

newsletter



No. 62 - MARCH 1975

Some Thoughts on the 'Newsletter'

In the early days of the *Newsletter* we were particularly impressed by the various contributions being received from personnel at sea. Invariably these were welcomed and published. It is worth mentioning that one or two contributions were not quite appropriate to the standard required, although one would hasten to explain that by censoring them we were not setting up as devotees of Mary Whitehouse or Malcolm Muggeridge! Gradually, however, the volume of contributions diminished until today, we regret to say, the flow is a mere trickle. We are studying the position and presently it is hoped some scheme or schemes will be devised to increase the interest again. It must be impressed on all readers it is imperative that the Editor builds up a stock of items in reserve, so that the printers will be able to 'fill in' when the necessity arises in the presentation. It costs a great deal of time and money to produce the *Newsletter*, so all space must be utilised to the utmost capacity—but the items used must also be of a good standard otherwise we could so easily produce a 'rag'. The fact that we can print photographs in our new format gave the hope that this medium would by now have been used to the full. So far this has not caught on. Here there are so many possibilities—photographs have a wide arc, so why not start thinking about it. There must be dozens of enthusiasts of all ages amongst our readers who could contribute interesting features. What about a photograph with your wedding announcement, an engagement photograph, maybe even a christening. In the wider sphere there is sport, places and views of interest, in fact anything (within reason) that would be of

interest and contribute to improving the content of the *Newsletter* as well as making it news satisfying.

We are particularly pleased to hear from the ladies, and whenever the opportunity presented itself published articles written by them. We have even published interesting articles by ladies who although connected with this great industry of ours their husbands sailed with other lines. Contributions from the ladies would therefore be most welcome, as no doubt from time to time there would be a good story to tell or an interesting event to write about.

On one or two occasions we were delighted to hear from the juvenile readers—and very good material it was. Perhaps our young friends will again think about it and send something in that would brighten our ideas and rejuvenate many readers.

Inevitably there is an untold wealth of experience in the retired section of our readers. This source has sometimes come forward with articles full of interest. There must be many who, if only they got down to it, could provide enough material to make the Editor's headaches disappear. Perhaps after reading these words many will react favourably and derive pleasure from penning thoughts and anecdotes of a not so far 'yesterday'.

In the past we have mentioned that we welcome suggestions. A few innovations have been adopted; others, of course, were found not quite practicable. Nevertheless, all ideas, constructive criticism, suggestions will continue to be given close consideration, and we look forward to receiving these.

All in all, there are untold possibilities

if every reader gave some thought to what has been written. It does need that little extra interest and endeavour and a willingness to be involved. Spontaneity, too, is a worthwhile ingredient for success in this venture.

It is worth mentioning where photographs are concerned that black and white reproduce much better than coloured. Although we will readily accept coloured in the absence of the other medium.

Finally, the Chairman has addressed a meeting of Masters at which he expressed the wish that each vessel in our fleet in turn be responsible for a contribution each month. He would like to see each *Newsletter* dedicated to a ship so that practically everything in that *Newsletter*—i.e. articles, photographs, etc.—is supplied by that vessel, and we would make reference in the *Newsletter* to that effect.

Appreciation

We appreciate the following sentiments.

The following extract is taken from a letter received from the Master of the m.v. *Norse Herald*, Captain R. D. M. Watson, on leaving the vessel, which is on Time Charter to us:

'I trust that you consider the maiden voyage of m.v. *Norse Herald* has been successful: everyone here has certainly endeavoured to make it so. From my point of view it has been an interesting voyage, with a refreshing different pattern of trading, and I hope that I have the opportunity of being in your employment again in the future.'

Appointment of Directors

The following have been appointed Directors of Reardon Smith Line Limited and its subsidiaries—Reardon Smith Navigation Co. Ltd. and The Leeds Shipping Co. Ltd.:

Mr. A. J. Crockett, Cardiff Chartering Manager.

Captain J. B. E. Lemon, Assistant Chief Superintendent.

Mr. J. C. Williams, Chief Accountant.
Mr. J. A. Woodman, Marine Personnel Manager.

The above were appointed Executive Directors of Sir William Reardon Smith and Sons Limited in August 1973.

New Vessel for the Company

Reference is made in the Notes of Proceedings published in this edition regarding the purchase of one of the 27,000 D.W.T. Bulk Carriers which we had chartered-in for ten years. This vessel has been renamed *Cardiff City* and, since delivery from the yard, has been undergoing modifications to the accommodation to meet the safety standards required by the Department of Trade.

Whilst not wishing to mention all the complications on handover of this vessel, sufficient to say that it was the most complicated procedure we had ever been involved in, and several comments have been made to the effect that it was a 'lawyer's delight'.

Mr. Major and his team spent a considerable time in Japan, and we feel now is the opportune time to thank them and Captain Griffith-Jones and his staff for their excellent support during and since the time of handover.

A few statistics of the 'Cardiff City'

Length (o.a.)	176.95 m
Breadth	25.00 m
Draught	10.25 m
Gross tonnage	About 18,000 t.
D.W.T.	About 27,000 t.
Main engine	1 SET. IHI-Sulzer 7RND 68 type Marine Diesel Engine.
Holds	5
Cranes	5

NOTES OF PROCEEDINGS AT A MEETING OF DIRECTORS HELD ON THURSDAY, 20th FEBRUARY, 1975

The estimated results for the year ending 31st March 1975 confirm the forecast given by the Board in their Statement last September. The present state of world trade does nothing to instill confidence for the near future, but nevertheless, in the short term, because of our forward contracts and fixtures, we are optimistic. Furthermore, despite the present frustrating chartering conditions, we find that the smaller bulk carriers, which are predominant in our fleet, are attractively competitive. In addition, due to our earlier building programme, we have a valuable cost advantage position which enables us to face the continued inflationary trend in operating costs with confidence.

Stockholders will be pleased to know that the class of ships in the fleet, including new buildings of two vessels each of 70,000 tons deadweight and one of 59,000 tons, which order was placed in September last, is maintaining a high value, and, in these difficult economic times, such a state of affairs is an attractive feature in protecting Stockholders' interests against the vicious inflationary spiral.

Reference has been made in previous reports to chartered-in tonnage, and, of three 27,000 tonners taken on Time Charter for ten years at very attractive rates, the first has now been purchased by the Company and delivered, at a price which fully reflects the original very low rate of hire. This has added yet another valuable asset to the fleet.

It is essential in the long term to be optimistic in our Industry, where the pattern of booms and depressions prevails with such regularity, and the Board's policy of selective balanced expansion will, with the Company's interest in the Energy Field and other prospective business, ensure further stability and growth.

Financial Editors and other media continue to publicise the interest of a Panamanian company in the Company's stock, but the confidence in the future prosperity of the Company is indicated by the fact that the Directors, Trustees and other family interests continue to control over 60 per cent of the ordinary capital, and the rapid rise in share prices has done nothing to change this control. The Panamanian company has now purchased nearly 17 per cent of the ordinary Stock, and it may be taken as a measure of their confidence that they have also purchased over 15 per cent of the 'A' Non-Voting Shares.

The estimated results for the year, of course, warrant the payment of the balance of the maximum allowable dividend of 1-1515p per Unit (3-4375 per cent gross) to which reference was made in our September Statement. The Directors would certainly have considered the payment of a higher dividend which would be fully justified by the results and financial position of the Company, but are restricted by the Treasury to a maximum dividend for the year of 8-4375 per cent gross.

The balance of the allowable dividend will be paid on 3rd April 1975, to all Stockholders whose names appear in the Register of Members on 17th March 1975. No further dividend will be recommended at the Annual General Meeting.

The Transfer Books and Stock Registers of the Company will be closed from the 17th to 27th March 1975, both dates inclusive.

The projected results for the year ending 31st March 1975 are as follows. These are estimates only and are unaudited:—

	Estimated Results Year to 31st March, 1975 £	Actual Results Year to 31st March 1974 £
GROUP TRADING PROFIT (including investment income received £600,000)	6,921,000	5,824,349
INTEREST PAYABLE	545,000	595,771
	6,376,000	5,228,578
DEPRECIATION	1,478,000	1,591,264
Less Investment Grants	667,000	816,696
	811,000	774,568
	5,565,000	4,454,010
SURPLUS ON sale of vessel	693,000	—
SURPLUS before taxation	6,258,000	4,454,010
PROVISION for future taxation	3,254,000	2,739,423
	3,004,000	1,714,587
SURPLUS after taxation	3,004,000	1,714,587
DIVIDENDS—for year 2-8265p per Unit equivalent to 8-4375 per cent gross (1974—7-5 per cent gross)	231,000	214,480
	2,773,000	1,500,107
SURPLUS transfer to Revenue Reserve ...	£2,773,000	£1,500,107

The above figures show the comparison of results with 1974, but it will be recalled that a prior year adjustment of £2,416,384 was made to that year mainly in respect of investment grants, making a total transfer to Revenue Reserve of £3,916,491.

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

Devonshire House, Greyfriars Road, Cardiff.
20th February 1975.

A Legend

Many thanks to Captain D. L. G. Jones for the following article. Writing from m.v. *Elena* on 8th February, he writes:

'I enjoy reading the *Newsletter* very much, and it also gives great pleasure to all on board. Various Agents abroad are also very appreciative when I have shown it to them on various occasions.

Herewith a true account of an experience I once had and have never forgotten.

I suppose everybody must have heard of the *Flying Dutchman*, that ghostly sailing ship that haunts the oceans of the world, because there are numerous tales of its sightings, and various myths have sprung up as reasons for its appearances. Alan Villiers records one such appearance in his book *The Indian Ocean*, and gives his explanation as 'the original *Flying Dutchman* was possibly nothing more or less than a curious cloud'. Not many people have come a cross a witness who has actually seen 'something' which could be taken to be the *Dutchman*, but I am such a witness, and the following is an account of this peculiar occurrence.

I was a second mate at the time, sailing on the *Homer City* under the late Captain A. E. Ward, and we were on a passage from Fremantle to India with a full cargo of grain. It happened when we were near the equator during the first 12 to 4 watch, on a moonless night with a completely overcast sky, this making it extremely dark, and what Dylan would have called 'Bible black'. It was also a flat calm, with a low, almost imperceptible swell, and an occasional catspaw of wind ruffling the surface of the sea.

Our automatic helmsman had broken down during the night, so we had an Indian quartermaster at the wheel and another Indian seaman on the forecandle head as a lookout.

It was a little after 3.00 a.m., and I was strolling slowly from wing to wing of the



Something to Smile about . . .

A happy moment in the lives of Loretta and Silvia Lemon outside the National Sports Centre, Cardiff, recently. They are the twin daughters of Captain and Mrs. J. B. Lemon.

bridge, when the lookout tolled one peal on the bell on the forecandle to indicate that he had sighted something on our starboard bow: this was followed a few seconds later by a frantic continuous 'clamour and the clanging of the bell', and then—silence! (due, I found out later, to the lookout leaving his position with great speed).

My eyes were well adjusted to night vision, and peering to starboard I saw a square-rigged sailing ship under full sail, and so close to our bow that I yelled 'hard a-port' to the helmsman. We started swinging to port and I kept my eyes continually on the sailing ship as our bearing altered, and then she grew fainter and shimmering and then vanished. The *Homer City* by now was swinging rapidly to port under full helm, so I yelled 'steady' to the quartermaster who steadied the vessel on her heading at that time. Then a very agitated seaman

arrived on the bridge, breathless and gibbering, and all I could get out of him was 'ghost ship' and he was very frightened. The quartermaster did not look very happy either, and I also seemed to have a kind of funny sensation in my amidships region.

I ordered the helmsman to bring the ship back on her course, and I went to the starboard wing of the bridge to ponder. I am not a believer of the supernatural, but I was aware that what I had seen was a phenomenon that had given rise to the myth of the *Flying Dutchman* and which had been embellished by frightened people, and later by vivid imaginations.

As I stood there leaning over the forepart of the bridge, thinking and wondering, through a break in the overcast Venus shone directly on me, and it was a lovely morning indeed. Then Mr. Arnold, the mate, arrived to relieve me, and was promptly regaled with the excitement of my watch. He yawned prodigiously, then rubbed his hands vigorously together and said: 'Very good, Dai, now have you heard this one!'

The foregoing is a true and factual report of what happened on that morning watch, many years ago, and I leave it with no further explanation, because once a beautiful balloon is punctured there remains only a shred of dirty rubber.

Thus I claim to be one of the very few persons to have seen the *Flying Dutchman*.

D. L. G. Jones
Master.

Pepper and Salt

A merchant ship captain requested the ship's officers to wear ties at all meals. Everyone complied except the crusty old Chief Engineer. None of the skipper's threats had any effect.

Then, one morning at breakfast, the skipper found the chief wearing a tie. His joy was short-lived when the chief left the table—wearing no trousers.

Reader's Digest

FREIGHTERNAL FEELINGS

Lost in central London like many drivers of Continental juggernauts, a French driver pulled up by Blackfriars Bridge. Hailing a taxi with a Gallic flourish, he spoke briefly to the driver and returned to his lorry.

Both then drove off, the empty taxi piloting the juggernaut through London.

Reader's Digest

The Ice Age Cometh

Continued from last issue.

The impact of climatic changes upon the sea is less visible, and a great deal less tragic than it can be on land, at least as far as man is concerned, but the effect is there all the same. For one thing, the sea expands and contracts slightly according to the climate.

Between 1880 and 1941, when the most recent warming trend was reaching its peak, the sea level rose by an average of 1.2 mm a year—which would amount to about 12 cm over the course of a century. At the same time the temperature at the surface rose by about 0.01 deg C a year, a total of 0.7 deg C over the whole period.

Most of this increase in ocean volume was probably due to the melting of the polar ice, and the rest to a general expansion caused by heat.

During the inter-glacials, the warm periods between the ice ages, the polar sea ice probably disappeared altogether, and the sea level rose. It probably happened during the warm and cool periods of the last few hundred years during which, according to Hermann Flohn, the Arctic sea ice varied from 150 cm to 250 cm thick. Since there is evidence that the sea ice is now advancing again, it seems logical to suppose that as the cold spell continues the sea level will fall, if only by a fractional amount.

This will no doubt be a fascinating subject for the oceanographer, but for the mariner the most important result of a cooling-down in the temperature of the sea is likely to be an increase in ice, particularly in the Arctic Ocean and extreme north Atlantic.

It was this region which gained most from the recent climatic amelioration. In Spitzbergen, 600 miles north of Norway, the average temperature in the 1930s was an amazing 8 deg C higher than it had been a decade before. But the whole region of the North Pole warmed up, especially after 1920, so much so that between 1919 and 1939 the Arctic ice cap shrank by 20 per cent, while the pack ice in the Soviet Arctic Ocean alone diminished by 1 million sq. kms between 1925 and 1942.

The result was naturally a great increase in the navigation season, and an opening up of areas which previously had been closed to shipping. In Spitzbergen itself the shipping season, only 95 days in the early part of the present century, rose to 203 in 1939. In the 1890s the ice off Iceland lasted for about seven

weeks a year. By the 1930s it lasted less than a week and a half.

Ships were able to reach places which had previously been inaccessible. In 1932 a vessel called the *Knipowitsch* sailed round Franz Joseph Land for the first time, and three years later a Soviet icebreaker reached 82 deg 14 min North, the furthest point ever reached by a ship under its own power.

The fact that such voyages were possible was, at the time they were made, scientifically interesting but of little practical value. How many people, after all, wanted to sail round Franz Joseph Land, or even visit Spitzbergen?

But today there is greater interest in the Arctic Ocean and the northern seas than at any time since the age of discovery, when explorers like Henry Hudson were trying to find a northern passage to Asia (also at a time when the climate was unfortunately taking a turn for the worse). The interest stems largely from the discovery of mineral deposits in the land masses surrounding the Arctic Ocean.

These first attracted the attention of the general public in the 1960s, when oil was found on Alaska's North Slope, and interest has been further stimulated by the energy crisis, and a spate of warnings that the world's supplies of non-renewable resources are rapidly running out. Although exploration is still at a comparatively early stage, it is already clear that the reserves are enormous.

Siberia alone contains about 40 per cent of the earth's potential oil-bearing strata. It also has around 4.5 billion tons of the Soviet Union's estimated 7.7 billion tons of coal (about five times the reserves of the United States) and 80 per cent of the Soviet Union's natural gas deposits. For good measure Siberia also has large deposits of metals and diamonds.

Northern Canada and Alaska also have great mineral resources, and in recent years exploration for oil and natural gas has been carried out in the Arctic Ocean itself. According to some estimates, the oil deposits beneath the Barents Sea alone could be greater than those in the Norwegian sector of the North Sea.

With demand for energy and other mineral resources likely to soar—taking prices with it—in the future, the value of all these areas is bound to increase. Yet, although the extraction problems are great, open-cast methods could be used—for developing the Siberian coal re-

sources, for example—and many of the oil deposits are known to be much nearer the surface than is generally the case.

The real problems begin with transport. The communications infrastructure in the lands around the Arctic is so poor that it would be quite incapable of handling the minerals that could be produced in the next decade. There are few roads, and fewer railways, and all the resources are hundreds, or even thousands, of miles from the main population areas.

So the economic advantages of exploiting easily-extracted minerals have to be balanced against the enormous cost of getting them away from the mine area. Pipelines can be built for oil and gas—at a price—but for ores this is impractical.

The only way these can be transported at all economically, at least in the short term, is by sea. The Americans, Canadians and Russians are all actively engaged in research into the best ways of doing this, and all face basically the same problem—the weather.

Russia's northern sea route from Murmansk to the mouth of the Yenisei River, one of the major arteries of Siberia, is open for only four months. The ocean starts freezing in early October, and does not clear again until the end of the following July. By using icebreakers during those two months the navigation season can be prolonged, but only to a maximum of 120 days.

Attempts to keep a route open until December have been made, starting in 1970, but these have served mainly to demonstrate the enormous difficulties involved.

In January last year a fleet of four merchant ships and five icebreakers managed to sail from the River Yenisei through the Kara Sea to the Barents Sea and Murmansk. It was the first time this had been done, but it hardly established the route as a practical one for merchant vessels. At times the speed fell to one knot, it took the convoy 19 days to reach the Barents Sea, and apart from damage from the ice the sheer cold of the atmosphere led to fractures developing in the vessels' structure. Navigation was even more difficult because the entire voyage was made during the Polar night, and the Soviet authorities found that the nervous strain on the crews was considerable.

To be continued.

A MATCH TO REMEMBER...

m.v. *Fresno City* v. m.v. *Vancouver City*. At Lisbon, January 1975. Reporter: M. Savory (Radio Officer).

We are pleased to publish the following report, albeit erring slightly on the performance of the *Fresno City XI*. No doubt we shall be hearing from her sister ship's *XI*.

In a recent confrontation, better known as a football match, the severely weakened *Fresno City* side were somewhat unlucky to lose to the *Vancouver City* by the narrow margin of 7 goals to 2.

Many of the *Vancouver*'s goals were scored in kick and rush type raids which completely baffled the non-existent *Fresno* defence, who were intent on playing a subtle offside trap. (This was so subtle that nobody knew what they were doing.)

Nearly all of the problems of the *Fresno City* side can be attributed to a lack of understanding. This was probably brought about by the bright sunshine, which was more suitable to beer drinking than soccer, and which the lads had not seen for so long that they were struck dumb. Add to this that the pitch was entirely unsuitable for players of a high calibre (this did not apply to any of the twenty-two on the pitch) and a referee who was only up with the game at kick-off's and you can see exactly what went wrong—we lost!

There were stars on both sides, mainly ours, and tactically speaking the side was as one. By this, I mean where the ball went ten *Fresno City* players went; consequently everyone was shattered after the first five minutes.

Flagging spirits were revived by a different kind of spirit at half-time, and this seemed to do the trick, for after failing to find the net in the first half the second half produced two goals, much to the delight of the *Fresno City* Supporters Club.

There were outstanding performances from all our lads, some more outstanding than others. Up front there was George (Super-Mac) Parker leading a cavalry-charge-type attack, which contained all the others (see previous reference). Steve (Busta) Brown was a rock on the left wing, an immovable rock, and two stalwarts who faced the next day with staggering injuries: Wayne (Welsh Herald) Blunt, who did his utmost to break a leg, and David (The Cod) Herring who spent most of the first ten minutes flat on his back. His complaint was a sprained wrist, but as we were playing football at the time we are a bit dubious about this. Keith Llewellyn, a



The "*Fresno City*" XI

version of Gary Sprake in goal, did everything that was asked of him except stop goals, and there were three of the crew who turned out at the last minute to make up the numbers.

With a little more luck there would have been more than the two goals scored by Mike (Sparks) Savory. The first followed a delicately floated corner from Glynne (The Wit) Morgan, which hit post, goalkeeper, crossbar and Sparks before trickling in; the second followed a devastating burst of speed by Ian (I am Welsh) Stewart which was halted by a defender's hand, and the resulting penalty trickled in.

As a final word, all joking aside, it was an enjoyable game for them; the best team won, unfortunately, and sorrows were drowned in the time-honoured way.

Indian Ocean...

There are two Indian Oceans: one between November and April and one between May and October. The two are so different that the Indian Ocean frequently becomes the cause of heated quarrels in fo'c'sles and messrooms, when those who know it contradict one another with the violence of conviction. In the Arabian Sea, for instance, winds are mainly south-west from June to August, reaching gale force on eight to ten days a month.

From November to April, light to moderate north-easterly winds prevail. Between Suvadiva, south of the Maldiv Islands and the west coast of Sumatra, light to moderate winds between west and north-west cradle the sailor on a sea of turquoise between November and April, whereas from May to October he is buffeted and maddened by squalls and calms from the south. This goes for the whole of the Indian Ocean in varying degrees, and the contrasts are so strong as to be hard to believe. There are months in which one might as well be sailing the North Atlantic, snarling and grey, with low ragged clouds, and there are months of such unearthly beauty that it has taken Conrad a lifetime to describe it. The young sailor entering the Indian Ocean in the good period will realise that he has never known there were so many brilliant stars in the sky. The whole night-dome of dark blue velvet seems to have turned into one colossal Milky Way, and the Milky Way itself is a dazzling furrow

ploughed through the universe. The sea has an oily quality that is not encountered anywhere else on earth. It breathes slowly like a sleeper with a long cradling swell, and the ship's wake mirrors the Milky Way. Strange, luminous shapes glide silently underneath the glassy surface, squids rise like fiery rockets from the depths, and occasionally, in very still nights, the young sailor will feel as if touched by a magic wand and turned into Sinbad when in the darkness a whale roars or a dolphin splashes.

The Indian Ocean in the calm season is a sea of dreams. To stand on the bridge at night and watch the world makes the sailor feel young and immortal. His future is brilliant, his past fortunate, his sweetheart the greatest stroke of luck any man ever had, and they say that women show their breasts in Bali. He will think of leading the life of a planter; he will look forward to all his boyhood books of adventure coming true; above all, he will be happy to be himself.

Then, when the land of promise is first discerned by a strange nutty smell, he will head for those waiting for him with a completely guileless mind. The magic will last until he either sails for home in the gale season, or sights the white miracle of Aden. Until then, the rug he bought will be Persian, the brass idol gold, the Javanese rice-picker sculptured in teak a work of art and the earrings of conscience will be jade. Seldom will a man have brought home more junk, and a better notion of the richness of life.

SHIPS' POSITIONS AS AT 24. 2. 75

m.v. Atlantic City. On T/C to Compania de Navegacion 'Las Perlas' S.A. of Panama until January/March 1976. Completed discharge and sailed Constanza 22nd February. Arrived Ilijhevsk 23rd, loads cargo ore and sails 25th for Italian port, expected Taranto. Arrives 1st March, completes discharge 3rd, then drydocks until 10th.

m.v. Cardiff City. Delivered to R.S.L. 30th January at Kobe, expect complete modifications mid March. Then delivers on T/C to Broken Hill Proprietary Co. Ltd., for a trip via Australia, redelivery Brazil.

m.v. Chiyoda. On T/C to N.Y.K. Tokyo until March/July 1975. Arrived Kashima 2nd February. Sailed 3rd. Arrived Kokura 5th February, completed discharge and sailed 8th. Arrived Kobe 9th and drydocked. Sailed Kobe 18th for Nagoya, where arrived 19th and commenced loading cars. Sailed 20th, arrived Yokohama 21st, where completes loading and sails 24th for Jeddah. Expect arrive Jeddah 17th March to discharge.

m.v. Cornish City. On T/C to Lloyd Brasileiro of Rio de Janeiro. Arrived Hong Kong 20th January, sailed 22nd. Arrived Kobe 26th and redelivered off time charter 29th. Then delivered on T/C to C.A.V.N., sailing Kobe 1st February for Kashima to commence loading. Sailed Kashima 6th, then called Yokohama, Nagoya, completing at Kobe and sailing 17th for Panama Canal, 11th March. Arrives La Guaira to commence discharge 13th, then calls Porto Cabello, Maracaibo, Port of Spain, completing and redelivering Matanzas (Ven.) early April.

m.v. Fresno City. Completed discharge Leixoes and sailed 11th February. Arrived Tampa 23rd, loads cargo phosphate, sails 24th. Calls Durban arriving 2nd April to discharge, completing about 6th. Then loads ore on T/C to Japan Line, sailing 10th for Japan, where arrives 23rd to commence discharge.

m.v. Indian City. On T/C to Yamashita Shinnihon S.S. Co. Ltd., until November 1976/March 1977. Sailed Acapulco 22nd January. Arrived Jacksonville 1st February, sailed 2nd, completing discharge at Norfolk, Va., 3rd/4th. Arrived Mobile 9th, loaded coal and sailing 17th for Japan. Sails Panama Canal 21st, arriving Japan for discharge 16th March. Completes about 19th, then proceeds to drydock where requires about six days.

m.v. New Westminster City. On T/C to Kinode Kisen K.K. Arrived Immingham 21st January to commence discharge cargo steel pipes. Sailed 22nd and arrived Invergordon 24th, completed discharge, redelivered from T/C, and sailed 31st. Arrived Antwerp 2nd February, loaded steel on the Cont/W.C.U.S.—B.C. service, and sailed 6th for Panama 20th/21st, Los Angeles 28th/29th

March, Oakland 3rd/4th, Portland 6th/7th, completing New Westminster 8th/10th.

m.v. Port Alberni City. On T/C to Japan Line Ltd. Arrived Kokura 20th January, completed discharge, and redelivered off-time charter, 23rd. Sailed same day and delivered on time charter to Daichi Chuo Kisen Kaisha. Arrived Wakayama 24th, sailed 4th February. Arrived Kakogawa same day, sailed 7th. Arrived Wakayama 7th, completed loading steel products, sailed 11th. Arrives and sails Panama Canal 6th/7th March. Arrives Houston 11th to commence discharge, sails 15th. Arrives New Orleans 16th, sails 21st. Arrives Brownsville 22nd, completing discharge, and redelivering about 27th.

m.v. Prince Rupert City. Arrived and sailed Durban 20th/21st January. Arrived Visakhapatnam 2nd February, completing discharge 7th. Then delivered on time charter to Japan Line Ltd., loaded full cargo ore, sailed 9th. Arrived and sailed Singapore 14th. Arrived Wakayama 24th, completing discharge about 25th. Then delivers on time charter to Lloyd Brasileiro, sails Wakayama 25th, arrives Sakai same day to commence loading. Sails 1st March. Arrives Mizushima 2nd March, sailed 3rd. Arrives Fukuyama 4th, completing loading about 5th, for discharge Rio de Janeiro, Santos and Angra dos Reis.

m.v. Tacoma City. Arrived Tampa 24th January, loaded full cargo phosphate, sailed 3rd February. Arrives and sails Durban 27th. Arrives Visakhapatnam 13th March, completing discharge about 19th. Then delivers on time charter to Japan Line, loads full cargo ore, sails 21st. Arrives Japan 3rd April, completing discharge, and redelivering about 5th.

m.v. Vancouver City. Completed discharge and sailed Lisbon 4th February. Arrived Norfolk 17th, berthed repair yard 18th to carry out repairs to windlass. Commenced loading coal 21st, sailed 22nd. Arrives and sails Panama Canal 1st March. Arrives Japan 26th, completing discharge about 30th.

m.v. Victoria City. Arrived and sailed Panama Canal 22nd/23rd January. Arrived Long Beach 30th to commence discharge steel, sailed 1st February. Arrived Oakland 2nd, sailed 4th. Arrived Seattle 6th, sailed 7th. Arrives New Westminster 8th, completed discharge, sailed 11th. Then proceeds to load Forest Products on the BC/UK-Cont. Service. Arrived Watson Island 12th, sailed 19th. Arrived Crofton 20th, sailed 23rd. Arrived Vancouver 23rd, completes loading, and sails 25th. Arrives and sails Panama Canal 9th/10th March. Arrives London 23rd to commence discharge, completing London about 31st.

m.v. Welsh City. On T/C to South African Marine Corporation until August/October 1975. Sailed Durban 30th January. Arrived Cape Town 2nd February, loaded cargo cattle feed and generals, sailed 6th. Arrives Avonmouth 1st March to commence discharge, sails 10th. Arrives Rotterdam 12th to complete discharge.

m.v. Amparo. Arrived Yokohama 19th January, sailed 20th. Arrived Nagoya 21st, sailed 24th. Arrived Yokkaichi 24th, sailed same day. Arrived Osaka 25th, sailed 26th. Arrived Miike 28th, sailed 30th. Arrived Kobe 31st, sailed 10th February. Arrived Nagoya 11th, sail 13th. Arrived Yokohama 14th, sailed 15th. Arrived Tokyo 15th, sailed 19th. Arrives Los Angeles 5th March, sails about 7th. Then calls Ensenada 11th/12th, Manzanillo 15th/17th, La Cardenas 18th/19th, Acapulco 21st/25th.

m.v. Elena. Arrived Acapulco 19th January, sailed 20th. Arrived Manzanillo 25th, sailed 29th. Arrived Guaymas 31st, sailed 4th February. Arrived San Carlos 5th, sailed 6th. Arrived Ensenada 8th, sailed 12th. Arrived Los Angeles 13th, sailed same day. Arrives Yokohama 1st March, sails 5th, completing Nagoya/Yokkaichi 6th/10th and Osaka/Kobe 11th/15th.

m.v. Gela. Sailed Hamburg 24th January. Arrived Bremen 24th, sailed 25th. Arrived Rotterdam 27th, sailed 28th. Arrived Antwerp 28th, sailed 29th. Arrived Le Havre 30th, sailed 3rd February. Arrived Douarnenez Bay 4th to carry out engine repairs, sailed 5th. Arrives Vera Cruz 20th, sails 21st. Arrives Coatzacoalcas 22nd, sails same day. Arrives Tampico 23rd, sails 25th. Arrives Progreso 27th, sails 1st March. Arrives Tampico 3rd, completing ca. operations, and sailing 4th. Then returns Amsterdam 19th/20th, Hamburg 21st/24th, completing Rotterdam, Antwerp and Le Havre.

m.v. Maria Elisa. Sailed Tokyo 22nd January. Arrived Ensenada 7th February, sailed 8th. Arrived Acapulco 12th, sailed 15th. Arrived Cardenas 16th, sailed 18th. Arrived Manzanillo 18th, sailed 22nd. Arrives Corinto 25th, sails 28th, then calls La Libertad 1st/5th March, San Carlos 10th/11th, Ensenada 12th/15th, returning Yokohama 1st/3rd April. Nagoya/Yokkaichi 4th/8th April, Osaka/Kobe 9th/15th.

m.v. Sara Lupe. Sailed Manzanillo 19th January. Arrived Champerico 21st, sails 30th. Arrives Yokohama 23rd February, sails 24th. Arrives Nagoya 25th, sails 26th. Arrives Yokkaichi 26th, sails same day. Arrives Kobe 27th, sails 4th March. Arrives Kudamatsu 5th, sails 6th. Arrives Moji 7th, sails 8th. Arrives Tokyo 10th, sails 12th.

STAFF NEWS

Still Going Strong

Many thanks to Captain M. E. Jones, m.v. *Fresno City*, for the following:

'During the recent discharging in Lexioes, Portugal, a vessel called the *Leon* was also berthed in that port. The *Leon* was, in fact, the old *King City*, looking well for her twenty-four years. She was, I believe, sold to Greek owners in 1966 when she was renamed the *Panagiotis Xilas*, but has obviously changed hands, since she is now under the Cypriot flag. Though the name has been chipped away from the bow, the "S" is still clearly discernible on the funnel.

A reflection, perhaps, of the times is that no officer aboard the *Fresno City* was actually employed in the Company when the *King City* was part of the fleet (though there are some crew members who actually sailed on her). This was perhaps unfortunate, since upon making a casual enquiry aboard the *Leon*, there was great enthusiasm from her Master and Chief Engineer to seek advice from *Fresno* staff on the running and maintenance of the main engine since they were experiencing some problems—a little late to be claiming on the guarantee!

It is hoped to forward a photograph at a later date.'

The Shipper's Reply

Our reaction to your letter would have been a good deal better Had you offered to accept our modest claim, And regardless of excuses (Which seem open to abuses) We must still hold you exclusively to blame.

You talk glibly of the clauses Which can cover all the causes Of the damage suffered in the present case, But if given careful study You will find that all the ruddy Things are only put in there to fill up space.

'Tis a very well-known fact That the clauses that are packed On a Bill of Lading are not all quite binding Exemptions now can be no more Than in the Act of Twenty-Four, And of this you should have needed no reminding

But to leave the legal side, Where the case is open wide, We've had plenty cargo coming by your ships, You know we're the biggest shippers Of our brand of carpet slippers, And presently you'll find you've had your chips.

Either meet our claim in full Or we'll ship our stuff by Goole, And ask our friends to try and do the same, And if we should succeed For a fleet you'll have no need, And you'll know you've only got yourself to blame.

With acknowledgements, P. & O. Group

BIRTHS

To Mr. and Mrs. Alan Stead a daughter (second child), born 5th March, 9 lb. 15 oz. Mr. Stead is on our London Office staff—they do things in a big way up there!

To Mr. and Mrs. D. P. Bidmead, of Truro, Cornwall, a son (Andrew Charles Jerome), born 12th February. Mr. Bidmead is one of our Radio Officers.

Congratulations to Mr. and Mrs. John G. Howell on the arrival of a son (David John). Mr. Howell is one of our Chief Engineers.

ALL FOR A GOOD CAUSE

The Royal National Lifeboat Institution benefited to the extent of £16-50 forwarded by Mr. R. Charlesworth, Chief Engineer, m.v. *Maria Elisa*, as the result of a collection he made on board.

The Secretary of the Royal National Lifeboat Institution has acknowledged £16-00 sent by Captain T. R. McNulty and his Officers, m.v. *Atlantic City*.

PROMOTION

We are pleased to announce that Mr. D. L. Bell has been promoted to the rank of Master, and has been appointed to the command of the m.v. *Sara Lupe*. Captain Bell joined Reardon Smith Line in June 1969.

We congratulate Captain Bell upon his promotion and wish him every success.

OBITUARY

We regret to report the passing of Mr. W. C. Willis on 15th February. The

late Mr. Willis was one of our retired Chief Engineers. He joined the Company in March 1914 as Fourth Engineer on the *Eastern City*, and became Chief Engineer in 1921 on joining the s.s. *Dunegness*. He retired on 1st January 1958.

We extend our sympathy to Mrs. Willis and family.

SYMPATHY

Our sincere sympathy is extended to Mr. Graham Hardy of our Personnel Department on the passing of his mother.

CONVALESCENCE

Mr. Jack Sharp is now home from hospital and progressing favourably.

Mr. C. Jones continues to make satisfactory progress and hopes to resume duties shortly.

EXAMINATION SUCCESSES

Congratulations to the following:

Mr. D. G. Morgan, Second Mate's Certificate; Mr. K. D. Morgan, Second Class Motor.

NEW STAFF

We extend a welcome to the following on joining the Company:

Head Office, Cardiff—Mrs. G. May, Catering; Mr. Paul Elias, Secretarial Department; Mr. Stephen Donovan, Purchasing Department.

London Office—Mrs. T. Brooks, Telephonist; Miss Susan Green, Typist/Telephonist; Mr. D. C. Croft, Telex Operator.

the Company has resulted in a very sharp price increase in both classes of stock. At the time of going to press, the Ordinary Units now stand at 435p and the 'A' Non-Voting Units at 188p (both Ex-Dividend) compared with 297p and 153p, respectively, in the December *Newsletter*.

B.U.P.A. Membership

We would advise that due to administrative difficulties, Officers who sign a new Company Contract cannot be entered into the B.U.P.A. Scheme until the 1st January of the following year. Deductions from Officers' salaries in respect of 'family cover' will be included in Officers' April salary accounts.

SHARES

Since our last report in December, the Financial Times Industrial (30 Share) Index has risen considerably, and the equity market has now more than doubled from the low point of 146-0 touched early in January to just over 300 in March.

Despite a few minor setbacks, it would appear that the underlying trend remains firm, and the indications are that many Institutions are now gradually re-entering the Stock Market to invest the considerable cash resources which they had accumulated over the many months of depression.

An extremely 'thin' market in both the Ordinary and 'A' Non-Voting Units of