



Reardon Smith Line Limited



**NEWSLETTER**

MARCH, 1974.

NO.50

INTRODUCTION

Each month, the publication of our Newsletter signifies the culmination of hours of sifting and sorting of material; the gathering up of information of interest, setting it out in readiness for the deft fingers of the young lady and her electrical typewriter. Then follows the process of putting the copies through the photographic machine, which, in turn, can be as temperamental as ..... a woman!

However, it is interesting to read that the first Newsletter, if it may be called such, was the "ACTA DIURNA" of Rome, posted publicly in the City from the time of Julius Caesar to the fall of the Empire in 476 A.D. The first printed was in China in 382 A.D. From 1447 small printed sheets were issued in Germany and Venice, in which last city the accounts of events of public interest, written and termed "NOTIZIE SCRITTE" were shown for the price of a "gazetta", a small coin, from which the name "Gazette" is derived. The first daily newspaper or Newsletter was published in Frankfurt in 1615, the first English paper in London in 1622 and the first American paper was the Boston News Letter published in 1704.

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STARBOARD AND LARBOARD

In Saxon "bord" means shield. In the Viking ships each warrior hung his shield on the side of the ship opposite to him and above the aperture for his oar. The Viking held the steer oar, which was fastened to the right hand side of the stern (stern is, itself, a contraction of "steer oar"). The right hand side of the ship thus became the steer side and, as bord came to mean the whole side where the shields, or bords, were hung, the right side came to be the steer bord (starboard) side and the lower, or lurking side, became larboard.

NOW YOU KNOW, FOLKS!

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Our reports, from time to time, of the exploits of football teams drawn from our vessels when in Cardiff, in matches with our Office team, seem to have whetted the appetite of many readers. Of interest, therefore, is the amazing side sported by the "MARIA ELISA" and its exploits in San Carlos, Mexico - shades of the World Cup again.

The following is the report sent in by the Catering Officer a short time ago:-

Much has been written in the Newsletter about the Cardiff Office Football Team. I would like you to know, therefore, that they will have to look to their laurels as they now have competition for sporting glory from what might be termed an away side. The side is drawn from this ship's complement, and anyone else soft enough in the head to play. The side was not so much chosen, as thrown together by force of circumstance and the Personnel Department. Nevertheless, it has been in action three times in the last five days and I would very much like the readers of the Newsletter to hear of their exploits.

For the benefit of those who do not know this port and, of our shore-based staff, let me first set the scene. San Carlos is situated in the desert half-way between There and Somewhere Else. It is a new town and, as such, has the amenity of a football pitch. Now, it was the presence of this pitch, and the fact that we have some keen keep-fit enthusiasts amongst us, that resulted in the premature birth of a new team. One night before arrival in San Carlos, the subject of the port was brought up and much was made of the fact that the only amenity there was the football pitch; not even a bar. The suggestion was then put forward that we should take a ball and, as it was so lightly put, have a bit of a kick around. Consequently, one late afternoon, we set off for the benefit of our fitness to this Mecca of Sport. The pitch, even to one who is used to Central American facilities, comes as something of a surprise. First, you have to remove a good layer of beer cans, stones, bottles and other sorts of rubbish. Secondly, the surface is loose sand, which, to say the least, is tiring to play on. Thirdly, you are playing in a temperature which, to my way of thinking, is too hot for cricket, never mind football.

As it happened, our kick around was quite entertaining and attracted a fair number of onlookers, and as the gate got bigger, something of the spirit of Wembley was introduced to the game. Pete Wheeler, our Sparks, making a tackle on Dave Churcher, clipped his heel and Dave did a crash dive and a more spectacular one hasn't been seen since the Battle of Britain. Third Officer "Stan" Stannard found that his Geronimo hair-style was a distinct disadvantage when being tackled by Electrician "H" George, as that great sportsman grabbed him by it and swung him half across the pitch. The lads, realising that they would perspire considerably in the heat, had taken along some liquid refreshment just to replace that lost during their exertions, of course. It may have been the unwanted exercise, it may have been the sun, it may have been the size of the crowd that gathered to watch, but I think it more likely that it was the effects of the ale, that prompted them to challenge anyone that could understand.

Now it so happens that the keenest player aboard is the Electrician, known to everyone as "H". By dint of great linguistic ability (he speaks English and Rubbish fluently) a match was arranged against the local militia for the afternoon of the 20th and "H" became a sort of generally accepted Team Captain. When the team arrived at the ground, the Military Gentlemen were conspicuous by their absence. We feel they must have been overawed by the tales of our prowess, put about by our spectators. There was a Baseball game in full swing; however and the dauntless "H", used his mastery of the Spanish language to arrange a substitute game with the baseball players when their match was finished. The remainder of the team separated into two groups and began to teach the local Infants Soccer and Rugby, much to the consternation of the Baseball spectators around whose cars they were playing. Unfortunately, the supply of ale intended for half-time "liveners" came to an end before the Baseball game and our doubtful Captain decided that the stock must be replenished, before hangovers or the call of the bar, caused the dissolution of our side.

It so happened that the ship's "Romeo", known in the Articles as Junior Engineer Graham and to everyone else as "Elmer", had chanced to cast his eye on a senorita of ample proportions who just happened to be the driver of a car. Through the good offices of his worthy lad, we procured the services of car and driver, to nip back to the ship for bunkers for the team. The Chief Engineer, Elmer and myself, plus the ample senorita and her chaperone, were despatched to save the day. On arrival I hastened to assemble the required sustenance and then looked around for my erstwhile companions. The Chief, I am sorry to say, had succumbed to temptations of a baser nature and, after a few quick gins, had decided that "T" bone steak held more attraction for him than the glory of the football field and speedily disappeared in the direction of the saloon. Meanwhile Elmer had taken himself off for an afternoon stroll with our car driver, closely followed, I was informed, by the young maiden's chaperone. As humping two cases of ale threequarters of a mile in the heat of the afternoon on my own was stretching team loyalty a bit too far, I then did the only thing possible. I ran around in circles for about twenty minutes screaming for support, but after getting ignored by all and sundry, I decided to walk back empty-handed. At this juncture, Elmer put in an appearance again, together with our driver and entourage, so slinging some beer hastily into the back of the car, we set out on the return journey. The car had barely cleared the dock gates when a disgruntled and sweaty team appeared, coming in the opposite direction. We had to endure several minutes of tongue-lashing before getting a word in edgeways to say that we did have a couple of cases of cold beer with us. Vituperation ceased as parched throats were quenched. Meanwhile, the lady and her car disappeared homewards, much to the chagrin of Elmer who had begun to feel his feet were under the table. The "MARIA ELISA" Sandhoppers wended their way shipwards, discussing amongst themselves in hushed tones whether they would still be in time for dinner.

The answer to the latter question was decided for them on reaching the Dock Gate, as the Militia man refused to let them through in possession of the ale. Captain Parkhouse, with all the diplomacy of a Merchant Skipper of his years, tried to persuade them to change their minds, but they remained adamant. "H" then got the lads who were equally adamant they wouldn't relinquish their ale, sitting down alongside the road for an after-match session of Rugby songs, which would have done credit to the "Jock Strap Ensemble". Now we had the guards nonplussed, I think it was outside their experience. They even gave permission for us to move on after about twenty minutes, but by then dinner was over and the singing was getting enjoyable, so we stayed. When 007 Parkhouse went into action and tried to persuade them to let him have a close-up of their rifles, they retreated to the far side of their sentry box to re-group and fend him off. So he rejoined us to finish the ale and we left for the ship leaving the empties for the Militia.

The result of the game seems still to be in some doubt and it is certainly still under discussion. It would appear that everyone agrees that we were four up after about five minutes, but lack of bunkers reduced our speed and seemed to fade from the running. Opinions are highly divided upon the final result. I have heard results given as far apart as a 5 - 4 win and a 7 - 7 draw. The match lasted for an hour and a quarter when light stopped play.

It would appear from the information I have been able to obtain from those present, that the majority of the goals were scored by "H". Captain Parkhouse has been acclaimed for his goal-keeping and straight arm tackles, which the opposition seemed to have found somewhat disconcerting around the goal area. The Second Engineer, otherwise known as Joe, entered into the game with such enthusiasm that there was some talk of having to get him into the Pit for the next two days with a block and tackle. Third Officer "Stan" Stannard claims it's the tankard that helps him excel, and Third Engineer Les Magill said he took so many hard passes from "H" with the nether regions of his body, he thinks it's safer back home in Belfast. Peter Wheeler (Sparks) would appreciate advice from anybody who can suggest a way to keep his glasses on when making high speed turns, as he can't see a damned thing without them and anyway, they are too expensive to lose a pair of game-trampled underfoot.

On the evening of the 21st, a Militiaman came into the Smokeroom and inquired whether we would play a game the following afternoon. Although we were not sure if we could field a full side, due to aches and pains and creaking joints caused by the first game, our Captain decided to take up the gauntlet. The time was fixed for 4 p.m. the next day and the side fielded was as follows:-

		Chief Engineer		
Chief Steward				Topass
		Taff "golden blanket"		
	Elmer		Pete	
Dave	Bill	"H"	Stan	Les

When the team arrived at the appointed place and I might add at the appointed time, there was again no sign of our elusive military opponents. Instead the pitch was being used for a practise session by a team from the local technical school. They insisted that they were not the team we were due to meet, but decided to give us a game. As their team had an average age of about twenty, we were taking on no small task, as our average age was 27.5. They declined to have a referee and after a lot of discussion between the Captains as to where the centre spot should be, as neither could understand the other, it was marked with an empty sack and we kicked off.

The first half, for want of a better way to describe it, lasted ninety minutes and a rest was only called then because our team were too pooped to continue. At this point the opposition thought that we were finished and started to collect their gear to go. By the means of offering them beer and sliced lemon, we had come prepared, we gave them to understand that we would continue and this was only a rest. During the first half we had some fine goals scored by "H" taking the ball and running the length of the field against all opposition. Bill Wood suddenly found the ball at his feet and made a fine run to trickle the ball into an open goal, he was so surprised he was speechless for some minutes afterwards. During the interval the Mexicans started to talk tactics, and this prompted Taff "Golden Blanker" Griffiths to observe that away goals count two points so that we merely needed to play a defensive game to win and then slay them when we get them back at the "Arms Park". Chief Engineer John Cuddy made some good saves in the first half-proving himself a worthy successor to Captain Parkhouse who expended himself too much in the first game to be able to turn out again. "H" played about every position in the field, all in the one game, all except Left outside. Together with Dave Churcher, Stan Stannard, Les Magill, he carried the attack to the opposition. While Taff and Pete did their best to turn back or break any pressure on our own goal area. In fact, once we had winkled Taff out of his bed he proved a very able defender.

The second half opened without the benefit of the Chief Engineer in goal, or the Chief Officer in the forward line, as both suddenly remembered some urgent and very important, but very mysterious business for which they were needed back at the ship. To bolster our flagging ranks we had to enlist the aid of a couple of seagoing American Hippie types from a yacht in the harbour. When we started again, the sun, which was very low by this time, was in our eyes and we had lost the advantage of the breeze which we had in the first half. These setbacks plus the fact that age began to tell caused the rot to set in and although the bold Stan made some good saves, we went down by four goals, the final score being 12 - 8.

It is hard to play in a foreign country where all the support from the side lines is for the opposition. Not all the support is purely vocal either; one of the first things you learn about Mexican amateur football is that whenever the home side is pressed or pressing in the goal area, there is a general rush from the side lines to help out, as this can suddenly swell the opposing team from 11 to 16 in a matter of seconds - newcomers to the game are liable to become a little disconcerted. Another feature of this "Country" football, is that anything goes, bumping, boring, shin-tapping, and tripping. The motto is - it's only a game and it doesn't matter who wins as long as it's not the opposition. I must admit that the number of enquiries about safety shoes bodes ill for somebody in the future.

The obvious jibes from the senioritas in the Supporters Club on the touch line really upset poor Elmer, even though he couldn't understand the substance of what was said. He rallied somewhat when the car driving young lady asked him back for coffee and made a fast dash to the shower and to apply liberal amounts of Hai-Karate (He saw that advertisement last leave), but was devastated when he found that she hadn't waited. He was so upset that he was on time for his first watch.

Captain Parkhouse arranged to play a team picked by the Pilot next time we are in San Carlos and he has informed everyone that they are the local cream and that early nights and healthy exercise are the order of the trip. There is a sneaky move afoot to try to persuade T.M.M. to miss out this port the next time around, as our sports personalities of the trip get aches and pains at the thought of a return series. Captain Parkhouse has somewhat mystified his Steward, as he is taking the healthy exercise seriously and the Steward cannot get over so exalted a person as a Captain being found skipping and running on the spot, when he goes to his cabin in the morning.

If our heroes could only play as well as they talk, of course, they would be in the World Cup, but the will to play is the main requirement and if this can be revived before our return to Mexico, what might they achieve?

A suggestion that a game of Rugby might be arranged in Japan was passed over as if the words had never been uttered, but time heals aches and pains and Dutch courage may yet achieve great things. So cheer up, you are not, after all, the only contenders for the bottom of the League position, diff.

Chief Steward/Purser & Reporter Extraordinary.

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STAFF NEWS:

EXAMINATION SUCCESSES.

Congratulations to Mr. Glyn Taylor of the Accounts Department, Head Office, on obtaining Section IV of the Association of Certified Accountants examination.

Mr. J.E.S. York	- on obtaining his Master's Certificate
Mr. T. Haxell	- on obtaining his 1st Mate's Certificate
Mr. K. Atkinson	- on obtaining his 2nd Class Motor Certificate

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MARRIAGE

We offer our congratulations and best wishes to Mr. D. Millican, Third Engineer, who was married on 14th February to Miss Janie Mifsud of Zejtun, Malta, at Zejtun Parish Church.

We also extend our congratulations and every good wish to Mr. Gordon Walker of our Radio Department, Head Office, on his marriage to Miss Theresa Macpherson at St. Benedict's Church, Swansea, on 23rd February.

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WELCOME

Company:-

We extend a welcome to the undermentioned on joining the

- Mr. J.R. Jones - Technical Clerk - Technical Department  
Mrs. J. Percival - Telex Operator - London Office  
Mr. J.H.G. Norman - Manager of our new Ship Sale and Purchase  
Department, London Office.  
Mr. P.B. Howard - Sale and Purchase Shipbroker - London Office.  
Mrs. H. Deacon - Clerk - Personnel Department.
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COMPANY NEWS

The following letter was received by Captain T.W.D. John of the m.v. "FRESNO CITY" at New Westminster, B.C., and particularly because of the delicate situation surrounding bunker supplies, this kind of "bouquet" is very nice to receive:-

"I was very pleased to learn this morning that your vessel received the required bunkers overnight while alongside berth No. 2, Fraser Surrey Docks, and that there was no spillage.

I was contacted today by Mr. L. Young, who is co-ordinating the bunker supply for the Council of Forest Industries, and informed that he had been advised by the personnel of the bunker barge that the co-operation and close attention given during the bunkering operation by the Officers and crew of your vessel was by far the best secured from any ship to date.

I am quite sure that you and your Chief Engineer, Mr. Sukiennik, will be gratified that your efforts were appreciated.

With best regards and looking forward to seeing you in Nanaimo"

(Signed: Lorne S. Kyle) (Dingwall Cotts)

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SHARES

Due to the uncertainties of the political and economic situation, our shares have fluctuated during the past month, but today stand at 140p and 112p for the ordinary and "A" Non-Voting Stock Units, compared with 140p and 120p quoted in our last Newsletter.

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CHRONOLOGICAL HISTORY

A further entry in our historical records reads as follows:-

1951: The following ships were sold during the year:-

s.s. "BRADBURN"(2) in September to Japan as "Kaiyo Maru".

s.s. "LEEDS CITY"(3) in August to Japan as "Terushima Maru".

1954: Ships sold during this year are as under:-

s.s. "TACOMA CITY"(2) in November to Williamson & Co. Hong Kong, as "Inchcastle".

s.s. "PARIS CITY"(2) sold to J.A. Billmeir as "Westford" in December.

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TRY THIS ONE - (answer in April issue)  
(Sent in by John Carless - Head Office)

Two stations, 60 miles apart.

Two trains start off, 1 from each station at the same time.

The trains travel 60 miles an hour.

A bird starts off from one station at the same time as the train, flying at 70 m.p.h. He flies until he meets the train coming the opposite way, then turns around and flies back to the first train.

He then turns again and still flying at 70 m.p.h., flies until he reaches the other train again. He continues doing this until the trains meet.

How far has the bird flown?

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NOTICE!

THE OBJECT OF ALL DEDICATED COMPANY EMPLOYEES SHOULD BE TO THOROUGHLY ANALYZE ALL SITUATIONS, ANTICIPATE ALL PROBLEMS PRIOR TO THEIR OCCURRENCE, HAVE ANSWERS FOR THESE PROBLEMS AND MOVE SWIFTLY TO SOLVE THESE PROBLEMS WHEN CALLED UPON.....

HOWEVER.....

WHEN YOU ARE UP TO YOUR POSTERIOR IN ALLIGATORS, IT IS DIFFICULT TO REMIND YOURSELF THAT YOUR INITIAL OBJECTIVE WAS TO BRAIN THE SWAMP.

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Acknowledgments to Captain P.J. Boroughs of the m.v. "SARA LUPK" for the following article:-

WHAT IS A HUSBAND?

When a boy lays aside his tops, his marbles and his bike in favour of girls, he becomes a youth. When the youth gives up girls in general for THE girl, his bachelor days are numbered..... and when eventually he pursues her till she catches him, he becomes a husband.

A husband does not collect tops, marbles, bikes, or girls - not that he wouldn't like to collect such things again. It's just that he is so busy collecting money, shoes, groceries, rent, receipts, automobile parts, faucet handles and bills..... as well as trying to keep people from cleaning up his workshop or his study, that he simply hasn't time for the luxuries of life. Besides the girl wouldn't like it; particularly she wouldn't like his collecting other girls.

Husbands come in all sizes: small, medium, large and giant economy package with the 42 inch waist. Some are rich, and others poor, but mostly a husband is somewhere just a little back of the middle and if nothing happens between now and next payday, he ought to be running pretty well up in the pack.

A husband is the handiest thing invented.

How else would a wife get furniture moved, the 'phone Company bawled out, the dresser drawer unstuck, the finance company reasoned with, the zipper fixed, her back rubbed, her supper praised, or the tip of her nose kissed?

Husbands like ball games, sports cars, Saturday mornings, man-sized dogs, rare steaks, looking at girls, fishing, workshops, machinery that can be taken apart, very old clothes, apple pie, horses, boats and golf clubs. They are pretty chilly about small biscuits, shopping for new suits, small yapping dogs, teas, committees, wearing neckties after hours, waxing floors, women drivers, novels and other people's children.

A husband is happiest when he is taking something apart, saddest when his wife repairs something he gave up on, slowest when supper is on the table getting cold, fastest when the light turns green, maddest when somebody has used his razor again, tireddest when she is liveliest and peppiest when "you should have gone home two hours ago and what will the Joneses think!:"

A husband is a cheerful, patient, hard-working guy. Maybe he is not as handsome and trim as he was on that "certain day" long ago; maybe he is a little thin on top, a bit more tired in the evening; but he is still the only person in the world who can make things right for a wife.....when he holds her in his arms and says those old familiar words -

"I LOVE YOU".

.....

Please take note newlyweds and those contemplating!

Editor.

We have received the following contribution from Mr. G. Thomas, Radio Officer, n.v. "FRINGE REPORT CITY", for which our thanks:-

Sir Robert Watson-Watt, the inventor of Radar, was caught in a New York radar-speed trap and fined 10 Dollars. Feeling rather put-out about this, he has composed a poem about the incident which begins as follows:-

"Pity Sir Robert Watson-Watt,  
Strange target of this radar plot.  
And thus with others I could mention,  
The victim of his own invention".

.... ....

PROFIT IN YOUR OWN HOME

If you cannot refrain from leaving half of your pay cheque in taverns, why not start a saloon in your own home? If you are the only customer, you will not have to buy a licence.

Give your wife \$55 to buy a case of whisky. There are roughly 240 snorts in a case. Buy all your drinks from your wife at 60 cents a snort and in twelve days when the case is gone, your wife will have \$89 to put in the bank and you will have \$55 left to start up business again.

If you live ten years and continue to buy all your booze from your wife, your widow will put \$27,085.47 on deposit - enough to bury you respectably, bring up your children, pay off the mortgage on the house -- marry a decent man and forget she ever knew you!

.... ....

The above obtained from an American beer couster.

Prices are in American dollars, but similar profit could be made by using Sterling.

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SEVEN REASONS WHY A SHIP IS "SHE"

- Because, like a woman, she is fickle.
  - Both are kept on the straight course by a man at the helm.
  - Both are graceful but look their best after a new coat of paint.
  - Both look their smartest when well rigged, well set-up and stays well taut.
  - Both are biggest in the beam and well proportioned at the stern.
  - Both need a good mate and, if uncared for, or go adrift, usually find themselves on the rocks.
  - Both are in safe hands when made fast to a buoy.
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SHIPS' POSITIONS

"ATLANTIC CITY"

On T/C to Compania de Navegacion "Las Petlas", S.A., of Panama until November 1975/March 1976. Arrd. Piombino 25th February, completed discharge coal, sailed 2nd March. Arrd. Casablanca 5th, loaded a cargo of phosphate, sailed 9th. Arrd. Rotterdam 13th, completed discharge 15th, commenced loading coal 18th, sailed 20th for Piombino. Arrives Piombino 26th, completes discharge 30th, then loads phosphate cargo at Casablanca 3/5th April for discharge Rotterdam 10/18th.

"CHIKUMA" (ex "WILKAWA")

On T/C to Anders Wilhelmsen & Co. Oslo until 1977. Arrived Yokohama 1st March, commenced loading cars, sailed 2nd. Arrd. Nagoya 3rd, completed loading and sailed 5th. Arrives Jeddah 25th and commences discharge. Sails 27th. Arrives Djibouti 28th, completes discharge and sails 29th. Then loads ore at Goa 4/7th April for Japan. Arrives Japan 19th, completes discharge 21st, then drydocks.

"CHIYODA"

On T/C to N.Y.K. Tokyo until March/July 1975. Sailed Madras 22nd February. Arrived Pohang 8th March, completed discharge ore cargo and sailed 11th. Arrived Hiroshima 12th, loaded cars, sailed 14th. Arrives Los Angeles 29th and completes discharge, then sails 31st, for Japan, where arrives 16th April. Then loads cars for the Red Sea, returning to Japan via South Africa.

"CORNISH CITY"

On T/C to Lloyd Brasileiro of Rio de Janeiro until February/April 1975. Sailed Kaohsiung 23rd February. Arrives and sails Kobe 28/2nd March, Nagoya 3/4th; Arrives Yokohama 5th, sails 21st, completes Kobe 22/28th and sails for Rio de Janeiro, arriving about 1st May. Then calls Vitoria, 6th, Santos 10th, completing Rio Grande 20th.

"FRESNO CITY"

On BC/U.K.-Cont. service. Arrived Cardiff 5th March, commenced discharge forest products and sailed 16th. Arrived Bremen 18th, completed discharge 20th and sailed for U.S. East Coast, where loads grain for discharge Continent. Arrives loading port about 1st April, sails 6th. Arrives Continent 18th, completes discharge about 25th.

"INDIAN CITY"

On T/C to Yamashita Shinnihon S.S. Co.Ltd. Tokyo, until November 1976/March 1977. Arrived Providence 10th March, commenced discharge cars and sailed 12th. Arrived Norfolk 13th, completed discharge and sailed 16th. Then proceeds to Davant (New Orleans) arriving 20th, commences load coal, completing at Mobile about 30th for discharge Japan. Sails Panama Canal 4th April, arrives Japan for discharge about 27th, completing 29th.

"NEW WESTMINSTER CITY"

Sailed New Orleans 8th March with a grain cargo for discharge Hamburg. Arrives 24th, completes discharge about 27th. Then drydocks, possibly Flushing. On completing drydocking, proceeds Tampa to load phosphate cargo for discharge Visakhapatnam. Arrives Tampa 15th April, sails 18th, arrives and sails Durban 15th May, arriving Visakhapatnam for discharge 29th.

"PORT ALBERNI CITY"

Completed loading steel and sailed Antwerp 4th March for U.S.West Coast. Sailed Panama Canal 19th, arrives Long Beach 27th to commence discharge. Sails 1st April. Arrives Portland 4th, sails 7th, arrives Vancouver 8th, completes discharge and commences to load forest products on the BC/U.K.-Continent service. Sails British Columbia about 26th, Canal 8th May, arriving London 23rd for discharge. Sails 28th, arrives Antwerp 29th and completes discharge about 3rd June.

"PRINCE RUPERT CITY"

Sailed New Orleans 16th February with a cargo of grain. Sailed Panama Canal 22nd. Arrives Ghisa 18th March, sails 21st, completing discharge Kawasaki 22nd, Mizushima 23/26th.

"TACOMA CITY"

Sailed Durban 2nd March. Arrived Visakhapatnam 16th. Expects complete discharge phosphate 22nd. Then delivers on T/C to Japan Line. Expect complete loading iron ore cargo and sail 2nd April. Arrives Japan 15th, completing discharge and redelivering off T/C 18th April.

"VANCOUVER CITY"

Sailed Yokohama 21st February. Arrived Watson Island 4th March to commence load forest products on the BC/U.K.-Cont. Service. Sailed Watson Island 7th, arrived Tahsis 9th, sailed 12th, completing New Westminster 13/20th and Nanaimo 20/21st. Sails Panama Canal 3rd April. Arrives Cardiff 17th to commence discharge, completing at Bremen early May. Then drydocks.

"VICTORIA CITY"

Completed discharge 1st March. Delivered on T/C to Japan Line 2nd. Loaded cargo ore and sailed Visakhapatnam 14th. Sailed Singapore 19th; arrives Wakayama 23rd and completes discharge about 28th. Then proceeds to Aioi to drydock. On completion delivers on T/C to Seaboard Shipping Co.Ltd., and sails Japan 4th April. Arrives British Columbia 16th, loads forest products and sails 24th for U.K./Continent. Arrives and sails Panama Canal 6th May, arrives U.K./Cont. about 20th, completing discharge and redelivering from time charter early June.

"WELSH CITY"

On T/C to Internare Transport G.M.B.H. of Hamburg until July/September 1974. Arrived Bari 19th February, discharged part wheat cargo and sailed 23rd. Arrived Mersin 26th, completed discharge and sailed 7th March. Arrives Istanbul 9th for repairs and sailed 12th. Arrived Odessa 13th, loaded cargo wheat and sailed 20th for E.C. India. Arrives and sails Cape Town 9th April, arrives E.C. India discharge port 25th, completing discharge 10th May.

"GELA"

Arrived and sailed New Orleans 21st February. Arrived Hamburg 10th March, sailed 11th. Arrived Bremen 12th, sailed 13th. Arrd. Rotterdam 14th, sailed 16th. Arrd. Antwerp, completed loading and sailed 17th March. Arrs. Halifax, N.S. 25th. Loads generals and sails 27th for Vera Cruz 4/8th April, Tampico 10/12th, Progreso 14/16th, Hamburg 30th April.

"MARIA ELISA" (ex "Houston City")

Arrd.Osaka 21st February, sailed 26th. Arrd.Kobe 26th, sailed 2nd March. Arrd. Aioi 3rd, where drydocked. Sailed Aioi 9th March and arrived Yokohama 11th, completed loading and sailed 14th. Arrs. Acapulco 1st April to commence discharge/loading schedule.

"SARA LUPE" (ex "Cardiff City")

Arrd.Yokohama 22nd February, sailed 23rd. Arrd. and sailed Nagoya 24/26th, Yokkaichi 26/27th, Osaka 28th/2nd March, Kobe 2nd/14th, Nagoya 15/17th,. Arrived Yokohama 18th and sails 21st, then calls Ensenada 5/6th April to commence discharge/loading schedule. Manzanillo 7/9th, Acapulco 10/12th, San Jose 13/14, Acapulco 15/16th.

## DISPOSITION OF OFFICERS

	<u>ATLANTIC CITY</u>	<u>CHIKUMA</u>	<u>CHIYODA</u>
Captain	A.D. Lightfoot *	W.D. Jones	O.J.T. Lindsay
Chief Officer	M.J. Bellamy	R.K. Stuart *	L.R. Staines
Second Officer	T.E. Threlkton	I.E.S. York	R.J. Davis
Third Officer	E. Mallin *	J.A. Challiceombe	D.J. Cooke *
Radio Officer	J.A. Neslop	D.C. Short	L.M. Campbell
Jun. Radio Officer	-	P. Jones	-
Chief Engineer	R.J. Trigg	R.K. Binns	R. Charlesworth
Second Engineer	K.V. Dowdall	-	F. Clark
Jun. Chief Engineer	-	R.B. McLean	-
Third Engineer	A.W. Warburton	M.R. Green	R.M. Worgan
Fourth Engineer	H.C. Roberts	J.R. Gleeson	C.J. Burton
Junior Engineers	A. Frost	R.M.B. Jenkins	C. McGuire
	R.A. Lynch	I. MacFarlane	M. Eckert
	H.C. Carter	R.P. Seys	-
Electrical Engineer	F.T. Peck	P.H. Reynolds	P. Willmott
Rating Officer	P.P. Delaney	N.H. Frost	D.R. Roy
Deck Cadets	T.H. Jowett	C.D. Kisch	P.E. Murray
	M.P. Poulloin	S.R. Breedon	W.P. Barnes
	A.P. Coles	-	K. Hart
Engineer Cadet	-	-	G.D. Morgan

	<u>CORNISH CITY</u>	<u>FRESNO CITY</u>	<u>GELA</u>
Captain	D.B. Jack *	W.J. Cross	G.S. Garlick *
Chief Officer	G.T. Parker	K.B. Whitting	T.M. Tait
Second Officer	P.G. Deschamps	T. Haxell	K.T. O'Higgins
Third Officer	N.M. Dunlop	R.C.H. Webb	J.M. Scott *
Radio Officer	R.H. Smith	D.P. Bidmead	H.M.S. Williams
Chief Engineer	J.V. Barnes	H.L. Fletcher	D.N. Awey
Jun. Chief Engineer	-	D.R. Inglis	-
Second Engineer	J.B. Hocking	-	P.R. Bryant
Third Engineer	K. Rowney	N.E. Perrott	C.D. Hughes
Fourth Engineer	G.E. Stevenson	P.J. Wood	M.D. Davies
Jun. Fourth Engineers	K.A. Velda	A. Hobbs	C.C. Anderson
	D.C. Lewis	-	-
Junior Engineers	M.J. Leonard	W.C. Evans	D.R. Riddell
	-	A.K. Cole	-
Electrical Engineer	D.W. Fuller	E.M. Bennington	J. Kelly
Rating Officer	L. Slawinski	J.L. Sanday	J.T. Jones
Deck Cadet	Y.L. Lawrence	J.A. Concannon	I. Cowan
	K.G. Whittingham	A.C. Melbourne	-
Engineer Cadet	-	-	D.G. Medlake

INDIAN CITY

Captain	D.L.G. Jones
Chief Officer	D.L. Bell
Second Officer	S.P. Corford
Adl. Second Officer	D.J.A. Nicholl
Third Officer	P.F. Mathews
Radio Officer	E.A. Willocks
Chief Engineer	C.A.J. White
Second Engineer	J.J. Baghurst
Jun. Second Engineer	J.D. Chatten
Third Engineer	J.H. Davies
Fourth Engineer	R.J. Ridley-Prantice
Junior Engineers	R.H. Sanders
	C.J. Griffiths
	L.W. James
Electrical Engineer	M. Bodycombe
Jun. Electrical Engineer	J.A.R. Cannon
Mastering Officer	R.G. Pierce
Deck Cadets	J.A. Stewardson
	D.P. Kirley
	J.A. Taylor
Stores Superintendants	P.W. Evans
	R.A. Peach

MARIA ELISA

A.B. Parkhouse
W.G. Wood
B.M. Richardson
-
D.E. Stannard
P.F. Wheeler
J. Cuddy
J. Armstrong
-
J.L. Magill
G. Graddage
P.R. Graham
D.M.W. Churcher
L. Griffiths
H. George
-
R.C. Webber
P.P. Rowland
-
-
-
-

NEW WESTMINSTER CITY

A.L.G. Gosset
M.E. Jones
G. Mapplebeck
-
J. Paton *
C.G. Macey
G.M. Guthbertson
T. Graham-Russell
-
B. Millican
D.B. Evans
G. Morgan
S.W. Phillips
J. Fraser
C. Villa-Landa
-
N.A. Pacuello
C.G. Perrott
G.P. Eyles
-
-

PORT ALBERT CITYPRINCE RUPERT CITYSARA LUPE

Captain	J.E. McNulty	J.S. Murray	P.J. Boroughs *
Chief Officer	K.W. Folker	M.C. Hurst	K. Milburn *
Second Officer	K. Jones	W.D. Howell	J.P. Andrews
Third Officer	A.K. Smith	K.J. Cribbin	J.F. Hammond *
Radio Officer	J.M.A. Pagnam	C. Thomas	S.C. Horne
Chief Engineer	R.C. Fraser	J.F. Hewson	D.W. Morse
Second Engineer	D.P. Jones	G. Hughes	P.J. Quinn
Jun. Second Engineer	-	T.J. Howell	-
Third Engineer	R.E. Russell	-	E. Hoy
Fourth Engineer	D.J. Ricketts	P.H. Evans	H.P. Treen
Jun. Fourth Engineer	R.V. Williams	-	T.S. Churcher
Junior Engineers	A. McNally	D.E. Rees	C.L. Griffiths
	-	J.F. McCarthy	-
	-	W. Munro	-
Electrical Engineer	P.E. Edgell	T. McMahon	M.C. Young
Catering Officer	D. MacPhail	D.C.M. Trinick	C.J. Harby
Deck Cadets	R.K. Phelps	I.M. Stewart	J.A. Doody
	M.J. Clarke	-	D.J. McMurdo
Engineer Cadet	D.A. Roberts	-	R. Thomas

TACOMA CITYVANCOUVER CITYVICTORIA CITY

Captain	J. Cann	G.F.R. Elliotby	B. Jones
Chief Officer	R.A.H. Vanner	J.S. Pearsall	M.W. Slayman
Second Officer	M. Gaffney	H.H. Gale	J.L.G. Cotton
Third Officer	P.C. Coles	D. Hotchkiss *	J.M. Clark *
Radio Officer	J.R. Mathews	A.S. Coward	D.R. Appleton
Chief Engineer	E.R. Morgan	D.W. Yool	D.M. Parsons
Second Engineer	D.J. Jennings	J. Fouts	G.J. Griffiths
Jun. Second Engineer	-	-	R.B. Adey
Third Engineer	K.J. Walsley	D.W. Quaye	-
Fourth Engineer	K.I. Davies	N. Carroll	C.J. Buckley
Junior Engineers	R.S. Dunbar	K.H.D. Evans	R.J. Zell
	P. Beavis	D.A. Bishop	A. Doubler
Jun. Fourth Engineer	-	-	R.C. Quaye
Electrical Engineer	M.C. Ellis	P. Tyerman	D. Osborne
2nd Electrical Engineer	-	M.J. Schmidt	-
Catering Officer	P. Cowley	L.B. Surrey	W.J. Burt
Deck Cadet	J.C. Pagler	-	-
Engineer Cadet	D.M. Eley	-	-

WELSH CITY

Captain	A.C. Thomas
Chief Officer	R.E. Baker
Second Officer	B.R. Hopper
Third Officer	N. Jerram
Radio Officer	A.J.L. Cottle
Chief Engineer	R. Chambers
Jun. Chief Engineer	G.D. Tattersall
Third Engineer	C.E. Hayles
Fourth Engineer	D.M. Jellyman
Jun. Fourth Engineer	W.H. Tucker
Junior Engineer	P.J. Walker
Electrical Engineer	N. Payne
Catering Officer	P.F. Azers
Deck Cadets	R.S. Mortimore
	A.C. Baxter
Engineer Cadet	D.W.J. Sibley