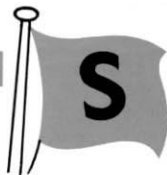


newsletter



No. 58 - NOVEMBER 1974

What is going on in Devonshire House

Introduction

When this issue of *Newsletter* reaches all readers, Christmas will not be many weeks away.



It is a time when the opportunity is available to look back over another year. It is a time to reflect on what has gone and to speculate on what is to come. No one can do more than just speculate or surmise at what may occur in the days ahead. It is a source of benefit to all, that no one can actually foretell the morrow. If it was possible to do so, we would either be all millionaires or all paupers. However, it is necessary to prepare for the future; plans must be laid and acted upon; the ultimate result will depend on the preparations and on how the plans were interpreted.



In these days leading up to the great festival let us be sure our preparations are well advanced, with the good things that cheer. It is hoped your plans for a good time will be fulfilled and that the spirit of goodwill will remain throughout the coming year—come inflation and all that goes with it.

On Monday, 8th December 1958 Head Office staff moved into newly completed Devonshire House in the centre of the City of Cardiff. It was a Reardon Smith Line venture to build this block of offices and at the same time provide a new home for itself.

Press reports carried headings such as 'Experts acclaim design of new building'. Its form of construction was interesting in that it was the first precast, reinforced concrete multi-storeyed office building erected in Wales or the West of England. The elevations are in Portland stone with granite plinths, the windows are of teak with double glazing and were specially made in Germany. One of the interesting features of the building is undoubtedly the spiral staircase. It was unique in the country at the time. It consists of a reinforced string from which precast, reinforced concrete treads are cantilevered, the finish of the treads being 1½ in. teak and the whole staircase being enclosed in a glass cylinder.

Fortunately, the large floor areas were divided up by removable partitions made possible by the introduction of precast, prestressed, post-tensioned beams 35 feet in length and weighing 5½ tons each.

Eighteen eventful years have passed by. Devonshire House has been joined by other buildings—and dare one say it—of less grace and beauty. It has now been dwarfed by a 25 storey monster of concrete and glass on the opposite side of the road. The imposing bronze entrance doors of Devonshire House still stand out as a reminder of strength and purpose.

Outwardly the building has remained unaltered except that the car lift has been replaced by a more efficient runway. The interior however is changing.

It was mentioned how fortunate it was that removable partitions had been erected dividing up the rooms. The wisdom of this feature is being put to the test today. Major alterations are in progress and some have already been

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A Christmas Message from the Chairman

Once again it is my pleasure to wish all staff, ashore and afloat, retired staff and all families a Happy Christmas and a Bright and Prosperous New Year.

This year again has been one of sustained progress. It has been a difficult year with world events having a marked influence on our activities as a company. The domestic scene with all its varied uncertainties has not helped matters. It requires a renewal of those qualities which have so far seen us through—faith in our ability as a company to continue to expand and prosper and a will to succeed with co-operation from everyone.

We can justly be proud of our achievements thus far, and I am pleased that I can reiterate that which I said in my message last year—

'I am confident we are on the right course and continue to be optimistic for the future of our company.'

Happy Christmas and a prosperous New Year.



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THE CONFERENCE ROOM—BIDEFORD SUITE.

Devonshire House . . .

completed. In 1958 Head Office only occupied the second and third floors. The first floor has now been completely taken over and only one or two tenants remain on the ground floor.

When a company embarks on an expansion programme it is logical that everything connected with that company must be affected. A new sense of achievement is created and a will to succeed. Environment is no less important than any other feature of the expansion ideal—more space is needed because more staff is needed.

The Purchasing Department which once occupied a section of the second floor is now in residence on the first floor. Its layout is as practicable and pleasing as one could imagine. On the other side of the floor great strides are being made in housing the Drilling Rig Division department.

Situated next to the Purchasing Department on the first floor is the newly completed 'Bideford Suite'. This prestige suite, comprising of entrance hall, bar,

dining/conference room and kitchen is furnished in shades of brown, coffee and light tan. The bar is finished in rosewood and stainless steel. The dining/conference room also has cinematic facilities for training and instructional films.

The Technical Department occupies space on the second floor. This ever expanding Department has occupied its new layout for some time now. It has amenable surroundings but one would never be surprised to see it encroach again. The Accounts department also occupies a portion of the second floor. Its floor space has been enlarged considerably and can boast the longest length of office accommodation in Head Office. To cricket enthusiasts, and there are a few in this department, it is well over a cricket pitch in length and would make an ideal indoor practice stretch—pressure of work however does not permit. Between the two departments is a very important layout—the kitchen. Each day this important department provides the 'nectar of the gods' in the form of tea,

coffee and squash so important these days in calming the nerves of a member of the Technical Department looking for a lost propeller shaft or of a member of the Accounts looking for a balance secreted in the mysteries of the computer. The odd cuppa that soothes the troubled minds of the Chartering Department when a good fixture has eluded them, calms the exasperations of the Personnel Department when a plane load of officers has just landed in New York when it should have been Tokyo.

The third floor was altered extensively to provide a new lay-out for the Personnel Department. Even this floor, housing the Secretarial Department and the Chairman's domain, has not escaped the wind of change and, together with the Chartering Department, structural alterations are taking place. The Chairman's absence abroad provided the opportunity to dismantle his room and resettle him in a new lay-out. In spite of all the piles of sand and partitions, rolled up carpets and gaping holes in the ceiling his personal assistant sits it out with complete abandon.

All this and more is linked inexorably with the expansion of our Company.

STAFF news

Certificate Successes

Congratulations to Mr. J. J. Baghurst on obtaining 1st Class Motor.



New Staff

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

Head Office

Miss J. Price—Clerk/Typist, Drilling Rigs Division; Mrs. M. Hoar—Shorthand Typist, Purchasing Department; Mrs. M. Goodrich and Mrs. L. M. Tilley, Catering Staff.

London Office

Miss P. Warrington, Telex Operator; Miss T. E. Brown, Shorthand Typist; Mr. J. S. Owen, Sale and Purchase; Mr. T. E. James, Mr. P. A. Kirby, Mr. A. Witort, Drilling Rigs. Trainee Drilling Engineers.

Retired Staff

Some time ago we were delighted to hear from Captain T. W. P. Davies and to know he is enjoying retirement in West Wales.



Mr. and Mrs. T. K. Watson

We are pleased to hear that Mr. Watson has made good progress since his accident.

Mrs. Watson is in Sully Hospital and is as well as can be expected.



Marriage

Congratulations to Chief Officer B. J. Bartlett on his marriage to Miss Margot Ann Reed at Acton Registry Office, London on 2nd October 1974. They plan to make their home at 22 Percheron Way, Droitwich, Wores.

What is a Shipbroker's Role?

From time to time readers will have seen names of members of the staff who have been congratulated on obtaining successes in the Shipbrokers exam. Many of you may ask 'what is a shipbroker and what is his job?'. Briefly we set out the following in the hope it will throw some light on the subject for you:—

Shipbroker's Role

A shipbroker's job is to keep abreast of the market and to be aware of freight rates for the many different world trades; and to know the price values of different types of ships, whether they may be new or second-hand vessels. He must be able to keep his finger on the pulse of the market so that he knows something of the availability of the ships and cargoes in the various parts of the world. The broker will be expected to anticipate trends and to advise his clients on the expected rates or prices they would receive or pay for any business contemplated. He would need to have broad knowledge of the characteristics and

technical capabilities of a wide range of ships, and an outline knowledge of the economics of ship operation. There is no better way of learning the business than by experience, but the Institute of Chartered Brokers runs courses and issues diplomas to candidates successful in their annual examinations.

The attributes of a successful broker are difficult to define. The business tends to be personal and individual. Obviously big broking firms with substantial resources, enabling them to provide expensive research and statistical back-up, are highly successful. At the same time there are many profitable firms consisting only of a few individuals who concentrate on a relatively limited number of accounts. In the last analysis the success of any broking company is the quality of the brokers carrying the burden of the business, and is dependent upon these individuals projecting themselves and their business in such a way that they gain support from their clients.

Chronological History

1965. m.v. *Eastern City* (4) 30,483 tons d.w. 18,620 g.r.t. Bulk carrier built by The Fairfield Shipbuilding & Engineering Co. Ltd., Glasgow, with Sulzer engines by Fairfield-Rowan Ltd., 6 cylinder 6 RD76, situated aft. Completed June. Sister ship to *Australian City*. Cost to Company £1,486,349. (See 1970).

1966. m.v. *King City* (3) sold to Greece as *Panagiotis Xilas* in December. Price obtained £165,000; m.v. *Queen City* (2) sold to S. & K. Shipping Ltd., London as *Omala* in April. Price obtained £230,000.

1967. m.v. *Leeds City* (4) sold in November to Greece as *Ellisontos*. Transferred to Reardon Smith Line before sale. Price obtained £390,000.

The Company took delivery of the following ships:—m.v. *Atlantic City* (4) 45,780 t.d.w. 27,029 g.t. in April. Bulk carrier, built by Fairfields (Glasgow) Ltd., with engines (Sulzer) built by George Clark and North Eastern Marine, Sunderland. Engines arranged aft. Cost to Company £1,942,074; m.v. *Indian City* (4) 45,880 t.d.w. 27,018 g.r.t. in October. Bulk carrier, built by Fairfields (Glasgow) Ltd., with engines (Sulzer) built by George Clark and North Eastern Marine, Sunderland. Engines arranged aft. (sister ship to *Atlantic City*). Cost to Company £2,072,408.

This problem is not
so easy - try it

Two trains, A and B set off toward each other, every morning at 9.00 a.m., from their respective stations, X and Z. Normally they pass at point Y, before continuing to Z and X respectively. Train A is an express and travels twice as fast as B.

One morning the express starts 5 minutes late and the result is that the trains meet on this day, at a point 2 miles from Y. What is the speed of train B?

Assume both trains travel at constant speeds throughout their journeys, but be careful, this problem is not as simple as it looks.

Prompt Action in Fire Emergency

Whilst the m.v. *Atlantic City* was proceeding towards Brindisi on 30th October, she experienced a serious engine room fire on the No. 3 alternator engine. The seriousness of the fire was immediately recognised by the ship's staff who evacuated the engine room, closed down all openings and operated the CO₂ smothering gas. This effectively put the fire out and a few hours later staff were able to enter the engine room with breathing apparatus, assess the damage and get the engine room operational again.

The very prompt recognition by the ship's staff of the seriousness of the fire and their equally prompt action in fire fighting procedures minimised damage to the vessel and we anticipate that after a short period in a repair yard she will be able to carry on with her normal trading.

Head Office were extremely appreciative of the action of the ship's staff and the following cable was sent by our Chairman:—

TO MASTER M.V. ATLANTIC CITY.
MY PERSONAL CONGRATULATIONS
AND THOSE OF ALL HERE TO YOUR-
SELF ALL OFFICERS AND STAFF ON
YOUR PROMPT AND SUCCESSFUL
ACTION IN COMPLETELY EXTINGUISH-
ING SERIOUS ENGINE ROOM FIRE ALSO
FOR A FIRST CLASS JOB OF WORK IN
PERFORMING EMERGENCY REPAIRS
IN ORDER VESSEL COULD REACH
PORT UNAIDED.
REGARDS. CHATTERTON.

SHARES

During the past few weeks, the majority of ordinary shares have remained subdued, although they have held fairly steady in spite of a sharp fall in gilt-edged securities caused mainly by fears about the cost of funding the Government's nationalisation programme and concern over the Social Contract.

As a matter of interest, the term Gilt-edged originated from a writing paper of the finest quality which was particularly suited and used to make out first class Bills of Exchange. The term is now most commonly applied to British Government Securities, Dominion and Colonial Government Stocks, U.K. Corporation issues, etc.

The following letter was received from Captain T. R. McNulty of the m.v. *Atlantic City* proving that the ancient art of 'bartering' has not vanished yet:—

Dear Sirs,

Re:—Acquisition of Approach Chart to Iljichevsk, Russia, by barter at this port.

As agents at this port were unable to obtain a chart of Iljichevsk, vessel's next port of call, and no acknowledgement of a cable sent to agents at that port for chart was received, it was necessary to solicit on board another vessel for same.

Master and Chief Officer wished payment for same to be made in 'Playboy Magazines and Soft Cover Books', not in cash, cigarettes or spirits. Various officers donated a supply of magazines and books and bar committee were promised about £4 in Italian currency to replenish magazines on board the vessel.

I trust the above will be in order.

I remain,

Yours faithfully,

T. R. McNulty, *Master*.

Question to a lad by a Training officer—

'Why do you want to go to sea?' Answer
—'Because I don't want a nine to five job.'

R.N.L.I.

We have pleasure in publishing the following letter received from Mr. A. M. Beevor-Reid who was Officer on the m.v. *Sara Lupe*:—

48, Blenheim Road,
St. Johns,
Worcester.
22nd October, 1974.

Reardon Smith Line,
Cardiff.

Dear Sir,

The Officers who have just been relieved from the m.v. *Sara Lupe* raised the sum of £13 as a contribution to the R.N.L.I.

I was entrusted with this sum to be sent off on our arrival in this country. This I have done, and also I asked the R.N.L.I. to send the receipt to you in order that it could be published in the *Newsletter* so that the Officers will know that the contribution was received.

You may be interested to know how the money was raised. During the course of the trip we had a series of 'Weigh Ins'. If an Officer had gained weight he had to make a contribution of 10p per pound. If, however, he had lost weight he had to make a contribution of 5p per pound.

It can be seen from the officers' weights that out of the thirteen participating eight of them lost weight during the voyage. Because of this it was suggested that anyone with a weight problem should be sent to the *Sara Lupe* for five months. To two of the other officers, who shall remain nameless, it was suggested that R.N.L.I. wouldn't even let them in their life boat, should they ever have to be rescued, because of the danger of sinking it.

We have received the following letter from Captain J. Vaughan of the m.v. *Indian City*:—

Dear Sirs,

Thanks to the efforts of the 'Chinaman' and his following of gamblers, coffee drinkers, cigar smokers and the users of the Officers' Lounge and Bar during the past five months, a cheque for £20 has been forwarded to the Sailors Children's Society Newland Homes, Hull, with the hope that it may contribute to adding some little extra for the children at Christmas time.

Yours faithfully,
J. Vaughan, *Master*.

Chairman helps crew Inshore Rescue Boat

Our Chairman was invited during September to help crew the R.N.L.I. Porteynon and Horton Inshore Rescue Boat on routine sea trials. These were taken in a force 4 wind and a relatively choppy sea. The photograph shows him with Walter Grove, the helmsman, and Roy Hancock before launch. For part of the time, radio contact was maintained with the Land Rover belonging to H.M. Coastguard, Rhosilli, with Bill Barraclough on duty. Mr. Chatterton thoroughly enjoyed the experience, and took the helm for quite a long period of the trials.

The helmsman of this boat was earlier in the year awarded the Bronze Medal for bravery, and since its commissioning the boat has been officially credited with the saving of over 100 lives.

After learning during his afternoon with the crew the inadequacy of their present radio, Mr. Chatterton promised that Sir William Reardon Smith & Son Ltd., would donate a powerful new V.H.F. Radio to the station to commemorate this, the 150th Anniversary year of the Royal National Lifeboat Institution.

This gesture was greatly appreciated, and when the new Seaphone Mark V is installed, a plaque to this effect will be placed both on the radio and in the Boathouse.

Needless to say, Mr. Chatterton has expressed a wish to crew the boat again when this radio is fitted, to compare performance with the one which it will replace.



Reardon Smith Rangers A.F.C.

Since the October issue we understand the team has had mixed fortunes. But of three matches played two were won and the other lost. The game against Hodge Group was lost 5 goals to 4. It was a consensus of opinion that our team were 'robbed'.

Drilling Rigs Project

As you are aware Reardon Smith Line has taken a sizeable stake in three AKERS H3 Semi-submersible Drilling rigs which are being built in Scandinavia. Sir William Reardon Smith & Sons Ltd. is to manage all three.

As these rigs are self-propelled, they are to be classed as ships under the current regulations. Probably the first rig to be delivered is known at present as AG705, the yard designation of Akers & Co., Norway. It should now enter service about December 1975. However, in common with other rig building projects the delivery dates continue to fall back. The original anticipated date for this rig was May 1975.

The other two rigs are being built by Rauma Repola Finland and are designated RR5 and RR6. These rigs are being prefabricated in various parts of Finland. They are equipped with drilling equipment of U.S. origin, but will be finally assembled at Mantyluoto, Finland. The expected delivery is now December 1975 and April 1976 respectively.

In spite of these distant delivery dates we are recruiting suitably experienced drilling personnel who will assist in the supervision of the building. In the future, recruiting will be extended to cover suitable personnel without specific drilling experience. Members of our own staff will be given the opportunity to become involved in this sector of the Company's business.

"Famous Last Words"

Some more genuine extracts from accident reports received by an insurance company:—

A bull was standing near and a fly must have tickled him because he gored my car.

She suddenly saw me, lost her head and we met.

I was taking a friend home and keeping two yards from each lamp post which were in a 'straight line. Unfortunately, there was a bend in the road bringing the right hand lamp post in line with the other and, of course, I landed in the ditch.

If the other driver had stopped a few yards behind himself, it would not have happened.

I bumped into the lamp post which was obscured by human beings.

I bumped into a shop window and sustained injuries to my wife.

I heard a horn blowing and was struck violently in the back. Evidently a lady was trying to pass me.

I misjudged a lady crossing the street. Coming home, I drove into the wrong house and collided with a tree I haven't got.

Three women were all talking to each other and when she stepped back and one stepped forward I had to have an accident.

Wilful damage to the upholstery was done by rats.

I blew my horn but it would not work as it was stolen.

A lampost bumped into my car, damaging it in two places.

My car was stolen and I set up a human cry, but it has not been recovered.

SHIPS' POSITIONS AS AT 16. 10. 74

m.v. Atlantic City. On T/C to Compania de Navegacion "Las Perlas" S.A., of Panama until January/March 1976. Arrived Constantza 4th October, discharged cargo iron ore, sails 20th. Arrives Ilchevsk 21st loads full cargo coal and iron ore, sails 26th, discharges Trieste or Taranto where arrives 29th/30th, completing discharge about 5th November.

m.v. Chiyoda. On T/C to N.Y.K. Tokyo until March/July 1975. Sailed Kakogawa 18th September. Arrived Nagoya 19th, loaded cars, sailed same day. Arrived Yokohama 20th, completed loading cars, sailed 21st. Arrived Jeddah 11th October, completes discharge cars, sails 15th. Arrives Mormogoa 21st, loads full cargo ore, sails 26th. Arrives Japan 10th, completing discharge 15th.

m.v. Cornish City. On T/C to Lloyd Brasileiro de Rio de Janeiro until February/April 1975. Completed loading Kokura, sailed 11th September. Diverted to Diego Garcia and landed sick seaman 25th September. Arrived Rio de Janeiro 14th October. Commenced discharge, sails 19th for Victoria Santos and Rio Grande where completes discharge. Then loads at Santos where completes and sails 6th November for Port Elizabeth, Chittagong, Hong Kong and Japan.

m.v. Fresno City. Arrived Los Angeles 19th September, commenced discharge steel products. Sailed 21st. Arrived Portland 24th, sailed 26th. Arrived New Westminster 27th, completed discharge steel 30th. Then proceeded to load forest products on the BC/U.K.-Cont. Berth service. Sailed New Westminster 3rd October. Then called Harmac 3rd/7th, Port Alberni 8th/10th, Nanaimo 10th/13th and Vancouver, where completed and sailed 14th. Arrives and sails Panama canal 26th/27th. Arrives London 10th November to commence discharge, sails 15th for Antwerp, completing discharge about 18th.

m.v. Indian City. On T/C to Yamashita Shinnihon S.S. Co. Ltd., Tokyo, until November 1976/March 1977. Arrived and sailed Panama Canal 19th/22nd September. Arrived Providence —1st October, commenced discharge cars, sailed 4th. Arrived Newark 5th, completed discharge, sailed same day. Arrived Davant. 10th commenced loading coal, sailed 13th. Arrived Mobile 14th, berths 27th/28th, completes loading and sails 29th. Arrives and sails Panama Canal 3rd November. Arrives Japan 27th completing discharge about 30th.

m.v. New Westminster City. Redelivered from Jepsens (U.K.) Ltd., of London 20th September. Completed heavy weather damage repairs and sailed Rotterdam 21st. Arrived New Orleans 4th October, loads full cargo grain, sails 22nd after considerable berthing delays at grain

Elevators. Arrives and sails Panama Canal 27th. Arrives Japan about 21st November, completing discharge about 28th.

m.v. Port Alberni City. On T/C to Daiichi Chuo Kisen Kaisha. Sailed Kimitsu 19th September, part cargo steel products. Arrived Kokura 21st, sailed 26th. Arrived Kudumatsu 26th, completed loading, sailed 28th. Arrives and sails Panama Canal 20th/22nd October. Arrives Port Everglades 26th to commence discharge, sails 28th. Arrives New Orleans 30th, sails 1st November. Arrives Houston 2nd, completes discharge, redelivers and sails 6th. Arrives Tampa 8th, loads full cargo phosphate, sails 10th. Arrives and sails Durban 2nd December. Arrives Visakhapatnam 16th, completing discharge about 23rd.

m.v. Prince Rupert City. Arrived Hirohata 21st September, completed discharge ore cargo, redelivered off time charter account Japan Line and delivered on time charter to Shinwa Kaiun Kaisha Ltd. of Tokyo. Arrived Nagoya 23rd, commenced loading steel products, sailed 29th. Arrived Kimitsu 30th, sailed 4th October. Arrived Kobe 5th, completed loading, sailed 6th. Arrives and sails Panama Canal 2nd November. Arrives Antwerp 16th to commence discharge, sails 19th. Proceeds Setubal where completes discharge 28th.

m.v. Tacoma City. Completed loading grain, sailed New Orleans 27th September. Arrived and sailed Panama Canal 1st/2nd October. Arrives Chiba 26th to commence discharge, completing Yokohama and Nagoya about 5th November.

m.v. Vancouver City. On T/C to Jepsens (U.K.) Ltd. of London. Sailed Christmas Island 18th September with cargo of phosphate. Arrived Geelong 1st October, completed discharge, sailed 6th. Arrived Whyalla 8th, loaded part cargo steel products, sailed 14th. Arrives Bunbury 18th, loads part cargo mineral sand, sails 20th. Arrives Fremantle 21st for bunkers, and sails 23rd. Arrives Rotterdam 22nd November to commence discharge, sails 26th for Hamburg 27th, completing discharge early December.

m.v. Victoria City. Completed discharge forest products at Antwerp 18th September then loaded steel products on the Cont./WC—USA Vancouver Service and sailed 26th. Arrived and sailed Panama Canal 9th/10th October. Arrives Los Angeles 18th to commence discharge, sails 23rd to complete Portland 25th/29th, Seattle 30th/1st November and Vancouver 2nd/3rd. Then proceeds to load forest products on the B.C./U.K.—Cont. Service. Sails British Columbia 19th. Arrives and sails Panama Canal 1st December. Arrives London 15th to commence

discharge, sails 18th to complete Antwerp about 24th December.

m.v. Welsh City. On T/C to South African Marine Corporation until August/October 1975. Sailed Houston 18th September, then called New Orleans 20th/21st, Savannah 24th/25th, Charleston 26th, New-Port News 27th/28th, Baltimore 29th/30th, Philadelphia 1st October, and final completed loading generals at New York 4th, sailed 4th. Arrives Cape Town 24th to commence discharge, sails 28th to complete Port Elizabeth 30th/14th November. East London 15th/22nd and Durban 23rd/29th.

m.v. Amparo. Arrived Yokohama 2nd October to commence discharge/loading operations and sailed 6th. Arrived Nagoya 6th, sailed 9th. Arrived Yokkaichi 9th, sailed 11th. Arrived Osaka 12th, sailed 13th. Arrived Kobe 13th, sails 25th. Then calls Fukuyama 26th/28th, Kobe 29th/30th, Yokohama 31st/3rd November, completing Tokyo 4th/5th. Then returns Ensenada where arrives 20th, and calls Acapulco 26th/30th completing Manzanillo 30th/6th December.

m.v. Elena. Sailed Kobe 20th September. Arrived Kure 20th, sailed 23rd. Arrived Tobata 23rd, sailed 25th, arrived Moji 25th, sailed 28th. Arrived Tokyo 30th, sailed 5th October. Arrived Yokohama 5th, completed discharge/loading operations, sailed 10th. Then returns Ensenada 23rd/24th and calls La Cadenas 26th/27th, Acapulco 29th/1st November, Manzanillo 3rd/5th, completing at Guaymas, about 10th and sailing for Yokohama, Nagoya and Osaka/Kobe.

m.v. Gela. Sailed Rotterdam 19th September. Arrived Antwerp 19th, sailed 21st. Arrived Le Havre 22nd, completed loading generals, sailed 26th. Arrived Vera Cruz 11th October, sails 18th. Arrives Tampico 19th, sails 23rd. Then calls Hamburg 6th/10th November, Bremen 11th/12th, Rotterdam 12th/14th, Antwerp 15th/16th, completing Le Havre 17th/18th. Then returns Vera Cruz 2nd/7th December, Tampico 8th/10th, New Orleans 12th/13th, returning Hamburg 29th.

m.v. Maria Elisa. Sailed Uno 25th September. Arrived Nagoya 26th, sailed same day. Then called Tokyo 27th/2nd October, completing loading/discharge operations Yokohama and sailed 5th. Arrives Ensenada 21st/22nd. Then calls Acapulco 26th/30th, Manzanillo 31st/2nd November, Guaymas 4th/12th, returning Yokohama 1st/4th December, Nagoya/Yokkaichi 5th/9th, and Osaka/Kobe 10th/16th.

m.v. Sara Lupe. Arrived Bombay 23rd September to commence discharge potash. Due to berthing delays and rain completes about 24th October.

OFFICERS' DISPOSITIONS AS AT 4. 11. 74

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

