



Reardon Smith Line Limited

NEWSLETTER

It is interesting to learn that Captain Ketchum attended a luncheon in London last at the American Embassy. It was given by the U.S. Consul General and would have been given to two of our vessels, the "CANTON" and "WILKINA". The award was presented by Captain Kelly, head of the U.S. Coast Guard, U.S. Coast Station, in his report on the occasion. Captain Ketchum was on his way to the United States and was greeted by Captain Kelly and his family. His duties are varied and I was introduced to representatives from various other shipping companies, also from American business companies, such as Lykes Lines. During the luncheon the loyal toast was proposed by Captain Kelly to H.M. The Queen and by the representative of the Government of the United Kingdom as the President of the United States.

A short talk on the operation of Dover was given by Captain Kelly and he invited my sailing staff to visit Dover Organisation's activities at any time. The presentation of the award followed and I was pleased to receive a second award "VILKINA" and a first award given to the "CANTON".

JUNE, 1973. **NO. 41**

INTRODUCTION

Some time ago, in a reference to Cadets, a Captain stated - "The type of young man who goes to sea and enjoys it, and stays at sea for the rest of his working life, is the same type of person who did this a hundred years ago, and he will not be greatly different in the future for as long as ships continue to sail the seas with men aboard them.

There may be some readers who will question this. It is interesting, however, - that the towns and villages of our land associated with the sea as a calling still maintain this close association, as they continue to supply the men to man our ships.

They came forward as pioneers in the era of sail. The next generation carried on the tradition in the era of steam. In these technological days, as generation succeeds generation, they are still to be found in the tradition of the past. The "Leviathans" of today are, in many cases, commanded by men whose forefathers came from those same towns and villages - the same environment which gave birth and nurtured that desire to "go to sea".

Get in the heart of an area of "doubtful report", the greater matter than I have been hearing a path through these waters. It is not to be discarded by the shipowner's hands. The shipowner's hands, which is not to be discarded by the shipowner's hands, which is not to be discarded by the shipowner's hands.

QUOTE FOR THE DAY

"Anatomy applies equally to both sexes, but it looks a lot better on girls".

In our May publication, we referred to "ANVER". It is interesting to learn that Captain Boroughs attended a Luncheon in London last year at the American Services Club. It was given by the U.S. Coast Guard and Awards were given to two of our vessels, the "CHIYODA" and "WILKAWA". The Awards were presented by Captain Kelly, Head of the U.S. Coast Guard, U.K. Section. In his report on the occasion, Captain Boroughs goes on to say...."On arrival at the United Services Club, we were greeted by Captain Kelly and his Staff. During pre-luncheon preliminaries I was introduced to representatives from various other shipping companies, also from American Shipping companies, such as Lykes Lines. During the luncheon the Loyal Toasts were proposed by Captain Kelly to H.M. The Queen and by the Representative of the Chamber of Shipping of the United Kingdom to the President of the United States.

A short talk on the operation of Anver was given by Captain Kelly and he invited any seagoing staff to visit their Organisation's stations at any time. The presentation of Awards then followed and I was pleased to receive a second Award for the "WILKAWA" and a first Award plus pennant for the "CHIYODA".

ITALIAN FOOD - BY A GOURMET

When "Dunk" was on the "INDIAN CITY" in December last, he sent us the following article - he certainly knows his onions!

Having lived in the shadow of two Chefs in my family for many years, I am naturally accustomed to good - sometimes "Haute Cuisine". Seamen, I have found, notwithstanding the fine fare found on their vessels, quite often go ashore for a good meal.

Noting your comment about sending articles of interest to the Newsletter, I cannot help but further the account of the Cadets that visited Genoa, for whereas the thought of "Raphael" or the Maritime Museum could not lure some ashore on even the balmyest of days, Calamaries ala Romana or Mayonaisse de Honard will make some brave even the severest of storms.

Trattoria dela Santa is found in the Vico Inderattori. One must make allowances for this, the finest of Genoese Restaurants. The linen is spotless, the cutlery is silver, the glass is cut. The service is good - though a little knowledge of Italian would help - the atmosphere is soothing, but most of all, the food is exquisite. Unfortunately the positioning is poor.

Set in the heart of an area of "doubtful repute" for greater mortals than I have been beating a path through these narrow alleyways in search of this gourmet's heaven. Do not be dissuaded by the unimpressive facade, walk in and be transported to the heights of culinary art.

Of course, there are more expensive restaurants in more exclusive parts of Genoa - placed there no doubt for that very reason, but when one goes ashore for good food, let it be the best, no matter where it is found. The Ligurian coast has been renowned since Roman times for its seafood, so on my first visit I concentrated mainly on this aspect.

Zuppa di Cozzi Muscoli, is of course Mussel soup. Succulent orange flesh, cupped in coal black shells and swimming in their rich sauce, leaving you furtively glancing around to make sure that no-one saw you wipe the last drop up with a piece of bread. Bianchietti - freshly hatched anchovies; not at all salty, boiled, covered with a knob of butter, sprinkled with fresh lemon juice and ground black pepper. Need I say more?

Plaice Champagne. Simply melted in the mouth. Champagne is a very liberal word in Italy, so they used Spumante, but that in no way detracted from the delicious taste.

With these I chose the "Soave", reputed to be the best of Italian whites. Grown at and around the village of Soave, north-east of Verona. Dullness is its fault. Freshness, balance and even delicacy, its virtues. A pale dry "fish" wine as they say, bottled in narrow green bottles, like Moselle.

For the Quail in Chianti and Artichokes, I had the Chianti Classico. Barone Ricasolis, "Brollo", which proved to be an excellent companion. Named after his Castle Brollo, the wine is a blend of four grapes. Aged as long as seven to eight years in oak casks, such wines are called Reservas. They are not found in ordinary Chianti flasks, but in the brown bottles of the narrow high-shouldered Bordeaux shape.

A good Reserva is second to none in Italy and has all the qualities of a fine one. Scent, strength, character and delicacy. Unfortunately, they are not often listed by wine merchants. Barone Ricasolis Reserva Brollo is probably the best distributed. It alone, is enough to vindicate the name of Chianti from all the sour thin wines which have been perpetrated under it.

I did not manage a dessert, but what I saw looked impressive and I wish I could have made it. In any event, I left a contented man.

N.B. Although seldom used in excess, if you don't like ~~Garlick~~ don't go.

Dunk - "INDIAN CITY"

SHADES OF NIGHT!

The good girl wakes up in the morning and says - "Good morning, Lord".

The other type opens her eyes and says - "Good Lord, morning!"

STAFF NEWS

Head Office, Cardiff.

With the expansion of the Company's interests, staff changes are taking place and, to those who joined the Firm recently, we say "Welcome" and hope you soon settle down.

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PROMOTIONS

Congratulations to Captain Brian Jones on his recent promotion to Master. We wish him every success and good fortune for the future. Captain Jones took Command of our m.v. "ATLANTIC CITY" on 30th May 1973.

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SUCCESSSES

We congratulate the following on obtaining their Second Class Motor Certificates.

- Mr. P.R. Bryant
- Mr. A.G. Hodgson
- Mr. D.J. Jennings

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OBITUARY

We regret to report the passing of Mr. Stephen Willis, one of our retired Chief Engineers. The late Mr. Willis was 69 this month. He joined the Company as a Junior Engineer in November 1928 and served for 26 years as Chief Engineer until his retirement in June 1966. We offer our sincere sympathy to his family.

We were also very sorry to hear of the death of Mr. Bernard F. Lashford. Mr. Lashford joined the Company in May 1922 as a Junior Engineer, became a Chief Engineer in 1940 in which capacity he served for 20 years, until his retirement in September 1960. We convey our sincere condolences to Mrs. Lashford in her sad loss.

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BIRTHS

We offer our congratulations and best wishes to Mr. & Mrs. R.W.A. Reardon Smith on the birth of a daughter, Zarha Elizabeth on 1st June. Mr. Richard Reardon Smith is one of the Company's Directors resident at Head Office.

We also send our congratulations and best wishes to Mr. & Mrs. Dunbar on the safe arrival of their daughter, Gemma, on 23rd June. (A "Ray" of sunshine, we are told!) We are advised the baby's weight was 7 lb. 3 ozs. Mr. Dunbar is Junior Third Engineer serving on the "WELSH CITY".

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Frothy old resident - "Around here, my dear, we regard breeding as everything."

New Resident - "Where I come from we think it's a lot of fun, but we do have other interests".

COMPANY NEWS

It is the Chairman's wish that everyone connected with the Company should, from time to time, be informed of the Company's activities. We, therefore, publish the following items which we are sure our readers will find interesting and informative.

PRESS RELEASE

On 13th June 1973, the following Press Release was issued:-

"The Board of Reardon Smith Line Limited announce that estimated results for the first quarter of the current year show a substantial increase in trading profit, due mainly to the development of their berth service from the North American Pacific Coast and their operation in the Tanker Market. The Board also announce that they have contracted to build a semi-submersible self-propelled Drilling Rig, in which venture they have a controlling interest. The Company are actively engaged in developing their interests in Drilling operations and are to set up a Management Division with the object of offering services in that field. The present confidence which is reflected in the Company's share prices merely indicates optimism in future prospects, and rumours of bids for the Company should be ignored.

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DRILLING RIG

In connection with the Company taking a majority interest in the above-mentioned Rig, this was only finalised after complicated and sometimes most frustrating negotiations. The Rig is an Akers H-3 type semi-submersible rig and is twin hull, self-propelled and designed to operate in rough deep sea conditions (e.g. North Sea) with a high degree of mobility and to incorporate a large supply capacity.

The H-3 can drill in 600 feet of water, but this depth may be increased by longer length of anchor cable. The limiting factor is the present drilling technology and not the rig's ultimate potential. Cruising range (without supply) is about 10,000 miles at a speed of 7/8 knots. It will be appreciated that although we are greatly extending our interests, such a project still keeps within our primary object of managing and operating vehicles concerned with sea transport.

Many discussions have taken place on the possibility of the Company becoming involved in the services required for rigs, but it was decided that because of the uncertainties which appertain in this sector, it would be more beneficial if we, at the first stage, entered direct into the Drilling Rig market.

The Company will also act as Managers of the Rig and discussions will take place with other Operators and Consultants on the actual operation of this type of management. This exciting venture will very much involve all office staff and it is possible our own Officers and Engineers may be involved in manning the rig.

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In Mar 1972 we published a summary of the various activities of the Companies and, in response to requests, we now up-date this information in respect of the Management Company, Sir William Reardon Smith & Sons Ltd.

REARDON SMITH COGGINS LTD., was formed in April 1970 as a joint venture with A.E. Smith Coggins (Holdings) Ltd., a private Liverpool-based Company which was formerly active in Stevedoring, but is now an Investment Company. Both partners hold 50% of the equity and two of its four Directors are Mr. C.R. Chatterton and Mr. W.A.J. Reardon Smith.

Under the Reardon Smith Coggins Ltd., Group, the following Companies operate:-

CONTAINERCARE (SOUTHERN) LTD., offers a Container repair and storage service and operates from Southampton and, in March 1972 moved into a new repair shed in West Bay Road, Western Docks, Southampton. This repair shed, which has recently been extended to provide purpose-designed shot-blast and paint-spraying facilities for the refurbishing of steel containers, is, we believe, the first building in the world to be designed solely for the maintenance and repair of containers. Our Manager, Roy Blanchard, is a qualified engineer and his staff number about 30. This Company uses the symbol "Containercare" which, with other companies under the A.E. Smith Coggins Group, can offer a country-wide container repair service.

ARCHIBALD YOUNG (WAREHOUSING) LTD., operates at Martlesham Heath which lies a little to the north of Ipswich and close to the rapidly-expanding container port of Felixstowe. The Company has 100,000 square feet of warehouse-space and provides a handling and storage service for local customers, who include Fisons, Monsanto Chemicals and U.S. Air Force. There is also a Containercare division of Archibald Young (Warehousing) Ltd. The Company is fortunate in having considerable space suitable for use as a container park and has a small staff of fitters and welders to provide an auxiliary repair service.

INLAND CLEARANCE DEPOT. Over the last two years, Mr. J.H. Underwood, one of the Reardon Smith Coggins Directors, succeeded in getting together a number of the users of the port of Felixstowe into a consortium which provides the Depot adjacent to the port. This Depot commenced trading towards the end of January and will handle all the customs inspection of goods entering Felixstowe by container. Reardon Smith Coggins Ltd., has a share interest in this consortium and, in addition, will provide, by means of a subsidiary, the management and day-to-day running of the Depot.

SANDELL BROS. LTD., Returning to Southampton, early in 1971 Reardon Smith Coggins acquired Sandell Brothers Ltd., who are very old-established ships' agents in the port. Sandell's are agents for Chandris Lines, who run an Australian service in the winter and Mediterranean cruises in the summer and also act as agents for shippers in the lumber and oil trades. Sandell Brothers' address is Latimer Street, Southampton.

To conclude, Reardon Smith Coggins Ltd., is part of a diversification within the general context of the Shipping world, by forming and investing in companies which provide services to shipowners and port-users and we consider that with our knowledge and contacts in the industry, associated with those of A.E. Smith Coggins, we are well placed to make this a very successful joint venture.

The undermentioned Companies are wholly owned subsidiaries of Sir William Reardon Smith & Sons Ltd:-

CONTAINERCARE (WESTERN) LTD., provides a mobile container repair service for ports and inland depots in the Bristol Channel area. At present, negotiations are reaching finality when a permanent Depot will be established at Avonmouth and the services we are able to offer will be extended considerably.

SHIPPING SUPPLY LIMITED was established pre-War with the idea of supplying a Ship Chandlery business for our Fleet. The advent of the War prevented development of this Company and, during the post-War years, the pattern of trading and the change of climate has not warranted further extension of business. This Company operates on a small scale and assists where bulk buying of equipment produces economic advantages.

THOS. NELSON YACHT AGENCY LTD. This name may not mean much to many of you, but those who have been occasional, or even regular readers of yachting magazines, may say "I've heard that name before" and you would be quite correct. The name of Thos. Nelson Yachts has existed now for 13 years and was particularly active in the early/mid 60's when the American boat builder Dick Bertram was winning most of the world's power boat races.

In October 1969, Sir William Reardon Smith & Sons Ltd., acquired the name of Thos. Nelson Yacht Agency Ltd., which provided a modest investment in the modern leisure industry. The Agency itself was going through a period of decline, but after a period of re-examination and re-organisation, the Yacht Agency has gone from acting for two American Boatbuilders, Bertram and Hatteras to being the British and, in some cases, Continental agent for ten builders of boats from the U.S., Denmark, Finland, Sweden, Norway and France. Consequently, this Company can now offer well in excess of 60 models, varying from 20 ft. power boats to 37 ft. motor sailers, to 70 ft. motor yachts from the standard Hatteras range and is also active in the secondhand and charter markets. When we acquired this business, we picked up the threads of the yachting business with the able assistance of our General Manager of the Agency, Bill Richardson, who had been involved in the Company's foundation and was responsible for its operation for eight years under the previous ownership.

When the Agency was first acquired, it was operated from our London Office, but has now moved to offices at Mercury Yacht Harbour on the Hamble River; Mercury being one of the latest marina developments on the Hamble. During the same period, our staff has increased from two to nine persons.

The expansion has been very much due to the careful selection of boats to sell in the U.K. market and we were most fortunate in finding a 33 ft. motor sailer, Nauticat 33, in Finland to a remarkably high specification, which represented enormous value for money. With this boat, we have chalked up over 40 sales during the 2½ years we have had this boat Agency. With this sort of success behind us, we proceeded to open our own branch office in the South of France at Antibes and most recently have been successful in negotiating the sole selling concession at a marina with considerable potential at Cobb's Quay, Poole Harbour. Within the next few years it is anticipated that when the development of the Marina is completed, there will be provision for mooring facilities for 700 to 800 boats.

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It is confidently expected that the foregoing diversifications will benefit Reardon Smith Line Limited.

UNDERSTANDING A FACT

If you think dirt is cheap, try buying a building plot!

THE BEE LINE

Bee-keeping appears to be a subject of general interest and consequently I have been encouraged to write a few articles on my hobby, which I will endeavour to keep simple.

Sometimes folks are under the impression that large bumble bees are the type kept by beekeepers, but this is not the case. Honey-bees are similar in shape to wasps, but slightly smaller. Their colour also differs from the black and yellow of the wasp and their body is basically a dark brown, with bands of light brown or grey or amber, which varies depending on the species.

During the early 1920's, practically all the native honey bees in the United Kingdom were wiped out, which was a disaster, not only for beekeepers but also fruit growers, since many types of fruit trees and bushes require to be pollinated by insects. The country was re-stocked with bees imported from France, Holland, Italy, Yugoslavia and the Caucasus, each strain having differing characteristics and colour bands as mentioned above. Over the course of years, cross breeding has taken place and we now have a hybrid bee predominant throughout the country, which is well and truly acclimatized and adapted to the varying district conditions.

Bees are kept in several types of hives, more to suit the beekeeper than the bee. Most people are familiar from illustrations or actual sighting, with the white painted cottage type of hive with a sloping roof and, therefore, it is easier to leave this picture in your minds. Inside this outer casing, are chambers or rectangular boxes placed one on top of the other and in each of these are removable hanging frames, which hold the honey comb. To assist the bees the beekeeper puts what is termed as foundation in the frames, which is a mid rib commercially manufactured from melted beeswax, having hexagon shaped cell bases imprinted on it. The bees set to work on this and build out paper thin wax walls forming cells, all joined together and of uniform size into which a pencil end can just be inserted. The lower, or brood chamber, is where the queen lays eggs at a rate exceeding 1,500 per day during the peak of summer. The young bees are reared here and emerge at a similar rate every day. However, bees virtually work themselves to death and consequently, the daily casualty rate maintains a fair balance in the hive.

The honey chambers or supers are separated from the brood chamber by a screen called a queen excluder, which has slots of a size which permits worker bees to pass through, but prevents the queen, since she is larger, having access to this area where, if permitted, she would also lay eggs. When bees visit flowers, they automatically carry out the function of pollination. Tiny pollen grains adhere to the fine hair on the body of the bee and is collected and passed on in each flower visited by brushing against the anther and stigma, when collecting nectar at the base of the flower. Bees visit a number of flowers each journey and return to the hive with a tiny load of nectar, which is converted to honey by the bees in the hive. Work continues during the night, ripening the honey by using their wings as air conditioning fans to drive off surplus moisture until the correct specific gravity is reached and when cells are full, they are capped with a thin covering of wax. Wax is manufactured by the bee, which consumes honey and this is processed in special glands finally emerging as fine wax scales from pockets on the underside of its body.

Sometimes we refer to something being honey coloured, but in fact the colour of honey can range from almost water-clear through gold and amber to brown, red and almost black, the variation being dependent on the source of nectar and likewise, the flavour. The main sources of honey in Scotland are fruit trees, plane trees, lime trees, hawthorn, clover and, of course, heather. Clover will give an abundance of nectar provided the air temperature is above 65° F. The sun can be shining without a cloud in the sky, but if a cool breeze is blowing and the temperature is below 65° F, a field white with clover will yield very little or no nectar.

Not many folks realise that plane trees and lime trees are sources of honey. I wonder how many readers have noticed the plane trees in May, hanging with tiny clusters of florets like miniature bunches of grapes, or the lime trees in July, heavy laden with clusters of yellow flowers. Garden flowers and shrubs on the whole secrete very little nectar, with the exception of the cotoniaster family. On the other hand, some provide the bees with pollen which is fed with a mixture of honey as the protein part of the diet to young bees during part of larval stage.

In the next issue, I will give some information on the queen and swarms.
(J. Gardner)

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In earlier issues of the Newsletter, the Third Officer came in for some close attention and we wondered when attentions would eventually be turned up the scale. At last we have it:-

THE SECOND OFFICER

Sooner or later, a Third Officer must leave behind him the easy, carefree life he has been leading and become a Second Officer. Second Officers arrive in a taxi, a train, a tube and in a terrible hurry. A Second Officer is to be found on the bridge, on the phone, on the poop, on the carpet and on the waggon. Looking up, looking through, looking in, looking for, looking out and looking worried.

He collects smelly pipes, log lines, ash trays, engagement rings, bottle openers, chart pencils and has a natural affection for tray dogs. He likes patent medicines, chess, popular classics, lubs, fish and chips, sparks, the "News of the World", talcum powder, chest expanders and resigning. He hates being tidy, chart corrections, boatmen, his fiance's brother, relieving the Third Officer, insurance policies and drydocks.

He is Vasco De Gama with Venus on the Meridian, Magellan with Folio No.24 on the chart table and Lord Kelvin with a stopped chronometer. He is to be seen at breakfast time dashing into the saloon with five minutes to spare and sleep in his eyes, a taste in his mouth and soap in his ears.

No-one else can sleep with the alarm clock ringing in his ears, a stean whistle blowing, his wardrobe door swinging open, a tap dripping, a beer bottle rolling backwards and forwards across the room and, staggering up to the bridge ten minutes late, swears he hadn't been called.

To his mother he is Lord Louis Mountbatten, to his fiancee a born leader of men and to the Master an advert for Horlicks, and, when you have had a heavy day on deck, who is it that says: "The clocks are being retarded thirty minutes in your watch"?..... The Second Officer, bless his heart.

Next month, we will publish an exposition on
The Chief Officer.

A good one to end on:-

"A MESSAGE WITH A DIFFERENCE"

During the course of a day, many messages are received at Head Office and are circulated to all Departments. Most of them are of the "run of the mill type", but occasionally there is one of special interest.

One such message was received the other day from Antwerp. It concerned the arrival of the m.v. "VICTORIA CITY" at Antwerp and referred to the fact that as everything was ready on arrival,; i.e. hatches open, cranes ready, etc., vessel commenced discharge within five minutes of berthing.

Congratulations to the "VICTORIA CITY" for this effort, which helps so much to foster a first-class service by our 26,000 tonners.

SHIPS' POSITIONS

"ATLANTIC CITY"

On T/C to International Produce Inc., of New York until Dec. 1973/ Feb.1974. Arrived Rotterdam 29th May to discharge grain. Sid. 4th June and arrives New Orleans 18th June to load grain cargo, completing at Galveston for discharge Rotterdam. Sls.Galveston early July.

"CHIYODA"

On T/C to N.Y.K. Tokyo until March/July 1975. Arrived Drammen 27th May to commence discharge cars. Sid.29th completing at Copenhagen, Bremerhaven and Antwerp where loaded cars concurrent with discharge and sailed 5th June. Arrad. Jacksonville 17th June to commence discharge. Completed at Houston and sailed 24th June for New Orleans. Loads Grain New Orleans for Japan. Basis completing loading 29th will sail Panama Canal 4th July and arrive Japan 29th July.

"CORNISH CITY"

At Aioi for re-engining where expects to finish second half July.

"FRESNO CITY"

Arrd. Mizushima 25th May and redelivered from Japan Line T/C 26th May. Sld. for British Columbia arriving Vancouver 7th June to commence loading on BC/U.K./Cont. service. Loading at Crofton, New Westminster and Vancouver, where sailed 19th June with a cargo of forest products for discharge Cardiff, due 14th July, thence Dublin.

"INDIAN CITY"

On T/C to Yamashita Shinnihon S.S.Co.Ltd., Tokyo, until November 1976/March 1977. Arrd. Providence 13th June completing discharge cars 15th and sailing 16th June. Arrd. Norfolk 17th June to load coal cargo for Japan. Sailed Norfolk 20th June. Sails Panama Canal 26th June and arrives Japan 19th July to discharge.

"NEW WESTMINSTER CITY"

Arrd. Albany 22nd May and redelivered from Seaboard T/C, sailing 23rd for Tampa. Arrd. Tampa 27th May and loaded a phosphate cargo sailing 29th May for Visakhapatnam. Sld. Durban 22nd June and arrives Visakhapatnam 4th July. On completion discharge, delivers on T/C to Japan Line, redelivering in Japan end July. Then proceeds to British Columbia (arr. about 12th August) to load forest products on the B.C./U.K. Cont. service.

"PORT ALBERTA CITY"

Arrd. Cardiff 29th May where discharged a full cargo of forest products and sld. 28th May for New Orleans. Arrd. New Orleans 9th June, loaded a cargo of corn and sailed 14th June for Japan. Sld. Panama Canal 19th June and expects arrive Japan 13th July to discharge. On completion discharge, sails for British Columbia (arrives early August) to load a cargo of forest products on B.C./U.K. Cont. service.

"PRINCE RUPERT CITY"

Completed loading grain at Rio Grande and sailed 31st May for Japan. Sld. Durban 13th June, and expects arrive Singapore 27th and Japan 5th July. Discharging at Kawasaki, Chiba, completing Kobe. Then delivers on T/C to Seaboard, sailing Japan 12th July for British Columbia, redelivering United States East Coast about 1/5th September.

"TACOMA CITY"

Completed discharge of steel cargo and commenced loading at New Westminster. Sld. 9th June. Arrd. Watson Island 10th June to continue loading forest products on B.C./U.K. Cont. service. Completes Nanaimo, Vancouver and arrives Tahsis for completion of loading for discharge Cardiff, Zeebrugge and Antwerp. Sails Tahsis 26th June, Panama Canal 9th July, arriving Cardiff 22nd and completing Antwerp 2nd August.

"VANCOUVER CITY"

On T/C to Seaboard Shipping. Arrd. Vancouver 22nd May, loaded a cargo of lumber and sailed 2nd June for discharge Newark, Brooklyn, Savannah, San Juan, Ponce, Tampa, completing Mobile and redelivering 12th July. Arrs. Tampa 11th July to load a phosphate cargo and sails 13th for discharge Visakhapatnam. Arrs. Durban 4th August, Visakhapatnam 17th August. On completion delivers on T/C to Japan Line and sails E.C. India 24th August, arriving Japan 6th Sept.

"VICTORIA CITY"

Arrd. Cardiff 29th May to discharge cargo of forest products and sailed 4th June to complete discharge at Antwerp, Bremen and Zeebrugge, where completed 12th and sailed 15th June after repairing, for Mississippi area to load grain for discharge Holland. Arrs. Mississippi 29th June, sailing about 5th July and arriving Holland 19th. Completes about 25th July.

"WELSH CITY"

Sld. Aiol 29th June after reengining. On sailing delivers on T/C to Thegra Shipping B.V. of Tilburg, Netherlands, for a Time Charter trip to A.E. range, loading first at Singapore, then Casasut.

"WILKAWA"

On T/C to Anders Wilhelmson & Co. Oslo until 1977. Sld. Panama Canal 29th May. Discharges Fukuyama 25/29th June, completing Tokyo 30th June/9th July. On completion discharge loads cars Yokohama 9/10th July for U.S.K.C.

"MARIA ELISA" (ex Houston City)

Arrd. San Diego 1st June for commencement discharge, thence Ensenada, Acapulco, Manzanillo, San Carlos, San Pedro, finally completing Los Angeles about 25th June.

"SARA LUPE" (ex Cardiff City)

Arrd. Aiol 10th June and drydocked. Sld. 17th for Kobe, Nagoya and Yokohama, where v. lls 26th June for U.C.G.S.A. and Mexico.

"GALA" Under Sir M. Gordon Smith
& Sons (Cable Corporation) Ltd. 1979

Arred. New Orleans 1st June and sailed 2nd June for Bremen, Hamburg,
Rotterdam, Antwerp and Le Havre. Arred. and sld. Bremen 16/18th
June, Hamburg 19/21st and arrived Rotterdam 21st. Sld. Le Havre
28th June for Vera Cruz.

SHARES

Since the publication of the last Newsletter, the
Company's shares have increased from 119p for both the ordinary
and "A" Non-Voting Shares, to 143p for the ordinary and 142p
for the "A". As mentioned under "Company News", this price
merely reflects the potential of the Company and is in no way
connected with any take-over bids.

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DISPOSITION OF OFFICERS

	<u>ATLANTIC CITY</u>	<u>CHIYODA</u>	<u>CORNISH CITY</u>
Captain	B. Jones	A. B. Parkhouse	P. J. Boroughs
Chief Officer	R. K. Stuart	D. L. Bell	L. R. Staines
Second Officer	J. R. Ashley	J. R. Curry	T. M. Tait
Third Officer	F. P. Lewis	G. J. Waldron	S. D. L. Lloyd Jones*
Radio Officer	S. C. W. Whitmore	A. S. Ferguson	A. J. L. Cottle
Chief Engineer	M. E. Rayner	J. Cuddy	R. J. Trigg
Jun. Chief Engineer	D. N. Amey	M. Sevane	-
Second Engineer	-	-	N. Nesbitt
Jun. Second Engineer	-	J. D. Chatten	P. R. Bryant
Third Engineer	M. J. Snook	P. J. Prendergast	-
Jun. Third Engineer	-	-	M. G. Seaman
Fourth Engineer	M. R. Green	B. W. Quaye	-
Jun. Fourth Engineer	J. R. Gleeson	P. J. Wood	-
	C. Cradage	-	-
Junior Engineer	-	R. Taylor	P. R. Graham
Electrician	D. W. Fuller	M. J. Schmidt	P. H. Reynolds
Chief Steward/Purser	P. F. Akers	L. E. Surrey	P. Cavley
Navigating Cadets	M. J. Clarke	I. R. Woulley	S. K. Prescott
	-	N. Davies	D. Gunthorpe
	-	D. J. McMurdo	-
Engineer Cadet	-	-	S. B. Bath

	<u>FRESNO CITY</u>	<u>GELA</u>	<u>INDIAN CITY</u>
Captain	G. S. Garlick	M. J. Higgins	A. C. Thomas
Chief Officer	K. Milburn	R. I. Crawford	K. W. Fuiker
Second Officer	J. P. Andrews	J. L. G. Cotton	K. Jones
Third Officer	T. Haxell	K. T. O' Higgins	P. C. Coles *
Fourth Officer	-	-	A. C. Skilton
Radio Officer	A. S. Coward	J. A. Heslop	J. M. A. Pagnan
Chief Engineer	D. W. Morse	G. D. Griffiths	R. C. Fraser
Second Engineer	K. V. Dowdall	B. J. Allsopp	K. Day
Third Engineer	C. D. Hughes	M. B. Perrott	O. G. Williams
Jun. Third Engineer	-	R. I. Whittington	-
Fourth Engineer	A. Houribane	-	D. M. Jellyman
Jun. Fourth Engineers	R. C. Quaye	-	R. E. Pearson
	R. M. Worgan	-	-
Junior Engineers	-	T. S. Churcher	-
	-	P. J. Walker	-
	-	A. Doubler	-
Electrician	J. Kelly	H. George	P. E. Edgoll
Chief Steward/Purser	L. Slawinski	J. D. Peebles	D. MacPhail
Navigating Cadets	M. P. Barnes	A. Thomson	D. G. Morgan
	J. M. Smith	-	A. C. Prosser
	S. M. Burley	-	-
Engineer Cadet	-	-	A. Hobin
Ass. Electrician	-	-	W. Carr

MARIA ELISANEW WESTMINSTERPORT ALBERTI CITY

Captain	A. D. Lightfoot	D. C. Griffith-Jones	D. L. C. Jones
Chief Officer	J. Porteous	W. G. Wood	H. C. Hurst
Second Officer	P. J. Warren	H. H. Gale	T. E. Thistleton
Third Officer	N. N. Dunlop	P. A. Bullard *	C. R. Goddard
Radio Officer	E. G. Bromhan	S. C. Horne	B. B. Everett
Chief Engineer	D. M. Yool	D. L. Dyer	D. M. Parsons
Second Engineer	J. Armstrong	J. J. Baghurst	G. D. Tattersall
Third Engineer	J. H. Davies	R. Cludinning	A. C. Coombs
Jun. Third Engineer	K. J. Walmsley	-	-
Fourth Engineer	-	A. C. Burnell	C. E. Hayles
Jun. Fourth Engineers	E. J. Burrup	P. H. Evans	D. E. Simons
	-	-	H. C. Roberts
Junior Engineers	D. Ward	A. Frost	N. H. Sadler
	-	C. Harris	-
Electrician	T. Willoughby	P. W. Brown	D. G. Grant
Chief Steward/Purser		C. J. Harry	J. T. Jones
Navigating Cadets	S. P. Hodges	C. Kelly	K. Nullis
	C. G. Perrott	C. Swindells	R. A. D. Woodward
	G. D. Evans	-	A. Brazier
Engineer Cadet	J. R. Lange	-	-

PRINCE RUPERT, B.C.

Captain -- H.J. Thornhill
 Chief Officer M.A. Gater
 Second Officer P.M. Raverstock
 Third Officer A.K. Smith
 Radio Officer S.G. Elliston
 Chief Engineer B.M. Draper
 Jun. Chief Engineer J. Scott
 Second Engineer -
 Jun. Second Engineer -
 Third Engineer J.L. Magill
 Fourth Engineer A.W. Warburton
 Jun. Fourth Engineer -

Junior Engineers

Electrician J.C. Gardiner
 Chief Steward/Purser R.G. Pierce
 Navigating Cadets G. Sizer
 J.D. Williams

Engineer Cadet P.A. Stretch
 Fourth Engineer C.J. Morris

VANCOUVER CITY

Captain T.K. McKelty
 Chief Officer J.J. Kalains
 Second Officer G.A. Collins
 Third Officer P.C. Julian
 Radio Officer K.E. SeHar
 Chief Engineer L.G.I. Taylor
 Second Engineer W.A. Bruce
 Third Engineer P.J. Morris
 Fourth Engineer T.W. Davies
 Jun. Fourth Engineers K.D. Morgan

Junior Engineer -
 Electrician K.F. Sean
 Chief Steward/Purser J. Ritchie
 Navigating Cadets P.P. Rowland
 M.F. Poulloin
 D.C. Cumming

Engineer Cadet K.A. Velda

WILKANA

Captain G.F.R. Ellerby
 Chief Officer D.J. Hockett
 Second Officer N.P. Waldron
 Third Officer K.J. Cribbin
 Radio Officer D.R. Appleton
 Chief Engineer J.F. Hewson
 Jun. Chief Engineer R. Charlesworth
 Fourth Engineer J.S. Davie
 Junior Engineers H. Carroll
 R.A. Lynch
 B.C. Warner

Electrician P. Tyerman
 Chief Steward/Purser D.C.M. Trinick
 Navigating Cadets P.C. Roberts
 A. Abel
 J.A. Doody
 A.A. Field

SABA LEPE

E.A.G. Boyce
 M.J. Sottany
 M.P. Eops
 R.P. Preston
 N.P. Hereward
 D. Senior
 -
 J. Claydon
 -
 J. Foots
 R.B. Parsons
 G.A. Lewis
 -
 E. Carter
 P.M. Howell
 J.D.V. McLaren
 K. Llewellyn
 R.G. Hurst
 I.M. Stewart
 M.S. Rigg
 -
 -
 -

VICTORIA CITY

T.W.D. John
 T. Lawson
 R. Jamison
 C. Sowell
 F.C. Taylor
 D.W.G. Pike
 D. Ball
 R.M. Paddock
 D.J. Rickerts
 M.R. Kitchen
 -
 J.P. Bowler
 A.G. Lee
 P.P. Wood
 T.D. Lester
 K.F. Ballard
 -
 -
 -

TACOMA CITY

J.S. Murray
 J.S. Parrall
 P.G. Duchamps
 A.H. Hoover-Reid
 G. Thomas
 T. Sukienik
 -
 J.S. Burton
 G.D. Smith
 -
 R.J. Ridley-Prent
 N.P. Treen
 H. Doyle
 A. Edwards
 -
 T. McMahon
 C.J. Hartley
 M. Wilcox
 A.B. Ward
 D.J. Gammond
 -
 -
 -

WELSH CITY

F.J. Johns
 R.E. Skinner
 R.S. McKay
 N. Jarrum *
 E.A. Willocks
 J.C. Howell
 L.M. Williamsan
 A.G. Hodgson
 R. Dunbar
 E. Searlett
 R.V. Williams
 -
 M.B. Tawn
 C.A. Parry
 T.A. Price
 S.R. Broedon
 C.C. Gibbs
 J.C. Pagler
 N.G. Whitchy