-
Engineer Cadets.	N.G.Whitby	-	-
	D.W.J.Sibley	-	-

	<u>VICTORIA CITY</u>	<u>WELSH CITY</u>	<u>WILKAWA</u>
Captain	D.C.Griffith-Jones	P.J.Boroughs	W.J. Cross
Chief Officer	D.L. Bell	W.D.Jones	L.R.Staines
Second Officer	J.E.Curry	M.J.Bellamy	S.A.T.Schooledge
Third Officer	J.R. Francis	P.F.Mathews *	B.M.Richardson
Radio Officer	S.C.Horne	D.C.Short	J.Carwardine
Chief Engineer	R.J. Trigg	E.R.Morgan	G.M.Cuthbertson
Jun.Chief Engineer	-	-	H.L.Fletcher
Second Engineer	W.R.Loades	T.Graham-Russell	-
Jun.Second Engineer	-	-	J.D.Chatten
Third Engineer	C.D.Hughes	F.E.Robinson	D. Munro
Fourth Engineer	A.Hourihane	D.M.Jellyman	C.P.Greenwood
Jun.Fourth Engineer	-	R.M.Worgan	-
Junior Engineers	A.C.Burnell	D.Eames	W.D.Davies
	D.E.Horne	-	K.C. Davison
	G.C.Barrett	-	B. Hepple
Electrician	D.W.Fuller	J. Kelly	R.G. Williams
Chief Steward/Purser	L.B. Surrey	P.F.Akers	E.H.Sefton
Navigating Cadets	S.W.Prescott	S.M.Burley	W.J.Hutchings
	C.D.Kisch	C. Swindells	J.A.Concannon
	J.C.Pagler	M.J.Clarke	-
Engineer Cadet	-	R.C.Quaye	-

* Uncertificated.

SHIPS' MOVEMENTS

ATLANTIC CITY

On T/C to Misericocchi & Co.S.A.S.of Ravenna. Sld.Ravenna 27th Oct. and arrived Drestrehan 16th Nov. to commence loading grain. Sailed 17th and arrived Baton Rouge 18th to complete. Expect sail 29th Nov.for Ravenna where arrives 17th Dec. to discharge.

CHIYODA

On T/C to N.Y.K. Tokyo until 1973/75. Arrd. Nagoya 29th Oct. to discharge grain cargo and completed at Moji 11th Nov.Returned to Nagoya 12th where loaded cars and sailed 14th for Rotterdam, Bremerhaven and Antwerp. Arrives and sails Panama Canal 5/6th December and arrives Rotterdam 20th Dec. for commencing discharge.

CORNISH CITY

Arrived Nagoya 29th Oct., commenced discharge grain cargo and sailed 2nd Nov. for Kinuura and Tagonoum where completed and sailed 11th Nov. Then proceeded to Aioi to drydock. Undocked, delivered on T/C to Svenska Ostasiatiska Kampaniet and sailed 17th Nov. Arrd. and sailed Manila 22/23rd Nov. for Hong Kong, Kaohsiung, Keelung, completing loading at Japanese ports and sailing 15th Dec. for E.C.U.S.A. Sails Panama Canal 4th Jan. and arrives Miami 7th, then calls Savannah, Wilmington, Charleston, completing discharge at Jacksonville about 16th Jan.

FRESNO CITY

On T/C to Steelwood Carriers Inc. Sld. Antwerp 27th Oct. with a steel cargo for discharge W.C.U.S.A./B.C. Sailed Panama Canal 12th Nov. and arrived Longbeach 20th to commence discharge. Sails 25th, then calls Oakland, Portland and New Westminster, where completes discharge and redelivers 18th. Then delivers on T/C to Canadian Transport 19th and, basis sailing B.C. 27th Dec. after loading, arrives Panama Canal 8th Jan. and New Haven 14th. Then calls Boston and Providence where completes discharge and redelivers 21st Jan.

INDIAN CITY

On T/C to Yamashita Shinnihon S.S. Co.Ltd., Tokyo, until Nov.1976/ March 1977. Sailed Panama Canal 27th Oct. and arrives Kobe 25th Nov. to discharge grain cargo. Completes discharge 1st Dec. and after drydocking, sails Kobe 5th, arriving Yokohama 6th. Sails 7th after loading cars for discharge Baltimore. Arrives Panama Canal 31st and arrives Baltimore 6th Jan. to discharge.

NEW WESTMINSTER CITY

On R.S.L. B.C./U.K./Cont. service. Arrived Cardiff 3rd November (grounded off Penarth Head) to commence discharge forest products. Sailed Cardiff 8th; arrived and sailed Bremen 12/15th. Arrived Antwerp 18th to complete discharge, which expected 24th. Then drydocks Antwerp for assessment grounding damage.

PORT ALBERNI CITY

Sailed Port Elizabeth 18th Oct. with a cargo of ore. Arrd. Toyamashinko 10th Nov. to discharge, which completed at Sakata 17th. Sailed 19th and arrived Maizuru 20th, where drydocked. Sails 28th after delivering on T/C to Seaboard Shipping. Arrives B.C. 10th December to load forest products for discharge E.C.U.S.A. Sails B.C. 17th December and arrives first discharge port E.C.U.S. 4th Jan.

PRINCE RUPERT CITY

On T/C to Steelwood Carriers Inc. Sailed Antwerp 12th Oct. with a cargo of steel for discharge W.C.U.S.A./B.C. Arrd. Long Beach 4th Nov, sailed 8th for Oakland, Portland, Seattle, arriving Tacoma 22nd. Sails 23rd for New Westminster, where completes discharge and redelivers 25th. Then proceeds Nanaimo to commence loading on R.S.L. B.C./U.K./Cont. service. Sails Nanaimo 5th for Watson Island, Tahsis, and Vancouver where completes loading and sails 9th Dec. for Panama Canal 21st Dec. and arrives Cardiff 4th January.

TACOMA CITY

On R.S.L. B.C./U.K./Cont. service. Sailed Nanaimo 20th Oct., then called Watson Island and Tahsis, where completed loading forest products and sailed 7th Nov. Sld. Panama Canal 19th Nov. and arrives Cardiff 3rd December to commence discharge. Sails 7th for La Pallice, Bremen and Antwerp, completing discharge 18th Dec.

VANCOUVER CITY

Arrd. Nagoya 16th Nov. with grain cargo. Completed discharge and sailed 22nd. Arrives B.C. 3rd December to commence loading on R.S.L.B.C./U.K./Cont. service. Expect complete and sail B.C. 24th Dec. Sails Panama Canal 5th Jan. and arrives U.K./Cont. 20th Jan. to commence discharge.

VICTORIA CITY

Arrd. Antwerp 23rd Oct. on R.S.L. B.C./U.K./Cont. service. Completed discharge and drydocked 26th. Sailed 4th Nov. Arrd. East London 22nd Nov. to load grain cargo and sailed 24th for Japan. Sls. Singapore 9th Dec. and arrives Japan 17th to commence discharge. Then loads on R.S.L.B.C./U.K./Cont. service and basis arriving B.C. 5th Jan., completing loading 27th, would expect arrive U.K./Cont. about 23rd Feb. to commence discharge.

WELSH CITY

Arrd. Hosojima 6th Nov. for discharge sugar cargo which completed at Tokyo and sailed 21st for Mourilyan, Queensland, where expected arrive 2nd Dec. Loads sugar cargo and sails 3rd for St. John, N.B. Arrives and sails Panama Canal 27th and arrives St. John, N.B. 2nd Jan. to discharge.

WILKAWA

On T/C to Anders Wilhelmsen & Co. Oslo until 1977. Arrd. Providence 5th Nov; completed discharge of cars and sailed 11th. Arrived New Orleans 16th. Nov. loaded a grain cargo and sailed 18th Nov. for Japan. Sailed Panama Canal 23rd Nov. and arrives Japan 18th Dec. for discharge.

MARIA ELISA (ex "Houston City")

Arrived Yokohama 24th Oct. to commence discharge and loading schedule. Then called Nagoya, Yokkaichi, Osaka, Kobe, Nagoya, completing at Yokohama and sailing 14th Nov. Arrives Los Angeles 29th Nov., then calls various Mexican ports to discharge and load.

SARA LUPE (ex "Cardiff City")

Sailed San Carlos 25th Oct. and arrived Yokohama 11th Nov. for commencement discharge and loading schedule. Called Nagoya, Yokkaichi, Osaka and Kobe where sails 5th Dec. for Nagoya, Shimizu, Yokohama. Completes Yokohama 11th Dec. for U.S.W.C./Mexico.

A CHRISTMAS MESSAGE FROM THE CHAIRMAN.

To all Staff, ashore and afloat, retired Staff and all Families, I send best wishes for Christmas and a Happy and Prosperous New Year.

Glancing at my last year's message and the fact that at that time we were experiencing one of the most severe depressions in the industry for many years, I wonder why I could afford to be so optimistic, but I am an optimist and feel there is no place for anyone in our industry unless they fall under this category. However, our expanding policy needs many ingredients, the most important of which must be enthusiasm and confidence in the future. The frustrations and problems experienced in bringing our fleet to its present strength are soon forgotten when we realize the highly efficient state of the fleet to take full advantage of the improvement in world trade which must inevitably occur.

An expression which I use so often is that to remain on an even keel a tremendous effort is required, but to expand requires almost super-human efforts. We have expanded and must continue to remain in this climate. Therefore, this seems to me an appropriate time of the year to pay tribute to all the members of the Company's Staff, both seagoing and shore, for their contribution to this state of affairs. During my trips this year to Mexico City, the East and West Coasts of Canada and Japan, it was very gratifying for me, wherever I went, to know of the high esteem in which all our Staff are held. Particularly in our efforts to build up regular services, this conduct is tremendously important and I take this opportunity of recording my warmest appreciation.

The year for us, in spite of the imponderables which continually affect the Shipping Industry, has been one of sustained progress and consolidation. I am confident that we are on the right course and continue to be optimistic for the future of our Company.

A Happy Christmas to you all.

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