

newsletter

No. 55 - OCTOBER 1974

Introduction



Because we are approaching half a decade of the *Newsletter*, it seems to the Editor appropriate that we should print a photograph of our Chairman and, at the same time, in this second issue of the *Newsletter* in its new form, acknowledge his foresight in producing the first *Newsletter* in December 1969. This was before he assumed the position he now holds. Despite the enormous calls on his time and energy, the Chairman still has the same interests and welfare of all the staff in mind, a quality which has always been maintained throughout the years.

New Construction

Reardon Smith Line have signed a Contract with Burmeister and Wain of Copenhagen for a 'Panamax' type vessel of their new 60,000 tons deadweight design for delivery in 1976, which has an overall length of 225 metres, beam of 32.24 metres and draft of 12.5 metres. The vessel will be built and engined by B. & W. to give a trial speed of 16.0 knots.

It will have 7 holds fitted with McGregor side rolling hatch covers arranged for hydraulic raising and traversing. The accommodation is of a good standard, fully air conditioned with a library/hobby room in addition to a swimming pool. A special feature is the separation of the engine casing and funnel from the accommodation to improve habitability.

The main engine is also a new design B. & W. seven cylinder K80 GF type developing a maximum power rating of 18,500 b.h.p. at 126 r.p.m. The main machinery can be arranged to operate with an unmanned engine room with control from the bridge.

We have also contracted with Sunderland Shipbuilders to construct two 'Panamax' vessels of their 70,500 tons deadweight design, which have an overall length of 228.143 metres, beam of 32.230 metres and draft of 14.021 metres, to give a speed of 16.5 knots on trial.

The main engines in these vessels are Doxford eight cylinder 76J type capable of developing a maximum power rating of 20,000 b.h.p. at 119 r.p.m.

These ships will have eight holds with McGregor end rolling hatch covers having hydraulic lift and geared electric rolling arrangements. The accommodation is also of a very good standard with air conditioning and a swimming pool. The concept of a day room/bedroom ar-

rangement has been taken one step further on the Sunderland vessels to include the 2nd Officer, 3rd Engineer, Radio Officer, Electrician and Chief Steward. Delivery of both ships is scheduled for 1977.

The description 'Panamax' is given to ships which have been designed with length, breadth and draft scantlings to the maximum which can transit the Panama Canal. The Sunderland ships are limited in cargo capacity to Canal draft of 12.5 metres but are capable of loading to maximum draft where water permits.

The above new tonnage is in line with the policy of expansion of the Company.

AMVER

The Chairman was pleased to receive from the Department of Transportation United States Coastguard, a list of the vessels receiving Annual Awards for outstanding participation in the Coastguard Automated Mutual-assistance Vessel Rescue System (AMVER).

Nine vessels received the Award this year, including consecutive awards for the *Indian City*, *Victoria City* and *Chiyoda*. This indeed was a very fine contribution to this humanitarian effort and the awards are a credit to the ships' personnel.

The Chairman records his appreciation to what the Coastguard referred to as a 'positive and unselfish contribution to the cause of maritime safety'.

We are pleased to acknowledge the following letter from Capt. D. C. Griffith-Jones.

Dear Sir,

During my last voyage I came upon the enclosed short essay which I thought would make a worthwhile contribution to the Company's News Letter, as a

tribute to all the wives who are such avid readers.

Yours truly,
D. C. GRIFFITH-JONES

We hope Mrs. Penson will not mind our publishing her interesting essay which appeared in the Seafarers Education Service publication:—

The Ideal Wife is the Seafarers Wife

by JENNY PENSON

Most Seafarers are probably unaware that they are married to the ideal wife. Having swapped experiences with other wives in the same boat (to coin a phrase), I would like to draw the attention of seafaring husbands to the things that go on when they are away from home.

The ideal seafarer's wife is as faithful as a bloodhound, as independent as a long-distance runner, as practical as Barry Bucknell, and as well-adjusted as Lassie. She has to be. The difficulties she encounters during her husband's absences would send a lesser woman to a solicitor or a psychiatrist, or maybe to both.

First she has to convince herself that a conventional life is not necessarily the happiest one. To do this she has to cast off the deeply embedded idea that she should conform to what society thinks is 'normal' or usual—which means having a husband who, if not a completely nine-to-five man, is at least home for weekends, birthdays and Christmas and does not leave the happy matrimonial household for months at a time.

She is up against public opinion when she bravely looks on marriage to a seafarer as an advantage and not as a handicap. She endures that infuriating pity of her well-meaning friends with their nice, safe, weekday working husbands. 'I just don't know how you cope!', 'It isn't much of a life for you is it?' From not-so-great friends there comes the subtle implication that anyone who calls that set-up a marriage must have been pretty hard-up for a husband! Also lurking somewhere in the conversation is usually a question such as 'Don't you worry when he's so far away?', a question which every wife knows translates to: 'Don't sailors still have a girl in every port?'

She soon learns that attack makes her feel much better than being on the defensive all the time. So, remembering the cheering point that there are other husbands who travel away from home sometimes (pilots, executives and salesmen, to name a few), she can indicate that no man needs to go to the extreme of sailing round the world in order to

'sample' other women. A routine office job probably gives a man more scope.

She can then become almost poetic over the joys of those grand reunions, the excited planning and preparations, and then the thrill as the ETA (which for those who do not know means 'expected time of arrival') draws near. The prospect of a second honeymoon every few months causes a streak of envy in any routine housewife's heart, and a little envy directed at a seafarer's wife for a change is very good for her morale. And, while more conventional couples are slaving over hot stoves, desks or whatever in order to earn their three weeks' break a year, the seafarer's wife can look forward to untempered visits and outings in the week as soon as her husband is home.

Having learned that most social events are a depressing example of the Noah's Ark principle—i.e., guests are only invited in matching pairs, male and female of each kind—the ideal wife has to turn to other pursuits to counter her loneliness. She usually becomes frantically busy, throwing herself with generous abandon into the community around her, becoming the number one dispenser of tea and sympathy, a kind of universal aunt. With such energy and enthusiasm, not to mention spare time, she is the perfect target when it comes to voting people on to committees.

The seafarer's wife also copes admirably with all the chores which are commonly regarded as male prerogatives. She can change plugs, paper the ceiling and stoke up the boiler, and take in her stride all those nasty crises which occur the moment her husband has departed for a 'little' six-month trip. As all seafarers' wives know, it is at that moment that the roof begins to leak, the sink blocks up and the car refuses to start.

When writing letters to her husband, she is often torn between not wishing to alarm him (knowing what ancient history it will be by the time he reads it) and a

strong need to unburden the trivialities of daily living on to someone else. The sort of day when the baby develops colic, the toddler discovers the coal bucket, the dog is sick on the new carpet and the washing machine overflows all over the kitchen does offer extreme provocation. But being an ideal wife, she does not seek solace with the window cleaner or the whisky bottle, and she manages to write a cheerful account of the day as if it had all been great fun.

The seafarer who reads this will be amazed to learn that he is married to such a paragon, for all these qualities have to come to the fore when he is away. He is probably quite unaware that such a versatile genius is hiding behind the helpless female he comes home to. Even an ideal wife needs a rest from such efficiency, and part of the joy of having her husband home is to be able to surrender all these responsibilities to him for a while, in particular the unenviable task of being the omnipotent parent. For if the patter of tiny feet is heard in the home, remember that the seafarer's wife has to cope with the exhausting job of trying to be both parents at once. If those feet happen to be large ones, it is even more difficult, for she may be faced with all kinds of complex personal questions plus problems of discipline which she will be only too glad to refer to her husband whenever she is lucky enough to see him.

It may appear from what has been said that a career-minded ideal wife has a less complicated time. But she too has conflicts to resolve. For instance, if she is climbing the ladder of success in her job, should she throw away her good prospects by ensuring she is free whenever the sailor is home from the sea?

Having elaborated on all these difficulties which are just a part of being a seafarer's wife, the reader may be surprised to learn that there is some compensation. The compensation is, of course, the husband; for it is generally agreed among us seafarers' wives that if only they were at home more often seafarers would make ideal husbands.

Cargo Claims

Cargo claims occupy a prominent place in the busy routine of the Accounts Dept. Humour sometimes brings a welcome relief to the process of searching and investigating.

Some time ago we were confronted with a shortage claim of 16 packages of lumber. The claim was acknowledged in the normal way also expressing our concern and difficulty in accepting that so many packages could possibly be short delivered to one receiver.

However, back came a telex message the following day which contained the following remarks:—

'We understand your difficulty in accepting the fact that 16 packages are missing. Your difficulty is surpassed by our loss.'

"Famous Last Words"

The following are genuine extracts from copies received by a well-known insurance company in London:—

The accident was due to the other man narrowly missing me.

I collided with a stationary tramcar coming in the opposite direction.

I left my Austin 7 outside, but when I came out later, to my amazement, there was an Austin 12.

Car had to turn sharper than was necessary owing to an invisible lorry.

I was scraping my nearside on the bank when the accident happened.

I collided with a stationary tree.

There was no damage done to the car as the gatepost will testify.

The witness gave his occupation as a gentleman, but it would be more correct to call him a garage proprietor. The other man altered his mind and I had to run into him.

One wheel went into the ditch. My foot jumped from brake to accelerator pedal, leapt across the road to the other side and jumped into the trunk of a tree.

A cow wandered into my car. I was afterwards informed that the cow was half-witted.

In these days of depressing news, economic uncertainty and aggressive tendencies in society, it is surprising what influence for good can be enacted by

A Smile

A SMILE costs nothing, but gives much;

IT enriches those who receive, without making poorer those who give.

IT takes but a moment, but the memory of it lasts forever.

NONE is so rich or mighty that he can get along without it, and none is so poor but that he can be made rich by it.

A SMILE creates happiness in the home, fosters good will in business, and is the countersign of friendship.

IT brings rest to the weary, cheer to the discouraged, sunshine to the sad, and is nature's best antidote for trouble.

YET it cannot be bought, begged, borrowed, or stolen, for it is something that is of no value to anyone until it is given away.

SOME people are too tired to give you a smile.

GIVE them one of yours, as none needs A SMILE SO MUCH AS HE WHO HAS NO MORE TO GIVE.

Author unknown

Retirement Luncheon

A Luncheon was given at the Savoy Hotel, London, on 23rd September to mark the retirement of Mr. Jack Mansell, of South African Marine Corporation (U.K.) Ltd. Mr. Mansell has been with Safmarine since 1961, but was previously in our London Chartering Department for 14 years.

Amongst those present at the luncheon were our Chairman and a number of our Directors, together with Mr. F. H. Smith, Chairman of Safmarine, U.K. Ltd.

We wish Mr. Mansell every health and happiness in his retirement and extend to him our good wishes for the future.

Contributions to R.N.L.I.

We have received a letter of thanks from the Institution acknowledging a contribution of £33 from Captain John and his officers of m.v. *Gela*.

Captain Cross arranged a collection on board m.v. *Frenso City* which resulted in £10 being forwarded to the R.N.L.I.

'Why does the editor call himself we?'
'So the fellow who doesn't like what he says will think there are too many of him to lick.'

A dragonfly can use its feet for perching on a limb, but its legs are useless for walking.

"One Safety Device . . . !"

Mr. G. Thomas, Radio Officer, m.v. *Frenso City* has written in as follows:—

"I know it is 'Home Rule' for Wales and all that, but the following was a bit too much—

Receipt from Ship Stores firm—for *Deck Stores*.

I.—No. Foreign Ensign 2 yards Welsh. In addition he comments on the following quote from Nicolette Milnes Walker's book 'When I put out to Sea'.

'I had one safety device; a radar reflector. This is made from three intersecting mutually perpendicular sheets of aluminium, and is designed to reflect radar beams and give a bright spot on a ship's radar scope. If anyone cares to look, I hardly dare complain about poor lookouts, but I believe that many merchant ships do not keep any sort of a watch at sea. Judging by the number of collisions and near misses in the English Channel many ships do not keep an effective watch there. And that is the busiest stretch of water in the world. Why should they bother in mid-ocean?' unquote.

It certainly doesn't give a very good impression of a 'shore-side persons' way of thinking about life at sea. Miss Walker was the first woman to sail single-handed non-stop across the Atlantic.

Yours faithfully,
G. Thomas
Radio Officer.



Vincent Price and budding stars!



“Journey into Fear”

“Sara Lupe” on Location

As a follow up to the article from the m.v. *Sara Lupe* on the activities on board during the filming of shots for the film ‘Journey into Fear’, published in the September issue we publish photographs sent to us by the Chief Officer, Mr. T. Lawson. Our thanks to Mr. Lawson for sending these photographs.

Commodore Lloyd and Stanley Holloway.

STAFF news

Promotions:

Congratulations to Mr. J. C. Lee who was appointed Master, and took command of the m.v. *New Westminster City* at Rotterdam on 16th September. We wish Captain Lee every success. He will eventually be returning to Head Office, Technical Department.

Congratulations to Mr. R. I. Crawford who was appointed Master and assumed command of the m.v. *Indian City* on 25th September. We wish Captain Crawford every success.



New Staff:

We extend a welcome to the following on joining the company:—

Mr. M. Purnell, General Office. Mr. R. J. Hill, Secretary's Dept.; Mr. G. H. Johnson, Secretary's Dept.; Mr. P. H. Reynolds, Elec. Supt.; Mr. D. G. Granger, Cost Control Supt. Miss K. Ali, Secretary's Dept.



Successes:

we congratulate the following on their recent examination successes:—

Mr. Clive Stockdale—Head Office, Accounts Department on obtaining final part of Fellowship examination of the Institute of Chartered Shipbrokers.

Mr. Robert Bowen—Head Office, Chartering Department on obtaining

the Associateship of the Institute of Chartered Shipbrokers.

Mr. M. R. E. Underwood—1st Mate's Certificate. Mr. W. P. Hereward, Mr. B. B. Everett and Mr. D. Edge—Marine Electronics Certificate.

Mr. S. W. Presscott, Mr. C. Kelly and Mr. A. Abell, awarded O.N.C. in Nautical Studies.

Mr. N. G. Howe, Mr. R. D. Scammells and Mr. D. Whittle, awarded O.N.D. in Marine Engineering.



Birth:

Congratulations to Mr. and Mrs. Bill Cooke on the arrival of their first child Elizabeth Faye, born 22nd September, 6 lbs. 2 oz.

Quote from proud father—'She is very beautiful.'

Mr. Cooke is in our London Office Chartering Department.



News of Retired Staff:

We are sorry to hear that Mr. T. K. Watson has had an accident at home and was badly burned. We are equally sorry to hear that Mrs. Watson has also had an accident as the result of which she is in hospital.

We wish them both a speedy recovery from their injuries.

House Purchase Scheme

We recently learned of an Officer employed by this Company who had saved, over a period of years, a substantial amount of money with a well-known Building Society, with the hope that he would be able to obtain a Mortgage when he eventually purchased a house. Imagine his shock at being told by the Building Society that they could offer no hope of their being able to grant him a Mortgage. The Officer then contacted other Building Societies but was told on each occasion that as he was not saving with the Building Society in question, they could not grant him a Mortgage.

The Officer obviously felt that he had arrived at an impossible situation, when we announced our House Purchase Scheme. He immediately contacted us and we are pleased to advise that the Woolwich Building Society, in co-operation with this Company, immediately granted him a Mortgage and he is now residing in his new home and receiving a monthly subsidy from the Company towards the interest payment on the Mortgage.

We are pleased to state that several Officers have now received the benefits of our House Purchase Scheme which is open to all Company Contract Officers who are purchasing their first home.

Chronological History 1964

m.v. *Australian City*, 30,483 tons d.w. 18461 g.t. Bulk Carrier, built by the Fairfield Shipping and Engineering Co. Ltd., Glasgow, with Engines by Fairfield-Rowan Ltd. 6 RD76. 6 cylinder. Engines arranged aft. (Sulzer) Completed 4th November. First bulk carrier owned by the Company. (See 1969). Cost to Company £1,104,081.

The following ships were sold:—

Great City (2) in October to Hong Kong as 'Shipwind'. Price obtained £111,750.

Fresno City (3) in November to Vergocean S.S. Co. Ltd., London, as 'Sea Captain'. Price obtained £133,500.

REARDON SMITH RANGERS

The season has opened in encouraging style. The team has joined the Cardiff and District League and the results are promising. One game resulted in a win for the team by 10 goals to 2. Members of the side are drawn from Head Office and Cadets studying at the Technical College, Cardiff.

The players are full of optimism and the team secretary has asked that thanks be conveyed to the Chairman and Directors for support and encouragement.

Congratulations to our team in their latest victory of 3 goals to 2 in the City Supporters Cup.

SHIPS' POSITIONS AS AT 18. 9. 74

m.v. Atlantic City. On T/C to Compania de Navegacion 'Las Perlas' S.A. of Panama until January/March 1976. Sailed Piombino 22nd August, arrived Tubarao 4th September. Loaded full cargo iron ore, and sailed 16th. Arrives Constanza 4th October, completing discharge about 10th.

m.v. Chiyoda. On T/C to N.Y.K. Tokyo until March/July 1975. Arrived and sailed Singapore 5th/6th September. Arrived Kure 14th commenced discharge part cargo of ore. Sailed 15th. Arrived Kakogawa 16th to complete, sailing 18th. Arrives Nagoya 19th to load part cargo cars, completing and sailing Yokohama 20th. Arrives Jeddah about 12th October for discharge.

m.v. Cornish City. On T/C to Lloyd Brasileiro of Rio De Janeiro until February/April 1975. Sailed Nagoya 22nd August. Arrived Kobe 23rd, sailed 4th September. Arrived Kokura 5th to complete loading, sailed 11th. Arrives Rio de Janeiro 13th Oct. to commence discharge, completing Santos, Vitoria and Rio Grande.

m.v. Fresno City. Undocked Antwerp 21st August, and commenced loading steel products on the Cont. W.C.-U.S.A.-Vancouver Service. Completed and sailed Antwerp 27th. Arrived and sailed Panama Canal 11th September. Arrives Los Angeles 19th to commence discharge, sailing 25th. Arrives Portland 27th, sails 29th, arrives Vancouver 30th, completing discharge about 2nd October. Then proceeds to load forest products on the B.C./U.K. Cont. Service. Sails British Columbia 16th, arrives and sails Panama Canal 29th. Arrives London about 12th November completing discharge at Antwerp 20th.

m.v. Indian City. On T/C to Yamashita Shinnihon S.S. Co. Ltd., Tokyo, until November 1976/March 1977. Sailed Yokohama 28th August with cars. Arrives and sails Panama Canal 19th September. Arrives Providence 26th to commence discharge. Sails 28th, arrives Newark 29th completing discharge and sailing 30th. Then proceeds to Hampton Roads or U.S. Gulf to load coal for discharge Japan.

m.v. New Westminster City. On T/C to Jepsens (U.K.) Ltd., of London. Arrived Rotterdam 13th September, completes discharge and redelivers from time charter 18th. Expected complete heavy weather damage repairs and sail 20th. Arrives U.S. Gulf 4th October, loads cargo grain and sails about 10th. Arrives and sails Panama Canal 15th. Arrives Japan about 8th November to discharge, completing about 15th.

m.v. Port Alberni City. On T/C to Mitsui O.S.K. Ltd. Completed loading coal and sailed Newcastle 24th August. Arrived Osaka 5th, completed discharge 6th and redelivered. Sailed 7th and delivered on time charter to Daiichi Chuo Kisen Kaisha. Arrived Kokura 8th, commenced loading steel products, sailed 11th. Arrives

Kimitsu 12th, sails 18th, completing loading at Yawata 20th/24th and Kudamatsu 24th/26th. Arrives and sails Panama Canal 20th October. Arrives Port Everglades 24th to commence discharge, sailing 26th for New Orleans 28th/30th and Houston 30th/2nd November, where completes discharge and redelivers.

m.v. Prince Rupert City. Sailed Singapore 20th August. Arrived Visakhapatnam 25th, completed discharge phosphate 30th, delivered on time charter to Japan Line. Loaded cargo ore and sailed 5th September. Arrived and sailed Singapore 10th. Arrived Hirohata 20th, completing discharge 22nd and redelivers. Then delivers on time charter to Shinwa Kaiun Kaisha Ltd., of Tokyo. Arrives Nagoya 23rd, loads part cargo steel products, sails 28th. Completing at Kimitsu 29th/31st and Kobe 3rd/5th October. Arrives and sails Panama Canal 27th/28th. Arrives Antwerp 11th November to commence discharge part cargo, sails 14th for Setubal where completes discharge 23rd.

m.v. Tacoma City. Arrived New Orleans 3rd September. Commenced loading 9th, expect complete loading and sail 21st. Arrives and sails Panama Canal 26th. Arrives Japan 21st October to commence discharge grain, completing about 30th.

m.v. Vancouver City. On T/C to Jepsens (U.K.) Ltd., of London. Arrived Esperance 30th August to commence discharge, sailed 1st September. Arrived Bunbury 3rd, completed discharge and sailed 9th. Arrived Christmas Island 13th, loads cargo phosphate, sails 18th. Arrives Geelong 29th to commence discharge, completing at Melbourne and sailing 2nd October. Then proceeds to Whyalla arriving 4th, loads part cargo steel products, sails 10th October. Arrives Fremantle 14th, loads mineral sands, completing at Bunbury about 17th. Arrives Rotterdam 16th November to commence discharge, completing at Hamburg.

m.v. Victoria City. B.C./U.K. Cont. Service. Arrived and sailed Panama Canal 23rd/24th August. Arrived Cardiff 6th September, commenced discharge forest products, sailed 12th. Arrived Antwerp 14th, completing discharge 18th. Then proceeds to load steel products on the Cont. W.C.-U.S.A.-Vancouver Service, sails about 25th. Arrives and sails Panama Canal 9th October. Arrives Los Angeles 18th to commence discharge, sails 21st for Portland 23rd/25th Seattle 26th/28th and Vancouver where completes 1st November.

m.v. Welsh City. On T/C to Intermare Transport G.M.B.H. of Hamburg. Completed discharge and sailed Matanzas 10th. Redelivered off time charter 14th at sea, and delivered on time charter to South African Marine Corporation until August/October 1975. Diverted towards New Orleans 15th September, rendezvoused with heli-

copter on 16th and transferred J. L. Hoile for hospitalization. Arrived Houston 17th to commence loading cargo generals, completing New Orleans 19th/20th, Savannah 23rd, Charleston 24th, Newport News 26th/27th, Baltimore 30th, Philadelphia 1st October, completing and sailing New York 4th. Then proceeds Cape Town where arrives to commence discharge schedule 22nd. Then calls Port Elizabeth 26th/27th, East London 28th, completing Durban 29th.

m.v. Amparo. Arrived Acapulco 22nd August, sailed 13th. Arrived Manzanillo 15th, completed discharge, sailed 4th September. Arrived Mazatlan 5th to commence load generals, sailed 11. Arrives Guaymas 12th, completed loading and sailed 15th. Arrives Yokohama to commence discharge, load schedule 3rd/5th October, Nagoya/Yokkaichi 6th/12th, Osaka/Kobe 13th/17th, Kobe 18th/21st, Nagoya 23rd/24th, Yokohama 25th/28th, completing Odaiba and sailing 30th for Ensenada 13th/15th November, Acapulco 19th 23rd and Manzanillo 24th/26th.

m.v. Elena. Arrives Tsuruga 25th August, commenced discharge loading schedule, discharged parcel zinc concentrates, sailed 30th. Arrived Nagoya 2nd September, sailed 7th. Arrived Osaka 8th, sailed 11th. Arrives Kobe same day, sails 22nd. Arrives Kobe 23rd, sails 24th. Arrives Yawata 25th, sails 26th. Arrives Moji 27th, sails 28th. Arrives Tokyo 29th, sails 30th. Arrives Yokohama 1st October, sails 3rd. Then proceeds Ensenada, Acapulco, La Cadenas, Manzanillo, Guaymas, returning Yokohama, Nagoya and Osaka Kobe.

m.v. Gela. Arrived Vera Cruz 10th August, sailed 15th. Arrived Tampico same day, sailed 18th. Arrived Progresso 19th, sailed 20th. Arrived Hamburg 5th September, completed cargo, sailed 10th. Arrived Bremen 11th, sailed 12th. Arrived Rotterdam 13th, sails 18th. Arrives Antwerp 19th, sails 20th. Arrives Le Havre 22nd, sails 23rd. Then calls Vera Cruz 7th/13th October, Tampico 14th/16th, completing Progresso and sailing 20th for Hamburg where arrives 4th November.

m.v. Maria Elisa. Arrived Yokohama 28th August, commenced cargo operations, sailed 30th. Arrived Yokkaichi 2nd September, sailed 3rd. Arrived Osaka 4th, sailed 8th. Arrived Kobe same day, sailed 9th. Arrived Uno same day, sails 22nd. Arrives Nagoya 23rd, sails 24th. Arrives Tokyo 30th, completes loading schedule, sails 1st October. Then calls Ensenada 14th/16th, Acapulco 20th/24th, Manzanillo 25th/27th, Guaymas 29th/6th November, then Yokohama 25th/28th, Nagoya/Yokkaichi 28th/3rd December, completing Osaka/Kobe 4th/10th.

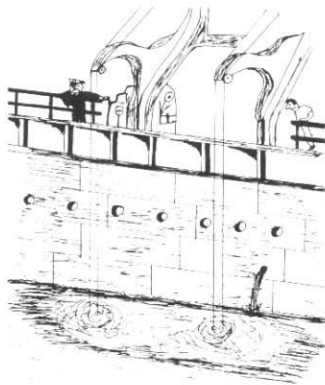
m.v. Sara Lupe. Arrived Osaka 27th August, and due to berthing delay, sailed 29th for Shikama where discharged parcel of concentrates and sailed 4th September. Arrives Bombay 23rd to commence discharge potash.

OFFICERS' DISPOSITIONS AS AT 1. 10. 74

<p><i>m.v. Atlantic City</i></p> <p>Master Chief Officer Senior Second Officer Second Officer Third Officer Fourth Officer Electronics Officer Radio Officer Radio Officer (Junior) Chief Engineer Second Engineer Junior Second Engineer Third Engineer Junior Third Engineer Fourth Engineer Junior Fourth Engineer Junior Fourth Engineer Junior Engineer Junior Engineer Junior Engineer Electrical Engineer Second Electrical Engineer Catering Officer Cook Cadet Cook Cadet Deck Cadet Engineer Cadet</p> <p>T. R. McNulty M. W. Slayman B. M. Richardson K. J. Cribbin P. C. Roberts R. J. Preece R. K. Biens D. P. Jones C. J. Buckley D. M. W. Churcher C. L. Griffiths D. A. Roberts A. G. Vincent T. McMahon N. H. Frost C. Swindells A. Bruzier J. M. Smith R. D. Scammells</p>	<p><i>m.v. Chiyoda</i></p> <p>P. J. Boroughs M. J. Bellamy J. Henderson D. C. Cumming D. R. Appleton C. J. Bertram D. M. Parsons D. Brown J. L. Magill N. P. Treen M. Corrie P. B. Williams J. Kelly J. A. Patrick A. P. Coles A. Powell A. Thomson G. Pugh</p>	<p><i>m.v. Cornish City</i></p> <p>J. S. Murray M. C. Hurst J. P. Andrews S. D. L. Lloyd Jones S. C. Horne W. R. Goodinson J. Armstrong G. M. Dickson J. R. Gleeson W. Munro W. B. Glastonbury R. Thomas D. Osbourne C. J. Hurrhy J. A. Concannon I. C. Miller D. Osbourne C. J. Hurrhy J. A. Concannon I. C. Miller N. G. Howe</p>	<p><i>m.v. Fresno City</i></p> <p>G. S. Garlick D. L. Bell W. D. Howell W. Thompson G. Thomas B. J. Hill J. F. Hewson R. Day R. J. Ridley-Prentice G. A. Lewis L. Griffiths R. J. Bell M. Bodycombe J. L. Sanday G. D. Evans M. S. Rigg T. J. Tubball N. G. Howe</p>	<p><i>m.v. Gela</i></p> <p>B. Jones F. Scott S. A. T. Schooledge D. Hotchkiss J. M. A. Pagnam J. V. Barnes T. J. Newell C. J. Burton D. E. Simons D. E. Rees K. G. Quinn P. Willmott P. F. Akers P. F. McMurdo M. S. Rigg T. J. Tubball G. D. Morgan</p>	<p><i>m.v. Indian City</i></p> <p>R. J. Crawford N. P. Waldron K. J. O'Higgins N. Jerrum A. B. Ward H. M. S. Williams J. McVay L. M. Williamson J. D. Chatten P. J. Wood N. Carter D. M. Eley S. W. Walters R. H. Moore N. Payne F. S. Pring F. W. Lever A. C. Baxter T. I. Lawrence K. Hart A. P. Morris</p>
<p><i>m.v. Maria Elisa</i></p> <p>Master Chief Officer Senior Second Officer Second Officer Third Officer Electronics Officer Radio Officer Radio Officer (Junior) Chief Engineer Junior Chief Engineer Second Engineer Junior Second Engineer Third Engineer Junior Third Engineer Fourth Engineer Junior Fourth Engineer Junior Engineer Junior Engineer Electrical Engineer Second Electrical Engineer Catering Officer Deck Cadet Deck Cadet Deck Cadet Cook Cadet Engineer Cadet</p> <p>A. B. Parkhouse J. L. G. Cotton C. Bowell A. Skilton F. G. Taylor J. Cormack T. J. Lambert J. Prendergast M. J. Burt I. MacFarlane J. A. Jones G. T. Strong P. E. Edgell P. P. Delaney P. P. Rowland S. Brown M. J. Clarke D. P. Kirley</p>	<p><i>m.v. New Westminster City</i></p> <p>J. C. Lee W. G. Wood I. C. Stutt A. Abel N. C. Sanders D. Archbold N. B. Shilstone K. I. Davies C. Gradlake D. G. Wedlake A. Price G. F. Burridge M. G. Young D. W. James M. J. Clarke D. P. Kirley</p>	<p><i>m.v. Port Alberni City</i></p> <p>B. A. G. Boyer K. Jones H. H. Gale T. D. Lester J. A. Heslop L. G. I. Taylor P. J. Quinn M. J. Snook N. Carroll R. G. Wells D. B. Thomas M. J. Schmidt L. B. Surray C. D. Kisch D. W. J. Sibley</p>	<p><i>m.v. Prince Rupert City</i></p> <p>M. J. Higgins P. M. Baverstock R. Jamnison P. A. Ward W. P. Hereward C. J. Burt T. Sukienik R. A. Rees E. J. Burrup J. P. Bowler W. M. Powell T. E. J. Sperin R. B. Nickolls A. Hamilton J. D. Peebles I. H. Woolley D. J. Kinsey</p>	<p><i>m.v. Sara Lupe</i></p> <p>W. J. Cross K. W. Fulker M. Gaffney D. J. Cooke R. Faulds H. Watson K. Rowney D. C. Lewis K. J. Walmsley R. S. Dunbar B. R. Jones H. W. Davies H. G. Ellis L. Slawinski C. A. Prescott G. P. Eyles</p>	<p><i>m.v. Tacoma City</i></p> <p>W. D. Jones T. M. Tait S. P. Gorford G. L. Bent C. A. Short C. A. J. White G. J. Griffiths R. E. Diamond P. H. Evans A. Doubler J. F. McCarthy J. A. R. Cannon R. G. Pierce A. C. Prosser R. S. Mortimore D. Whittle S. J. Staines</p>
<p><i>m.v. Vancouver City</i></p> <p>Master Chief Officer Senior Second Officer Second Officer Third Officer Electronics Officer Radio Officer Radio Officer (Junior) Chief Engineer Second Engineer Junior Second Engineer Third Engineer Junior Third Engineer Fourth Engineer Junior Fourth Engineer Junior Engineer Junior Engineer Electrical Engineer Second Electrical Engineer Catering Officer Deck Cadet Deck Cadet Deck Cadet Cook Cadet Engineer Cadet</p> <p>J. Porteous R. E. Baker P. P. Lewis T. A. Price A. J. L. Cottle B. M. Draper B. J. Allsopp R. E. Russell W. H. Tucker A. McNally A. Clarkson A. K. Sinclair J. T. Loraine D. C. M. Trinnick</p>	<p><i>m.v. Victoria City</i></p> <p>O. J. T. Lindsay K. Milburn B. T. Herniman D. E. Stannard K. H. Sellar I. F. Bullock H. L. Fletcher D. J. Jennings G. J. Morris A. Hobin J. J. Garrigan A. K. Cole S. Collins D. W. Fuller D. MacPhail A. C. Melbourne I. Cowan H. D. Johnson</p>	<p><i>m.v. Welsh City</i></p> <p>J. J. Kalmis J. S. Pearsall J. Sharples N. Davies E. A. Willocks D. W. Litson W. A. Bruce A. C. Coombs A. Edwards P. Ridley N. G. Hoile B. R. Batey C. A. Parry K. F. Ballard A. A. Field R. K. Phelps</p>	<p><i>m.v. Elena</i></p> <p>D. L. G. Jones J. E. S. York R. J. Davies S. W. Prescott B. A. Stagg D. W. Litson W. A. Bruce A. C. Coombs A. Edwards P. Ridley N. G. Hoile B. R. Batey C. A. Parry K. F. Ballard A. A. Field R. K. Phelps</p>	<p><i>m.v. Amparo</i></p> <p>G. F. R. Elberly R. E. Clifford T. E. Thistleton P. F. Matthews E. G. Bromham D. W. Yool G. Hughes R. Chambers J. C. Cullen R. M. Worgan J. H. Davies C. J. Griffiths R. E. Pearson R. M. B. Jenkins P. Tierman J. T. Jones</p>	



Navigation under Adverse Conditions.



Boat Drill.



We would like to thank Mr. N. Clifford, Chief Officer, m.v. *Amparo* for the following collection of cartoons. He drew them about ten years ago, and thought they might be useful for the *Newsletter*. In addition we are encouraged by the following remarks in his letter—'Congratulations on the introduction to the July *Newsletter* which was much appreciated by all on board.'



Tracing Earths.

SHARES

Since our last report the *Financial Times* Share Index has slightly improved, but it would appear that an underlying reluctance of buyers in the general economic uncertainty has left the Stock Market with insufficient demand. A lack of confidence has been aggravated by numerous rumours and warnings of growing liquidity pressures in some areas of U.K. industry; however, the Stock Market in general responded quietly to the result of the Election.

Once again our shares became the

interest of speculators following the announcement of the increased Panamanian interest to almost 16%, and at one time the price of the Ordinary Units reached a new peak of 265p. The Euro-canadian interest in Manchester Liners led to further speculative buying of other shipping shares.

The Ordinary Units are now quoted at 225p and the 'A' Non-Voting Units at 132p, compared with 205p and 144p, respectively, in the previous *Newsletter*.

Christmas Mail

We would remind readers that Christmas mail destined for personnel on our vessels should be forwarded to this Office at least six days before the 'last dates for posting' given in leaflets obtainable from Post Offices.

All mail must have sufficient postage affixed to enable it to be sent by Air Mail. If official Airmail Letter Forms are not used, postage at the rate of 10p per half-ounce must be affixed. Newspapers or magazines should have postage at a rate of 3p per half ounce.

We would particularly mention above rates, as a considerable amount of mail is being forwarded to Head Office with insufficient postage affixed. We would add that this can delay mail being received by our sea-going staff.

Please note that parcels should not be sent to Head Office. Senders should write to the Office for a suitable address and then post in the usual manner, ensuring that a Customs' Declaration Form is attached to the parcel—these can be obtained from any Post Office. Finally, please ensure all parcels are very securely packed and correctly addressed.

Happy Ending

It was interesting to read recently of a letter written by Mr. David Sibley to his fiancée Miss Pat Godwin of New Inn, Gwent. The letter was written whilst he was on the m.v. *Atlantic City* in Turkey in March. Fragments of the letter were found in the wreckage of a Turkish DC10 which crashed near Paris, with the loss of 346 lives.

Fears that both writer and recipient might have perished in the crash were happily dispelled when it was realised that the letter was given to a friend to post in Turkey, and after some weeks had elapsed, Mr. Sibley realised that his letter had not reached its destination.

Mr. Sibley is at present serving as Engineer Cadet on m.v. *Port Alberni City*.