

newsletter

No. 63 - APRIL 1975

Count Your Blessings?

Our Chairman has already thanked Tracie for the following contribution. Tracie is the daughter of Captain James S. Murray.



Out of the gloom a voice said unto me "Smile and be happy; things could be worse" So I smiled and was happy and behold things did get WORSE!



THE 'FRESNO CITY' XI

The m.v. *Fresno City XI* kept up their footballing tour of Portugal and their 100% record by losing their second match by 5 goals to 4. The game was played in Leixoes in very wet conditions.

It appears that the Fresno boys gave a very good account of themselves, especially as they were 3 goals down at one point.

Mr. Savory's report concludes:—

"Special praise must go to the defence, whose tactics albeit unsuccessful as far as the result goes but reasonably successful during the game, left them all with nasty cuts, etc., to contemplate in defeat".

Messrs. Ward and Herring provided the refreshments.

Legends, Strange Occurrences and Fact, at Sea

Legion are the words written under the above headings. The sea has its own particular brand of story. The vastness of its area has down through the ages provided a rich sphere for imagination, phenomena and no doubt a touch of reality.

We now know that Captain D. L. G. Jones has seen the legendary "Flying Dutchman". Another mystery is the strange happenings in that part of the Atlantic referred to as the "Triangle",—Bermuda to the North, due South to West Indies then West along the Islands to Providence Channel in the Bahamas. This was the subject of correspondence some time ago in the *Sunday Express* and we were of course particularly interested

in the experiences of the m.v. *Atlantic City* in 1955 as told by Mr. W. J. Morris who was serving on her at the time. By the way, it was not the present m.v. *Atlantic City* being referred to—as she was launched in 1967.

It would be of great interest to know whether any of our present sea-going staff have any such experiences, not excluding those who have completed their journeyings and are enjoying a well earned rest.

The Voyage of the Golden Hind II

The voyage of the *Golden Hind II* from the U.K. to San Francisco has created a great deal of interest. The interest is particularly so where vessels of our fleet are concerned.

The first interesting report received came from Mrs. Linda Cooke, the 3rd Officer's wife, m.v. *Sara Lupe* in Acapulco Bay in January. Many thanks to Mrs. Cooke for her contribution which we have pleasure in publishing.

In addition we received a very interesting report on the sighting of the *Golden Hind*, submitted by Mr. Ashley, 2nd Mate on the m.v. *Port Alberni City*. We will publish this report in our next issue when it is hoped photographs taken from the m.v. *Port Alberni City* will be available as well.

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STAFF NEWS

MARRIAGE

Congratulations and best wishes to:—

Mr. M. G. Ellis, Electrician, on his marriage to Miss Sharon Powdrell, at All Saints Church, Hull on 26th April.

Mr. C. C. Anderson, 4th Engineer, on his marriage to Miss Fiona Mary Cunningham at Holy Trinity Church, Cwmbran.

CONVALESCENCE

We are pleased to hear that Mr. Jim Harrison continues to improve.

NEW STAFF

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

Head Office, Cardiff—Mr. G. Taylor, Technical Department.

London Office—Miss S. R. Green, Telephonist; Miss V. Swonnell, Short-hand Typist.

SUCCESSSES

Congratulations to the undermentioned:

D. C. Cumming, 2nd Mate's Cert.; F. D. King, 1st Class Motor; W. A. Bruce, Part "A" 1st Class Cert.

Last of the Big Spenders

In these difficult economic times in Japan for the poor sailorman, it was interesting to see a record in the money field being made there recently by a Reardon Smith Line officer. The Chief Officer of the *Sara Lupe*, Mr. Frederick Scott, claims the record having spent just close on six long hours ashore alone in a major Japanese seaport and spent exactly nothing. He did it of course unwittingly, his carefully saved 500 yen having been forgotten in his rush to get ashore to savour the sights and delights of Kobe's many attractions. His time ashore however was not completely wasted as he took this unique opportunity to explore the hills at the back of this city to use up his energy and eventually returned to his ship with a deep sense of achievement and of clean and sober living and also a great longing for the gastronomic delights of the pantry fridge all too often rarely fully appreciated by other returning late night revellers.

D. L. Bell,
Master m.v. *Sara Lupe*

Taxes of every kind are unpopular. The Romans discovered this was a lucrative exercise when they levied taxes on territories subjected to their rule and they met with opposition and protest. The pattern hasn't changed much since then.

Taxation is today the prerogative of Chancellors. It can be wielded as a cudgel by politically motivated men with warped modern ideologies. On the other hand it can be used to control a country's economy to the advantage and benefit

of all the citizens of that country—(but that may even be open to doubt when some taxation ideas are considered closely these days). However one may look at the question, the fact remains that taxation was, is and always will be.

The following notes on some facets of taxation have been compiled by Mr. Ian McCann, an Accountant at Head Office. It is hoped they will be of interest to many readers. More notes on this complex subject follow in future editions.

Capital Transfer Tax

The new Capital Transfer Tax was announced in this country on the 26th March 1974, and after many amendments received the Royal Assent on the 14th March this year. This tax replaces Estate Duty as we now know it and also introduces a new concept of a tax on gifts made (after 26th March 1974) during one's lifetime. Although many of the details are highly intricate, we briefly list an explanation of some of the personal implications which may be of particular interest and hope you might find them helpful in understanding what is involved.

(1) Surviving Spouse Exemption

Unlike estate duty, no C.T.T. on assets passing between husband and wife. Deaths before enactment of the Finance Bill will have estate duty charged at the lower rate applicable to C.T.T. Deaths after 12th November 1974, have no charge to E.D. or C.T.T. on either capital or a life interest passing to surviving spouse.

(2) £15,000 Exemption

All gifts since 26th March 1974, not exempted as below will be accumulated to form a lifetime total with no tax levied on the first £15,000. Lifetime gifts in excess are chargeable at half the rate applicable at death provided they are made more than three years before death. Gifts need not all be made at the same time. The £15,000 exemption is available to both husband and wife. Wills could be advantageously drawn up from now on to pass to children the balance of £15,000 not used in lifetime.

(3) £500 Gifts

Small gift exemptions remained available until 5th April 1975, and it was possible to make £500 gifts to as many beneficiaries regardless of relationship as surplus cash will allow. Provided amount given to each one does not exceed £500, seven years prior to death.

Note, after 6th April 1975, children's income aggregated with parents, possibility should be looked at with £500 exemption to "roll up" child's income

in children's unit trust scheme or single insurance premium bond to reach maturity after eighteen.

(4) £1,000 Exemption

Annual exemption for both husband and wife in a year to 5th April of £1,000 to any one or more persons. This also extends to wedding gifts of up to £1,000 to the lucky couple and if they happen to be relatives, it is increased to £2,500. Balance unused cannot be carried forward, but exemption available from C.T.T. limited to £15,000.

(5) Life Policies

The above exemption can be used to affect an annual premium of up to £1,000 on joint lives payable on second death with advantageous premium rates to produce an eventual larger tax free fund.

(6) Normal Expenditure

The exemption of gifts out of net income, as part of normal expenditure which do not reduce your standard of living, are continued under C.T.T., e.g. Deeds of Covenant, premiums of life policies of up to 1/6th of taxable income paid for at least 10 years.

GENERAL NOTES

The Confidentiality of U.K. or foreign based bank accounts is now in jeopardy as the Revenue have now established their right to extract any information they may reasonably require—so you cannot escape by depositing funds abroad.

Exemption of U.K. tax havens, e.g. Jersey, Isle of Man, etc., in jeopardy when Finance Bill passed, as residents will now be assessable for C.T.T. and wealth tax—so these are possible countries to avoid when you think about retiring with any ill gotten gains.

Flattery is like perfume, so smell it but don't swallow it.

* * *
Difficulties are meant to rouse, not discourage.

The Golden Hind II

By Linda Cooke
on board m.v. *Sara Lupe*

Top main mast 29 ft.
Mizzen mast 36 ft. 6 ins.
Sail area 4,150 sq. ft.

On Wednesday, 8th January we sailed into Acapulco Bay. Mrs. Cross, myself and a few engineers were on the monkey island observing our entrance into this impressive Bay. We spotted a galleon anchored inside the Bay, no one really knew what it was until the pilot informed the officers on the bridge it was *Golden Hind II*. We did not expect to see her at closer range so photographs were taken as we passed her. She was quite small in comparison with our ideas of the old fighting galleons of the sixteenth century.

We successfully came alongside and tied up. The Mate and Gunner from the *Golden Hind* came on board to meet our Captain and extended invitations for an evening visit to the ship. Seeing our Red ensign they felt home sick after being away from home and British people for over three months.

The next morning the port side life boat was lowered and in the afternoon several of us went across to meet the Captain and crew and inspect the ship. It was so different in size and style to ours.

We circled the ship to decide which side to put alongside. We came on the starboard side, painter secured and we climbed up her wooden sides aboard.

After a warm welcome aboard we were shown around and all our questions answered, even though they must have been asked and answered many times before. Everyone was most friendly and the Captain very interesting. He kept two log books, most beautifully written in old copper plate, one presumably for himself and the other to remain with the ship.

Golden Hind II was built in Appledore shipyard, Devon, three years ago for

Reardon Smith Rangers

Since the last report in the November issue, the team has had a successful run in the league. They are unbeaten in their last seven games, winning five and drawing two. In these games they have scored 26 goals whilst conceding 15. In a 3-2 victory over Hodge (revenge for a 5-4 defeat earlier in the season) the team displayed tremendous determination in coming back from being 2-1 down with 15 minutes to go.

A continuation of their present form could ensure a place in the promotion stakes.

three Americans, they apparently wanted her as a floating museum in San Francisco, California. She was built for approximately £370,000 compared with the £370 cost of the original which Sir Francis Drake sailed around the world, 1577 to 1580. Unlike Drake, her Master, Captain Adrian Small brought her through Panama, not around the Horn.

Although her design is authentic she has a few added (temporary) extras these being radio and engine for emergencies, bunks and a properly rigged out galley. All fittings not to original specifications will be taken out before its official opening.

The original carried a crew of about 80 men. The present crew of 18 men is rather cramped for space, especially the sleeping accommodation which for the sea-men is below the main deck. The Captain has his own room and the Mates have what would have been Drake's original room, called the great cabin, (not as big as it sounds). Radio Officer is packed into whatever space he can find with his radio and others take a hammock or sleeping bag where there is room on deck or on the terrace which surrounds the mate's room.

Below the crew's sleeping quarters were the stores, engines, guns and other equipment.

In her stores she carried something which resembled a large deep freeze but in fact it was an aluminium box, lined with polystyrene and a lid, this was filled with ice and frozen foods would keep for three to five days.

The galley was fairly well rigged out for the voyage, two caravan stoves with ovens, a small sink and work surface to prepare food.

The stairs and railings were suitably engraved and the windows in the aft accommodation were all leaded,—very pretty,—but were not very practicable when a wind blew up.

The vessel's statistics are:—

Tonnage:

100 tons approximately.

18 Guns.

Main Dimensions:

Length of Keel 60 ft.

Length of water line 75 ft.

Length overall 102 ft.

Breadth of outside planking 20 ft.

Mean draft 9 ft.

Foremast 46 ft.

Fore top mast 25 ft.

Main mast 59 ft.

The vessel required a good deal more time and patience than a modern ship. Her sails needed constant repair or renewal. Her bosun had spent most of his time sewing since leaving London last October. Everyone, no matter what position, has to fall in and give a hand when emergency requires.

Most of the crew have had previous experience at sea. Some had sailed with the Captain on previous occasions.

During the next few days the crews of both *Golden Hind II* and m.v. *Sara Lupe* visited each other.

Our Master, Captain Cross entertained Captain Small, his bosun and purser one evening which was very pleasant and interesting. Captain Small told us all about his previous connections with sailing ships. He and his bosun had worked together on many occasions in the Mediterranean when the vessels have been filmed for popular movies such as *Moby Dick*.

Captain Cross gave them valuable weather details for the remainder of their voyage to San Francisco.

On the 12th January we sailed for our next port. Captain Cross hoisted flags to wish them a good journey. We all felt rather sad to leave the busy port with so much to do. We also felt we had left friends behind as we had enjoyed their company as well as being able to see first hand a very famous ship.

Due to radio and other repair work they didn't know when they would be able to leave port for the last lap of their journey. They were scheduled to arrive at San Francisco on 1st April 1975. The crew all had costumes and the Captain a most flamboyant Drake type doublet.

Owing to previous trouble with the guns they will be unable to fire a salute on arrival, but no doubt their arrival will be most colourful.

A farmer has £100.00 to spend on livestock.

Animals on sale at the market are horses at £5.00 each, sheep at £1.00 each, and chickens at 20 per £1.00.

He has to buy 100 animals and spend all of his £100.00.

He must have some of each type of animal, that is, he cannot buy 100 sheep.

Chickens must be bought in units of 20, and obviously he has to buy whole sheep and horses, halves are not possible.

How many horses, sheep and chickens does he buy?

The Ice Age Cometh

Continued from last issue.

They stated that commercial trading in such latitudes is not yet feasible, but believe that it will become essential in the future. Kirill N. Tchoubakov, chief of administration of Marflot, the Soviet shipping organisation, said this year: 'In the course of further industrial development in 15 to 20 years, the volume of cargo could be such that without using sea transport it would be impossible to bring out all the production'.

American attempts to prolong the Alaskan navigation season have encountered similar difficulties. The voyage of the ice-breaking tanker *Manhattan* showed that a ship could sail from Alaska to the east coast of North America—but whether it can be done economically is a different matter.

Yet these attempts to beat the Arctic ice have been made at a time when the climate is still relatively benign. The cooling trend has barely started yet, and the Arctic for most of this century has been exceptionally warm.

In some places the deterioration is already marked.

According to Professor Lamb, the ice has been increasing steadily since 1958. The Spitzbergen shipping season, which once lasted seven months, was down to a week or two by 1962. On the same island, the King's Glacier, which had retreated 3 km from 1897 to 1962, advanced 200 m in the next two years. The Russian scientist, A. A. Lebedev, has studied the Davis Strait between Greenland and Canada and says the ice there is increasing. It will probably reach a maximum in 1985-1995.

Japanese meteorologists have found that the average temperature of Franz Joseph Land has dropped by 10 deg F in the last 10 years. The Icelandic ice, which persisted for 1-4 weeks in the 1930s, averaged 3-7 weeks a year between 1947-1956 (it averaged only a week in early Viking times). Between February and March 1963 ice extended half way from Greenland to Norway and was, in Professor Lamb's opinion, probably as bad as in the worst years of the 17th and 18th centuries. Yet that famous winter of '63, which those who experienced it still like to recall with horror and anecdotes of personal suffering, could very well be the norm in the years to come. In Britain there have been five winters since 1940 when the average temperature dropped below freezing for long periods. There were none between 1896 and 1940. This October was the coldest in England

since 1917.

Those countries which have the greatest interest in the Arctic are all working hard on developing new icebreakers, and the Soviet Union, with more to gain than anybody, has enlarged its fleet considerably in the last four years. The *Yermak* at 36,000 shp is the most powerful icebreaker in the world, and the *Arktika*, a nuclear-powered icebreaker, is nearing completion in Leningrad.

Wartsila of Finland, who have built and are building many icebreakers for the Soviet fleet, are planning even larger ships of up to 140,000 shp, and are also thinking of bulk carriers of from 100,000 dwt to 1 million dwt for use in Arctic conditions. When it comes to transporting mineral ores such vessels are likely to be sorely needed, for a failure to solve the difficulties of ice and weather could seriously hinder plans for the development of the sub-polar regions.

It might be expected that a change in climate would have a great impact on the number of icebergs found in the north Atlantic, but curiously this does not seem to be the case. In fact, throughout this century the number of icebergs reported south of Newfoundland has varied enormously from year to year, and this variation seems to have had little to do with temperature.

In 1909, 1912, 1929 and 1945 more than 1,000 icebergs were noted—1,300 in the year 1929—but in 1924, 1931, 1936, 1938, 1940, and 1958 there were 10 or less (in 1938 there was only one).

It seems that the chief factor governing the number of icebergs in the north Atlantic is not temperature but wind. Normally the bergs (which are fresh water, not salt) break off the Greenland ice cap and can spend two years or more getting as far south as the Newfoundland Grand Banks.

But their speed and route depend very much on the strength of the current, and particularly the wind. If this is blowing strongly from the south or west they will have difficulty in getting as far as Newfoundland, and no matter how many of them start, few will reach the shipping lanes. If the northern winds are stronger than usual, the icebergs will conversely move faster and farther south.

When this happens, navigation becomes hazardous (the *Titanic*, which was lost in the exceptionally ice-prone year of 1912, was following the recommended shipping route) but there can also be adverse effects on the climate of

Europe.

A good example of this occurred in 1972, which resulted in England and Wales suffering the coldest June of the century: only a few places exceeded 21 deg C throughout the whole month, whereas between 1900 and 1950 the June temperature had only twice failed to reach 26.5 deg C (it has, incidentally, failed to reach this figure six times since 1950).

The reason was the unusual amount of ice in the north Atlantic. The *Queen Elizabeth II* spotted one iceberg 300 miles south east of Halifax, Nova Scotia, and there was more ice in the ocean than in any year since 1929—a total of 1,600 bergs south of Newfoundland. The result was a general cooling of the western north Atlantic, and by June a belt of water up to 2 deg C cooler than usual stretched right across the ocean to the British Isles.

The bergs that did the damage were possibly created by above average temperatures in the autumn of 1971—but they were driven south by recurrent north westerly winds that blew across the north Atlantic throughout the early months of 1972. In the four previous years, incidentally, iceberg movements were well below average.

Despite the importance of wind, a lowering of temperature would still in the long run probably encourage more ice in the Atlantic. If, as Professor Lamb believes, the power of the Upper Westerlies is waning, then the increasing strength of the northern winds would favour the southward drift of bergs, just as it favours the expansion of the Arctic pack ice. In any case, the strength of the wind is itself a product rather than a cause of climatic change.

Something else that could be affected by a cooling-down is the north Atlantic fishing industry, which experienced a considerable boom, thanks to the warming-up that occurred in the first half of this century.

Fish are extremely susceptible to changes in water temperature: this is partly because they are more comfortable when the temperature is higher, but mainly because, when it drops below a certain point, the plankton on which the fish feed cannot exist. Spawning is also retarded if the water temperature is too low.

To be continued.

Pictured Memories



Many thanks to Mr. M. Dawson for sending in some interesting photographs. We are sure they will be of interest to many readers.

In his letter accompanying the photographs Mr. Dawson writes:—

I retired from the Company in 1960 (I am now nearly 80 years of age). I have some interesting photos taken during the years I spent with the Reardon Smith Line.

I am enclosing a few which may be of interest to you.

(1) The *Atlantic City* football team with Captain Potts, Chief Engineer Harry Wilson and myself were beaten 2-1 by a team in Cagliari in 1948.

(2) The *Devon City* 1953 one, is the Officers and Cadets resting while climbing Mount Vesuvius, an active volcano in Italy. S. Leebetter was Master.

(3) The others are the *Eastern City* 1954. The bad weather on a following sea did this damage. The other two are celebrations at Christmas 1954.

Most of the Masters now were Cadets when I was with the Company but I see Joe Sandy and L. Slawinski are still Chief Stewards.

My best wishes to everyone at Devonshire House and all sea going personnel. I enjoy reading the *Newsletter* and watch with interest the position and crews of the fleet.

Yours sincerely,
M. Dawson

SHIPS' POSITIONS AS AT 18. 3. 75

m.v. Atlantic City. On T/C to Compania de Navegacion 'Las Perlas' S.A. of Panama until January/March 1976. Sailed Ilychevsk 27th February. Arrived Taranto 3rd March to commence discharge completing 4th. Then proceeded into drydock 5th, completed drydock and sailed Taranto 14th. Arrives Mossamedes 1st April, loads cargo ore for discharge Taranto, where arrives 20th completing about 24th.

m.v. Cardiff City. Sailed Kobe 18th to carry out engine trials, and delivers on T/C to Broken Hill Proprietary Co. Ltd., 19th. Arrives Port Kembla 1st April to load cargo steel slabs, sailing 19th. Arrives Santos 3rd May completing discharge about 14th.

m.v. Chiyoda. On T/C to N.Y.K. Tokyo until May/July 1975. Arrived Nagoya 19th February loaded part cargo cars, sailed 20th. Arrived Yokohama 21st, completed loading, sailed 24th. Arrived Jeddah 16th March, due port congestion, completes discharge about 2nd April.

m.v. Cornish City. On T/C to C.A.V.N. Sailed Panama Canal 16th March. Arrives La Guaira 18th to commence discharge steel products and general cargo. Sails 20th, completing Porto Cabello 21st/27th, Maracaibo 28th/29th, Port of Spain 30th/31st finally completing Matanzas 3rd/7th April.

m.v. Fresno City. Sailed Tampa 24th February with a phosphate cargo. Arrives and sails Durban 20th. Arrives Vizakhapatnam 3rd April to commence discharge completing about 8th. Then delivers on time charter to Japan Line Ltd. Loads cargo ore, sailing about 10th. Arrives Japan about 23rd completing discharge 26th.

m.v. Indian City. On T/C to Yamashita Shinnihon S.S. Co. Ltd., until November 1976 March 1977. Sailed Panama Canal 23rd February. Arrives Hirohata 22nd March to commence discharge coal cargo completing Kamaishi 28th. Then loads cars at Yokosuka 29th/30th. Arrives and sails Panama Canal 23rd April. Arrives Jacksonville 26th to commence discharge completing Norfolk about 1st May. Then proceeds to load coal Hampton Roads/Mobile, sailing about 4th. Arrives and sails Panama Canal 10th. Arrives Japan about 3rd June completing discharge 5th. Then proceeds to drydock.

m.v. New Westminster City. Sailed Panama Canal 22nd February. Arrived Long Beach 1st March, commenced discharge steel products, sailed 3rd, thence Portland 5th/8th completing at Bellingham 9th/11th. Arrived Skagway 14th, loaded cargo concentrates,

sailed 16th. Arrives and sails Panama Canal 30th/31st. Arrives Rotterdam 14th April completing discharge about 20th.

m.v. Port Alberni City. On T/C to Daiichi Chuo Kisen Kaisha. Sailed Panama Canal 6th March. Arrives Houston 11th to commence discharge steel products, sailed 17th. Arrives New Orleans 18th, sails 21st. Arrives Brownsville 23rd completing discharge and redelivering off time charter 26th. Then delivers on time charter to Korea Shipping Company Ltd., on dropping outward pilot Brownsville. Arrives and sails U.S. Gulf 28th/4th April, where loads grain and cotton. Arrives and sails Panama Canal 9th. Arrives S. Korea about 4th May to commence discharge completing about 14th.

m.v. Prince Rupert City. Completed discharge Wakayama and redelivered from Japan Line Ltd., 25th February. Delivered on time charter to Lloyd Brasileiro of Rio de Janeiro and sailed Wakayama. Arrived Sakai 26th to commence loading, sailed 1st March. Arrived Mizushima 2nd, sailed 5th. Arrived Fukuyama same day completed loading and sailed 9th. Arrives and sails steel products. Arrives Rio de Janeiro 11th April to commence discharge, sails 14th. Arrives Santos 15th, sails 16th. Arrives Angra dos Reis about 17th completing discharge about 30th.

m.v. Tacoma City. Sailed Durban 28th February. Arrived Visakhapatnam 13th March, completed discharge phosphate 18th. Delivered on time charter Japan Line 18th March, loads full cargo ore, sails 21st. Arrives Japan 3rd April completing discharge and redelivering about 5th. Then delivers on time charter to Tokai Shipping Co., sails Japan 20th. Arrives and sails Panama Canal 14th May, arrives Gulf/E.C.U.S.A. 20th, completing discharge and redelivering about 5th June.

m.v. Vancouver City. Sailed Panama Canal 28th February. Arrives Sakaide 25th March, to commence discharge, completing about 26th. Then calls Kobe to carry out hold modifications, sails 30th. Arrives British Columbia 11th April to commence loading forest products on the B.C./U.K. Continent, berth service, sails B.C. 26th. Arrives and sails Panama Canal 8th May. Arrives London/Antwerp about 23rd to commence discharge, completing about 1st June.

m.v. Victoria City. Sailed Vancouver 26th February on B.C./U.K.C. berth service with cargo forest products. Arrived and sailed Panama Canal 10th/11th March. Arrives London 25th to commence discharge, sails 4th April. Arrives Antwerp 5th completing discharge about 8th.

m.v. Welsh City. On Time Charter to South African Marine Corporation until August/October 1975. Arrived Avonmouth 28th February to commence discharge, sailed 6th. Arrived Rotterdam 9th, completed discharge 11th. Then proceeded into drydock, undocks 19th, sails same day. Arrives Antwerp 20th to commence loading, sails 23rd. Arrives Bremen 24th, sails 26th. Arrives Rotterdam 28th, completing discharge 30th, then calls Cape Town, Port Elizabeth, East London and Durban.

m.v. Amparo. Sailed Los Angeles 6th March. Arrived La Cardenas 10th, sailed 11th. Arrived Acapulco 12th, sailed 15th. Arrives Manzanillo 16th, sails 19th then calls Corinto 22nd/24th La Libertad 25th/28th, Ensenada 2nd/4th April, Los Angeles 5th/7th returning Yokohama 21st/22nd Nagoya/Yokkaichi 23rd/27th, Osaka/Kobe 28th/2nd May.

m.v. Elena. Arrived Yokohama 1st March, sailed 5th. Arrived Nagoya 6th, sailed 7th. Arrived Yokkaichi 7th, sailed 8th. Arrived Osaka 9th, sailed 13th. Arrived Kobe 11th, sailed 18th. Then calls Hiroshima 18th/20th, Nagoya 22nd/24th, Tokyo 25th/26th and Yokohama 27th/29th for Los Angeles and Stockton.

m.v. Gela. Sailed Veracruz 26th February. Arrived Coatzacoalcos 27th, sailed 28th. Arrived Tampico 1st March, sailed 2nd. Arrived Progresso 4th, sailed 7th. Arrived Tampico 8th, sailed 12th, for Rotterdam 26th/27th, Hamburg 28th/31st, then possibly Rotterdam 1st/2nd April, Antwerp, 3rd/5th, Le Havre 6th/10th, Veracruz 22nd and Tampico 26th.

m.v. Maria Elisa. Arrived Corinto 25th February, sailed 26th. Arrived La Libertad 27th, sailed 1st March. Arrived San Carlos 3rd, sailed 7th. Arrived Ensenada 9th, sailed 10th. Arrives Yokohama 27th, sails 31st, then calls Nagoya/Yokkaichi 1st/4th April, Osaka/Kobe 5th/10th.

m.v. Sara Lupe. Sailed Champerico 30th January. Arrived Yokohama 23rd, sailed 24th. Then called Nagoya 25th/26th, Yokkaichi 26th/26th, Kobe 27th/6th March, Kudamatsu 7th/9th, Moji 10th/12th, Yokohama 14th/15th, Tokyo 15th/18th, finally returning Ensenada 2nd/3rd April, Manzanillo 5th/8th, La Cardenas 9th/11th, Acapulco 12th/16th, Central America 18th/24th and Los Angeles 29th/30th.

OFFICERS' DISPOSITIONS AS AT 11. 4. 75

<i>Master</i>	m.v. Atlantic City	m.v. Cornish City	m.v. Fresno City	m.v. Gela	m.v. Indian City	m.v. Maria Elisa
<i>Chief Officer</i>	R. K. Stuart	B. A. G. Boyer	M. E. Jones	J. Porteous	P. J. Boroughs	W. D. Jones
<i>Senior Second Officer</i>	T. Lawson	A. M. W. Mitchell	G. T. Parker	T. M. Tait	P. M. Baverstock	J. D. F. Lynch
<i>Second Officer</i>	H. H. Gale	E. J. Dunk	C. S. G. O'Donnell	M. Gaffney	P. J. Dixon	S. P. Gorford
<i>Third Officer</i>	E. J. Mullin	S. D. I. Lloyd-Jones	I. M. Siewart	I. Cowan	G. Sizer	N. Jerrom
<i>Fourth Officer</i>	—	—	—	A. C. Baxter	A. C. Baxter	G. Thomas
<i>Electronics Officer</i>	—	—	—	—	M. G. Emery	—
<i>Radio Officer</i>	D. S. H. Thomson	J. A. Heslop	M. W. Savory	E. Bromham	B. J. Hill	M. McQueen
<i>Radio Officer (Junior)</i>	J. R. D. Berkeley-Hill	D. W. Litson	T. A. Rogers	N. B. Shilstone	D. N. Henry	J. Foots
<i>Chief Engineer</i>	J. Scott	R. Day	C. E. Hayles	F. Clark	P. R. Bryant	R. E. Russell
<i>Second Engineer</i>	N. Nesbitt	M. R. Green	M. R. Green	P. H. Evans	P. J. Prendergast	—
<i>Junior Second Engineer</i>	J. V. H. Jones	N. Carroll	N. Carroll	P. W. Place	P. J. Walker	R. V. Williams
<i>Junior Fourth Engineer</i>	D. J. Goldfinch	S. Cook	S. Cook	G. Morgan	M. J. Lenard	W. M. Powell and
<i>Junior Fourth Engineer</i>	L. Griffiths	N. J. Pratt	N. J. Pratt	W. Blunt	P. R. Nicholas	A. Clarkson
<i>Junior Engineer</i>	A. Hill	J. A. Grainer	J. A. Grainer	S. C. Ward	A. Price	D. J. Coombes
<i>Junior Engineer</i>	L. R. Gale	J. B. Potkins	J. B. Potkins	T. Moore	A. Hamilton	M. Bodycombe
<i>Electrical Engineer</i>	J. D. W. McLaren	A. A. Gouldie	A. A. Gouldie	K. Llewellyn	J. L. Sanday	J. A. Patrick
<i>Second Electrical Engineer</i>	W. J. Burt	M. S. Rigg	M. S. Rigg	D. J. Herring	—	M. L. Frazer
<i>Catering Officer</i>	I. C. Miller	—	—	—	—	R. N. Coates
<i>Deck Cadet</i>	—	—	—	—	—	—
<i>Deck Cadet</i>	—	—	—	—	—	—
<i>Deck Cadet</i>	—	—	—	—	—	—
<i>Engineer Cadet</i>	—	A. M. Baxter	—	L. A. Selby	R. C. Powell	—
	m.v. New Westminster City	m.v. Port Alberni City	m.v. Prince Rupert City	m.v. Sara Lupe	m.v. Tacoma City	m.v. Vancouver City
<i>Master</i>	J. D. Lloyd	A. B. Parkhouse	T. R. McNulty	D. L. Bell	J. Vaughan	T. W. D. John
<i>Chief Officer</i>	J. S. Pearsall	R. W. Duncan	M. C. Hurst	F. Scott	J. Jackson	J. Sharples
<i>Second Senior Officer</i>	W. D. Howell	P. P. Lewis	M. C. Ingram	J. Henderson	J. Ross	R. G. Hayton
<i>Second Officer</i>	T. A. Price	T. D. Lester	P. E. Murray	W. P. Barnes	E. Fielding	P. C. Roberts
<i>Third Officer</i>	C. G. Macey	D. C. Short	A. J. L. Cottle and W. P. Budden	L. M. Campbell	R. W. McInnes	J. R. Mathews
<i>Electronics Officer</i>	—	—	—	—	—	—
<i>Radio Officer</i>	J. Cormack	T. Sukiennik	J. F. Hewson	D. C. Rowlands	P. M. Sanders	E. R. Morgan
<i>Radio Officer (Junior)</i>	—	—	—	—	M. E. Rayner	J. Fitzsimmons
<i>Chief Engineer</i>	T. W. Davies	T. J. Lambert	T. J. Newell	D. Brown	R. U. Bell	—
<i>Second Engineer</i>	M. J. Snook	R. C. Butcher	K. D. Morgan	D. Hughes	C. D. Hughes	O. G. Williams
<i>Junior Second Engineer</i>	D. J. Carter	D. E. Simons	N. P. Treen	T. S. Churcher	R. C. French	W. D. Davies
<i>Junior Fourth Engineer</i>	G. D. Morgan	G. Dobbs	A. Doubler and G. F. Burridge	R. H. Ashlin	R. C. Quayle	J. Prophet
<i>Junior Fourth Engineer</i>	R. G. Wells	M. G. Williams-Jones	M. W. Jones	R. J. Bell	G. T. Strong	P. Ridley
<i>Junior Engineer</i>	J. N. Haugh	P. B. Williams	T. McMahon	R. B. Nickolls	S. McGrath	M. G. Evans
<i>Junior Engineer</i>	E. M. Bennington	J. F. McKeown	—	W. J. Schmidt	K. W. G. Hampton	K. E. Roberts
<i>Electrical Engineer</i>	—	—	—	—	—	—
<i>Second Electrical Engineer</i>	L. R. Seabrooke	R. G. Pierce	C. J. Harray	L. B. Surrey	J. Buckmaster	P. P. Delaney
<i>Catering Officer</i>	M. J. Clarke	M. J. Voisey	—	T. J. Ward	J. A. Doody	S. R. Beeson
<i>Deck Cadet</i>	A. Powell	D. J. McMurdo	—	A. Braxier	J. A. Taylor	J. C. Neale
<i>Deck Cadet</i>	T. J. Tudball	—	—	—	—	—
<i>Deck Cadet</i>	—	—	—	—	—	—
<i>Engineer Cadet</i>	—	—	—	—	—	—
	m.v. Victoria City	m.v. Welsh City	m.v. Flena	m.v. Amparo	m.v. Cardiff City	
<i>Master</i>	G. S. Garlick	M. J. Higgins	G. F. R. Ellerby	A. D. Lightfoot	D. G. Griffith-Jones	
<i>Chief Officer</i>	M. J. Bellamy	J. Solley	R. E. Clifford	D. J. Mockett	E. W. Wainley	
<i>Second Senior Officer</i>	A. M. Young	A. M. Beavor-Reid	T. E. Thistleton	E. Bingley	D. W. Ellis	
<i>Second Officer</i>	T. H. Jowett	A. Abel	D. G. Morgan	P. A. Bullard	D. C. Cumming	
<i>Third Officer</i>	W. P. Cameron	C. F. Rayfield	S. G. W. Whitmore	V. F. Cullen	W. P. Hereward	
<i>Electronics Officer</i>	—	C. J. Bertram	B. M. Draper	G. M. Cuthbertson	L. G. I. Taylor	
<i>Radio Officer</i>	C. A. J. White	R. J. Trigg	G. Hughes	R. M. Paddock	K. V. Dowdall	
<i>Radio Officer (Junior)</i>	—	—	—	—	—	
<i>Chief Engineer</i>	K. Durward	W. A. Bruce	J. H. Davies	D. W. Quayle	A. C. Coombs	
<i>Second Engineer</i>	R. E. Diamond	K. I. Davies	R. E. Pearson	A. Frost	A. Edwards	
<i>Junior Second Engineer</i>	—	—	R. M. B. Jenkins	C. Rees	T. E. J. Sperrin	
<i>Junior Fourth Engineer</i>	C. J. Griffiths	D. E. Rees	P. McVay	J. M. Murphy	I. S. Exton	
<i>Junior Fourth Engineer</i>	J. F. McCarthy	C. McGuire	—	—	—	
<i>Junior Engineer</i>	A. G. Vincent	J. A. Coldrick	—	—	—	
<i>Junior Engineer</i>	H. L. Lyke	C. J. Etches	—	—	—	
<i>Junior Engineer</i>	J. T. Loraine	M. G. Young	P. Willmott	T. Willoughby	P. Tyerman	
<i>Electrical Engineer</i>	—	—	—	—	—	
<i>Second Electrical Engineer</i>	A. J. Matthews	D. W. James	J. T. Jones	R. G. Moylon	C. A. Parry	
<i>Catering Officer</i>	T. S. Lawrence	I. M. Fox	—	—	—	
<i>Deck Cadet</i>	A. P. Morris	—	—	—	—	
<i>Deck Cadet</i>	—	—	—	—	—	
<i>Deck Cadet</i>	—	—	—	—	—	
<i>Deck Cadet</i>	—	—	—	—	—	
<i>Engineer Cadet</i>	—	—	—	—	—	
					M. Causer	

As a result of numerous requests we publish the following Management plan:—

REARDON SMITH LINE LIMITED

MANAGEMENT CHART

