



Reardon Smith Line Limited



## NEWSLETTER

DECEMBER, 1973.

NO. 47.

### INTRODUCTION

As we approach the end of another year, it is natural that our thoughts go back over the year - a last glance back before looking forward. All will agree that hopes at the beginning of the year have, by now, either missed their objective or have been fulfilled. It is hoped that all our readers will have had hopes fulfilled and we sympathise with those who have not realised those hopes and aspirations. Looking ahead, another year appears as it were, on the horizon of each individual's life. It will provide a new opportunity again and, with it, an adventurous step into the unknown, because, albeit, a New Year's dawn is always an unknown quantity.

We hope that wiser counsels will prevail in the New Year, both nationally and internationally. May the gloom at the end of the old year disappear in the New Year.

In Kipling's poem "The Glory of the Garden", he refers to England as a garden; substituting Nation for England, two verses come to mind, which may encourage us all at this time:-

Our Nation is a garden and such gardens are not made  
By singing - "Oh, how beautiful" - and sitting in the shade,  
While better men than we go out and start their working lives,  
At grubbing weeds from gravel paths with broken dinner knives.

Then seek your job with thankfulness and work till further orders,  
If it's only netting strawberries or killing slugs on borders.  
And when your back stops aching and your hands begin to harden,  
You will find yourself a partner in the Glory of the Garden.

A HAPPY AND PROSPEROUS 1974 TO EVERYONE.

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We were delighted to hear from Captain F.W.P. Davies and his interesting history of the first "HOUSTON CITY", which we are happy to publish in two parts:-

Whilst acknowledging with many thanks the Reardon Smith Line Newsletter regularly received each month, I was particularly interested to read in the "Chronological History" item, January issue, the report of the wartime casualty suffered regarding the loss of the s.s. "BRADGLEN" on 19th September 1941.

In the October 1972 Newsletter, the Chronological History recorded many Company vessels sunk by enemy action, including brief mention of s.s. "HOUSTON CITY"(1), so it may be of interest and not generally known, the remarkable coincidence and similar circumstances surrounding these two vessels to their respective fateful dates and loss in similar circumstances.

My story commences on a warm and hazy July evening in 1940 when the s.s. "HOUSTON CITY" and the s.s. "BRADGLEN" sailed from the Wear and Tyne respectively, with cargoes of coal destined for Buenos Aires and joined the same convoy proceeding northwards.

Some days later in the longitude of 20 degrees West, vessels bound to the South Atlantic ports left the main convoy at nightfall and proceeded alone on secret and separate routes to their destinations.

Eventually the "HOUSTON CITY" and "BRADGLEN" arrived safely in the River Plate and the respective crews had the pleasure of each other's company during the discharging at S.A. and also when loading at Rosario and Buenos Aires once more, where both vessels completed the shipment of mixed cereals, bulk grains and flour, middlings and pollard in bags.

Sailing independent both Company vessels, in due course, on different dates, arrived in Freetown and anchored in the port for several days awaiting convoy assembly before proceeding homeward. The voyage continuing safely until arrival together at Methil, the "HOUSTON CITY" then joining an earlier coastal convoy bound for London.

It was on a famous Naval Anniversary, Trafalgar Day, 21st October 1940, that the "HOUSTON CITY" under the command of the late Captain Hugh G. Egerton, entered the Thames Estuary, a long convoy in single column under leading Escort, the Sloop H.M.S. "LOWESTOFT" proceeding immediately ahead of us.

As Chief Officer I had not long taken my afternoon watch when I read and decoded the flag signal from the escort vessel "Proceed Independent" the message being passed immediately to the Master and Pilot on the bridge. As the "LOWESTOFT" moved further ahead, our engine speed was increased accordingly to keep close astern.

It was about an hour later and the evening meal just being served in the saloon, when a bright flash seen with the following whip-lash sound of an explosion caused a general exclamation - "We've had it!" abruptly ended the repast and affected a mass exodus to the deck. Information from the Bridge indicated a mine had blown up about fifty feet from the vessel amidship on the port side and the engineroom, already flooding. Fortunately, no crew fatality or injury suffered and, as the ship casualty taking place toward low water in a buoyed channel there appeared to be no necessity for the already swung out lifeboats being manned immediately.

To quickly ascertain the extent of the damage, if any! to the vessel abaft engineroom, the supposedly empty after peak tank was first sounded and disclosed a depth of 19 feet water. At the same time a lead reading over the poop indicated some ten fathoms sounding in the channel.

However, any thoughts of rushing from aft for a lifejacket was suddenly banished when the sound of a "dropped anchor" required an even more hurried dash forward thinking the leaping cable through the hawse pipes perhaps delayed action following the mine explosion, but the Second Officer was in charge of this anchoring operation under instructions from the Bridge.

Later a tug arrived, by which time there was considerably more ship draft aft and much less forward. Belatedly operation putting vessel into shallower water further delayed through being anchored.

Remaining cable attached to dropped anchor was quickly paid out overside with convoy fog-buoy attached, while with some persuasion, the ship's carpenter followed me down into the depths of the chain locker where we hurriedly endeavoured, with hacksaw blades, to release the cable pin that when accomplished, permitted the freed vessel being grounded at the forward end. For his assistance in this action the Carpenter was recommended and later received the B.E.M.

The tug fitted with salvage equipment then started pumping operations in the engine room. Sometime after midnight a cheer indicated that the flooding was being controlled, but it was only the tide receding.

The opportunity was then taken to snatch a brief rest on my settee only, it seemed, to be awakened almost immediately by nightmarish noise which proved to be some of the seamen chasing each other around the bridge house at main deck level in rather a silly manner. Fortunately I had reached the alleyway door to the deck just as one screaming A.B. rushed by and managed to grab and twist the wrist of his assailant running close behind; the gleaming long-bladed knife the Malay sailor had been handling, flying harmlessly through the air to plunge into the tarpaulined hatch cover instead of the back of aforementioned frightened deck rating.

This "brown" Malay, to differentiate from his much lighter skinned compatriot, amongst the otherwise all British crew, had been a rather strange mannered character of somewhat troublesome behaviour during the voyage. His muttering to intended victim "you boxing man I keel you!", was eventually calmed and it was at the same time understood that the ratings involved were in a state of intoxication.

Very mystified regarding the source of the liquor I questioned the "one-legged" Bosun, somewhat off balance with his artificial limb and was informed it was canvassed packaged bottles of spirits that had been stowed in the two lifeboats in accordance with the Master's instructions - an idea allowing open boat experiences in both wars. It was alleged that initially the supplies had been broached by men from the tugs and that the "HOUSTON CITY" deckhands then rather reluctantly had joined the drinking bout aboard one of the tugs.

The first night on board the mined vessel the tugs had not been made fast alongside many hours before some of their crew were very enthusiastically removing all possible cabin equipment, such as bedding, blankets, rubber mattresses, etc., from the midship accommodation without authority, under pretence of the circumstances prevailing. This necessitated the ship's crew also packing their personal gear rather hurriedly, which later was moved from the vessel to the tugs and vice versa in accordance countermanded orders several times across the ever-increasing wet and oily decks during the next two days.

The edible stores too, had been removed from the vessel, including personal purchased food parcels which had been placed with ship supplies awaiting Customs ruling regarding permission to land at that early period of the war.

After daylight the following morning, I boarded one of the tugs to investigate this matter of ship and personal supplies and, while rummaging, turned over some bags and tarpaulins and found the very inert body of one Army gunner, obviously a member of the previous night's spree. He was a member of the military party who boarded the vessel at Methil and perhaps the most fortunate at the time of the mining. His post, a machine gun mounted on

the No.5 Hatch suddenly disappeared too, when the explosion that lifted the portable beams, then crashed with wood covers and tarpaulins into the not-completely filled hold tweendecks.

That morning, standing on the afterdeck, it was an odd sight being almost level with the sea, the rising tide eventually flooding the after deck once more and about the time of high water had reached midships and entered the galley, where diesel oil on the surface of the water ignited. It was a peculiar sight handling the hosepipe from one of the two salvage tugs endeavouring to douse the fire through the galley skylight and surrounded by water all around below. Between the immobilised galley and lack of remaining food on board, no proper and regular meals were now available, but the Sloop H.M.S. "LOWESTOFT" which had remained anchored nearby to give air-raid protection did supply Navy cocoa, biscuits and cheese, this diet all that was available. Whilst the ship's company stayed on board the mined vessel, ostensibly to assist in tying up any craft that might come alongside.

No doubt with few exceptions, survivors of vessels involved through wartime enemy action had to make hurried abandonment of their ships, so following the initial activities after the mining of the "HOUSTON CITY" it was a different experience remaining on board as the decks, holds and gradually the accommodation became flooded, latterly this happened to me in a most unpleasant manner.

Somewhat wearily on the second night, I left instructions with the Watch to call me if the next tide, increasing towards Springs, when once again flooding the decks should rise to a level likely to enter the bridge accommodation. This I thought a possibility, so partially undressed with uniform hanging from bunk curtains rail, I clambered on to my bunk for a much-needed sleep, to be rudely awakened at an early hour to find my berth flooded to a depth of over two feet. In the light of my torch the oily water below looked menacing and unpleasantly cold too, as I cautiously lowered myself for a slippery paddle with clothing held high to the alleyway and stairs leading to the safety of the lower bridge deck accommodation above.

On Wednesday morning the second day dawned on this dismal river scene and, after a breakfast of Navy cocoa and biscuits, some Naval Officers came on board, then following a conference I was given instructions to take charge of the crew and proceed to London, the Master and Chief Engineer at that time remaining with the vessel.

During the passage when proceeding with a large cargo ship also underway ahead and about 50 feet distance from its port side, I suggested to the tug skipper getting a healthier distance apart as quickly as possible!

Eventually, about midday, all the crew from the "HOUSTON CITY" were landed at Southend Pier where they obtained a substantial meal - the first for two days. I was immediately escorted to an office where Naval Intelligence Officers asking questions which seemed to belie their title had my already aching head really buzzing. This plus being reprimanded for bringing the lifeboats and particularly the charts into port, which I protested as a Naval Official ruling on board the mined vessel was almost too much. By that time the crew were ready to board the tug once more for the continuing passage towards London.

At Tilburn where we next landed, no ship's agent or Company representative, as expected, could be found. However, the Shipping Federation officials came to our aid with rail tickets to Liverpool Street Station. Through my active concern during that afternoon to complete the journey to London, I seemed to have personally avoided the attention of H.M. Customs, who I gathered had dealt rather thoroughly with the crew. I recollect some gambling about duty levied or confiscation of sugar and tea being landed.

Having seen from the estuary that night the glow of London on fire from the almost continuous air raids at that time, we approached the City by train with sirens wailing and much foreboding. On the station it proved very difficult for the escort meeting us to assemble our survivor party in the gathering gloom and "black-out". In single line we staggered along, many times flopping to the ground to orders of "down lads" as explosions rent the air. In due course we arrived safely at the Sailors' Home where food and accommodation for a very weary lot of seamen was available. Remember being offered the choice of a bed or night in an air-raid shelter, but in a state almost beyond caring, I chose the former and slept soundly until morning.

The next day, Thursday morning, after breakfast, I headed for the city and the Company London Office, but found all staff had moved to Leamington Spa. However, South American Saint Line deputising Officials were most helpful and with cash and railway warrants, all the "HOUSTON CITY" crew left London the same day for their respective homes or destinations.

During the day I had a telephone conversation with Captain Tamlyn, Marine Superintendent in Cardiff, who appeared to have information that the "HOUSTON CITY" was salvable, which to me seemed an optimistic opinion.

Awaiting the arrival of Captain Egerton, another night had to be spent in bomb-damaged London, though during the evening in the midst of an air-raid alert and without much hope of success, I quickly obtained a trunk telephone call to my wife reporting safe and well at that time and hoping to be home the following day...but that night was long and not so restful and I was glad when another day dawned.

Meeting Captain Egerton on that Friday morning in a London hotel, I reported about the discharge of the crew and remember the Captain's concern and interest about the bombing experiences. I suggested we catch the earliest train possible from the capital city, advice I understood he was going to take as quickly as able....but I was surprised and disturbed being instructed to proceed that day to Sheerness which would be the base for Salvage Operations.

That fifth night following the mining of "HOUSTON CITY", my disappointment and pessimistic opinion regarding the outcome of this new venture was appeased in the warmth, comfort and excellent cuisine at the Royal Fountain Hotel, where I was reunited with Chief Engineer Joe Herring/Herron? and met Naval Salvage Officers who would be in charge of operations.

The next and last day of that hectic week I arose, much refreshed and pleasantly surprised, being told Sheerness had not suffered any air-raids. Therefore, the explosion that vibrated the hotel during the afternoon without warning was only of momentary concern until informed a bomb had been dropped in the mud-flats near the harbour.

After weekend preparation and assembly on Monday morning, 28th October, a flotilla of salvage vessels, coaster and tug, sailed from Sheerness and about an hour later, tied up alongside the partially sunk "HOUSTON CITY". Following the rigging of derrick gear discharging of the still undamaged bagged cereal cargo commenced from No. 1 hold into the Norwegian coaster alongside. Towards sundown all vessels returned to Sheerness without incident, and at the hotel, where he had arrived that day, I was able to report to Captain F.G. Stirling, who had been designated and awaiting to take command of the ill-fated vessel.

The next day, Tuesday, 29th October, the mined vessel was again boarded, stevedores resumed the unloading of cargo; salvage officers, surveyors and other officers continuing their examination, also a diver checking the hull when tidal conditions suitable. No shell plating damage was found, probably because starting from fore'd, too much rigidity perhaps to the "stem to stern" nautical phrase instead of from "stern to stem" or as I emphasized, without effect, from midships towards aft where it was certain mine damage would be found.

It was thought that mines were dropped from enemy aircraft in pairs and sweeping was in progress in the vicinity on Wednesday afternoon when a P.L.A. refuse vessel seen approaching less than a mile distance, when suddenly there was an explosion - the after part of the vessel almost instantly disappearing. Rescuers found only a few survivors.

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STAFF NEWS

WELCOME

We extend a warm welcome to Mr. Peter Brown who has joined Head Office as Assistant Electrical Superintendent.

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BIRTHS

Congratulations to Mr. & Mrs. Frank Thomas (Mr. Thomas is in Accounts Department, Head Office) on the birth of their daughter Bethan Sian, at Bridgend Hospital on 7th December.

... ..

Friends and former colleagues of Mr. R.W. Sumner will be glad to hear that everything has gone very well for him over the last twelve months.

He has now changed his address, which is:-

"Nanatsu",  
7 Braye Road Close,  
Vale Guernsey.

He would like to wish all his old acquaintances a Merry Christmas and successful New Year.

... ..

### FOOTBALL

The Reardon Smith side played a B.B.C. side recently and managed, on this occasion, to place four shots into their opponents' net - alas, they replied with six of the best straight and true. Next time we hope to be able to celebrate the first victory. Keep trying, boys.

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### OBITUARY

We offer our sincere sympathy to Mr. Bruce Gully, Chartering Department, Head Office, on the death of his father. We know from Bruce that Mr. Gully was an avid reader of the Newsletter and that it provided great interest for him during his long illness.

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### SUCCESSSES

We congratulate the following on obtaining their Certificates:-

Mr. P.F. Mathews	-	Second Mate's Certificate
Mr. G.D.Tattersall	-	First Class Motor Certificate
Mr. R.B. Adey	-	Second Class Motor Certificate

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COMPANY NEWS

CHRONOLOGICAL HISTORY

1946. On 17th March, a disastrous fire broke out in Merthyr House, Cardiff, where the Company's registered office was situated, which gutted the building. Most of the records of the Company, accumulated over the years, were destroyed. Through the kindness of friends, the Firm secured temporary offices at the Docks.

The following ships were sold during the year:-

"IMPERIAL VALLEY" sold to Leeds Shipping Co.Ltd.  
"LEEDS CITY" (3)  
"BARRGROVE".

The following ships were purchased from the Ministry of War Transport:-

m.s. "EMPIRE CHEER", renamed "CORNISH CITY"(4). Built July 1943 by William Doxford & Sons, Sunderland, with Doxford engines, 3 cylinder. Closed shelter deck. 10246 d.w.t. 7324 g.t. Cost to Company £191,460

v.s. "EMPIRE SINGAPORE", renamed "FRESNO CITY"(3). Built March 1945 by William Doxford, Sunderland, with Doxford engines. 3 cylinder. Closed shelter deck. 10119 d.w.t. 7380 g.t. Purchased 8th June. Cost to Company £240,000.

m.v. "EMPIRE TAVOY", renamed "GREAT CITY"(2). Built March 1945 by William Doxford, Sunderland, with 3 cylinder Doxford engines. Closed shelter deck. 10116 d.w.t. 7385 g.t. Purchased 1st June. (Purchased by The Leeds Shipping Co.Ltd). Cost to Company £240,000.

m.s. "HOMER CITY", ex "EMPIRE RANGOON". Built May 1944 by Harland & Wolff with B. & W. engines, 6 cylinder. Closed shelter deck. 9466 d.w.t. 7026 g.t. Taken over 22nd November. Cost to Company £230,000.

1947. "BARRGROVE" sold to Panama as "Caroufalís" at a price of £96,500.

The Company moved from temporary offices in Ocean Buildings, Cardiff Docks, to Colum Buildings, Mount Stuart Square, Cardiff Docks.

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## SHARES

With a general outlook of pervading gloom throughout the country and a combination of the Oil crisis, the coal crisis and rail disruption, all sections of the Stock Market got off to a poor start this month and rapidly sank under the weight of bad news and rumours to reach one of the lowest points since the war.

Shipping shares continued to be depressed, along with the other sectors, their position being aggravated because of the worsening bunker supply situation.

The Company's shares, as quoted in the November Newsletter, were 98p and 95p for the ordinary and "A" Non-Voting respectively. At the time of going to press, they now stand at 84p for the ordinary and 80p for the "A" Non-Voting shares.

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"ATLANTIC CITY"

On T/C to International Produce of New York until February 1974. Sailed Rotterdam 24th November. Arrd. New Orleans 8th December, completed loading grain and sailed 16th for Rotterdam, arrives 31st; completes discharge 7th January and sails for Falmouth. Arrives Falmouth 10th and drydocks for about nine days.

"CHIYODA"

On T/C to NYK Tokyo until March/July 1975. Arrived Hakata 6th Dec. Sailed 9th, arrived Moji 9th, completed discharge and sailed 14th. Arrived Kobe 15th, expect about seven days drydocking. Sails Kobe 27th December and arrives Nagoya 28th to load cars, completing at Yokohama about 30th. Then proceeds to Jeddah and Djibouti to discharge, arriving Jeddah mid January.

"CORNISH CITY"

On T/C to Lloyd Brasileiro of Rio de Janeiro. Arrived Santos 24th November sailed 4th December. Arrived Rio Grande 6th, sailed 7th. Arrd. Buenos Aires 8th, sailed 11th. Arrived Augra dos Reis 15th, expect sail 21st for Santos and completes Rio about 28th December. Then proceeds to Hong Kong, Kaohsiung, Kobe, Nagoya, completing Yokohama mid February. Calls Durban and Singapore en route.

"FRESNO CITY"

On T/C to Yamashita Shinnihon S.S. Co.Ltd. Tokyo. Sailed Port Kembla 23rd November with a coal cargo. Arrived Nagoya 7th December. Completed discharge and redelivered from T/C and sailed 13th. Arrived Kobe 14th and drydocked.

"INDIAN CITY"

On T/C to Yamashita Shinnihon S.S. Co.Ltd., Tokyo, until November 1976/ March 1977. Arrived Jacksonville 24th November, sailed 25th. Arrived Newark 27th, sailed 29th. Arrived Providence 30th completed discharge cars and sailed 1st December. Arrived Mobile 7th completed loading coal and sailed 14th for Kawasaki or Fukuyama. Arrives Japan about 12th January, completes discharge about 14th and drydocks Kobe. Arrives and sails Panama Canal 19th December.

"NEW WESTMINSTER CITY"

On B.C./U.K./Cont.Service. Sailed New Westminster 28th November. Arrd. Vancouver 28th, sailed 2nd December. Arrived Nanaimo 2nd, completed loading forest products and sailed 4th. Sailed Panama Canal 16th. Arrives Cardiff 30th. Completes discharge and sails about 12th January for Tampa. Arrives Tampa about 26th, loads phosphate cargo and sails 24th for Visakhapatnam. Arrives Visakhapatnam about 11th March for discharge.

"PORT ALBERNI CITY"

Completed discharge grain cargo and sailed Kobe 26th November. Arrived Watson Island 8th December to commence loading forest products on B.C./U.K. Cont.Service. Sailed Watson Island 11th December. Arrived Gold River 13th sailed 14th. Arrived Vancouver 15th, sailed 16th. Arrived Nanaimo 17th sails Nanaimo 18th, thence completes loading at New Westminster and Nanaimo, sailing about 23rd. Sails Panama Canal 7th January. Arrives Cardiff 24th, then proceeds to Zeebrugge, Bremen, completing discharge at Antwerp about 10th February. On completion discharge, commences to load steel for the West Coast U.S.-Vancouver range. Sails Antwerp about 18th February, Panama Canal 7th March, arriving Long Beach 16th March to commence discharge, completing at Portland and New Westminster 30th March.

"PRINCE RUPERT CITY"

On T/C to Seaboard Shipping Co.Ltd. Sailed Gladstone 24th November with a cargo of alumina. Arrived Kitimat 13th December, completed discharge and sailed 16th. Arrived Vancouver 17th, loads forest products for discharge New Haven, Providence and San Juan. Sails Vancouver 23rd, sails Panama Canal 4th, arrives New Haven 11th and then calls Providence and San Juan. Completes discharge about 22nd, then proceeds to load grain in U.S.Gulf for discharge Japan. Sails U.S.Gulf 30th January, arrives Japan 3rd March, completing discharge about 15th.

"TACOMA CITY"

On B.C.-U.K./Cont.Service. Sailed Panama Canal 1st December. Arrived Cardiff 16th. Sails 21st, arrives Bremen 23rd, sails 25th, arrives Antwerp 26th and completes discharge 30th. Then proceeds to U.S. East coast to load grain for discharge Continent, where expected arrival end January.

"VANCOUVER CITY"

On T/C to Seaboard Shipping Co.Ltd. Sailed Panama Canal 30th November. Arrived Newhaven 6th, to commence discharge lumber cargo and sailed 8th. Arrived Providence 9th, sailed 12th. Arrived Port Everglades 15th, sailed 16th. Arrives Tampa 17th, sails 18th. Arrives San Juan 21st, completed discharge and redelivered 23rd. Then proceeds to load grain in U.S.Gulf for Japan. Sails U.S.Gulf 1st January, arrives Japan 4th February, completing discharge about 15th.

"VICTORIA CITY"

On B.C./U.K.Cont.Service. Arrived Cardiff 7th December, commenced discharge and sailed 18th. Arrived Antwerp 20th and completes discharge 23rd. Thence proceeds to Tampa to load phosphate for Visakhapatnam. Arrives Tampa 6th January, sails 7th. Arrives Visakhapatnam 20th February, completes discharge about 25th. Then delivers on T/C to Japan Line, sails Visakhapatnam 27th, arriving Japan 12th March, completing discharge about 15th.

"WILKAWA"

On T/C to Anders Wilhelmsen & Co.Oslo until 1977. Arrived Antwerp 30th November, completed discharge potash cargo 5th December, completed repairs and loaded cars for U.S. Gulf, sailed 15th. Arrives 29th, completes discharge 31st. Thence commences to load grain, sailing about 5th January for Japan. Sails Panama Canal 16th January. Arrives Japan 3rd February, completing discharge about 10th.

"WELSH CITY"

On T/C to Intermare Transport G.M.B.H. of Hamburg until July/September 1974. Arrived Buenos Aires 10th December, sailed 13th after discharge ore cargo. Arrived San Nicolas 14th to commence loading grain cargo, then calls Rosario, completing at Buenos Aires about 30th. Then proceeds to Continent, arriving about 17th January to commence discharge, completing 22nd.

"CELA"

Arrived Vera Cruz 25th November, sailed 30th. Arrived Tampico 30th, sailed 2nd December. Arrived Progreso 4th, sailed 5th. Arrived New Orleans 7th, completed loading, sailed 10th for Rotterdam. Arrives Rotterdam 25th, sails 31st, thence Bremen 1/2nd January, Hamburg 3/5th, Le Havre 6/7th for completion.

"MARIA ELISA" (ex "Houston City")

Sailed Nagasaki 28th November. Arrived Nagoya 30th, sailed same day. Arrived Yokohama 1st December, completed loading, sailed 11th for Ensenada, where arrives to commence discharge 26th. Then calls Acapulco 30/2nd January, Manzanillo 3/5th, Mazatlan 5/6th, Guaymas 11th, arriving Ensenada 14th and completing 15th.

"SARA LUPE" (ex "Cardiff City")

Arrived Yokohama 29th November, sailed 1st December. Arrived Nagoya 2nd, sailed 3rd. Arrived Yokkaichi 3rd, sailed 4th. Arrived Osaka 5th, sailed Osaka 7th. Arrived Kobe 7th, sailed 15th. Arrived Yokohama 16th, sails 20th for Ensenada 2/3rd January, Acapulco 7/11th, arriving Manzanillo 12th, completing 13th January.

A Cadet's impression of the Merchant Service after one voyage:

The days of the swash-buckling Errol Flynns is no longer with us, or the travelling hermit - no more pirates and hardly a mast to be seen. Now only the diesel bound adventurer.

No longer do you stand on the foc's'le beating hell out of a bell or drum peering into the fog. We use the siren and switch on the radar. No more waving across and shouting. We use the V.H.F. No more Scots Engineers saying "It canna be done, Captain". The modern saying of the Merchant Navy is "It can always be done and will be done".

Technology has finally driven Captain Ahab and Moby Dick from the seven seas. Now there are only highly trained, skilled and capable men left to push the buttons; crank the handle and fill in the forms.

The remarkable thing is, though, even without the control panels, buttons and multitude of forms, the Merchant Navy would still run efficiently, but we'd have Cadets in fog throwing pebbles from the foc's'le and Scots Engineers saying "It canna be done, Captain".

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Solution to the problem of the farmer and his crop of apples (see previous issue).

Total number of apples - 31.

$$15\frac{1}{2} + \frac{1}{2}$$

A

$$7\frac{1}{2} + \frac{1}{2}$$

B

$$1\frac{1}{2} + \frac{1}{2}$$

D

$$3\frac{1}{2} + \frac{1}{2}$$

C

Hope you can understand it, folks!!

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In Mr. Mathews' article on Carmarthen, published in our previous issue, see Page 4, Paragraph 3 - please substitute "discerning" for "disconcerting" - it sounds better!!

ATLANTIC CITY

Captain A.D.Lightfoot  
 Chief Officer M.J.Bellamy  
 Second Officer T.E.Thistleton  
 Third Officer E. Mullin \*  
 Radio Officer J.A. Heslop  
 Chief Engineer J.S. Dutton  
 Second Engineer T. Graham-Russell  
 Third Engineer J.S. Davie  
 Fourth Engineer H.C.Roberts  
 Jun.Fourth Engineer -  
 Junior Engineers R.A.Lynch  
 A. Frost  
 F.T.Peek  
 E.H.Sefton  
 -  
 A.Abel  
 C. Kelly  
 M.S. Rigg

FRESNO CITY

Captain T.W.D.John  
 Chief Officer D.J.Mockett  
 Second Officer R.S.McKay  
 Third Officer E. Fielding\*  
 Fourth Officer -  
 Radio Officer D.S.H.Thomson  
 Jun.Radio Officer R.J.Preece  
 Chief Engineer T. Sukiennik  
 Second Engineer L.M.Williamson  
 Jun.Second Engineer -  
 Third Engineer A.C.Coombs  
 Fourth Engineer E.J.Currap  
 Jun.Fourth Engineer -  
 Junior Engineers D. Ward  
 M.J.Coulby  
 -  
 J.T.Lorraine  
 -  
 J.D.Peebles  
 A.B. Ward  
 T.S.Lawrence  
 M.E.Parsons  
 C. Rees

MARIA ELISA

Captain D.B.Jack  
 Chief Officer G.T.Parker  
 Second Officer R.M.Bayley  
 Third Officer D.K.Stannard  
 Radio Officer R.H.Smith  
 Chief Engineer E.J.O.Lewis  
 Second Engineer J.B.Hocking  
 Third Engineer R.A.Hawker  
 Fourth Engineer D. Brown  
 Jun.Fourth Engineer -  
 Junior Engineers W.C.Evans  
 G.J.Morris  
 P.A.Stretch  
 C.Villa-Landa  
 L.Slawinski  
 W.P.Barnes  
 C.D.Kisch

CHIYODA

A.J.H.Crowther  
 J.J.Kalnins  
 E.J.Dunk  
 C.R.Goddard  
 S.G.Elliston  
 G.D.Griffiths  
 R.A.Rees  
 R.C.Butcher  
 D.E.Horne  
 J.P.Bowler  
 N.J.Pratt  
 I.M.Evans  
 J.D.W.McLaren  
 -  
 A.P.Hughes  
 J.M.Smith  
 G.D.Evans  
 M.L.Frazer

GELA

O.J.T.Lindsay  
 M.E.Jones  
 K.T.O'Higgins  
 A.C.Skilton \*  
 -  
 B.A.Stagg  
 -  
 D.W.Litson  
 P.J.Quinn  
 -  
 M.B.Perrott  
 P.D.Slade  
 N.Carter  
 M.D.Hayes  
 -  
 -  
 A.Hamilton  
 M.G.Ellis  
 G.J.Lyons  
 C.Swindells  
 -  
 -  
 -

NEW WESTMINSTER C.

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

CORNISH CITY

M.J. Higgins  
 R.I.Crawford  
 C.S.G.O'Donnell  
 N.M.Dunlop  
 E.G.Bromham  
 J.G.Howell  
 A.G.Hodgson  
 M.G.Seaman  
 D.E.Simons  
 -  
 A. Edwards  
 M.T.Crimmins  
 M.B.Tawn  
 C.A. Parry  
 -  
 D.J.Kinsey  
 I.H. Woolley  
 -

INDIAN CITY

D.L.G. Jones  
 D.L.Bell  
 S.P.Gorford  
 P.F.Mathews  
 D.G.Morgan  
 E.A.Willocks  
 -  
 C.A.J.White  
 J.J.Baghurst  
 J.D.Chatten  
 J.H.Davies  
 R.J.Ridley-Prentice  
 -  
 R.H.Sanders  
 C.J.Griffiths  
 L.W.James  
 L.Bodycombe  
 J.A.R.Cannon  
 R.G.Pierce  
 J.A.Stewardson  
 D.P.Kirley  
 J.A.Taylor  
 -

PORT ALBERNI CITY

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  
 -



	<u>PO. (E. SUPRE CITY</u>	<u>SARA LUPE</u>	<u>TACOMA CITY</u>
Captain	J.E. Murray *	W.J. Cross	T.B. Security
Chief Officer	M.C. Buest	D.S. Williams	R.E. Clifford
Second Officer	W.D. Howell	G. Mapplebeck	P.G. Beauchamp
Third Officer	K.J. Cribbin	R.G. Hayton	S.T. Harnanan
Radio Officer	G. Thomas	D.P. Bidmead	K.H. Sellar
Chief Engineer	J.V. Bowson	G.M. Gaskbertson	J. Scott
Second Engineer	G. Hughes	R.U. Bell	B.J. Aillsopp
Jun. Second Engineer	T.J. Newell	-	-
Third Engineer	-	D. Millican	P.J. Morris
Fourth Engineer	P.H. Evans	G.M. Dickson	R.E. Diamond
Jun. Fourth Engineer	-	W.D. Davies	G.A. Lewis
Junior Engineers	D.E. Rees	K.C. Davison	W.M. Powell
	J.P. McCarthy	-	-
	W. Munro	-	-
Electrician	T. McMahon	K.W.G. Hampton	A.S. Stokes
Catering Officer	D.C.H. Trinick	-	-
Chief Steward/Purser	-	N.A. Parselle	C.A. Matheva
Navigating Cadets	-	T.H. Jowett	M. Wilcox
	-	J.F. Hammond	A. Thomson
	-	-	M.J. Voisey
Engineer Cadet	-	M.G. Williams-Jones	R.C. Powell

	<u>VANCOUVER CITY</u>	<u>VICTORIA CITY</u>	<u>WELSH CITY</u>
Captain	G.F.R. Elierby *	J. Vaughan	A.L.G. Gosset
Chief Officer	J.S. Pearsall	E.W. Wainsley	K. Whitting
Second Officer	H.H. Gale	R.J. Davies	S.A.T. Schooledge
Third Officer	D. Hotchkiss*	M. Underwood	P. Dixon
Radio Officer	A.S. Coward	C.G. Macey	L.M. Campbell
Chief Engineer	D.W. Yool	D.W.G. Pike	J.V. Barnes
Jun. Chief Engineer	D.N. Amey	H.L. Fletcher	-
Second Engineer	-	-	N.E. Shilstone
Third Engineer	D.W. Quayle	P.A. Magorrian	K. Rowney
Fourth Engineer	N. Carroll	C.J. Buckley	G.J. Morris
Jun. Fourth Engineers	-	-	K. Atkinson
	-	-	K.A. Velda
Junior Engineers	N.H.D. Evans	G.E. Stevenson	M.J. Leonard
	D.A. Bishop	C. McGuire	-
Electrician	P. Tyerman	D.G. Smith	G.B. Gibbs
Second Electrician	M.J. Schmidt	-	T. Moore
Catering Officer	L.B. Surrey	-	-
Chief Steward/Purser	-	C.J. Hartley	F.W. Lever
Navigating Cadets	-	P.E. Murray	M. Poulloin
	-	A.C. Baxter	A. Powell
Engineer Cadet	-	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.N. Draper
Jun. Chief Engineer	M. Savage
Jun. Second Engineer	E.M. Paddock
Fourth Engineer	K.D. Morgan
Jun. Fourth Engineer	J.R. Lange
Junior Engineers	R.S. Allen
	P.A. Medina
	A.G. Lee
Electrician	K. Lewellyn
Chief Steward/Purser	C.G. Perrott
Navigating Cadets	A.A. Field
	T.L. Lawrence
Electrician	W. Carr.