



Reardon Smith Line Limited



**NEWSLETTER**

NOVEMBER, 1973.

NO. 46.



HAPPY CHRISTMAS TO ALL READERS

Once again, the November issue of the Newsletter emphasises the nearness of Christmas

This is the one period of the year when mind and body, influenced by the tensions of modern living, can relax. Apart from the spirit of happiness it generates, Christmas enables people not only to relax, but to reflect. Many, of course, will be reflecting in the morning on the revelries of the night before - and good luck to them. The more "sober-minded" will look in retrospect over the months that have passed since Christmas 1972.

To those who look in retrospect, we hope the panorama, as it unfolds itself, will be something worth looking at and an inspiration for the future.

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Many thanks to Mr. John R. Mathews, Radio Officer, for the following contribution. It is true that our Staff ashore and afloat are drawn from all corners of the Kingdom. I would like to think that Mr. Mathews has "started something" - are there potential contributors who could send in an article on their own village or town? - think about it. There are possibilities; there are so many themes; the beauty of the place; its history and the interesting characters may-be, that emanated from that particular area. It reminds the Writer of an interesting experience during the last war, when in charge of a party of young soldiers. On arrival at a London Underground Station, the party made its way via the "moving staircase" to the platform. A quick glance indicated that one was missing. He was found standing and staring in amazement at the first moving staircase he had ever seen. He was not only amazed, but was genuinely afraid. Persuasion was of no avail and he was eventually able to join the party via the more conventional static stairway. "Jock" was a young lad from the Kyles of Lechalsh, Isle of Skye. He was a true Scot and was typical of the characters produced by that particular area of the U.K. To him the moving staircase was a new phenomenon, but he went on to greater things and got his signal truck safely ashore at Arromanches. Now, from the Isle of Sky to Carmarthen:-

The introduction to the June 1973 Newsletter contained the phrase "men whose forefathers came from those same towns and villages - the same environment which gave birth and nurtured that desire to go to sea".

We of the seagoing fraternity are drawn from all corners of the Kingdom and it occurred to me, after reading your remarks, that a whole series of entertaining articles for publication might be spawned by this initial embryo of mine.

#### CARMARTHEN

Guardian of the Towy Valley,  
Proud Bastion of the Western Way,  
Pennants float and warriors rally,  
Where thine ancient echoes play.

Born to guard the ageless beauty  
Of the Towy's changeless grace,  
Thou wert sired in steel and duty,  
Warrior of an ancient race.

These lines from the poem "Carmarthen" by Malcolm Lodwick are taken from J. & V. Lodwick's first-class book "The Story of Carmarthen", published in Carmarthen by St. Peter's Press. I am indebted to them for many of the historical facts quoted in this article.

Carmarthen is the county town of Carmarthenshire, the largest county in Wales. The town stands eight miles from the sea on the beautiful Towy River, the longest river wholly in Wales. The A48 from Cardiff and the A40 from London have their confluence near the town centre, from where they carry on westward as the A40. The population of only thirteen thousand does not mean that this is a sleepy little agricultural town. Far from it. Carmarthen is a town of energy and commerce, the very heart of one of Britain's most famed and beautiful pastoral areas.

The history of the town can be called a marker for the whole of the Britains.

A Celtic hill fort probably stood on what is now Castle Hill at the time of the arrival of the Roman army around AD 75. "Maridunum", as it was known to the Romans, became one of the most westerly outposts of the Empire. Recent excavations have shown that besides a fort, the settlement had an amphitheatre and a large civil settlement. Gold was mined at Dolau Cothi, and at one time the Second Augustan Legion was garrisoned here with a force of some five or six thousand highly-trained infantry.

Little is recorded after the decline of the Empire and the withdrawal of the Legions. Wales became broken up into Kingdoms with their own local rulers. Carmarthen became the capital of the Kingdom of Deheubarth.

After the Norman conquest of England, the shadow of the Conqueror began to spread over Wales. A thousand years after the departure of the Romans, a Norman army reached the Towy and it is from this date 1106, that the history of modern Carmarthen begins. Following tradition the Normans at once built a castle. The remains stand to this day on a site which is now occupied by the County Hall. What remains today can only be gazed at in wonder as a glorious link with the past. For five hundred years this fortress was the centre of Celtic/Norman feuds. The castle was stormed and captured in 1215 by H.R.H. Llywelyn ap Iorwerth (Llewelyn the Great). He was later captured by the English and taken in chains to Shrewsbury, where he was tortured and executed. One of the charges laid against him was the sacking of Carmarthen. So perished the last Welsh Prince of Wales. Later the mighty fortress surrendered to the forces of Owain Glyn Dwr. He was hailed by his people as a Prince, but was later to retire to the northward before a vastly superior force. Like Caradog who opposed Rome, Owain Glyn Dwr lives on in Welsh history for his exploits against the invading English. Two hundred and fifty years later Cromwell marched through the town on his way to Pembrokeshire and ordered the castle defences to be demolished. The county jail was built on the site in 1790. It was closed in 1922, the prisoners being transferred to Swansea jail. Between 1938 and 1948 it was rebuilt as it now stands on Castle Hill, the seat of the Carmarthenshire County Council.

The town has a very fine museum in Quay Street, which features some priceless Roman exhibits. The Carmarthenshire Antiquarian Society is very strong and we now have over five hundred members on the rolls. The whole town is very proud of its links with the past. Civil records are in first-class order, with every Mayor from Andrew Spillman in 1270 to His Worship Roy Nicholl in 1973, very carefully tabulated. One of the titles of the Mayor of this ancient township is "Lord High Admiral of the Port". In medieval times Carmarthen was the principal port of Wales. As one would expect the chief export of the period was wool, backed by a substantial trade in corn and coal. Inward bound traffic of the era carried wine, salt and fruit. Shipbuilding was an important feature of the town's activities. As late as 1831 the barque "Princess Royal" (330 tons) was launched at Carmarthen. Lord Nelson visited the town in 1802 and the "press gang" on many many occasions. The record shows that Carmarthen sent Topmen and Gunners to Trafalgar.

Carmarthen is probably the most "Welsh" town in Wales. The language here is not just the language of the chapels. Here the language lives on and survives as the oldest language in Europe. It is well nigh impossible to obtain employment in a Bank, Hotel, Solicitors Office, Auctioneers, County Hall or Post Office unless one can speak fluent Welsh.

As I mentioned earlier, modern Carmarthen is an agricultural town. This small township acts as a commercial centre for the people who work hundreds of thousands of acres of some of the best pasture land in the world. The chief yield of this "Garden of Eden" is milk. This is Britain's Dairy.

Millions and millions of gallons of milk are processed daily by Unigate's huge complexes at Whitland and Johnstown. These are the biggest in Europe and besides the natural product, they produce huge quantities of butter, cheese and associated products every day of the year. Leviathan diesel trains are a common sight thundering out of Carmarthen with their massive cargoes of "white gold" for London's doorsteps. The whole key to this commerce is grass. The green green grass of home. Here, particularly to the westward of the town is found some of the sweetest and richest grass on earth. British Fresian cattle thrive on such a diet and produce a milk yield per acre higher than anywhere else in the world. The heart of the whole operation is Carmarthen cattle market. This is the largest market in Wales and is second only to Hereford in the whole of the United Kingdom.

The evolution of the town continues at a constant and indeed alarming rate. Many of the ancient highways and byways in the town centre are being torn down and replaced by ultra-modern red brick buildings, in the so-called name of progress. Nevertheless, a great deal will remain unchanged and there are several landmarks which will be of great interest to the visitor. For the past nine hundred years St. Peter's has been the parish church of our town. This great church can only be called a living institution with the past. Interesting features include a Roman Altar and an inscribed board holding the names of the Archbishops and Bishops of the Diocese of St. David, going back to the 7th Century and the Patron Saint himself, General Sir William Nott, Carmarthen's most famous soldier is buried in the churchyard. Close by in what is now known as Nott Square, there is a superb monument to this soldier, one of Carmarthen's greatest sons. General Nott saw active service in India and the East Indies from 1800 to 1844. He served with great honour and became marked as one of Britain's great military leaders of the period. His greatest victories and triumphs occurred whilst in Command of a British Army in the Afghan-wars of 1840-42. By far the largest monument in Carmarthen is on the west side of the town. This commemorates General Sir Thomas Picton. Unlike Nott, Picton was not a Carmarthen man. He was born in Pembrokeshire in 1758 but he lived for a considerable period at Ferryside near Carmarthen. As the inscription at the base of his monument tells us, General Picton was shot through the head whilst leading a charge at Waterloo. Local recognition of his fame is personified in the great obelisk which now dominates the western half of the town. There is in Lamas Street a war memorial which is quite unique in Britain. This very fine piece of Victorian sculpture stands as a memorial to the men of the Welch Fusiliers who who fell fighting the Russians in the Crimea 1854-55.

There are two first-class residential hotels in Carmarthen. The "Boars Head" in Lamas Street retains much of the atmosphere of its original purpose - a coaching inn. The "Ivy Bush Royal Hotel" in Spilman Street proclaims itself to be "one of the premier hotels in Britain". This is fully justified in every sense. The "Bush" as it is known locally, has evolved into a luxurious hotel offering the very finest in amenities and a menu that can fully satisfy even the most disconcerting of gourmets.

Although Carmarthen has no first class sporting teams of her own, all forms of sport thrive in the town. The population wholeheartedly support and observe with a dynamic keenness the activities of the Llamelli Rugby Club whose headquarters are only some twenty miles away. This is the "nest" of Welsh football. These are the men who tamed the "All Blacks" in 1972. Their Captain and Welsh International Delme Thomas is a neighbour of mine. Delme has become a leader of men who have now become a legend in their own time.

Next year will be a gala year for Carmarthen. In August 1974 Carmarthen will be host to the Welsh National Eisteddfod. This mighty pagent of Welsh Culture will attract visitors from all over the world. Carmarthen as always, will be ready with open arms to offer them the traditional Welsh "Croeso". Come and see us then; you'll be glad you did.

The Chairman brought the following back from his recent visit abroad and is convinced that the female office staff need no introduction to these terms of reference:-

#### A TYPIST'S TEN COMMANDMENTS

A Typist must remember at all times that she is absolutely stupid.

A Typist must remember that she must obey no matter what happens.

A Typist must realise that, although her boss has never typed, he can do her job in half the time and twice as accurately.

A Typist must have available at all times - crystal ball, aspirins, nail-file, cork-screw, tact and charm, endless sympathy and limitless patience.

A Typist must understand that "typist" is just another word for doormat, tea-pourer, post-mistress, mechanic, general buyer, organised conveyor, walking encyclopaedia, listening post, servant and shop-hand.

A Typist must remember to be pleasant from Monday morning until Friday evening.

A Typist must be able to read shorthand, longhand, script, scrawl, reports and letters written underwater, in bed, in the bath, in the train, or plane; written in pencil, charcoal, biro, over-inked crowbar and also writing done under a microscope. She must be able to unravel her Master's Voice from a series of extraneous noises on a dictaphone and distinguish a hiccup from a comma.

A Typist must be neat and tidy (and if possible, glamorous - despite the fact that she must be the lowest paid member of the staff) at all times, but never, never comb her hair, make up, or clean her nails in office hours. She must also try to be a fairy.

A Typist must remember that men are - His Majesty, Mohammed, Prime Minister, Chief Whip, Genius, Lord and Master, Handsome, Irresistible and not "that so-and-so".

A Typist must remember that bosses all look like Paul Newman, have the love life of Don Juan, are as funny as Bob Hope, and, of course, must be worshipped, respected, idolised, to be wrapped in cotton-wool, defended against all comers, and loved no matter who they are or What The Heck They Look Like".

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#### STAFF NEWS

#### SUCCESSSES

We offer our congratulations to Cadet S.D. Lloyd-Jones, presently serving as Third Officer on the m.v. "PRINCE RUPERT CITY", who has been awarded the Navigation Prize for M.C.R. Course Cadets from Llandaff College of Technology.

Congratulations also to Cadet D.G. Morgan, presently Fourth Officer, m.v. "INDIAN CITY", who has been awarded the General Studies Prize for all Courses from Llandaff College of Technology.

Cadet S.J. Staines, Second Year Engineer Cadet at Llandaff College of Technology, has been awarded N.E.T.C. Students Best Engines Prize and also the prize awarded to the Cadet with the best kept cabin in the Residential Accommodation. We extend our congratulations to Cadet Staines on his attainments.

Congratulations to Mr. D. Ball, on obtaining Part "A" of his Chief Engineer's Certificate.

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#### MARRIAGE

We offer our congratulations and best wishes to Mr. John Hurley of the Accounts Department, Head Office, on his marriage to Miss Ann Griffiths at St. Peter's Church, Dinas Powis, on Saturday, 6th October.

Our congratulations and best wishes are also extended to Mr. P.J. Walker, Junior Engineer, on his marriage to Miss Cherry Susan Whiteley at St. Andrew's Parish Church, Kirk Ella, near Hull, on Saturday, 24th November.

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#### OBITUARY

We were deeply distressed to hear on Wednesday, 31st October, that Len Deacon had passed away earlier in the morning. The news was even more unbelievable as he had appeared to be in good health in the office the day before.

He joined the Company on 1st June 1928 and was part and parcel of the Superintendents Department for the whole of his 45 years service with the Firm. His distinctive manner of greeting in the morning will be a feature sadly missing and he will be remembered as a faithful and loyal employee.

Our deepest sympathy goes out to Mrs. Deacon.

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### PROMOTION

Mr. A. Crowther (Cargo Superintendent) proceeded to the U.S.A. where he joined our m.v. "CHIYODA" and assumed command on 30th October, for a part of the voyage. Captain Crowther will then return to duties at Cardiff Office.

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### RETIREMENT

Captain F.J. Johns informed us that he wished to retire from sea-going duties and, as a result, his retirement took effect from 12th November.

Captain Johns first joined the Company as an Apprentice in November 1930 and assumed his first command of the "EASTERN CITY" in January 1962.

We wish Captain Johns every happiness in his retirement.

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WELCOME

We extend a warm welcome to the undermentioned on joining Head Office Staff:-

Mr. R.E. Skinner, who last sailed on the m.v. "WELSH CITY" as Chief Officer, has joined our Technical Department as an Assistant Superintendent.

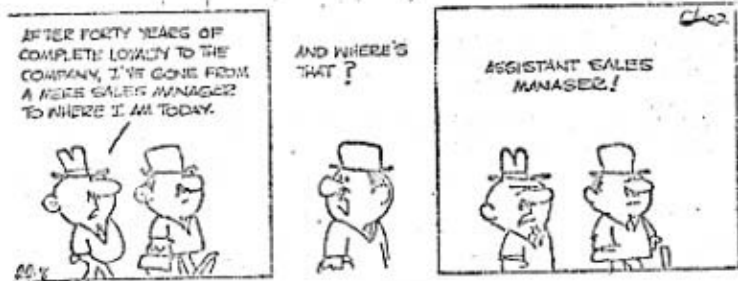
Mr. David Arnott has joined the Accounts Department. Previously he sailed as a Purser with P. & O., Palm Line and latterly South African Marine Corporation.

In addition to the above, we also welcome the following:-

Mrs. Kerrin - Clerk - Purchasing Department  
Miss Clifton - Shorthand/Typist - Personnel Department  
Miss Wakefield - Shorthand/Typist  
Mrs. O'Brien - Technical Department

In our London Office, we welcome Mr. Steed, and we trust all newcomers will be happy in their employment with the Company.

By the way - prospects are better than this!



ARRIVAL OF OFFICERS AND CADETS AT LONDON AIRPORT

Unlike many shipping companies, we endeavour to inform, by letter, the next-of-kin of Officers and Cadets of the estimated date when a party of Officers will arrive at London Airport from abroad. We would emphasize that the date given by us in the letter is only approximate and that flights can be changed at very short notice due to bad weather conditions at the departure airport, or at London Airport, or the aircraft may develop a technical fault. In addition, there have been several instances recently of industrial action being taken by Airline employees at very short notice.

From the above, it will be apparent that next-of-kin and friends who travel to London Airport to meet incoming flights take considerable risks as we may not be aware of the change in the flight arrangements until after they have left their homes. We, therefore, must advise that any arrangements to travel to Heathrow are undertaken at the person's own risk.

We would add that we are only too pleased to pass the latest information to relatives and friends who telephone this office, but there will be occasions when it will not be possible to always inform them of any last-minute amended flight arrangements.

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COMPANY NEWS

OIL RIGS

Reference has already been made in previous issues to the three semi-submersible drilling rigs being built for our Company in association with other interested companies. The first rig is due for completion in April 1975 followed by the remainder in July and September of that year.

The above rigs will be managed by Sir William Reardon Smith & Sons Limited.

All Officers who are desirous of being considered for positions on these rigs are asked to write to Head Office, with a view to obtaining terms and conditions of service. When these terms and conditions have been finalised, each Officer will be informed.

These early enquiries are necessary as Officers in some categories will have to be re-trained. In addition, it will also be necessary to arrange familiarisation programmes.

It will be appreciated, however, that it may not be possible to accept all applications from our sea-going staff.

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SHARES

Not only does the state the country's latest and disastrous trade figures make the necessary impact on the Stock Market, but a combination of our own energy problems, and indeed, the world wide energy problems, caused by the Middle East War, has produced values in all sections to be very depressed. An indication of a more peaceful position in the Middle East will undoubtedly contribute to more realistic values in the Stock Market, but until such conditions prevail, then the current depressed state must obtain.

Your own Company's shares quoted in the last Newsletter were 140p and 138p for the ordinary and "A" Non-Voting Shares respectively and today's values are 98p and 95p respectively for ordinary and "A" Non-Voting.

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REARDON SMITH LINE FOOTBALL TEAM

It appears that the team has played on two occasions since the publication of our October issue. The first game was lost by eight goals to nil. The result of the second game, against a team from the B.B.C., was a notable improvement. On this occasion they lost by three goals to one.

The game with the B.B.C. was of special significance in that Reardon Smith Cadets studying at the Llandaff Technical College Department of Maritime Studies were included in the side for the first time.

Sea-going staff at home on leave and residing in the Cardiff area who may be interested in playing, are invited to contact the office - Extension 47, Mr. J.R. Mayes of the Personnel Department.

Whilst on the subject of sport, it has been discussed by various members of the staff at Head Office that an invitation be extended to ships' Officers to play them at various games, such as Darts, Skittles, Rugby Sevens, Soccer, Squash, etc. This applies, of course, when vessels are discharging at Cardiff.

If this idea is taken up by ships' Officers, arrangements can be made by contacting Mr. Stockdale of the Accounts Department.

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CHRONOLOGICAL HISTORY

1945. Mr. Alan Reardon Smith, grandson of the Founder, returned home after spending three years in a Japanese Prisoner of War camp.

The Company's Leamington office was closed and the staff returned to London.

The Company purchased the following ships from the Government after the war.

s.s. "EMPIRE BAXTER" - renamed "PARIS CITY"(2). This vessel was built in December 1941 by Vickers Armstrong with Barclay Curle engines. 10074 d.w.t. 7084 g.t. Purchased on 20th December at a cost to the Company of £133,700. This vessel was owned by The Leeds Shipping Co.Ltd.

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Try this one after celebrating Christmas!

A farmer picks a crop of apples and in one corner of his orchard he puts half his crop, plus half of an apple. In the next corner of the orchard he puts half of what he has left plus half an apple. In the third corner he puts half of what he has left plus half an apple. In the fourth corner he puts half of what he has left plus half an apple and he has one apple left over. How many apples did he start off with.

Answer in next issue.

Our computer has its moments - it could well be that it might even have an answer to this one:-

If it takes a man a week to walk a fortnight, how many apples in a bunch of grapes?

With apologies!!

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TALKING OF OIL RIGS ---

Sound advice to after-dinner speakers -

They should be like oil prospecting: If you can't make a strike, stop boring.

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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.

In my message last year I referred to the effort needed as a Company to expand. Thanks to hard work and continued effort, expansion has become a reality. Despite the imponderables that we live with in our particular Industry, great progress has been made during the past year and, in spite of the serious situation which presently obtains throughout the world - particularly with regard to the Oil problem - there is still a feeling of much optimism that, in due course, these serious problems must be resolved and we look to the future with promise for further achievements.

A HAPPY CHRISTMAS TO YOU ALL.

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SHIPS' POSITIONS

"ATLANTIC CITY"

On T/C to International Produce of New York until December 1973/February 1974. Arrived Destrehan 30th October, loaded a grain cargo and sailed 1st November for Rotterdam. Arrived Rotterdam 17th, hope complete discharge 23rd, sailing 24th for New Orleans, where expected 8th December. Sails 13th for Rotterdam where arrives 28th, completing about 1st January 1974.

"CHIYODA"

On T/C to N.Y.K. Tokyo until March/July 1975. Arrived New Orleans 30th October loaded a grain cargo and sailed 1st November for Hakata. Sailed Balboa 7th, arrives Hakata 5th December. Completes discharge at Moji 12th. Drydocks Kobe for about seven days, then loads cars at Nagoya and Yokohama for Jeddah and Djibouti. Sls. Yokohama about 24th Dec., arrives Jeddah 12th January and completes Djibouti about 18th January.

"CORRISH CITY"

On T/C to Lloyd Brasileiro of Rio de Janeiro. Sailed Singapore 24th October. Arrived Rio de Janeiro 17th November, sailed 22nd for Vitoria, then Santos, completing discharge at Rio Grande about 2nd Dec. Then proceeds to Buenos Aires to commence loading, calls at Paranaguá, Rio Antairios completing at Santos for discharge Hong Kong, Kaohsiung, Kobe, Nagoya, completing Yokohama.

"FRESNO CITY"

On T/C to Japan Lines Ltd. Arrd. Fukuyama 27th October, completed discharge 5th November and redelivered. Delivered on T/C to Yamashita Shinnihon S.S. Co.Ltd., Tokyo,. Sailed Fukuyama 5th November. Arrived Newcastle 17th, loaded part cargo of coal and sailed 18th, arriving Port Kembla 19th to complete. Expects complete load and sail 23rd November for Japan. Arrives Japan about 6th December, completing discharge about 10th.

"INDIAN CITY"

On T/C to Yamashita Shinnihon S.S. Co.Ltd., Tokyo until November 1976/March 1977. Sailed Yokohama 27th October. Sailed Panama Canal 20th November, arrives Jacksonville 24th to complete discharge of cars, completing at Newark and Providence 2nd Dec. Then proceeds to Mobile where loads coal for discharge Kawasaki or Fukuyama. Arrives Mobile 7th December, sails 10th, sails Panama Canal 15th, arrives Japan 8th January and expects complete discharge about 10th. On completion discharge vessel proceeds to Kobe where drydocks.

"NEW WESTMINSTER CITY"

Sailed Panama Canal 3rd November. Arrived Long Beach 11th, where commenced discharge steel cargo. Sailed 14th. Arrived Oakland 16th, sailed 18th, arrives New Westminster 21st. On completion discharge vessel commences to load forest products on the B.C./U.K.Cont. service. Sails New Westminster 29th November, arrives and sails Tahsis 28/29th, Nanaimo 1st/3rd December, arrives Vancouver 4th where completes and sails about 10th. Sails Panama Canal about 23rd, arriving Cardiff about 5th January, completing discharge about 15th.

"PORT ALBERNI CITY"

Arrived Kawasaki 11th November, commenced discharge grain cargo and sailed 14th. Arrived Chiba 14th, sailed 21st. Arrived Kawasaki 21st, sailed 22nd. Arrived Kobe 23rd and expect complete discharge and sail 26th Nov. for British Columbia to load forest products on the B.C./U.K.Cont. service. Arrives Watson Island 8th December, calls Gold River, Tahsis, Nanaimo, Vancouver, completing loading and sailing Nanaimo 24th Dec. Sails Panama Canal about 7th January, arrives Cardiff 21st January to commence discharge. Sails 27th for Zeebrugge, Bremen and Antwerp where completes about 6th Feb.

"PRINCE RUPERT CITY"

Completed discharge 24th October and delivered on T/C to Japan Line. Loaded a cargo of iron ore and sailed Visakhapatnam 26th. Sailed Singapore 31st, arrived Kokura 8th November; completed discharge and redelivered 11th November. Sailed Kokura 12th and delivered on T/C to Seaboard Shipping Co.Ltd. Arrived Gladstone 23rd, loads a cargo of alumina and sails 24th. Arrives Kitimat 14th December for discharge; completes 18th, then proceeds to load forest products at British Columbian ports. Sails British Columbia about 5th January, Panama Canal 17th and arrives E.C.U.S.A. for discharge 23rd, completing about 5th February.

"TACOMA CITY"

On B.C./U.K.Cont service. Sailed New Westminster 23rd October. Drydocked Victoria 26th to repair bottom damage. Undocked and sailed for Nanaimo 9th November. Arrived Nanaimo 9th November, sailed 12th. Arrived Vancouver 13th, completed loading and sailed 17th for Cardiff. Sls. Panama Canal 30th, arrives and sails Cardiff 14th/20th December, Bremen 22/24th, finally completing discharge at Antwerp about 30th December.

"VANCOUVER CITY"

On T/C to Japan Line. Arrived Mizushima 24th October, completed discharge ore cargo and redelivered 25th.

"VANCOUVER CITY" (Continued)

Sailed Mizushima 25th and delivered on T/C to Seaboard Shipping Co.Ltd. Arrived Vancouver 8th November, completed loading forest products and sailed 17th. Sails Panama Canal 30th, arrives New Haven 7th December; sails 8th to complete discharge at Providence 8/10th; Port Everglades 14/15th, Tampa 16/18th, arriving San Juan about 20th December, completing discharge and redelivering about 21st. Then proceeds to U.S. Gulf to load grain cargo, sailing about 1st January for Japan. Sails Panama Canal 6th January, arrives Japan about 30th, completing discharge about 5th February.

"VICTORIA CITY"

On B.C./U.K.Cont. Service. Arrived Watson Island 24th October, sailed 27th. Arrived Vancouver 29th, sailed 30th. Arrived New Westminster 30th, sailed 6th November. Arrived Vancouver 6th, completed loading forest products and sailed 8th. Sailed Panama Canal 22nd. Arrives Cardiff 7th December, sails 14th, arrives Antwerp 16th to complete discharge, sailing about 19th December for Tampa. Arrives Tampa end December, loads phosphate cargo and sails about 4th January. Arrives Visakhapatnam 9th February, completing discharge about 15th January.

"WELSH CITY"

On T/C to Interware Transport G.M.B.H. of Hamburg until July/September 1974. Sailed Chittagong 1st November. Sailed Singapore 6th, arrived Groote Eylandt 12th, completed loading manganese ore and sailed 15th for La Plata. Arrives La Plata 11th December, completes discharge and sails about 20th. Then proceeds to load grain in River Plate ports for discharge Continent, arriving about 20th January.

"WILKANA"

On T/C to Anders Wilhelmsen & Co. Oslo until 1977. Arrived Vancouver 24th October, completed loading a potash cargo and sailed 29th. Sailed Panama Canal 12th November. Arrives Antwerp 29th and completes discharge about 2nd December. Sails Antwerp, after repairs, about 7th December for U.S. Gulf. Arrives U.S. Gulf 21st, loads grain and sails 24th December for Japan. Sls. Panama Canal 29th, arriving Japan about 22nd January, completing discharge 29th.

"GELA"

Sld. Halifax 17th October. Arrived Rotterdam 25th, sailed 3rd November. Arrived Hamburg 4th, sailed 6th. Arrived Bremen 6th, sailed 7th. Arrived Le Havre 9th, completed loading and sailed 10th for Vera Cruz. Arrives Vera Cruz 24/26th, Tampico 27/28th, Progresso 30th, finally completing New Orleans 2/3rd December.

"MARIA ELISA" (ex "Houston City")

Arrived Yokohama 31st October, sailed 3rd November. Arrived Nagoya 4th, sailed 7th. Arrived Osaka 8th, sailed 10th. Arrived Kobe 10th, sailed 15th. Arrd. Nagasaki 16th, sails 27th after repairs for Nagoya 29/1st Dec., completing at Yokohama and sailing 5th for Ensenada. Arrives Ensenada 19th to commence discharge. Sails 20th and calls Acapulco, Manzanillo, Mazatlan, Guaymas, completing Ensenada about 8th Jan.

"SARA LUPE" (ex "Cardiff City")

Arrd. Manzanillo 23rd October, sailed 24th. Arrived Acapulco 25th, sailed 29th. Arrived Manzanillo 29th, sailed 31st. Arrd. Mazatlan 1st November, sailed 2nd and arrived Guaymas 3rd, sailed 8th. Arrd. San Carlos 10th, sailed 11th for Yokohama. Arrives Yokohama 29th Nov. to commence discharge, completing at Nagoya and Kobe.

## DISPOSITION OF OFFICERS

	<u>ATLANTIC CITY</u>	<u>CHIYODA</u>	<u>CORNISH CITY</u>
Captain	* A.D. Lightfoot *	* A.J.H. Crowther *	M.J. Higgins
Chief Officer	M.J. Bellamy	* J.J. Kalnins	R.I. Crawford
Second Officer	* T.E. Thistleton	* E.J. Dunk	C.S.G. O'Donnell
Third Officer	E. Mullin *	C.R. Goddard	N.M. Dunlop
Radio Officer	* J.A. Heslop	* S.G. Elliston	* E.G. Bromham
Chief Engineer	* J.S. Button	G.D. Griffiths *	* J.G. Howell
Second Engineer	* T. Graham-Russell	R.A. Rees	A.G. Hodgson
Third Engineer	J.S. Davie	R.C. Butcher	M.G. Seaman
Fourth Engineer	H.C. Roberts	D.E. Horne	D.E. Simons
Jun. Fourth Engineer	-	J.P. Bowler	-
Junior Engineers	A. Frost	N.J. Pratt	A. Edwards
	R.A. Lynch	I.M. Evans	M.T. Crimmins
	-	-	M. Eckert
Electrician	F.T. Peek	J.D.W. McLaren	M.B. Tawn
Catering Officer	* E.H. Sefton	-	* C.A. Parry
Chief Steward/Purser	-	A.P. Hughes	-
Navigating Cadets	A. Abel	G.D. Evans	I.H. Woolley
	C. Kelly	J.M. Smith	D.J. Kinsey
	M.S. Rigg	M.L. Frazer	-
	<u>FRESNO CITY</u>	<u>GELA</u>	<u>INDIAN CITY</u>
Captain	* T.W.D. John	* O.J.T. Lindsay	* D.L.G. Jones
Chief Officer	* D.J. Mockett	M.E. Jones	* D.L. Bell
Second Officer	R.S. McKay	K.T. O'Higgins	* S.P. Gorford
Third Officer	E. Fielding *	A.C. Skilton *	-
Radio Officer	D.S.H. Thomson	B.A. Stagg	E.A. Willocks
Jun. Radio Officer	R.J. Preece	-	-
Chief Engineer	* T. Sukiennik	D.W. Litson	* C.A.J. White
Second Engineer	L.M. Williamson	P.J. Quinn	* J.J. Baghurst
Jun. Second Engineer	-	-	* J.D. Chatten
Third Engineer	* A.C. Coombs	* M.B. Perrott	* J.H. Davies
Fourth Engineer	E.J. Burrup	P.D. Slade	* R.J. Ridley-Prentice
Jun. Fourth Engineer	-	N. Carter	-
Junior Engineers	D. Ward	M.D. Hayes	R.H. Sanders
	M.J. Coulby	-	C.J. Griffiths
	-	-	L.W. James
Electrician	J.T. Loraine	A. Hamilton	M. Bodycombe
Jun. Electrician	-	M.G. Ellis	J.A.R. Cannon
Chief Steward/Purser	* J.D. Peebles	C.J. Lyons	R.G. Pierce
Navigating Cadets	A.B. Ward	C. Swindells	J.A. Stewardson
	T.S. Lawrence	-	D.P. Kirley
	M.E. Parsons	-	J.A. Taylor
	-	-	D.C. Morgan
	-	-	-
Engineer	C. Rees	-	-



MARIA ELISA

Captain  
 Chief Officer  
 Second Officer  
 Third Officer  
 Radio Officer  
 Chief Engineer  
 Second Engineer  
 Third Engineer  
 Fourth Engineer  
 Jun. Fourth Engineer  
 Junior Engineers  
  
 Electrician  
 Chief Steward/Purser  
 Navigating Cadets

- D.B. Jack
- G.T. Parker
- R.M. Bayley
- D.E. Stannard
- R.H. Smith
- B.J.O. Lewis
- J.B. Hocking
- R.A. Hawker
- D. Brown
- 
- W.C. Evans
- G.J. Morris
- P.A. Stretch
- C. Villa-Landa
- L. Slawinski
- W.P. Barnes
- C.D. Kisch
- 
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NEW WESTMINSTER C. PORT ALBERNI CITY

- B.A.C. Boyer
- T. Lawson
- M.A. Hammond
- S.J. Davies \*
- H.M.S. Williams
- L.G.I. Taylor
- J. Claydon
- J.V.H. Jones
- R.B. Parsons
- N.G. Whitby
- J.W.J. Prophet
- R.G. Benson
- 
- T. Willoughby
- R.G. Moylon
- A. Brazier
- S. Brown
- 
- 

Commodore J.D. Lloyd  
 B.J. Bartlett  
 • A.A. McCalmont  
 • A.K. Smith  
 D. Edge  
 M.E. Rayner  
 W.A. Bruce  
 T.W. Davies  
 M.J. Burt  
 -  
 D.B. Evans  
 G. Morgan  
 S.W. Phillips  
 K.F. Bean  
 • J.L. Sanday  
 I.M. Stewart  
 K.F. Ballard  
 K. Hart

	<u>PRINCE RUPERT CITY</u>	<u>SARA LUPK</u>	<u>TACOMA CITY</u>
Captain	W.D. Jones	* U.J. Cross	* T.R. McHally
Chief Officer	N.A. Gater	D.S. Williams	R.E. Clifford
Second Officer	M.C. Ingram	G. Mapplebeck	* P.G. Deschamps
Third Officer	S.D.L.L. Jones*	R.G. Rayton	B.T. Bernaman
Radio Officer	D.C. Short	D.P. Bidmead	R.R. Seiler
Jun. Radio Officer	-	-	* M.W. Savery
Chief Engineer	R.K. Binns	* C.M. Cuthbertson	* J. Scott
Jun. Chief Engineer	D.R. Inglis	-	-
Second Engineer	-	* R.U. Bell	B.J. Alisopp
Jun. Second Engineer	D.J. Jennings	-	-
Third Engineer	-	D. Millican	P.J. Morris
Fourth Engineer	C.J. Burton	G.M. Dickson	* R.E. Diamond
Jun. Fourth Engineer	-	W.D. Davies	G.A. Lewis
Junior Engineers	D.J. Carter	K.C. Davison	W.M. Powell
	R.P. Scys	-	-
Electrician	P. Willmott	* K.W. G. Hampton	A.S. Stokes
Chief Steward/Purser	P. Cawley	* N.A. Parnelle	C.A. Matthews
Navigating Cadets	-	T.H. Jowett	M. Wilcox
	-	J.F. Hammond	A. Thomson
	-	-	M.J. Voisey
Engineer Cadet	M. Causer	M.C. Williams-Jones	R.C. Powell

	<u>VANCOUVER CITY</u>	<u>VICTORIA CITY</u>	<u>W ELSH CITY</u>
Captain	* J. Cann	J. Vaughan	A.L.G. Gossett
Chief Officer	* R.A.H. Vanner	* E.W. Walsley	K. Whitting
Second Officer	B.R. Hopper	R.J. Davies	S.A.T. Schooledge
Third Officer	D.C. Gunning*	M. Underwood	P. Dix
Radio Officer	* J.R. Mathews	C.G. Macey	L.M. Campbell
Chief Engineer	* K.R. Morgan	D.W.G. Pike	* J.V. Barnes
Jun. Chief Engineer	-	H.L. Fletcher	-
Second Engineer	F. Clark	-	* N.B. Shiistone
Third Engineer	R.E. Russell	* P.A. Magorrian	K. Rodney
Fourth Engineer	K.I. Davies	C.J. Suckley	G.J. Morris
Jun. Fourth Engineers	-	-	K. Atkinson
	-	-	* K.A. Velda
Junior Engineers	I. MacFarlane	C. McGuire	M.J. Leonard
	T. McKinley	G.E. Stevenson	-
Electrician	N. Payne	* D.G. Smith	G.B. Gibbs
2nd Electrician	-	-	T. Moore
Chief Steward/Purser	D.R. Roy	* C.J. Bartley	F.W. Lever
Navigating Cadets	-	P.E. Murray	D. Hotchkiss
	-	A.C. Baxter	M. Poulloia
	-	-	A. Powell
Engineer Cadet	P.H. Nicholls	L.A. Selby	-

	<u>WILKANA</u>
Captain	* J. Porteous
Chief Officer	F. Scott
Second Officer	R. Jamison
Third Officer	P.C. Julian
Radio Officer	* S.G.W. Whitmore
Chief Engineer	* B.M. Draper
Jun. Chief Engineer	M. Savage
Jun. Second Engineer	R.M. Paddock
Fourth Engineer	K.D. Morgan
Jun. Fourth Engineer	J.R. Lange
Junior Engineers	R.S. Allen
	P.A. Medina
Electrician	A.G. Lee
Chief Steward/Purser	K. Hlevellyna
Navigating Cadets	C.G. Perrott
	A.A. Field
	T.H. Lawrence

HOME  
 ALLERGY  
 THOMAS  
 MURRAY  
 BURROUGHS