



Reardon Smith Line Limited



NEWSLETTER

FEBRUARY, 1974.

NO. 49.

In these days of high interest rates and many other problems making a gloomy picture, it is refreshing to read something that helps to lighten the gloom. Such a story is that which recently appeared in the form of a letter in one of our Sunday newspapers. It referred to a friend of the Writer who had just returned from a week's winter holiday abroad. He was asked what he had done with his car whilst he was away. The reply was that he had gone to a firm that lends money, borrowed £20 and left the car as security in their garage. "When I returned", he added, "I paid them the £20 plus 75p interest and got the car back. The Manager asked me - "How come you borrow money when you've got a new car like that?". "So I replied" - "Where can you get a garage nowadays for 75p a week?".

We are most grateful to all who, from time to time, send in their contributions for publication in the Newsletter. Contributions from the ladies are particularly welcomed and it is a pleasure to publish this month an article sent in by Mrs. Eira Davies, whilst a passenger on board the m.v. "PORT ALBERNI CITY".

A WIFE'S-EYE VIEW OF LIFE ON THE "PORT ALBERNI CITY"

Having a completely unbiased nature, I would very much like to attempt to describe my first trip on the "PORT ALBERNI CITY". I caught my first glimpse of her from the rear window of a taxi as we drove through Cardiff Docks - not a very inspiring background on which to base my first impressions, one must admit! However, she struck me as being a beautiful ship and her full deck cargo of timber made her appear to be even more magnificent.

During the time we were at Cardiff, the Officers were changing over and there seemed to be quite a number of people on board and I could not determine quite who was who!, but indeed, by the time we'd sailed and left behind us the glory of Cardiff Dockside, I got to know everyone pretty well and what a jovial crowd they seemed to be!

As many other seagoing wives will agree - there is ample time on board for an occasional snooze - especially if your husband happens to be on the 12-4 watch. This, as well as the fact that the sea air and good cooking inspire a terrific appetite, was an important topic amongst all on board. As if that was ALL I used to do! I think they forgot the greasy boiler suit washing, letter-writing and bar-maiding I so faithfully performed, but still much to the envy of the Chief Engineer, who insisted he's going to "come back as a woman" (preferably a Third Engineer's wife).

After a week or so of sunshine, we arrived at Houston, Texas. The two first-trip Junior Engineers and Navigating Cadet were eagerly awaiting their first step on American soil, but alas, it was not to be. We sailed the following day, so it was Hello/ Goodbye Houston!

Our next encounter with civilisation was the Panama Canal. Here, a few of us had a couple of hours ashore while the Fourth Engineer religiously took bunkers.

Our trip to Japan went smoothly. Sparks organised a Radio programme each evening, which he named "Radio Shack". It gave all the latest news and views and our daily noon position and the weather. Also he played requests for records and tapes, most of which brought a good laugh. Indeed, everyone contributed in his own way to make the time go more quickly. I even had a turn at D.J-ing once or twice, much to the disgust of the Second Mate who called it my "rave from the grave".

During the month of November, there were quite a few birthdays and the Chief Steward kindly put on a buffet tea and a bucketful of potent punch on 4th November and we all enjoyed it very much. The Laundryman acted as Barman and looked very smart in his dickie bow-tie.

We were all glad to reach Japan, but no sooner did we arrive off Kawasaki, then we were told to anchor for a couple of days. By this time we were all anxious to spend our money, but the following day a boat came alongside and took us to Yokohama. There we spent most of the day. The Iseaki-Cho had never seen so many Reardon Smith Officers all in one afternoon. It was here in Yokohama, that we saw the beginnings of Christmas 1973. Decorations and lights were everywhere and there was a marvellous display of toys in all the department stores. We spent two weeks at various ports in Japan and finally sailed from Kobe on 26th November. By this time we were wondering where we would be on Christmas Day. We all hoped we would be in port so that we could all be together for our Christmas lunch.

Our first taste all trip of really bad weather came whilst we were crossing the North Pacific (I didn't know before how well Cadets can somersault across the Officers' lounge in an armchair) Before we reached Watson Island, B.C. Sparks organised a carol-singing contest on Radio Shack. There were four or five entries, all of which were really funny and unusual.

We reached Watson Island on a beautiful winter evening as the sun was setting. The scenery was beautiful. High, snow-capped mountains covered in fir trees. We watched as the plane carrying the pilot flew overhead and very soon after he came alongside in a Pilot Cutter with a big parcel of mail.

We were berthed at a timber mill some miles away from Prince Rupert. Some of the lads managed to get into town to a few dances being held at the Legion. I think they all enjoyed themselves and one or two were even heard to be singing as we sailed - "I left my heart in Prince Rupert City". Then down to Gold River, which had similar panoramic scenery. Our only disappointment until then was that there had been no snow.

Vancouver City lights looked very inviting from where we were berthed across the River. Saturday we took a taxi from the ship and painted the town red!

It was while we were enjoying the coast of B.C. that we heard of the economic crisis at home in Britain. We all hoped it wasn't as bad as they said. It almost inspired us to stock up with candles and petrol to take home.

We were berthed at Fraser Mill near New Westminster on the weekend before Christmas and it looked then as though we would be at Nanaimo for Christmas. Knowing this, we were all overjoyed and the Christmas spirit was certainly with us, but on arriving at Nanaimo, we were disappointed to hear that we would be sailing on Christmas Eve. This dampened our hopes, but indeed, at the last minute we were told we would have Christmas Day in port after all and many thanks to all, we had a wonderful Christmas.

The lunch we had on Christmas Day was fit for a king. We were all lucky to receive some lovely presents. At New Westminster a group of people came on board from the Mission and brought with them Christmas presents for each one of us.

A couple of days before Christmas, Sparks went ashore in Nanaimo and called in at a local radio station to ask for a record request to be played for the children of an elementary school at Port Alberni. They feel especially affiliated to this ship because it was the people of Port Alberni who contacted the Reardon Smith Line when they learnt they were having a new ship built. They asked for her to be named the "PORT ALBERNI CITY". They had their wish.

We made quite a few friends over Christmas from Nanaimo and one family gave us two lovely Christmas trees and also magazines and books for the ship.

A Norwegian ship was berthed alongside us. Christmas Eve they invited us over. One of the Officers had an accordion. It was a pleasure to meet such friendly people who were in the same "boat" as ourselves - being away from home for Christmas.

We finally sailed on the evening of Boxing Day, having spent a very happy Christmas which I'm sure we'll all remember for a long time.

We are now homeward bound for Cardiff; the Festive Season over and New Year looms ahead. I, for one, will remember 1973 because of the few months I spent with some wonderful friends on the "PORT ALBERNI CITY".

STAFF NEWS

EXAMINATION SUCCESSES

We congratulate the following on obtaining their Certificates:-

Mr. K.J. Waimesley	Part "A" Second Class Motor
Mr. J. Foots	Second Class Motor
Mr. P.C. Coles	Second Mate's Certificate.
Mr. C.E. Bayles	Second Class Motor

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BIRTHS

Congratulations and best wishes to Mr. & Mrs. K.I. Davies on the arrival of a daughter, Eleanor - born on 7th February this year.

Mr. Davies is one of our Fourth Engineers.

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WELCOME

We extend a welcome to Mrs. Jennifer Bramhall as Computer Operator in Cardiff Office.

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FOOTBALL

The return game between the "NEW WESTMINSTER CITY" Wanderers and R.S.L. Rangers ended in a win for the Rangers by 4 goals to 1.

On 3rd February, the Rangers played against a team from the "PORT ALBERNI CITY". The weather conditions were atrocious; the ground itself was no better with about two inches of mud along the centre. Within about 50 seconds of the kick-off, the Rangers were a goal up and ended up with a total of 13 goals to Nil. The score is of minor importance, but a great deal of praise is due to the "PORT ALBERNI's" team for entering into the spirit of the game, although poorly equipped. Only two players had football boots, whilst the others entered the fray in plimsoles or shoes. It was difficult to keep a reasonable footing even with football boots on.

The report on the match ends with these words:-

"This game was a credit to the PORT ALBERNI Crew. Well done, lads, and thanks for the game".

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B.U.P.A. SCHEME

We have been asked to point out to all Contract Officers who have elected to accept medical protection for their families, that no payments will be made in connection with child-birth unless complications make admission to a hospital or approved nursing home essential and that this is certified by a Consultant.

In accordance with our usual practice of ensuring both our seafaring and shore staffs are kept completely in line with information given to Stockholders, the following was issued to the Stock Exchange and Stockholders on 19th February:-

The estimated results for the year ending 31st March 1974, confirm the Board's optimism expressed in their Statement last September. This is despite the fact that although Freight rates have remained fairly steady, the problems surrounding oil supplies, with replenishment difficulties and increased prices, have necessarily had some adverse effect on the profits. The results which are shown below must be considered satisfactory; furthermore, because of our forward contracts and fixtures, coupled with the successful chartering-in of tonnage last year, the trading results for next year should be similar. Our trading pattern requires substantial disbursements to be paid in Dollars, but a large portion of the Company's revenue is also in Dollars, so our trading profits are well protected against fluctuation in that currency. The continued inflationary trend in operating costs throughout the world is still a problem, but due to our accelerated building programme, at attractive prices, in the last few years, we are in a cost advantageous position.

Recent Oil developments in the Middle East and the North Sea discoveries indicate that the diversification by the Company in taking an interest in three semi-submersible, self-propelled drilling rigs for delivery in 1975 should be most rewarding. The recruitment of the necessary operational expertise to our Organisation is proceeding satisfactorily and it is the intention of the Company to expand its interest in the drilling sphere, not only in rigs but also in servicing and other ancillary operations. The Company is also pleased to announce that it has completed negotiations for the purchase of contracts for the building of two Panamax type bulk carriers of 70,000 tons deadweight, for delivery in 1977, at Sunderland Shipbuilders Limited and loans under the Industry Act 1972 have been arranged. Both these latest orders and our developments in the energy field represent further significant steps in the implementation of the Board's policy of continued but balanced expansion.

Having reviewed the estimated results for the year, the Board declared a second dividend of 0.875p per Unit (equivalent to 2½% gross) on the Stock and "A" Non-Voting Stock of the Company, making a total of 2.625p per Unit (7½% gross) for the year, compared with 5% gross last year. The Company is advised that, under the Government's Stage III restrictions, this is the maximum permissible increase that they can make under the recovery factor.

In the absence of current dividend restrictions, the Board would have considered a higher dividend fully justified by the year's results and the encouraging prospects for growth in profits and net assets over the longer term.

The dividend will be paid on 2nd April 1974 to all Stockholders whose names appear in the Register of Members on 18th March 1974. No further dividend will be recommended at the Annual General Meeting.

The Transfer Books and Stock Registers of the Company will be closed from the 18th to 31st March 1974, both dates inclusive.

The projected results for the year ending 31st March 1974 are as follows. These are estimates only and are unaudited:-

	Estimated Results Year to 31st March 1974		Actual Results Year to 31st March 1973.	
	£	£	£	£
GROUP TRADING PROFIT (Incl. Investment Income recd £250,000)		5,717,000		1,376,382
INTEREST PAYABLE		<u>592,000</u>		<u>692,371</u>
		5,125,000		684,011
DEPRECIATION	1,597,000		1,500,603	
Less Investment Grants	<u>272,000</u>	<u>1,325,000</u>	<u>262,203</u>	<u>1,238,400</u>
SURPLUS/(DEFICIENCY) before Taxation		3,800,000		(554,389)
DEFERRED TAXATION	1,992,000		190,986	
Less Advance Corporation Tax	<u>92,000</u>	<u>1,900,000</u>	<u>-</u>	<u>190,986</u>
SURPLUS/(DEFICIENCY) after Taxation		1,900,000		(363,403)
DIVIDENDS - for year 2.625p per Unit equivalent to 7½% gross (1973 - 5%)		<u>214,000</u>		<u>204,266</u>
SURPLUS/(DEFICIENCY) Transfer to Revenue Reserve		<u>£1,686,000</u>		<u>(£567,6)</u>

The final results of the financial year will be shown in due course on completion of the Company's Accounts. It is hoped to publish these Accounts in July next and the Annual General Meeting will then be held in August.

At the close of dealings today, our Shares were 140p for the ordinary and 120p for the "A" Non-Voting Stock Units, compared with 100p and 98p respectively quoted in our last Newsletter.

In a letter addressed to Mr. L.S. Williams, Director and Company Secretary, Captain T.W.P. Davies, referred to the passing of Mr. H.E. Andresen (Andy) who acted as Ship's Agent at Newcastle, N.S.W. for many years. He was 83 and only two or three years ago had asked for information about a number of the Reardon Smith Masters

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Mr. D.J. Mockett, Chief Officer, has sent us the following - perhaps it is appropriate to the times!

THE RISE TO POWER OF A POLITICIAN (or How to get Elected)

A careful study or a quick glance of most surveys will show how there are more people belonging to minority groups than to majority groups. A majority of the minorities will have a plurality over a minority of the majorities. Therefore, go for the minority vote and win by a majority. Once in power there are only three things to remember

- 1) When in power or in charge -- ponder.
- 2) When in trouble -- delegate.
- 3) When in doubt -- mumble.

OFFICE RULES FOR DICTATORS

With acknowledgements to *PW Quarterly*, Price Waterhouse, London.



8. Please lower the voice to a whisper when dictating names of people, places, etc. Under no circumstances spell them to your secretary. Secretaries are sure to hit upon the right way to spell them; they know the name of every person, firm, and place in the world.

9. Whenever possible, you should endeavour to keep your secretary late. Secretaries have no homes, and are only too thankful for somewhere to spend the evening.

10. If a secretary is too busy or too lazy to take down dictation, please write letters with a blunt pencil, left-handed, while blindfolded. Incorrect spelling, balloons, arrows, and other diagrams are very helpful to secretaries.

11. With regard to statements, do not on any account use lined paper. If figures are altered, please write heavily over those previously inserted, the correct figure in each case being the one underneath.

1. Never begin work first thing in the morning. Secretaries much prefer a terrific rush in the late afternoon.

2. Please smoke while dictating. It assists pronunciation.

3. Do not face your secretary while dictating. This might make things easy for her.

4. Hours for dictating should be confined to the lunch hour, and after 4.45 p.m.

5. If a secretary is making a tricky alteration requiring concentration and precision, always stand over her and breathe down her neck while she does it.

6. When dictating, please parade up and down the room, since secretaries can understand what is said more distinctly this way.

7. Please call in secretary for dictation, then proceed to sort papers, look up old files, make and re-phone calls, etc.



12. If work is urgently required (a most unusual occurrence), it aids the secretary considerably if you rush in at intervals of 30 seconds to see if it is done.

13. If extra copies of a letter are required, this desire should be indicated either after "Yours truly" or on the next page, so that it is the last thing the secretary will see when the letter is completed.

14. If a letter requires a slight alteration after it is typed, score the word heavily through about four times, and write the correct word beside it, preferably in ink or heavy pencil. Always make the alteration on the top copy.

15. When your secretary does not hear a word and you are asked to repeat it, shout it as loudly as possible. The secretaries find this most gentlemanly. As an alternative, refuse to repeat it at all. Secretaries have second sight and it may come to them.



CHRONOLOGICAL HISTORY

1949. s.s. "NEW WESTMINSTER CITY"(2) sold in May to Ship's Finance and Management Co.London as "Lord Codrington". Price obtained £108,000.

1950 Upon the death of Sir Willie Reardon Smith, Bt., (second Baronet) on 24th November, Mr. Douglas Smith was appointed Chairman of Sir William Reardon Smith & Sons Ltd., and the Companies under it's management and Mr. A.J. Popham became Vice-Chairman.

The Company took delivery of two sister ships:-

m.v. "QUEEN CITY"(2) built by Wm. Doxford & Sons Ltd., Sunderland, with Doxford 4 cylinder engines. Completed in November 8820 d.w.t. 5593 g.r.t. Open shelter deck. Cost to Co. £466,063.

m.v. "KING CITY"(3) built by Wm. Doxford with Doxford 4 cylinder engines. Completed in December, 8820 d.w.t. 5593 g.r.t. Open shelter deck. Cost to Company £464,246.

HOW ABOUT THIS?

The horse and the ass live 30 years
And never know of wines or beers.

The sheep and goat at 20 die
Not having sampled Scotch or rye.

The dog at 15 cashes in
Without the aid of rum or gin.

The cat in milk and water soaks
And after 12 short years it croaks.

The modest, useful, bone-dry hen
Lays eggs and so expires at 10.

All animals are very dry -
They sinless live and quickly die.

But sinful, ginful; rum-soaked Men
Survive for three score years and ten.

And some of us, the lucky few,
Stay "pickled" till we're 92.

The Royal Alfred Merchant Seamen's Society funds benefited to the tune of £14 as the result of an unusual raffle, the prize being a pair of the Old Man's braces! Mr. D.P. Bidmead, Radio Officer on the m.v. "SARA LUPE" in December 1973, writes to the effect that the raffle was held in the best of traditions, the prize first being removed from the torso of the Chief Engineer (he had borrowed them twelve months earlier!) by a member of the ship's company. This was not as bad as it sounds - she is blonde, twenty years old and most definitely female!

In his letter to the Society, Mr. Bidmead mentions that the raffle raised £14 and a cheque was sent for this amount on behalf of all the Officers who served on the ship in the latter half of 1973; - if possible to be channelled into helping the children of seafarers. We have pleasure in publishing the reply from the Society:-

"Dear Mr. Bidmead,

Thank you for your letter of 1st January which has only just reached us and we are delighted to receive the cheque of £14 being the result of the raffle held amongst you and your colleagues of the m.v. "SARA LUPR". Our official form of receipt is attached herewith.

Your letter gave us much amusement about this raffle and gives much food for thought! It all seems to have gone off very well and it was very kind of you all to decide to support the Royal Alfred funds as a result of this magnificent collection. We note your particular interest in helping the children of seafarers and there are cases on our files at this time where such financial assistance is given.

With renewed thanks and our very best wishes to you all for successful and happy voyages during the coming months.

Yours sincerely,

D.J. Lafferty

General Secretary."

"SEA STAR OF THE HEBRIDES"

The United World Colleges have arranged a world venture covering the period 1973-75, the whole operation being on a voluntary basis and all countries in the world are represented by the students on board.

The Atlantic College at St. Donat's in Glamorgan is associated in this venture and we, as a Company, have agreed to handle the Agency business here and act as General Managers insofar as arranging Agency matters abroad are concerned.

The "SEA STAR OF THE HEBRIDES" is a 96 ton Sparkman and Stephens centre board ketch, built in 1959 in steel, with 2500 square feet of sail and fitted with two General Motor's Diesel Engines.

We received a letter from Captain James S. Murray of the m.v. "PRINCE RUPERT CITY" with the news that he had met Captain Peter Williams and the crew of the "SEA STAR". He goes on to say:-

"Bearing in mind Mr. Chatterton's request that we give "SEA STAR" any assistance we could, we donated two Red Ensigns; the only one they had was a disgrace, and had to date been unable to purchase a replacement; a Red Chinese flag, as her itinerary has been changed and is now to visit The People's Republic; two Pilot charts of the Pacific and, as a souvenir, a Company House Flag.

Captain Williams, his wife and crew were invited aboard the "PRINCE RUPERT CITY" for dinner and a very pleasant evening was had by all concerned. It is also rather interesting to note that her full name is "SEA STAR OF THE HEBRIDES" and the night that we were able to entertain them was "Burn's Night"!

SHIPS' POSITIONS

"ATLANTIC CITY"

On T/C to International Produce of New York until 13th February 1974. Completed drydocking and sailed Falmouth 2nd February. Arrived Vigo 4th, loaded cargo iron ore and sailed 7th. Arrived Ghent 10th, completed discharge and redelivered off time charter 13th. Then delivered on time charter to Compania de Navegacion "Las Petlas" S.A. of Panama until November 1975/March 1976. Sailed Ghent 13th. Arrived Rotterdam 14th, loaded cargo coal and sailed 19th for Piombino (West Italy). Arrives Piombino 24th, completes discharge and sails 27th. Arrives Casablanca 2nd March to load a phosphate cargo, sails 5th and arrives Rotterdam for discharge about 9th, completing 12th.

"CHIYODA"

On T/C to N.Y.K. Tokyo until March/July 1975. Arrived Jeddah 27th January, commenced discharge cars. Sailed 3rd February, arrived Djibouti 5th, completed discharge and sailed 6th. Arrived Madras 14th, loads cargo iron ore and sails 22nd. Arrives Pohang 7th March to discharge, sailing about 11th. Then proceeds to Nagoya, arriving about 13th and loads cars for Los Angeles. Sails Nagoya 15th, arriving Los Angeles 30th completing discharge and sailing about 1st April, for Japan.

"CORNISH CITY"

On T/C to Lloyd Brasileiro of Rio de Janeiro until February/April 1975. Sailed Durban 26th January, arrives Lourenco Marques 27th sailed 30th. Arrived Hong Kong 17th February, sailed 19th. Arrived Kaohsiung 20th, sails 26th. Arrives and sails Kobe 1st/3rd March, Nagoya 4/5th, arriving Yokohama about 6th to complete discharge. Then commences to load. Sails Yokohama 14th, Kimitsu 15th/17th, arriving Kobe 18th completing loading and sailing 23rd to discharge Rio de Janeiro, Vitoria, Santos and Rio Grande.

"FRESNO CITY"

On BC/U.K./Cont. Service. Sailed Gold River 24th January, arrived and sailed Tahsis 25/27th, Vancouver 28/29th, New Westminster 29th/2nd February, arrived Nanaimo 2nd, completed loading and sailed 5th. Sailed Panama Canal 17th. Arrives Cardiff 5th March to commence discharge, sails 17th, arrives Bremen 19th and completes about 20th. Then proceeds to Tampa, arriving about 3rd April to load phosphate. Sails Tampa 6th for Visakhapatnam. Arrives and sails Durban 3rd May. Arrives Visakhapatnam 17th May, completing discharge about 23rd.

"INDIAN CITY"

On T/C to Yamashita Shinaihon S.S. Co.Ltd., Tokyo, until November 1976/March 1977. Arrives Kobe 25th January, drydocked M.H.I. 26th, completed repairs and sailed 4th February. Arrived Yokohama 5th, loaded cars and sailed 9th for Providence and Norfolk. Arrives and sails Canal 4th March, Providence 9/11th, Norfolk 12th, completing discharge 14th. Then proceeds U.S.Gulf to load grain for discharge Japan. Arrives and sails U.S. Gulf 20/23rd, Canal 28th, Japan 21st April, completing discharge about 25th.

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"NEW WESTMINSTER CITY"

Completed discharge Forest Products and sailed Cardiff 28th January. Arrived Rotterdam 30th, replenished bunkers and sailed 31st. Arrived New Orleans 18th February to load grain. Due berthing delay, not expected sail before 4th March. Arrives Ghent/Hamburg range 21st for discharge, completing about 25th.

"PORT ALBERNI CITY"

On B.C./U.K./Cont.service. Arrived Cardiff 24th January. Due port congestion commenced discharge 1st February, sailed 8th. Arrived Zeebrugge 10th, sailed 12th. Arrived Bremen 14th, sailed 14th for Antwerp to complete. Arrived Antwerp 16th and completed discharge 17th. Proceeded into drydock 18th, completing repairs and undocking 21st. Then commences to load steel products 22nd, completing and sailing Antwerp 3rd March for discharge Long Beach 28/1st April, Portland 5/7th, arriving Vancouver 8th and completing discharge about 12th. Arrives and sails Panama Canal 19th March.

"PRINCE RUPERT CITY"

On T/C to Seaboard Shipping Co.Ltd. Arrived San Juan 26th January, completed discharge, redelivered off time charter and sailed 27th. Arrived New Orleans 31st, commenced loading grain 5th February, completing 6th. Due fog, grounded vessel and silting problems, unable sail New Orleans until 16th. Arrives and sails Panama Canal 21st. Arrives Japan 20th, completes discharge and sails 25th for British Columbia. Arrives B.C. 6th April and commences to load Forest Products on the B.C./U.K.Cont. service. Sailing B.C. about 20th. Arrives and sails Canal 3rd May. Arrives Cardiff 17th and completes discharge Bremen 30th.

"TACOMA CITY"

Re-scheduled Tampa/Visakhapatnam - Phosphate. Arrived Tampa 30th January, loaded a cargo of phosphate and sailed 1st February for Visakhapatnam. Arrived Cristobal 5th, replenished bunkers and sailed 6th. Arrives and sails Durban 2/3rd March. Arrives Visakhapatnam 18th and expects complete discharge 24th. On completion discharge, delivers on time charter to Japan Line Ltd. Loads a cargo of iron ore and sails Visakhapatnam about 26th. Arrives Japan 9th April, completes discharge and redelivers off time charter about 15th.

"VANCOUVER CITY"

Arrived Yokohama 16th February, completes discharge and sails about 21st for British Columbia. Arrived Watson Island 6th March and commences to load Forest Products on the BC/U.K./Cont.service. Sails Watson Island 7th for Tahsis 9/11th, New Westminster 13/19th and completes at Nanaimo 20/21st. Arrives and sails Panama Canal 2nd April. Arrives Cardiff about 16th and completes discharge Bremen about 1st May.

"VICTORIA CITY"

Arrived and sailed Durban 8/9th February. Arrives Visakhapatnam 23rd and expected complete discharge phosphate cargo 2nd March. On completion discharge delivers on time charter to Japan Line Ltd. Loads a cargo of iron ore and sails Visakhapatnam 3rd. Arrives Japan 16th, completes discharge and redelivers off time charter about 18th. Then proceeds to Kobe for drydocking and repairing, completing about 25th.

"WELSH CITY"

On T/C to Intermare Transport G.M.B.H. of Hamburg until July/September 1974. Sailed Antwerp 27th January, arrived Rotterdam same day, completed discharge and sailed 2nd February. Arrived Antwerp 2nd, loaded a cargo of wheat and sailed 9th for Bari and Mersin. Arrives Bari 19th, sails 22nd. Arrives Mersin 25th, completes discharge and sails 3rd March. Arrives Odessa or Novorossisk about 6th, loads cargo of wheat and sails about 11th for discharge. East Coast India. Arrives and sails South Africa 3rd April. Arrives E.C. India about 15/16th April, completing discharge about 25th.

"WILKAWA"

On T/C to Anders Wilhelmsen & Co. Oslo until 1977. Arrived Chiba 18th February, expects complete discharge grain cargo and sail 24/25th. Arrives Nagoya 26th, loads cars and sails 28th for Red Sea. Arrives Red Sea 20th March, completes discharge and sails 24th.

"GELA"

Arrived Vera Cruz 11th February, sailed 16th. Arrived Tampico 16th, sailed 18th. Arrived and sails New Orleans 22/25th, Hamburg 25/23rd, Bremen 24/25th, Rotterdam 26/27, Antwerp 28/29th, then possibly calls Le Havre before sailing for Vera Cruz. Arrives and sails Vera Cruz 7/14th April, Tampico 15/17th, Progreso 19/21st, then returning Hamburg, arriving about 6th May.

"MARIA ELISA" (ex "Houston City")

Arrived Yokohama 13th February, sailed 16th. Arrived Nagoya 17th, sailed 18th. Arrs. Yokkaichi 18th, sails 20th. Arrives Osaka 21st, sails 23rd. Arrs. Kobe 24th, sails 2nd March, then proceeds to Aioi for drydocking, arriving about 3rd and completing 8th.

"SARA LUPE" (ex "Cardiff City")

Arrived San Carlos 22nd January, sailed 28th. Arrived Ensenada 30th, sailed 2nd February. Arrived and sailed Long Beach 3rd. Arrives and sails Yokohama 21st/22nd, Nagoya 23/24th, Yokkaichi 25/26th, Osaka 27/2nd March, Kobe 3rd, completing 7th.

DISPOSITION OF OFFICERS

	<u>ATLANTIC CITY</u>	<u>CHIYODA</u>	<u>CORNISH CITY</u>
Captain	A.D. Lightfoot	J.J.Kalnins	M.J. Higgins
Chief Officer	M.J. Bellamy	L.R.Staines	R.I.Crawford
Second Officer	T.E.Thistleton	E.J.Dunk	N.M.Dunlop
Third Officer	E. Mullin*	D.J.Cooke	I.H.Woolley *
Radio Officer	J.A.Heslop	S.G.Elliston	E.G.Bromham
Chief Engineer	R.J.Trigg	G.D.Griffiths	J.G.Howell
Second Engineer	K.V.Dowdall	R.A.Rees	A.C.Hodgson
Third Engineer	A.W.Warburton	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
	H.C.Carter	-	-
Electrical Engineer	F.T.Peek	J.D.W.McLaren	M.B.Tawn
Catering Officer	P.P.Delaney	A.P.Hughes	C.A. Parry
Deck Cadets	T.H.Jowett	P.Murray	D.J.Kinsey
	M.F.Poullain	W.P.Barnes	-
	A.P.Coles	M.L.Frazer	-
	<u>FRESNO CITY</u>	<u>GELA</u>	<u>INDIAN CITY</u>
Captain	T.W.D. John	G.S.Garlick	D.L.G. Jones
Chief Officer	D.J.Mockett	T.M.Tait	D.L.Bell
Second Officer	R.S.McKay	K.T. O'Higgins	S.P.Gorford
Third Officer	E. Fielding*	S.D.L.Ll.Jones*	P.F.Mathews
Fourth Officer	-	-	D.C.Morgan
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.R.Bryant	J.J.Baghurst
Jun.Second Engineer	-	-	J.D.Chatten
Third Engineer	A.C.Coombs	C.D.Hughes	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
Electrical Engineer	J.T.Loraine	J. Kelly	M. Bodycombe.
Jun.Electrical Engineer	-	A. Hamilton	J.A.R.Cannon
Catering Officer	J.D. Peebles	J.T.Jones	R.G. Pierce
Deck Cadets	M.E. Parsons	A.C. Prosser	J.A. Stewardson
	T.S.Lawrence	-	D.P.Kirley
	-	-	J.A. Taylor
Engineer Cadet	-	D.G.Wedlake	-

MARIA ELISANEW WESTMINSTER C. PORT ALBERNI CITY

Captain	A.B.Parkhouse	B.A.G. Boyer	T.R. McNulty *
Chief Officer	W.G.Wood	T. Lawson	K.W.Fulker
Second Officer	B.M.Richardson	M.A. Hammond	K. Jones
Third Officer	D.E.Scannard	S.J. Davies *	A.K. Smith
Radio Officer	P.F.Wheeler	F.G.Taylor	J.M.A. Pagnam
Chief Engineer	J. Cuddy	L.G.I. Taylor	R.C. Fraser
Second Engineer	J. Armstrong	J. Claydon	D.P. Jones
Third Engineer	J.L. Magill	J.V.H. Jones	R.E. Russell
Fourth Engineer	C. Graddage	R.B. Parsons	D.J. Ricketts
Jun.Fourth Engineer	-	N.G.Whitby	R.V. Williams
Junior Engineers	P.R. Graham	L.R. Gale	A. McNally
	D.M.W.Churcher	J.W.J.Prophet	-
	L. Griffiths	-	-
Electrical Engineer	H. George	T. Willoughby	P.E. Edgell
Catering Officer	R.C.Webber	R.G.Moylon	D. MacPhail
Trainee Catering Officer	-	D.W.James	-
Deck Cadet	P.P. Rowland	S. Brown	R.K. Phelps
Engineer Cadet	-	-	D.A. Roberts

PRINCE RUPERT CITYSARA LUPETACOMA CITY

Captain	J.S. Murray	P.J. Borroughs	D.C. Griffith-Jones
Chief Officer	M.C. Hurst	K. Milburn	R.E. Clifford
Second Officer	W.D. Howell	J.P. Andrews	P.G. Deschamps
Third Officer	K.J. Cribbin	J.F. Hammond*	B.T. Hernaman
Radio Officer	G. Thomas	S.C. Horne	K.H. Sellar
Chief Engineer	J.F. Hewson	D.W. Morse	J. Scott
Jun. Chief Engineer	-	R. Charlesworth	-
Second Engineer	G. Hughes	-	B.J. Allsopp
Jun. Second Engineer	T.J. Newell	-	-
Third Engineer	-	E. Hoy	P.J. Morris
Fourth Engineer	P.H. Evans	N.P. Treen	R.E. Diamond
Jun. Fourth Engineer	-	T.S. Churcher	G.A. Lewis
Junior Engineers	D.E. Rees	C.L. Griffiths	W.M. Powell
	J.F. McCarthy	-	-
	W. Munro	-	-
Electrical Engineer	T. McMahon	M.G. Young	A.S. Stokes
Catering Officer	D.C.M. Trinick	C.J. Harry	-
Deck Cadets	I.M. Stewart	J.A. Doody	M.J. Voisey
	-	D.J. McMurdo	-
Engineer Cadet	-	R. Thomas	D.M. Eley

VANCOUVER CITYVICTORIA CITYWELSH CITY

Captain	G.F.R. Ellerby	B. Jones	A.C. Thomas
Chief Officer	J.S. Pearsall	M.W. Slayman	R.E. Baker
Second Officer	H.H. Gale	J.L.G. Cotton	B.R. Hopper
Third Officer	D. Hotchkiss*	J.M. Clark *	P.J. Dixon
Radio Officer	A.S. Coward	D.R. Appleton	A.J.L. Cottle
Chief Engineer	D.W. Yool	D.M. Parsons	R. Chambers
Jun. Chief Engineer	D.N. Aney	-	G.D. Tattersall
Second Engineer	-	G.J. Griffiths	-
Jun. Second Engineer	-	R.B. Adey	-
Third Engineer	D.W. Quaye	-	C.E. Hyles
Fourth Engineer	N. Carroll	C.J. Buckley	D.M. Jellyman
Jun. Fourth Engineer	-	R.C. Quaye	W.H. Tucker
Junior Engineers	N.H.D. Evans	A. Doubler	P.J. Walker
	D.L. Bishop	R.J. Bell	-
Catering Officer	L.B. Surrey	C.J. Hartley	P.F. Akers
Electrical Engineer	P. Tyerman	D. Osborne	N. Payne
Deck Cadets	-	-	R.S. Mortimore
	-	-	A.C. Baxter
Engineer Cadet	-	-	D.W.J. Sibley
2nd Electrical Engineer	M.J. Schmidt	-	-

WILKAWA

Captain	W.D. Jones *
Chief Officer	E.K. Stuart
Second Officer	J.E.S. York
Third Officer	J.A. Challacombe
Radio Officer	D.C. Short
Jun. Radio Officer	P. Jones
Chief Engineer	R.K. Binns
Jun. Chief Engineer	R.U. McLean
Third Engineer	M.R. Green
Fourth Engineer	J.R. Gleeson
Junior Engineers	R.M.B. Jenkins
	I. MacFarlane
	R.P. Seys
Electrical Engineer	P.H. Reynolds
Catering Officer	N.H. Frost
Deck Cadets	C.D. Kisch
	S.R. Breeden