

newsletter

No. 59 - DECEMBER 1974

m.y. "Sea Star of the Hebrides"

Introduction

When this edition reaches all our readers, 1975 will have arrived. This fact does not prevent the time honoured greeting of "A happy and prosperous New Year", being sent to everyone.



The past year has run its course and left unresolved problems and unrealised hopes to the New Year; may these therefore be few. We hope that in the months and days ahead in the personal, national and international fields circumstances will improve so that hopes of a "good New Year" will be fully justified.



There is just one more word—a personal one from the Editor. There is only one way of resolving problems and realising hopes in the New Year as far as the *Newsletter* is concerned. Please send in as many contributions as you can including photographs—they will be invaluable in building up a reserve of material so essential to a successful production.



Many thanks to all who have already shown such an interest—we look forward to many more in the future.

As many of our readers know, this craft has been on a round the world voyage on behalf of United World Colleges. This voyage was intended to show what UWC is and what it does. The yacht is a 96 ton Sparkman & Stephens Centre Board ketch, built in 1959 in steel with 3,900 s.f.t. sail and fitted with two General Motors Diesel Engines. She sailed from Tower Bridge 25th June 1973, with the then Prime Minister, Mr. Edward Heath at the helm. A lone piper played at the quay side. Apart from the publicity and fund raising the voyage promoted friendship between the multi-national crew and former students, fostering international understanding which is essential for the future of our world. The ketch arrived back at Lymington, Hants., 22nd October 1974.

The Chairman wishes to express his appreciation to all those ashore and at sea who have contributed to this venture.

The following letter was received by the Chairman from the voyage Secretary of the *Sea Star* United World Colleges.



Dear Mr. Chatterton,

As you know, the motor yacht *Sea Star of the Hebrides* returned safely from her publicity and fund-raising World Voyage on behalf of the United World Colleges, tying up at Lymington on 22nd October.

During the Voyage *Sea Star* covered some 41,000 miles, and at every stop along the way met with prompt, efficient and courteous service arranged through the Reardon Smith Line Group.

I am writing to thank you most sincerely, sir, for the exceedingly kind way in which you took a personal interest in the World Voyage of *Sea Star*,

personally contacting your Representatives abroad in order to ensure that services given by your Agents would be gratuitous and thus helping very substantially to keep our Voyage expenses to a minimum.

We are all extremely grateful to you for sharing with us (and spreading within your Company) the feelings that the Voyage on behalf of the United World Colleges was a worthwhile venture—one from which great benefit will accrue to an

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THE LAST RESORT

A few years before the first World War, a British ship arrived on the West Coast of South America to discharge a general cargo, and also to load a full cargo of nitrate from the same area.

The freight on the nitrate cargo was very good. Unfortunately the discharge of the general cargo proceeded slowly, and it began to look as if the cancelling laydays might expire before notice of readiness could be presented.

The Head Office grew more and more concerned, particularly as the nitrate charterers indicated that they were not willing to extend the cancelling date at the same lucrative freight rate. After a couple of cables had been sent to the Agents, without noticeable result, a plaintive cable was sent to the Master, reading "Raise heaven and earth to present ship before cancelling date."

To which the reply was received "Have raised heaven and earth am now raising hell."

Thanks to Capt. J. Pourceous for the above.

CHARTERING

and The Baltic Mercantile Shipping Exchange, London

Earlier issues of the *Newsletter* dealt with the subject of **Chartering**. These notes refer briefly to the history and role of the **Baltic Exchange** related to chartering merchant vessels.

During the past year, vessels of our Fleet have carried more than 1,800,000 tons of cargo composed of forest and steel products, grain, ore, coal, phosphate, generals and miscellaneous commodities. In addition, our vessels fitted for the carriage of cars have transported in the same period more than 23,000 vehicles, mostly from Japan to the U.S.A. and Europe. All this cargo is covered by Contracts in some form.

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organization that responds to a real need of our time in helping to make education a force uniting the nations of the world.

You are to be congratulated for the marvellously efficient working of the Readon Smith Line Group, an organization which clearly has the benefit of full and close co-operation of its personnel all over the world.

It has been a pleasure and a privilege in every instance to work with your Organization; thank you once again for your kindness and generosity.

Best wishes,

Sincerely,

LUKE CELT

Voyage Secretary,

m.y. *Sea Star of the Hebrides*

* * *

Dear Mr. Celt,

Thank you for your letter of the eleventh and I greatly appreciate your very kind remarks.

As so many people, not only ashore but also at sea, were interested in this very worthwhile venture, I am proposing to publish your letter in the next edition of our *Newsletter*.

Yours sincerely,

C. R. CHATTERTON

* * *

It may be of interest to readers to know that St. Donat's Castle, the location of United World College of the Atlantic, is situated in a picturesque setting in the Vale of Glamorgan. It is some ten to twelve miles from Head Office. (*Editor.*)

Negotiating and concluding world-wide business for vessels, referred to as "fixing", is predominantly done by Brokers through the facilities of the Baltic Mercantile and Shipping Exchange, London.

Our Organization negotiates business on the Baltic on a sizeable scale for our own vessels, as Brokers for other Owners and also by acting as Brokers for Charterers, i.e. Merchants or Shippers who require vessels to transport their cargoes.

Basically, vessels of our Fleet are fixed either:—

1. **On Voyage Charter**—for carrying cargo between ports where an Owner is paid freight for each unit of cargo, e.g. a vessel may be fixed to carry about 25,000 tons coal from Hampton Roads to Japan, for which the Owner receives \$20 per ton of cargo carried. An appropriate Voyage Charter Party would be drawn up to cover this fixture.

2. **On Time Charter**—Here in effect an Owner hires out his vessel to a Charterer. Generally the Charterer pays so much per ton on the summer deadweight of the vessel per month, or a daily rate of hire.

The vessel may be Time Chartered:—

(a) For a **Time Charter trip** between ports, e.g. the m.v. *Tacoma City* has been fixed account Seaboard Shipping Co. Ltd., Vancouver, for a Time Charter trip, delivering Japan then proceeding via British Columbia, where she will load, for U.K. Continent. On completion of discharge, she will redeliver.

(b) For a **round voyage**—in which case for example her Owner would deliver a vessel to a Charterer at a United Kingdom port for a South American Round and the Charterer would then be required to redeliver the vessel in the same area as she delivered.

(c) For a **period of time**—e.g. the m.v. *Indian City* is currently on a 5 year Time Charter to Yamashita Shinnihon S.S. Co Ltd., Tokyo.

3. Where our vessels carry cargo on the Berth Services either from Antwerp to the Pacific Coast with steel products or from British Columbia to U.K. Continent with forest products, different circumstances apply. These cargoes comprise numerous shipments (parcels) made by different Shippers. Generally, parcel

shipments are negotiated with the Shippers using a Broker in the country of shipment and the Contract is in the form of a Booking Note.

During the 17th century, ships' captains and merchants used London's Coffee Houses as business premises. Amongst these establishments were the Jerusalem Coffee House and the Virginia and Maryland Coffee House, known from 1744 as the Virginia and Baltic. Merchandise dealt with there came mostly from the plantations of the American Colonies or from the countries of the Baltic Seaboard.

In 1810 larger premises were acquired—the Antwerp Tavern in Threadneedle Street—and renamed the Baltic.

In 1857 The Baltic bought what had been the Head Quarters of the Honourable Society of Merchant Venturers, trading to the South Seas, whose Arms the Baltic Company adopted. Later, to cater for expansion and developments in world shipping, a building site was purchased in St. Mary Axe and in 1903, the Exchange as it is today, had been built.

About 2,400 members are entitled to use the Baltic Exchange facilities and possibly 300 of this number can be seen on the floor when the Baltic is in session. This year makes history as, for the first time, women are entitled to become members.

Any type of market in goods or services may be described as a perfect market or an imperfect market. The former applies when all parties are aware of business being transacted and an imperfect market pertains where this is not the case. The Baltic facilitates the general exchange of information regarding negotiations taking place, thus creating conditions for a perfect market. It also provides up to the minute information on world wide events and in particular, those affecting the Shipping Industry. A Member's word is his bond—verbal agreements are binding on all parties—this is the essence of the efficient functioning of the Baltic Exchange.

From the foregoing, an idea may be gained of the usefulness of the Baltic Exchange, both from the point of view of facilitating the Chartering of Merchant vessels and as a means of contributing a sizeable share to the invisible earnings of the United Kingdom.

A. JOHN CROCKETT

Company Models Featured on Olympia Stand

When Castrol celebrated their 75th Anniversary recently, they held an Anniversary Exhibition at Olympia. The Shipping Stand featured two model



Castrol Photograph

NEWS OF RETIRED STAFF . . .

House Purchase Scheme

We are always pleased to welcome retired members of the staff on a visit to the office. It is nice to see them paying us a visit from time to time.

Captain W. Lawday paid Head Office a visit recently. He looked very well and it was good to see he had made such a good recovery after two periods in hospital. Captain and Mrs. Lawday have now moved to Kent and we all wish

them many happy years in their new home. Their new address is 405 Canterbury Road, Kennington, Ashford, Kent. Telephone: Ashford 29328 Code 0233.

* * *

Captain J. Thornhill has emerged from retirement and is presently at Head Office as "stand in" for Captain J. Lemon who is presently abroad.

In the October edition, it was incorrectly stated that the Scheme was available to Contract Officers who were purchasing their first home. We wish to make it clear that the Scheme is available to all Contract Officers who are purchasing a home, which need not be their first home. The property concerned must however, become the only property owned by the Officer and/or his wife.

SHARES

The Stock Market's reaction to the Budget, which was broadly in line with expectations, has generally been to mark prices lower both in ordinary shares and gilt edged securities. As the Budget had offered no real cure for inflation, the Market was further depressed by the news of the unexpected jump in threshold wage payments and also by rumours of further foreign exchange losses by one of the large banks. Trading in general has remained quiet and dull over the past few weeks.

Once again the ordinary shares of the Company provided one of the few highlights by moving sharply ahead to reach a further new peak of 315p. This generally being caused by persistent speculative buying on an extremely thin market. Interest has since waned slightly and at the time of going to press, the ordinary Units now stand at 297p and the "A" Non-Voting Units at 153p, compared with 267p and 143p respectively in the November Newsletter.

The copy of the Marine Observer's Handbook recently received contained the Obituary of Captain Irish who until recently was on the Dart container service.

Some of the senior and retired staff of the Reardon Smith Line will remember Edward Irish as a Company apprentice from 1928 to 1932 and thereafter progressing to Chief Officer. He left in 1941.

I served most of my Bristol City Line apprenticeship, and as Third Officer on ships, with Chief Officer then Capt. Irish thereby gaining a thorough R.S.L. training.

Capt. JOHN C. LEE
m.v. *New Westminster City*

"The train now standing..."

Answer to problem in November Issue.

The answer is **Not 2 miles in 5 minutes = 24 m.p.h.** Look at it this way . . . Since there is no clue to the distance from X to Y we may as well assume that train A never gets started at all on the morning in question. This will leave train B to run exactly 3 miles from Z to X taking 5 minutes and arriving just as train A is about to start off 5 minutes late.

Therefore, B's speed must be 3 miles in 5 minutes = 36 m.p.h.

Evacuations by Helicopter

The helicopter is establishing itself as a "Jack of all Trades" of the air. On the splashdown of the Astronauts it was the helicopters who were first on the scene and no one could deny how efficient they were in the execution of their mission. Almost daily we hear of rescues by helicopters around our coasts and inland in the mountainous areas. The extent of its service is almost unlimited in peace or war.

It is now playing an ever increasing part in making life at sea less hazardous, especially when illness or injury is concerned. To date three of our sea going personnel have been evacuated by helicopter.

In February 1973 Mr. K. W. Hampton, Electrician, was evacuated from the m.v. *Cornish City* by U.S. Coastguard helicopter. The vessel was on passage from

Savannah to Cape Town when the patient was evacuated to hospital in St. Martin's Is. in the West Indies.

On 16th September 1974 Mr. N. G. Hoile, Junior Engineer on the m.v. *Welsh City*, was evacuated to hospital at New Orleans, the vessel being on passage from Mantanzas to Houston at the time. Mr. Hoile was able to rejoin his ship at Newport Mews on the 28th September. The evacuation was carried out by U.S. Coastguard helicopter.

On the 3rd November last Mr. B. J. Allsopp, Second Engineer on the m.v. *Vancouver City*, was evacuated by helicopter to Durban, whilst the vessel was on passage from Australia to the United Kingdom. Mr. Allsopp had an accident on board and is now back in the United Kingdom recovering.

RUSH JOB CALENDAR— FOR BOSSES AND SECRETARIES

Neg.	Fri.	Fri.	Fri.	Thu.	Wed.	Tue.
8	7	6	5	4	3	2
16	15	14	12	11	10	9
23	22	21	20	19	18	17
32	30	28	27	26	25	24
39	38	37	36	35	34	33

1. This is a special calendar for handling rush jobs. All rush jobs are wanted yesterday. With this calendar a job can be ordered on the 7th and delivered on the third.
2. Most jobs are required by Friday, so there are three Fridays in every week.
3. There are eight new days added to each month to allow for end-of-the-month panic jobs.
4. There is no first of the month—thus avoiding late delivery of the previous month's last minute panic jobs.
5. Monday morning hangovers are abolished together with non-productive Saturdays and Sundays.
6. A new day—Negotiation Day—has been introduced keeping the other days free for uninterrupted panic.

SHIPS' POSITIONS AS AT 22. 11. 74

m.v. "Atlantic City". On T/C to Compania de Navegacion "Las Perlas" S.A. of Panama until January/March 1976. Sailed Constanza 24th October. Arrived Ilichevsk 24th, loaded cargo ore, sailed 27th. On October 30th whilst on passage to Taranto fire broke out in engine room. Engine room was sealed up and filled with CO₂ gas. No casualties reported. After fire extinguished vessel proceeded on passage under own power, arrived Taranto 30th, completed discharge 7th November. Shifted to repair berth 8th, where expects complete 21st. Arrives U.S. Gulf 8th December, loads cargo grain, sails 15th. Arrives Constanza 2nd January completing discharge about 10th.

m.v. "Chiyoda". On T/C to N.Y.K. Tokyo until March/July, 1975. Sailed Jeddah 18th October, Arrived Mormugoa 25th, loaded cargo ore, sailed 7th November. Arrives Hirohata 24th, completing discharge and sailing 25th. Arrives Nagoya 26th to commence loading part cargo cars, sails 27th. Arrives Yokohama 28th to complete loading, sails same day. Arrives Kuwait about 16th December to commence discharge, completing Dubai.

m.v. "Cornish City". On T/C to Lloyd Brasileiro de Rio de Janeiro until February/April 1975. Sailed Rio de Janeiro 20th October. Arrived Vitoria 21st, Sailed 24th. Arrived Santos 25th, completed discharge, sailed 31st. Arrived Rio Grande 2nd November and commenced loading generals. Sailed 7th. Arrived Paranaguá 8th, sailed 10th. Arrived Santos 11th, completed loading and sailed 18th. Arrives Port Elizabeth 29th to commence discharge, sails 3rd December. Arrives Chittagong 21st, sails 26th. Arrives Hong Kong 4th January, sails 5th. Arrives Kobe 9th, sails 10th. Arrives Yokohama 11th to complete.

m.v. "Fresno City". On BC/U.K.—Cont. service, sailed Panama Canal 28th October. Arrived Tilbury 11th November to commence discharge, sails 25th. Arrives Antwerp 26th completing discharge 28th. Then delivers on T/C to Atlantic shipping Co. S.A. Loads cargo steel products, sails 5th December. Arrives United States East Coast about 16th completing discharge about 28th.

m.v. "Indian City". On T/C to Yamashita Shinnihon SS. Co. Ltd., Tokyo, until November 77/March 77. Completed loading coal at Mobile, sailed 8th November. Sailed Panama Canal 13th. Arrives Japan 7th December completing discharge about 15th.

m.v. "New Westminster City". Sailed New Orleans 27th October, sailed Panama Canal 3rd November. Arrives Nagoya 28th to commence discharge, completing about 4th December, then delivers on T/C to Hinode Kisen, K.K. Loads steel products Japan for discharge U.K.—Continent.

m.v. "Port Alberni City". On T/C to Daiichi Chuo Kisen Kaisha. Sailed Panama Canal

21st October, Arrived Port Everglades 25th to commence discharge, sailed 26th. Arrived New Orleans 28th, sailed 2nd November. Arrived Houston 3rd, completed discharge and redelivered off time charter. Sailed Houston 7th. Arrived Tampa 9th, loads cargo phosphate, sails 23rd. Arrives and sails Durban 16th December. Arrives Visakhapatnam 30th to commence discharge, completing about 4th January. Then delivers on time charter to Japan line Ltd. Loads cargo ore, sails about 6th. Arrives Japan 19th completing discharge and redelivering about 22nd.

m.v. "Prince Rupert City". On T/C to Shinwa Kaiun Kaisha Ltd. of Tokyo. Sailed Panama Canal 4th November, Arrived Antwerp 19th to commence discharge part cargo steel products, sails 22nd. Arrives Setubal 25th, completes discharge, redelivers off time charter and sails 30th. Arrives Tampa 13th December to load cargo phosphate, expect about 10/12 days berthing delay. Sails Tampa 22nd. Arrives and sails Durban 13th January. Arrives Visakhapatnam 27th to commence discharge completing about 31st.

m.v. "Tacoma City". Arrived Yokohama 26th October to commence discharge grain, sailed 28th. Arrived Chiba 28th, sailed 1st November. Arrived Nagoya same day, completed discharge, sailed 5th. Arrived Vancouver 17th and delivered on time charter to Seaboard Shipping Co. Ltd. Loads cargo forest products, sails 23rd. Arrives Tilbury 19th December, to commence discharge, sails 29th. Arrives Bremen 30th, completing discharge and redelivering off time charter about 3rd January.

m.v. "Vancouver City". On T/C to Jepsens (U.K.) Ltd., of London. Arrived Bunbury 18th October, completed loading operations with a part cargo mineral sand, sailed 19th. Arrived Fremantle 20th, bunkered and sailed 21st. Arrives Rotterdam 23rd November to commence discharge, sails 25th. Arrives Hamburg 25th completing discharge and redelivering off time charter 29th.

m.v. "Victoria City". On Cont./West Coast USA—BC Service. Arrived Long Beach 18th October to commence discharge, sailed 22nd. Arrived Portland 25th, sailed 27th. Arrived Seattle 28th, sailed 30th. Arrived New Westminster 30th and completed discharge. Then proceeded to load forest products on the BC/U.K.—Cont. Service. Sailed New Westminster 1st November. Then called Harmac 1st/2nd, Nanaimo 2nd/3rd, Watson Island 4th/12th and Vancouver, where completed and sailed 17th. Arrives and sails Panama Canal 29th. Arrives London 14th December to commence discharge, sails 18th. Arrives Antwerp 19th completing discharge about 22nd.

m.v. "Welsh City". On T/C to South African Marine Corporation until August/October, 1975.

Arrived Cape Town 24th October, to commence discharge part cargo, sailed 31st. Arrived Port Elizabeth 3rd November berthed 12th, sailed 19th. Arrived East London same day, due berthing delay returned to anchorage off Port Elizabeth 20th. Berths East London 8th December, sails 9th. Arrives Durban 10th, completing discharge 23rd. Arrives Cape Town 26th to commence loading cattle feed and generals, sails 30th. Arrives Avonmouth 16th January to commence discharge, sails 21st. Arrives Bremen 23rd, completing discharge 26th.

m.v. "Amparo". Sailed Kobe 26th October Arrived Kure 27th, Sailed 30th. Arrives Yokohama 31st, sailed 3rd November. Arrived Tokyo 3rd. Sailed 6th with cargo steel and generals. Arrives Ensenada 26th to commence discharge, sails 28th, completing Acapulco 2nd/6th December, and Manzanillo 7th/12th.

m.v. "Elena". Arrived Ensenada 23rd October, to commence discharge, sailed 24th. Arrived La Cardenas 27th, sailed 28th. Arrived Acapulco 28th, sailed 31st. Arrived Manzanillo 1st November, sailed 7th. Arrives Guaymas 9th, sailed 15th. Arrives Vancouver 23rd, lifts parcel copper concentrates, sails 24th. Arrives Onahama 6th December, completing discharge Nagoya, Osaka, Kobe and Yokohama.

m.v. "Gela". Sailed Vera Cruz 19th October. Arrived Tampico 19th, sailed 25th. Arrived New Orleans 27th, sailed 30th. Arrived Hamburg 15th November to commence discharge, sailed 17th. Arrived Bremen 18th, sailed 20th. Arrives Antwerp 22nd sails 25th, completing Rotterdam 26th/27th and Le Havre 28th/29th. Then calls Vera Cruz 13th/18th December, Tampico 19th/21st, Progreso 23rd/25th returning Hamburg 10th/16th January, Bremen 17th/18th, Rotterdam 19th/20th, Antwerp 21st/22nd and complete Le Havre 23rd/24th before returning Vera Cruz 7th February and Tampico 13th.

m.v. "Maria Elisa". Arrived Ensenada 21st October, sailed 26th. Arrived Acapulco 31st, sailed 5th November. Arrived La Cardenas 6th, sailed 11th. Arrived Manzanillo 11th, sailed 14th. Arrived Ensenada 18th, sails 22nd for Los Angeles, where loads part cargo Alfalfa pellets. Arrives and sails Los Angeles 24th/26th. Then calls Yokohama, Nagoya, Yokkaichi, Osaka and Kobe.

m.v. "Sara Lupe". Completed discharge pot-ash, sailed Bombay 24th October. Arrived Singapore 1st November, lifted bunkers and sailed same day. Arrived Yokohama 13th, dry docked 15th. Undocked 18th and sailed for Kashima, where arrived 19th to commence loading steel products, sailed 21st. Arrives Yokohama 21st, sails 26th. Arrives Kobe 27th, sails 29th. Arrives Tokyo 30th, completing loading and sailing 1st December. Then calls Ensenada 18th, completing discharge Acapulco, La Cardenas and Manzanillo.

OFFICERS' DISPOSITIONS AS AT 4. 12. 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	A. L. G. Gosset	J. S. Murray	G. S. Garlick	B. Jones	R. J. Crawford
<i>Chief Officer</i> M. W. Slayman	B. J. Bartlett	M. C. Hurst	D. L. Bell	R. A. H. Vanner	N. P. Waldron
<i>Senior Second Officer</i> B. M. Richardson	P. C. Coles	J. P. Andrews	W. D. Howell	R. S. McKay	K. J. O'Higgins
<i>Second Officer</i> K. J. Cribbin	W. F. Poullin	S. D. L. Lloyd Jones	W. Thompson	D. Hotchkiss	N. Jerrum
<i>Third Officer</i> R. J. Preece	B. B. Everett	S. C. Horne	G. Thomas	D. R. Wilkinson	H. M. S. Williams
<i>Fourth Officer</i> R. K. Binns	G. Branton	W. R. Goodinson	B. J. Hill	D. R. Inglis	J. McVay
<i>Electronics Officer</i> D. P. Jones	T. Graham-Russell	J. Armstrong	J. F. Hewson	T. A. Rogers	J. O Toole
<i>Radio Officer (Junior)</i> C. J. Buckley	R. B. Parsons	G. M. Dickson	R. J. Ridley-Prentice	P. D. Slade	L. M. Williamson
<i>Chief Engineer</i> D. M. W. Churcher	D. B. Evans	J. R. Gleeson	G. A. Lewis	R. H. Sanders	P. J. Wood
<i>Junior Chief Engineer</i> C. L. Griffiths	C. L. Griffiths	W. Munro	A. A. Lewis	P. R. Nicholas	N. Carter
<i>Junior Second Engineer</i> D. A. Roberts	D. A. Roberts	R. Thomas	S. Cook	P. S. Lewis	D. M. Eley
<i>Junior Third Engineer</i> A. G. Vincent	A. G. Vincent	W. B. Glastonbury	R. J. Bell	P. Willmott	S. W. Walters
<i>Fourth Engineer</i> T. McMahon	S. W. Phillips	J. Fraser	B. Edmondson	K. G. Quinn	R. H. Moore
<i>Junior Fourth Engineer</i> N. H. Frost	J. Fraser	D. Earlam	M. Bodycombe	P. R. Nicholas	N. Payne
<i>Junior Engineer</i> C. Swindells	C. Swindells	C. Villa-Landa	J. L. Sanday	P. F. Akers	F. S. Pring
<i>Electrical Engineer</i> A. Brazier	A. Brazier	J. B. Potkins	J. A. Concannon	D. J. McDurdo	F. W. Lever
<i>Catering Officer</i> J. M. Smith	J. M. Smith	I. A. Nisbet	I. C. Miller	M. S. Rigg	A. C. Baxter
<i>* Deck Cadet</i> R. D. Scammells	R. D. Scammells	P. P. Rowland	___	T. J. Tubball	T. L. Lawrence
<i>Deck Cadet</i> ___	___	R. A. Spriggs	___	___	K. Hart
<i>Deck Cadet</i> ___	___	___	___	___	A. P. Morris
<i>Engineer Cadet</i> ___	___	___	___	___	___

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. D. Lloyd	D. C. Griffith-Jones	D. B. Jack	W. J. Cross	W. D. Jones
<i>Chief Officer</i> L. R. Staines	L. R. Staines	A. Stathers	D. J. A. Nicholl	K. W. Fulker	T. M. Tait
<i>Senior Second Officer</i> M. R. E. Underwood	I. C. Stutt	J. R. Ashley	M. C. Ingram	M. Gaffney	S. P. Gorford
<i>Second Officer</i> R. G. H. Webb	A. Abel	A. B. Ward	C. Kelly	D. J. Cooke	G. L. Bent
<i>Third Officer</i> F. G. Taylor	N. C. Sanders	J. A. Connor	D. Edge	R. Faulds	D. C. Short
<i>Electronics Officer</i> R. Charlesworth	D. Archbold	D. N. Amey	W. G. Irving	H. Watson	C. A. J. White
<i>Radio Officer (Junior)</i> J. B. Hocking	N. B. Shilstone	P. J. Quinn	M. G. Seaman	K. Rowney	G. J. Griffiths
<i>Chief Engineer</i> K. D. Aust	K. I. Davies	K. Atkinson	M. B. Perrott	K. J. Walmsley	R. E. Diamond
<i>Junior Second Engineer</i> M. J. Burt	C. Graddage	K. A. Velda	R. S. Allen	D. C. Lewis	P. H. Evans
<i>Junior Third Engineer</i> M. J. Burt	D. G. Wedlake	S. J. Fugwell	J. G. Thompson	R. S. Dunbar	A. Doublar
<i>Fourth Engineer</i> J. A. Jones	A. Price	S. T. Brown	A. K. Cole	B. R. Jones	J. F. McCarthy
<i>Junior Fourth Engineer</i> M. G. Smith	G. F. Burridge	P. F. Olander	P. G. Lofthouse	H. W. Davies	___
<i>Junior Engineer</i> E. S. Chaves	M. G. Young	A. E. Davidson	J. Render	M. G. Ellis	J. A. R. Cannon
<i>Electrical Engineer</i> G. J. Lyons	D. W. James	I. M. MacLellan	A. H. Fox	L. Slawinski	R. G. Pierce
<i>Second Electrical Engineer</i> D. P. Cagler	D. P. Kirley	S. R. Davies	K. G. Whittingham	C. A. Prescott	A. C. Prosser
<i>Catering Officer</i> R. J. Elliott	M. J. Clarke	P. D. Codd	P. E. Clamp	G. P. Eyles	R. S. Mortimore
<i>Deck Cadet</i> ___	___	P. C. Harding	___	___	___
<i>Deck Cadet</i> ___	___	T. J. Ward	___	___	D. Whittle
<i>* Deck Cadet</i> ___	___	___	___	___	___
<i>Engineer Cadet</i> ___	___	___	___	___	___
<i>Engineer Cadet</i> ___	___	___	___	___	___

m.v. Vancouver City	m.v. Victoria City	m.v. Welsh City	m.v. Elena	m.v. Amparo
<i>Master</i> T. W. D. John	O. J. T. Lindsay	J. J. Kalnins	D. L. G. Jones	A. D. Light'foot
<i>Chief Officer</i> R. E. Baker	K. Milburn	K. B. Whitting	J. E. S. York	D. J. Mockett
<i>Senior Second Officer</i> R. G. Hayton	B. T. Hernaman	T. Havell	R. J. Davies	E. Bingley
<i>Second Officer</i> P. C. Roberts	D. E. Stannard	S. W. Prescott	S. W. Prescott	P. A. Bullard
<i>Third Officer</i> A. J. L. Cottle	K. H. Sellar	E. A. Willlocks	S. G. W. Whitmore	V. F. Cullen
<i>Electronics Officer</i> R. Morgan	I. F. Bullock	R. J. Trigg	R. Chambers	G. M. Cuthbertson
<i>Radio Officer</i> E. R. Morgan	H. L. Fletcher	J. J. Baghurst	J. C. Cullen	R. M. Paddock
<i>Chief Engineer</i> J. Fitzsimmons	D. J. Jennings	H. C. Roberts	R. M. Worgan	D. W. Quayle
<i>Junior Second Engineer</i> ___	G. J. Morris	G. E. Stevenson	C. C. Anderson	A. Frost
<i>Junior Third Engineer</i> A. McNally	A. Hobin	P. Abbott	P. Beavis	C. Rees
<i>Fourth Engineer</i> A. K. Sinclair	J. J. Garrigan	N. G. Hoile	W. D. Jack	G. M. Murphy
<i>Junior Fourth Engineer</i> M. G. Evans	G. C. Bull	K. F. Bean	M. B. Tawn	T. Willoughby
<i>Junior Engineer</i> B. F. Brooks	S. J. Collins	D. R. Roy	R. C. Webber	R. G. Moylon
<i>Junior Engineer</i> K. E. Roberts	D. W. Fuller	A. A. Field	___	___
<i>Electrical Engineer</i> D. C. M. Trinic	D. MacPhail	R. K. Phelps	___	___
<i>Second Electrical Engineer</i> S. R. Breedon	A. C. Melbourne	K. F. Ballard	___	___
<i>Catering Officer</i> J. C. Neale	I. Cowan	H. D. Johnson	___	___
<i>Deck Cadet</i> ___	___	___	___	___
<i>Deck Cadet</i> ___	___	___	___	___
<i>Deck Cadet</i> ___	___	___	___	___
<i>Engineer Cadet</i> ___	___	S. J. Staines	___	___
<i>Engineer Cadet</i> ___	___	___	___	___

STAFF DISPOSITIONS

In line with our publication of Head Office Dispositions in the previous edition we now set out the following:—

ACCOUNTS DEPARTMENT

WILLIAM H. SOUTH, Manager Accounts Department.
CHARLES HARRIS, Shipping Agency and Customs Documents.
JOHN HAWKES, General Accounting.
LESLIE E. PESTELL, Cash Book and General Accounting.
ALAN M. B. ROWLEY, Commission Accounts.
JOHN A. THORNE, Time Charter Accounting.
JOHN M. PURVIS, Manager Subsidiary Company Purvis Shipping.
MISS BEVERLY M. MCKENZIE, Copy Typist.
MISS SUSAN M. SWEENEY, Junior Shorthand Typist.

CHARTERING DEPARTMENT

DAVID M. LLEWELLYN, Director.
NORMAN R. CUNNINGHAM, Director.
Shipbroking Section (Tonnage)
JOHN R. DANN, North Pacific, Far East and Australasia.
TIMOTHY D. HANCOCK, North Atlantic, including Outwards.
JAMES C. WEBSTER, Africa, India, South America.
Chartering Section (Cargoes)
DAVID CHAPMAN, Assisting—Argentina, Brazil, Germany.

LONDON OFFICE

WILLIAM P. C. COOKE, Argentina, Brazil, Germany.
R. ANGUS GRAHAM, Argentina, Brazil, Germany.
ALLAN G. STEED, Salfmarine.
DAVID F. SUMMERSON, Canada, Denmark, Hong Kong, Japan, U.S.A.
MICHAEL P. WALSH, Assisting—Salfmarine.
MRS. SIBYL F. BOWEN, Secretary to Chartering Directors.
MISS HAZEL KEAR, Secretary to Chartering Department.

Sale and Purchase
JOHN H. NORMAN, Manager—Reardon Smith Line and all competitive accounts.
PETER HOWARD, Assistant on all Sale and Purchase activities.
JULIAN S. OWEN, Records.
MRS. SHEILA CHAPMAN, Secretary.

COMMUNICATIONS

DEREK B. HAINES, Manager.
HARRY G. BOXALL, Postal/General Duties.
MISS ANNE V. BECKERS, Telex Operator.
MRS. JANE PERGIVAL, Telex Operator.
MRS. IVY RUFF, Telephonist.
MISS PAULINE A. WARRINGTON, Telex Operator.
Part Time Staff:
MARTIN W. ALLEN, Telex Operator.

DRILLING RIGS—

REARDON SMITH EXPLORATION

W. ANTONY J. REARDON SMITH, Director.
ARTHUR BELL (Danbury Drilling), Consultant Naval Architect.
RON G. KEEN (Director Danbury Drilling), Consultant Operations Manager.
DUNCAN MILROY (Director Danbury Drilling), Consultant Elect./Mech. Engineer.
TONY V. RODNIGHT (Danbury Drilling), Assistant Naval Architect.
CAPT. ALAN ROSS (Danbury Drilling), Consultant Marine Manager.
TERRY E. JAMES, Engineer Graduate Trainee.
PAUL A. KIRBY, Engineer Graduate Trainee.
ADAM WITORT, Engineer Graduate Trainee.
MISS CAROL A. ROBERTS, Secretary.
MRS. LESLEY A. WEBB, Secretary.

REARDON SMITH COGGINS

JOE UNDERWOOD, Director.
EWEN MOIR, Assistant Secretary/Accountant.
MRS. PAT CUTBUSH, Secretary.

REARDON SMITH RETIRED STAFF

MR. L. R. BISATT, 101 Heol Briwnant, Rhiwbina, Cardiff.
MR. E. V. A. BRYAN, 22 The Gallop, Sutton, Surrey.
MISS E. E. CAINES, "Treada", 78a New Road, Hook, Nr. Haverfordwest, Pems.
MR. W. CAMP, 17 Mountjoy Place, Penarth, Glam.
CAPT. B. CARNAFFAN, 17 High Meadow, South Shields, Co. Durham.
MR. H. A. E. CASWELL, Flat No. 1, Elcot House, London Road, Marlborough, Wilts, SN 8.
MR. J. B. CUCKOW, 33 Dawson Hts., 3800 Cedar Hill Crossroads, Victoria B.C., Canada.
MR. G. DARGIE, 17 Stacey Road, Dinas Powis, Glam.
MR. G. S. DAVIES, Flat 2, 199 Cathedral Road, Cardiff.
CAPT. T. W. PICTON DAVIES, "Awella", 85 Steppy Road, Birry Port, Carmns.
MR. M. DAWSON, 12 St. Bedes, East Bolden, Tyne & Wear, NE36 0LE.
MR. H. H. DYER, 1 Tyrwhitt Crescent, Roath Park, Cardiff.
MR. G. F. ELDER, 35 Green Lanes, Prestatyn, Flintshire, N. Wales.
CAPT. C. E. EXTON, 52 Orrell Lane, Liverpool, 9.
MR. R. B. FINLAY, 17 St. Edwen Gardens, Heath, Cardiff.
MISS E. M. GAUDIE, 12 Park Road, North Newton, Powsey, Wilts.
MISS J. V. GEDRYCH, "Anwyllfan", St. Nicholas, Glam.
MR. F. C. GRIFFITHS, "St. Valery", 43 Llammas Lane, Paignton, Devon.
MR. T. L. GRIFFITHS, 241 Gladstone Road, Barry, Glam.

CAPT. W. J. HARRIS, "Hinode", Pitt Hill, Appledore, N. Devon.
CAPT. G. HARVEY, 241 Cavehill Road, Belfast, BT15 5BS.
MR. H. HOGG, 16 Haig Avenue, Whitley Bay, Northumberland.
MR. L. E. HOWELLS, "Fiesta", 30 Sea Avenue, Rustington, Sussex.
MR. C. N. JAMES, 14 Marine Parade, Penarth, Glam.
CAPT. F. J. JOHNS, 30 Osborne Parc, Helston, Cornwall.
MR. J. F. KALTENBACH, 41 St. Gowan Avenue, Cardiff.
CAPT. W. LAWDAY, 405 Canterbury Road, Kennington, Ashford, Kent.
CAPT. S. LEEBETTER, 25 Rochdale Road, Mt. Claremont 6010, Western Australia.
MR. A. F. LESTER, "Lyncor", Birch Road, Chilworth, Southampton.
MR. T. B. LYNCH, 132 Whyteleaf Hill, Whyteleaf, Surrey.
MISS E. W. MANCH, 151 Haynes Road, Hornchurch, Essex.
MR. J. MORGAN, "Bryncod", 37 Ty Glas Road, Llanishen, Cardiff.
CAPT. H. W. MARSHALL, 14 Stone Park, Elberry Cove, Churston Ferrers, Nr. Paignton, Devon.
MR. H. ORR, 6 Barehirst Street, South Shields, Co. Durham.
MR. G. E. PROBERT, 92 Malcolm Drive, St. James, Northampton.
MR. R. S. RANDELL, 5 Cherwell Road, Penarth, Glam.
MRS. I. G. ROFFE, 173 Balfour Road, Ilford, Essex.
MR. H. F. ROLFE, Flat 10, Southdown House, 2 Silverdale Road, Eastbourne, Sussex.

MR. F. ROWELL, 24 Lindisfarne Road, Amble, Northumberland.
MR. J. F. SHARP, The Cherries, 56 Llwynypia Road, Llysane, Cardiff.
MR. R. B. SMITH, 2 Blencathra, West Marden, North Shields, Northumberland.
MR. K. STUART, 50a Western Esplanade, Herne Bay, Kent.
CAPT. B. D. THOMAS, 1 Ovington Terr., Pencisely, Cardiff.
CAPT. J. H. J. THORNHILL, 12 Canon's Close, Radlett, Herts.
MR. T. K. WATSON, "St. Brelade", Highwells Road, Dinas Powis, South Glam.
MR. W. WHITE, 12 Norton Avenue, Cardiff.
MR. W. WIGMAN, 44 Plymouth Road, Barry Island, South Glam.
MRS. D. WILLIAMS, 79 Gladeside, Croydon, CR0 7RW.
CAPT. I. WILLIAMS, 98 Colum Road, Cardiff.
MR. W. C. WILLIS, "The Haven", 5 Larrigan Crescent, Larrigan, Penzance, Cornwall.
MR. S. G. WILMOTT, 33 Lightcliffe Road, Palmersgreen, London, N.13.

CORRECTION TO ISSUE NUMBERS

To those readers who keep the *Newsletter* we would point out that the September issue should have been No. 56.