



Reardon Smith Line Limited



NEWSLETTER

MARCH, 1973.

NO.38.

INTRODUCTION

A few well chosen words, spoken at the right time, can very often be a source of power. The following story is most refreshing and possibly illustrates how important the well chosen word is.

Whilst "shadowing" a Soviet warship in the Atlantic, the following signal from the Russian Captain was received on the bridge of H.M.S. "LONDONDERRY":-

"You are lagging behind. I recommend you additionally to connect to the shaft of your ship a washing machine".

The Captain of the Royal Navy frigate made immediate reply:

"I am only running on washing machines at this speed. My engines are still in reserve"!

COMPANY NEWS

Your Company continues to investigate all avenues whereby the policy of expansion can be pursued and, although the Government have not yet produced any incentives to assist British shipowners, nevertheless, the Board is urgently considering other means whereby financial assistance can be obtained to enable us to proceed with our programme. The Company is hopeful of obtaining further management business, the advantage of which is referred to in the note below regarding the vessels managed for Mexican Owners.

The motor vessel "POLYSAGA", a tanker of 160,400 tons deadweight, has been taken on Time Charter for three years and the Board is closely examining the possibilities of enlarging our interest in this field.

Although in the past tonnage has not been chartered-in for operation by the Company, the "NEPTUNE", a vessel of 27,532 tons deadweight, has been the exception and is on Time Charter until the end of the year. It is anticipated that further tonnage will be operated for considerably longer Time Charter periods.

The Group's Chartering Agency business continues to expand and widen its activities, benefiting not only the service we give to other companies, but also improving world-wide coverage so essential to the operation of our own fleet.

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As a result of a recent visit to Mexico City by an outside source, it has come to the Chairman's notice that tribute was paid to our ability as Managers of the "MARIA ELISA" and the "SARA LUPE" and, doubtless it was due to our efficiency and attention that we were rewarded with a further ship to manage. This business, particularly its effect on maintaining a substantial number of seagoing employees, also assists in our expansion policy.

The Chairman records his appreciation to everyone who has done so much to produce this state of affairs, which may well enable us to obtain further business for our Management Division.

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CELTIC BULK CARRIERS

Celtic Bulk Carriers is the trade name of a new consortium of bulk carrier owners, the founder members being Reardon Smith Line Limited, Cardiff, and Irish Shipping Limited, Dublin, and is a wholly owned subsidiary of the above Companies.

Celtic Bulk Carriers will operate initially a fleet of eleven vessels when the current tonnage, on order from Glasgow, is delivered. This fleet will consist of geared bulk carriers of the "Cardiff" class and will be supplemented from time to time, should demand warrant it.

The first eleven vessels will be as follows:-

- | | |
|---------------------|------------------------|
| "FRESNO CITY" | "NEW WESTMINSTER CITY" |
| "FORT ALBERNI CITY" | "PRINCE RUPERT CITY" |
| "TACOMA CITY" | "VANCOUVER CITY" |
| "VICTORIA CITY" | "IRISH LARCH" |
| "IRISH MAPLE" | "IRISH OAK" |
| | "IRISH PINE" |

READERS' CORRESPONDENCE

We shall be glad to hear from any of our readers. This month we received a letter from Mr. M. Dawson, retired Electrician in which he writes:-

"I had the pleasure of sailing with Captain Brice Thomas for a number of years. He was a fine gentleman, devoted to his ship and men.

There is one event which will always stay in my memory. Whilst on the "ATLANTIC CITY", we were torpedoed. We left the ship and went on board a destroyer and returned to the ship upon daylight. When nearing the "ATLANTIC CITY" she was down by the head and shipping water. On seeing water run from the forward deck, Captain Thomas remarked - "Look, she is crying because we left her".

A remarkable man, devoted to duty; one of the type who helped to make Reardon Smith Line.

NOTICES

Wives /board Vessels

From time to time we receive requests from wives that they be allowed to join a vessel during the currency of a voyage. We wish to point out that such requests should be made by the husband, direct to this Office, when we would be pleased to advise the wife and husband of our decision.

... ..

Discharge Books and Identity Cards

We have previously requested all Officers and Cadets to ensure that immediately upon return to this country, they take steps to change their Discharge Books and have their Identity Cards endorsed at the nearest Mercantile Marine Office. As previously explained, this is necessary so that we may comply with the new 1970 Merchant Shipping Act, which requires us to enter voyage, sickness and study leave, periods awaiting employment, etc., in the Book.

Unfortunately, only 50% of our Officers and Cadets have complied with this request and we must, therefore, ask all Officers and Cadets to ensure that their new Discharge Books are forwarded to this Office at the first opportunity. We do not wish Seaman's Identity Cards or Medical Certificates to be forwarded.

In the event of an Officer or Cadet being required to join a vessel within 7 days of receipt of this Newsletter, we would ask them not to forward in case it should be delayed in the post.

We would mention that Discharge Books will be returned to Officers temporarily, should they be required for any reason.

SUCCESSES

We send our congratulations to the following on obtaining their Certificates:

Mr. K. Milburn	-	Master's Certificate.
Mr. J. Armstrong	-	Second Class Motor Certificate
Mr. G.D. Smith	-	" " " "

DIRECTORS' ANNUAL PRIZES TO CADETS

The above prizes are awarded to Cadets whose academic and practical work merits recognition, based on the results of Correspondence Courses, Project Journals, examination results, reports from Masters, Chief Engineers and Colleges regarding practical work, attitude and enthusiasm. The value of the prize in each case is £25, made up of a Sheaffer "Imperial Triumph" set in rolled gold plus a book.

Our congratulations to the following prizewinners:-

Deck Cadets - M.N.T.B. Scheme (3rd Year).

Prizewinner - P.C. COLES

Prize - Book - "The Strange Fate of the Morro Castle"
by Gordon Thomas & Max Morgan-Witts.

Deck Cadets - OMC - OND Scheme (3rd Year)

Prizewinner - B.T. HERNAMAN.

Prize - Book - "Dove" by Robin Lee Graham.

Engineer Cadets - OMC - METC - Part "A" Scheme (3rd Year)

Prizewinner - K.A. VELDA

Prize - Book - "Convoy is to Scatter" by Captain Jack Bro

...

Congratulations to Mr. Kerry Thomas of the Purchasing Department at Head Office, who has successfully completed the Finals and is now a Graduate of the Institute of Purchasing and Supply.

STAFF NEWS ITEMS

Mr. Gwilym Davies, retired member of Head Office Accounts Department, entered hospital recently. We hope that he will soon be out and about again.

Mr. Bruce Gully is out of hospital and back at work in the Accounts Department - awaiting a recall for the operation still intended.

Mr. K.W.G. Hampton was hospitalised at St. Maarten, Anguila - Mr. Hampton is one of our Electricians -

Mr. L.R. Staines, Chief Officer, was hospitalized for a hernia operation -

Mr. D.W. Fuller, one of our Electricians, was taken to hospital for an Appendicitis operation.

We wish these three Officers a speedy recovery.

...

Our deepest sympathy is extended to Miss Norvenna Pritchard of the Purchasing Department, on her recent sad bereavement.

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Our deepest sympathy is also extended to Mr. R. Parker, our Caretaker at Head Office, on the passing of his Mother.

We offer our congratulations and best wishes to Mr. Stewart Johnson (Purchasing Department, Head Office) on his marriage to Miss Kyung Gee Han at St. Denys Church, Lisvane, Cardiff, on Saturday, 24th March.

Our congratulations and best wishes also to Mr. C.R. Goddard on his marriage to Miss Heather Angela Williams at St. John the Baptist Church, Sully, Glam., on 3rd March.

We wish both couples every happiness in the future.

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Births

Congratulations to Mr. & Mrs. Alan Rowley on the arrival of a son, Darren Brooke, 7 lbs. 4 ozs. on 21st March. Mr. Rowley is on our London Office Staff.

Mr. Clive Stockdale returned to the Accounts Department Head Office after his trip on the "VICTORIA CITY" from Cardiff to the Continent. Crawling up the pipe passages of the vessel left him shattered in body, but resilient in mind. More of this later.

Rail Travel Difficulties

During the recent difficulties of travel, our London Office colleagues made praiseworthy efforts to get to the office. Some left home at 6.30 a.m. and made it!

A clerk answering the telephone one day, heard an excited female voice asking:-

"Are you Central 4340?"
"Yes, Port Authority head office".
"What was that you said?"
"Port Authority. Whom do you want to speak to?"
"Oh, nobody" (with a wealth of relief) "Only I found this number in my husband's coat pocket".

(B.P. Fleet News, June 1972).

BOXING DAY SPORTS - m.v. "MARIA ELISA"

With the vessel berthed in the haven of San Carlos for Christmas, a dusty dry (totally dry) hamlet on the fringe of the Mexican desert, the Christmas Eve celebrations brought about the emergence of a new sport for the "MARIA ELISA" - that of long distance cycling. With his fishing record reluctantly relinquished to Captain Parkhouse and Mr. Morse at Manzanillo, where both caught sailfish over 9 ft. long (see November Newsletter), Mr. Bartley's premier sporting interest was transferred to cycling. During the course of the evening he was "influenced" into wagering that he would ride a child's bicycle 38 miles across the desert to Constitution Town in under 4 hours. Some local friends agreed to supply a 10 speed racing bicycle as a pacemaker, a pick-up truck and a car as support.

Boxin, Day log:-

- 1100 Early lunch commences in vicinity of Mr. Jones' refrigerator.
- 1215 Mr. Hartley and Captain Parkhouse, who had elected to take the first 10 mile pacemaking spell (or so he thought) complete "light" lunch and set out amid cheers from wellwishers.
- 1220 Cyclists settle down to steady pace clear of the thundering traffic of San Carlos.
- 1300 Captain falling back due to gear selector trouble (stuck in high gear).
- 1315 Substantial gap opened up with Mr. Hartley maintaining scheduled pace while Captain walking up a long hill sights 4 large birds circling overhead (vultures???)
- 1320 Captain remounts for $\frac{1}{2}$ mile downhill stretch; birds consider he is good for a couple of miles yet.
- 1325 Mr. Hartley sights 4 "eagles" circling overhead.
- 1326 Mr. Hartley dismounts and takes cover from pending attack (still maintains that he was waiting for Capt. Parkhouse).
- 1330 Relief pacemakers Jones, Morse, Cuddy and Prendergast complete lunch due to refrigerator being empty.
- 1335 Pick-up truck commenced taking bunkers including a toilet roll for cases of Montezumas Revenge which had been prevalent earlier.
- 1340 Captain regains touch with Mr. Hartley at 15 mile marker and after discussion "eagles" identified as rooks. Captain curses delay of pacemakers.
- 1345 Pacemakers "loaded" on truck and set out.
- 1415 Pacemakers sight cyclists on horizon at about 20 mile marker.
- 1420 Captain relieved by Mr. Jones whose stability, course and trip appeared a little suspect.
- 1425 Mr. Jones dives gracefully over the handlebars into the desert.

- 1428 Mr. Prendergast takes over the roll of pacemaker while Mr. Jones relates the story of his 5 gruelling minutes in the saddle.
- 1450 Large black dog sighted; Mr. Prendergast scorchs into the distance while Mr. Cuddy urges the dog into chasing Mr. Hartley.
- 1515 Mr. Prendergast over the horizon from the labouring Mr. Hartley and supporters sights a cactus climbing baboon which turns out to be branch.
- 1520 Mr. Prendergast in need of a well-earned drink relieved by Mr. Cuddy who was anxious to continue his encouragement (or abuse) from closer range.
- 1540 Herd of bulls encountered; shouts of "El Torro" and flamboyant brandishing of clothing fail to enliven the herd, much to the disgust of Mr. Prendergast whose reputation was thus severely tarnished, but much to the relief of the cyclists.
- 1550 Mr. Cuddy, who had expelled all of his encouragement, relieved by Mr. Morse, whose disposition at that time caused him to carry the remedy for Montezuma.
- 1610 Mr. Morse relieved by Mr. Prendergast "thirsting" for more action.
- 1612 Rain commences to Mr. Hartley's delight.
- 1613 Owing to adverse weather conditions, pacemakers regretfully retire to back up saloon car.
- 1614 Mr. Prendergast abandons roll of pacemaker and takes shelter in cab of truck.

- 1615 Saloon car passes Mr. Hartley who is not sure whether the waving occupants are telling him that there are 2 miles to go or 2 minutes left.
- 1640 Bedraggled, yet triumphant, Mr. Hartley hurtles down the final 200 yards amid cheers and astonished looks from the locals.
- 1645 Mr. Hartley buys the drinks for all as he failed by 25 minutes.
- 1845 Mr. Hartley talking of entering the "Milk Race".
- Later. Cyclist, pacemakers, supporters and bicycles, loaded into the transport for the 45 minute return journey to San Carlos ending a very enjoyable day out.

BE CAREFUL HOW YOU ADVERTISE!

Advertisement in local paper:-

"Child's cot suitable for young baby with solid bottom and four strong legs".

(Daily Telegraph 6.1.72).

SHARES

Although freight rates remain firm and the prices of shipping shares should have reflected this condition, nevertheless because of the industrial unrest, shipping shares, like all other equities, have reacted to the industrial scene and have dropped from 90p and 89p respectively for the ordinary and "A" Non-Voting Shares to 86p and 83p.

A SIMPLE GUIDE TO VALUE ADDED TAX

The introduction of Value Added Tax (VAT) on 1st April 1973 and the abolition of Selective Employment Tax and Purchase Tax will be a major change in our taxation system and no doubt staff members, both ashore and afloat, will already be more than aware of this situation.

During the past twelve months a great deal of comment and literature has been published regarding Value Added Tax, thus adding to the ever increasing volume of reading matter in connection with new legislation. It is, therefore, the purpose of this article to set out some of the basic facts of Value Added Tax which may prove to be of interest.

Why is Value Added Tax being introduced?

As most people know, there are two primary systems of raising money by way of taxation. One way is by a direct tax on the earnings or income of individuals and the other is by taxing commodities or services which people have to buy or pay for. Until the introduction of Selective Employment Tax, the main form of indirect taxation was by a tax on the purchase or importation of goods. As a matter of interest, Purchase Tax was introduced as a temporary war-time measure in 1941, but it has survived for over thirty years.

The main problem with Purchase Tax and Selective Employment Tax is that they are discriminatory and too narrowly based, resulting in a tendency towards the distortion of trade. Purchase Tax applied to certain selected items at several different rates, whereas VAT will be at one rate only and apply to all goods and

services, unless they are specifically excluded. The Chancellor of the Exchequer has stated that this should result in a much fairer and better system of levying indirect taxation.

The other main consideration in deciding on the adoption of VAT is that we are required to do so under the terms of our Membership of the E.E.C., although it seems probable that a new system of consumer taxation would have been introduced into this country even if we had not considered entering the Common Market.

What is Value Added Tax and how does it work?

VAT is a consumer tax on the supply of goods and services by way of business. Unlike Purchase Tax it is not a tax collected at one stage from the consumer, but is in fact, levied on each trader according to the value he adds during his particular process, until it finally settles on the ultimate purchaser. The value added is the difference between the price he pays for his supplies (called inputs) and the price he, in turn, charges for his product or service (called output). When accounting to the Commissioners of Customs and Excise for tax received on sales, he deducts the tax paid on his purchases and remits the balance. If the tax he has paid for his purchases exceeds that collected on sales, he is in the happy position of being owed money by the Government and will, in due course, receive a refund.

We can thus reduce the meaning of VAT to a simple phrase which is: "A taxable person pays VAT on his inputs, charges VAT on his outputs and remits to the Customs the amount by which the latter exceeds the former".

From reading this far, the question which will immediately occur to a lot of people is, who does pay the tax if each person in the chain is claiming back the tax which he has paid on his purchases. The answer is, of course, the consumer who, at the end of the line cannot pass the burden on to another.

In order to illustrate what has been said, set out below is a simple example of how VAT works in the case of a sale of a pair of shoes purchased from a local shop, VAT being at the rate of 10%.

	The true selling price	Price plus VAT 10%	VAT on output	VAT reclaimed on input	VAT paid to Customs & Excise
1.Producer to Manufacturer	£1	£1.10	.10p	-	.10p
2.Manufacturer to Wholesaler	£2.50	£2.75	.25p	.10p	.15p
3.Wholesaler to Retailer	£3.50	£3.85	.35p	.25p	.10p
4.Retailer to Customer	£5.00	£5.50	.50p	.35p	.15p
Total paid to Customs & Excise (which is born wholly by the customer).					.50p

Glossary of Some Common VAT Terms.

Taxable Person. Basically, a taxable person is anyone who supplies goods or services by way of business.

Input Tax and Output Tax:

A taxable person is charged by his suppliers with VAT on the goods or services they supply to him for his business. These goods and services are called his "inputs" and the tax on them is his input tax. When he, in turn, supplies goods and services to his customers, he charges them with VAT, the goods and services he supplies being called his "outputs" and the tax he charges is his output tax.

Zero Rating (The services provided by Reardon Smith Line come under this heading).

Strictly speaking, a supply of goods or services taxable at a zero-rate is a taxable supply, but the rate at which the tax is charged is nil - or zero - in other words, they are tax-free. The trader supplying them can claim back any VAT he has paid on his inputs. Zero-rated items, include food, water, books, fuel and power, exports and transport.

Exemption.

A person supplying exempt goods or services does not have to charge his customers any "output tax". On the other hand, he is not entitled to deduct, or to reclaim, any tax included in the price of his purchases. It can be seen, therefore, that any extra cost he bears will most probably be passed to his customers in the form of an inflated selling price. From this it can be seen that even exempt items will be indirectly affected by VAT. Exempt items which consist mainly of services include Insurance, finance, Postal services, Betting, Gaming and Lotteries, education, health, burial and cremation, land. (A. Morgan).

We continue the account by Mr. C.D. John on his trip to the Continent from Cardiff on the "PRINCE RUPERT CITY":-

Breaksea, Scarweather and Lundy were soon astern. The Pilot was taken off by the pilot cutter, the transfer being completed under the glare of arc lights. At 0140 hours it was full ahead.

As the hours passed by, the constant throb of the engine, the shuddering and rolling of the vessel all helped to create a peculiar feeling of "headiness". However, breakfast was taken at 8 a.m. and then a spell on the bridge. Coming around Lands End the sea was choppy. As we passed Seven Stones, my impending doom of sea-sickness was more than a possibility - in fact, it was very real. Despite this, it was possible to observe how neat and tidy the dunnage wood had been stacked on deck. Now and again a wave would break over the foc'sle and spread itself unceremoniously on the parcel of timber left for discharge at Bremen.

The Captain explained separation lanes as an aid to navigation of the Channel and the minimising of accident risk. There were, however, the "rogues" who violated the I.M.C.O. recommendations regardless of the safety angle. Everyone on the bridge had to exercise the utmost vigilance. Many examples were seen why this vigilance was so vital.

Gradually I edged away from the bridge and to my quarters. The refuge I sought in the privacy of my room was shattered by the jovial debonair Second Engineer, Mr. Ball, inviting the "sufferer" to a pre-lunch drink in the Officers' Lounge. Little did he realise with what trepidation the invitation was accepted. On arrival, introductions over, I began to wonder whether the bar in the corner of the lounge was on wheels - it certainly appeared to be moving. After making various excuses (most of them poor ones) an uncertain return to my quarters was made to "ride" out the impending storm. A visit later on from the Captain and the Chief Steward/Purser, the latter producing some white pills which worked wonders, ended the saga.

Steady progress was made up Channel and off Calais fog was encountered. Precautions were taken to ensure vessel's safety. Lookouts were on the bridge and fore'st'le head, the Captain spending the whole time alert and in command; Third Officer keeping a radar watch with the Master checking occasionally; then a sweep with the binoculars, a study of the chart and so on. Occasionally, the lookouts would telephone the bridge their observations. Then a welcomed cup of coffee, all this to the intermittent fog signal blaring out from ship's siren. To the uninitiated, progress appeared to be slow but steady. Suddenly an order to reduce speed - the Third Mate responding by manipulating the engine telegraph lever. In the matter of a second one could feel the response from the engine. The radar had ceased to function properly, then came another order - "Dead slow". So we were apparently creeping along the Dutch Coast, enshrouded in thick fog and making for the Weser Light Vessel.

The "PRINCE RUPERT CITY" anchored a quarter of a mile South West of the Weser Light Vessel to await the Weser Pilot. The fog had lifted and it was Sunday evening. It was amazing how many other ships were at anchor within close proximity to one another, despite the conditions that had prevailed. The Pilot boarded at 1615 hours and we proceeded to Bremerhaven. Dock Pilots came aboard at Bremerhaven and as we proceeded up the Weser, everything seemed peaceful and quiet. It was a fine, clear night - there were many occasions in the past when the opposite was the case. This area had heard the roar of aircraft and the cascading of bombs bursting, but now the waterfronts of Bremerhaven and Brake were quiet and to some extent picturesque under the countless lights.

We duly arrived at the port of Bremen. Everything was ready for discharging to commence. The small parcel of packages of timber on deck presented no problems. The bales of woodpulp were discharged by using a bridle and six slings, enabling six units at a time to be hoisted from the hold. The lagerhaus or storage sheds are near the quayside, thus enabling quick despatch of cargo from ship to shed. Wire slings are not used when discharging timber; instead, nylon slings are used. These slings do not bite into the timber and any damage is like to be minimal. The warehousing area was spacious, clean and had excellent storage facilities. There seemed to be a certain thoroughness in evidence which was in keeping with the German character.

An opportunity was taken to visit our Agents' Office, General Steam Navigation. The city itself has been completely re-built. However, it was noticeable that the city centre with the Cathedral and Town Hall escaped serious damage.

Discharging was completed with a good turn around and preparations were underway for the ship's departure for Antwerp.

At 2 a.m. on Tuesday, I was awakened by the Captain and asked whether I would like to see the vessel entering Antwerp locks. The pleasant manner in which the suggestion was made, especially at that time in the morning, it was impossible to refuse. However, the experience was very worthwhile. The modern wide locks and huge expanse of docks made Antwerp a modern port. Whether the volume of traffic justifies the expense is another matter. I remained on the bridge until 6.30 a.m. when vessel tied up at the Churchill Berth.

The enterprise of the Stevedoring Company was evident in the huge Titan crane they used to discharge our woodpulp cargo. Moving easily on rail tracks it operated from each hold in turn. Ship's cranes were continually in use discharging. As the units of four bales were brought to the square of the hold, so would the huge crane, with its bridle of 8 slings, pick up 8 units (64 bales) placing them squarely on the quayside. Here a specially designed trolley with a similar bridle would pick up the 8 units and convey them to the storage shed. The shed was a great building, clean and orderly. The quayside too, was constantly swept and kept clean and tidy.

It was generally agreed that the whole operation was very efficient.

(To be continued)

SHIPS' POSITIONS

ATLANTIC CITY

On T/C to International Produce Inc. of New York until Nov.1973/
Jan.1974. Arrived Rotterdam 2nd March, discharged grain cargo and
sailed 8th. Arrives New Orleans 23rd March to load further grain
cargo. Expected sail 31st and arrive Rotterdam 15th April to discharge.

CHIYODA

On T/C to N.Y.K. Tokyo, until March/July 1975. Arrived Mormugao
8th March and sailed 19th after loading Ore cargo. Arrives Tobata
4th April for discharge, then drydocks Kobe.

CORNISH CITY

On T/C to South African Marine Corporation Ltd., Cape Town.
Arrived Cape Town 16th March to commence discharge. Sld. 20th,
arrived and sailed Port Elizabeth 21/22nd for East London, Durban
and Lourenco Marques where completes and redelivers from T/C end
March. Then proceeds Durban to load sugar cargo for Japan. Basis
sailing 6th April, calls Singapore 20th, arriving discharge port
7th April. On completion discharge proceeds Aioi for re-engining.

FRESNO CITY

Arrived Rotterdam 10th March and sailed 14th after completion
discharge grain cargo. Presently on passage to Tampa where arrived
28th March to load phosphate. Sails 1st April, arrives and sails
Durban 23rd and arrives Visakhapatnam 6th May to discharge, which
expected 12th. Then delivers on T/C to Japan Line. Sails 19th
after loading Ore cargo and arrives Japan 1st June for discharge.

INDIAN CITY

On T/C to Yamashita Shinniken S.S. Co.Ltd., Tokyo. Arrived Panama
Canal 20th March. Arrives San Juan 26th to commence discharge cars
and then calls Jacksonville where completes discharge 1st April.
Then proceeds Newport News (due 3rd) to load coal for Japan. Sails
5th, Panama Canal 11th and arrives Japan 5th May for discharge.

PORT ALBERNI CITY

Completed discharge phosphate cargo at Visakhapatnam 6th March and delivered on T/C to Japan Line. Arrived Madras 7th March and sailed 21st with an ore cargo. Discharges Wakayama where arrives 4th April. Basis sailing 7th, then proceeds B.C., arriving 19th to load as an extra sailing on R.S.L./U.K.Cont. service. Sails 29th and arrives Panama Canal 11th May and Cardiff 25th May for discharge.

PRINCE RUPERT CITY

Completed discharge of steel cargo at New Westminster 6th March. Then, on the RSL - U.K./Cont service, loaded at Nanaimo, Watson Island, New Westminster, completing and sailing Vancouver B.C. 23rd March. Arrives Panama Canal 3rd April, Cardiff 18th to commence discharge. Then calls Bremen and Antwerp where completes 7th May.

TACOMA CITY

Sailed Tacoma 2nd March after completion loading on RSL B.C./U.K./Cont.

service. Sailed Panama Canal 15th March and arrived Cardiff 1st April, to commence discharge. Then calls Antwerp where completes discharge and drydocks. Then loads steel, sailing 28th April for discharge W.C.U.S.A./B.C. Arrives first discharge port 21st May.

VANCOUVER CITY

Sailed Tampa 11th March with a phosphate cargo for discharge India. Arrives Durban 2nd April and Visakhapatnam 15th to discharge. Completes 20th and delivers on T/C to Japan Line. Loads Ore cargo and sails 25th April, arriving Japan 8th May to commence discharge.

VICTORIA CITY

Completed discharge on RSL B.C./U.K./Cont service at Bremen 6th March and sailed for Antwerp where arrived 7th March. Loaded a cargo of steel and sailed Antwerp 10th March. Arrives Panama 26th, Los Angeles 3rd April to commence discharge, thence Portland, completing New Westminster 12th April. Then loads on RSL B.C./U.K./Cont. service, calling Nanaimo, Watson Island, New Westminster, Vancouver and Tahsis. Basis sailing Tahsis 28th April, arrives Cardiff to commence discharge 24th May.

WELSH CITY

Arrived Visakhapatnam 17th March to commence discharge wheat cargo. Sails 27th for Calcutta where expected complete discharge 5th April. Then proceeds Aioi (Japan) for re-engining arriving 18th April.

WILKAWA

On T/C to Anders Wilhelmsen & Co. Oslo, until 1977. Arrived Nagoya 23rd March to commence discharge grain cargo. Sailed 24th and arrived Mizushima 25th to complete. Then proceeds Kobe for drydocking.

MARIA ELISA (ex Houston City)

Sailed Los Angeles 27th Feb. and called Ensenada, Acapulco, San Jose and Corinto. Arrived Manzanillo 19th March and sails 24th to complete loading. Arrives Yokohama 10th April to commence discharge, thence Kobe, Shanghai, returning to Japan.

SARA LUPE (ex Cardiff City)

Sailed Yokohama 15th March and arrives Los Angeles 29th to commence discharge. Then calls various U.S./Mexican ports completing discharge/loading schedule and sailing Manzanillo 22nd April. On that basis, arrives Yokohama 7th May to commence discharge, thence Kobe and Shanghai, where completes 19th May. Then returns Aioi (Japan) for drydocking.

	<u>LANTIC CITY</u>	<u>CHIYODA</u>	<u>CORNISH CITY</u>
Captain	J. Vaughan	D.B. Jack	O.J.T. Lindsay
Chief Officer	D.S. Williams	E.W. Walmsley	K.B. Whitting
Second Officer	W.G. Wood	G.T. Parker	M.C. Ingram
Third Officer	D. Burns	M.R.E. Underwood	P.J. Dixon
Radio Officer	S.G.W. Whitmore	L.H. Campbell	D.P. Sidmead
Chief Engineer	M.E. Rayner	C.A.J. White	R.C. Fraser
Second Engineer	P.J. Quinn	D. Rodger	J.P. Fagan
Jun. Second Engineer	J.J. Baghurst	J.D. Chatten	R. Day
Third Engineer	-	K. Rowney	-
Fourth Engineer	D. Millican	R.B. Adey	R.E. Diamond
Junior Engineers	P.J. Doughty	P. Herridge	W.H. Tucker
	D.J. Carter	C. Moseley	J.V. Stephen
	K. Laxton	-	-
Electrician	G.E. Gibbs	H. Sweetman	D.G. Smith
Chief Steward/Purser	F. Ash	D. Gowsell	F.W. Lever
Navigating Cadets	E. Fielding	J.M. Scott	T.A. Price
	A. Powell	N. Jerran	S.R. Brendon
	-	J.E. Riordan	-
Engineer Cadet	-	S.B. Bath	N.P. Watters
Spares Superintendent	-	P.W. Evans	-
Supt. Catering Officer	-	R.A. Peach	-
	<u>FRESKO CITY</u>	<u>INDIAN CITY</u>	<u>MARIA ELISA</u>
Captain	A.L.G. Gossett	J.D. Lloyd	A.D. Lightfoot
Chief Officer	A.P. Stapley	M.E. Jones	J. Porteous
Sen. Second Officer	-	K. Milburn	-
Second Officer	G. Mathewson	P.G. Thompson	P.J. Warren
Third Officer	B.Y. Bernaman *	J.A. Challacombe	N.M. Dunlop
Radio Officer	C.G. Macey	B.A. Stagg	E.C. Bromham
Chief Engineer	J.V. Barnes	D.W. Litson	D.W. Yool
Jun. Chief Engineer	D.W.G. Pike	-	-
Second Engineer	-	K.B. Shilstone	N. Nesbitt
Third Engineer	P.A. Magorrian	E. Hume	J.H. Davies
Jun. Third Engineer	-	M.J. Burt	K.J. Walmsley
Fourth Engineer	G.N. Dickson	-	-
Jun. Fourth Engineer	C.J. Burton	D.O' Srien	E.J. Barrup
Junior Engineers	M.W.G. Eastman	R. New	D. Ward
	P.W. Place	C. Villa-Landa	T. Willoughby
Electrician	M. Bodycombe	J.L. Sanday	R.C. Moylon
Chief Steward/Purser	N.A. Parselle	W. Carr	-
Add. Electrician	-	P.A. Ward	S.P. Hodges
Navigating Cadets	W.P. Barnes	I. Cowan	C.G. Perrott
	J.M. Smith.	D.G. Morgan	G.D. Evans
	-	-	J.R. Lange
	-	W.C. Evans	-
Engineer Cadet	-		
Jun. Engineer	-		

NEW WESTMINSTER C. PORT ALBERNI C. PRINCE RUPERT C.

Captain	J. Cann	D.L.G. Jones	J.H.J. Thornhill
Chief Officer	R.A.H. Vanner	M.C. Hurst	B. Jones
Second Officer	G. Mapplebeck	T.E. Thistleton	P.M. Baverstock
Third Officer	A.R. Jutsum *	C.R. Goddard	A.K. Smith
Radio Officer	H.M.S. Williams	B.B. Everett	S.G. Elliston
2nd Radio Officer	-	-	A.J.L. Cottle
Chief Engineer	B.J.O. Lewis	D.M. Parsons	B.M. Draper
Jun. Chief Engineer	-	-	J. Scott
Second Engineer	F. Clark	G.D. Tattersall	-
Jun. Second Engineer	C. Gateshill	-	-
Third Engineer	-	A.C. Coombs	J.L. Magill
Fourth Engineer	R.J. Pring	C.E. Hayles	A.W. Warburton
Jun. Fourth Engineer	K.G. Webber	D.E. Simons	P.E. Bradshaw
Junior Engineer	D. Young	M.H. Sadler	D.B. Evans
Electrician	P. Willmott	D.G. Grant	J.C. Gardiner
Chief Steward/Purser	P. Cawley	J.T. Jones	R.G. Pierce
Trainee Ch. Steward/Psr.	R.C. Webber	-	-
Navigating Cadets	P.A. Bullard	E. Mullin	D.C. Cumming
	-	R.A.D. Woodward	J.D. Williams
Engineer Cadet	A. Hobin	A. Brazier	P.A. Stretch
Jun. Fourth Engineer	-	H.C. Roberts	-

SARA LURETRONAVANCOUVER CITY

Captain	G.A.C. Gayer	A.C. Thomas	T.R. McNulty
Chief Officer	H.J. Fellacy	K.M. Walker	J.J. Ketchum
Second Officer	N.P. Coon	J.R.S. York	G.A. Collins
Third Officer	H.P. Preston	C. Bevell	M.C. Sullivan
Radio Officer	H.P. Hayward	J.R. Mathew	K.H. Sellar
Jun. Radio Officer	-	A.S. Gerard	-
Chief Engineer	D. Senior	E.K. Piers	L.G.L. Taylor
Second Engineer	J. Clayton	J.E. Docking	M.A. Bruce
Third Engineer	I. Foots	R.E. Russell	P.J. Morris
Fourth Engineer	R.B. Parsons	H.G. Sweman	T.M. Davies
Jun. Fourth Engineer	C.A. Lewis	-	K.D. Brown
Junior Engineers	S. Carter	C. Graddage	A.P. Mahoney
	F.M. Howell	P.J. Wood	-
	-	E.G. Quinn	-
Electrician	J.D.W. McLaren	A. Adanson	K.F. Bean
Chief Steward/Purser	K. Kiewillya	D. MacPhail	J. Ritchie
Navigating Cadets	H.C. Hurst	D.J. McHardy	P.P. Rowland
	T.M. Stewart	J.A. Goody	M.F. Poollain
	M.S. Rigg	A.C. Skilton	-
Engineer Cadet	-	-	K.A. Volda

VICTORIA CITYWISSE CITYWILKANA

Captain	T.W.D. John	F.J. Johns	H.J. Cross
Chief Officer	V. Lawson	K.E. Skinner	R.E. Clifford
Second Officer	R. Jamieson	R.S. McKay	S.A.T. Schooledge
Third Officer	K. Gaffney	N. Jernae *	M.J. Hetchings *
Radio Officer	F.G. Taylor	E.A. Chitticks	T. Corvadiae
Chief Engineer	M.I. Widdus	J.G. Howell	G.M. Guthbertson
Jun. Chief Engineer	-	-	H.L. Fletcher
Second Engineer	D. Aall	L.N. Williamson	-
Jun. Second Engineer	K.V. Bowdall	J. Armstrong	-
Third Engineer	-	-	D. Suroo
Fourth Engineer	D.J. Ricketts	E. Debar	G.P. Greenwood
Jun. Fourth Engineer	H.E. Kitchen	B. Scarlett	-
	-	R.V. Williams	-
Junior Engineers	T.H. Binson	-	W.D. Davies
	J.P. Nowler	-	E.C. Davison
	-	-	D. Hoppie
Electrician	A.G. Lee	M.B. Tawn	R.G. Williams
Chief Steward/Purser	B.M. Yale	G.A. Percy	T.R. Sciton
Navigating Cadets	T.E. Laster	S.W. Prescott	J.A. Gustafson
	A.C. Frosser	D. Guntherpe	A. Tui
	K.F. Ballard	C.C. Slope	-
	-	J.E. Paglar	-
Engineer Cadet	-	H.G. Whisby	-

* Maccertificatod