

# newsletter



No. 65—June 1975

## Introduction

It is difficult to find anything these days that can pierce the gloom and let in just a ray of sunshine. Yet despite the depressing news of the Freight and Stocks and Shares Markets, the plunging pound, industrial unrest and world depression there must be something somewhere that can pierce the gloom.

Just look around the corner and you will find that something. Each one will make his or her own discovery—the great thing is to have the will and the desire just to look around.

The discovery would be worthwhile if only the following words spoken by Abraham Lincoln were taken as a guideline.

The guide-lines used today are used mainly as a means of escape from responsibility or the justification of an exorbitant demand by people who are too short sighted to look around and see the chaos they create.

How relevant therefore is the following quotation by the famous American, Abraham Lincoln:—

“You cannot bring about prosperity by discouraging thrift. You cannot strengthen the weak by weakening the strong. You cannot help the wage earner by pulling down the wage payer. You cannot further the brotherhood of man by encouraging class hatred.

You cannot help the poor by destroying the rich. You cannot keep out of trouble by spending more than you earn. You cannot build character and courage by taking away a man's initiative and independence.

You cannot help men permanently by doing for them what they could and should do for themselves.”

## Another encounter with the ...

# Golden Hinde

Reported by Mr. J. R. Ashley, 2nd Mate, *Port Alberni City*.

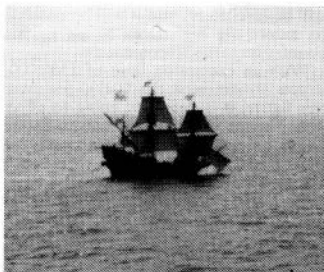
Thanks to Mr. Davidson and Mr. Ashley for the photograph:—

Twenty-fifth February 1975, *Port Alberni City* on passage from Wakayama to the Panama Canal.

At 10.00 hrs. local time, morning sights having been completed, the Third mate took great pleasure in announcing that the first ship sighted in nearly a fortnight was visible on the horizon, three points on the starboard bow. Half an hour later telephones started ringing all around the ship to tell everyone that we had sighted an old sailing ship of the galleon-type and had altered course to close with her. Shortly afterwards contact was made with her on the V.H.F. radio and she was the *Golden Hinde* fifteen days out of Manzanillo and some several hundred years out of England.

We passed her close to at 1105 in position 28°23'N 128°00'W. Tiny, under full sail, flying the red cross of St. George at each masthead and the ensign of the Blue Squadron at the gaff she was an extremely attractive sight. All work aboard us stopped and the ship developed a distinct list as everyone hung over the starboard side gawping at her. Sufficient film was used up to make Mr. Kodak a very happy man and if we can get them developed in time I'll enclose a couple of the photographs that were taken with this letter.

The ship was the modern reproduction of the *Golden Hinde* built at Appledore and was on the final stage of her voyage from the U.K. to San Francisco where she is to become a tourist attraction-museum. She was under the command of Captain Small and although hardly more than twice the size of one of our lifeboats her complement of crew, a mixture of British and American seamen was almost



the same as ours. Where they all slept is anybody's guess.

When we passed her the wind was very light which barely gave her steerage way so they were trying to work to the Westward to pick up a breeze to take them to San Francisco. As we'd spent the previous fourteen days in continuous gales including one day hove to in force ten winds and this was our first day of good weather, Captain Parkhouse made the comment that if they went too far West they'd find more wind than they knew what to do with.

Courtesies were exchanged over the V.H.F. and Captain Parkhouse, who comes from Appledore, received several messages to forward when he gets home. Dipping our ensign to her then giving a farewell blast on the whistle, we resumed our course leaving the *Golden Hinde* still hunting the wind and myself grumbling that the alteration had messed up the run from morning sights to noon.

The incident was of course a great topic of conversation in the bar. The Third mate worked out that since leaving

Continued on page 8

# Wealth Tax

If the information in the April Newsletter on Capital Transfer Tax has not made you leave the country, then perhaps the possible implications of the introduction of a Wealth Tax will change your mind. For the few 'lucky' ones whose wealth exceeds £100,000, the Labour Government's Paper for discussion of August 1974 will have you packing your bags. In the Paper, the Chancellor presented to Parliament his ideas of a new tax on chargeable assets to be introduced with the aim of 'promoting greater social and economic equalities'.

He calculated, on the latest figures available, that only 1% of the adult population in this land hold approximately 30% of its wealth, showing that the bulk is held in relatively few hands. The Government argue that by bringing the ownership of wealth into a tax charge, excessive inequalities between individuals will be levelled off and it will be possible to reduce the high rates of tax in this country on earned income.

With an exemption limit of £100,000, if you are amongst the 'lucky' few over this figure, it is definitely going to affect you. The tax is on similar basis to Estate Duty and will be charged annually at rates which are suggested to be between 1% to 5%.

With the introduction of a Capital Transfer Tax and a possible future Wealth Tax, this country sees nearly every transaction which takes place as having a tax consequence. If, for example, you have income received from a company and subsequently given away, it could well be taxed up to 7 times:

- (1) A company collects and accounts for V.A.T.
- (2) The company may pay Corporation Tax on its profits.
- (3) The dividends to Shareholders are subject to A.C.T.
- (4) As a result the Shareholders may have to pay a higher rate of income tax.
- (5) This income will probably be added to the value of their assets for a Wealth Tax assessment.
- (6) The income, if given away, may bear C.T.T. and lastly.
- (7) While on death the value of the gift will go into their Estate Duty computation.

I leave these thoughts with you to digest, but it is worth bearing in mind that the U.K. in its present economic situation needs the creation of new wealth and not any further suffering under the added burden of a Wealth Tax.

At present, tax rates are at a level far in excess of those found in other developed countries. In fact, you find where a

Wealth Tax is imposed abroad, the highest marginal rates do not exceed around the 77% found in Sweden. With the exception of Norway, a statutory limitation is placed on the total combined burden of income tax and Wealth Tax between 70% and a maximum of 85% of taxable income, this ensures that the taxpayer does not have to face the prospect of paying more in tax than his income will allow in a year. Such a tax ceiling is not at present envisaged by this present Government, nor to be taken into consideration, are present Social Security contributions which increase an individuals direct taxation level.

The Paper does not mention any review of the exemption limit to take into account inflation, which, if continued at the present rate will soon mean that assets, such as an owner-occupied house which is not exempt, may well bring more individuals into this tax scope.

The future prospect for this country could be grim, as in the past where an individual has built up a business, the future combined burden of these taxes will mean that in order to meet his tax liability, 'productive assets' may well have to be sold and in realisation, if a market can be found for them, there will be a liability to pay Capital Gains Tax because of the increase in value, probably produced by the inflation mentioned above.

The Government's only offer to help is 'perhaps defer Wealth Tax payments attributable to productive assets, subject to interest, until the owner sells them, retires or dies'. This prospect of accumulating an increasing burden of debt plus interest will necessarily remove any incentive to build up a business, invest in it and make it successful.

As you can imagine the setting up of a completely new tax system, which is both difficult to assess and collect, will mean that the tax raised, estimated at about £475M in 1972 figures, will hardly seem to justify the sum, which is insignificant when compared with current forms of tax.

Many of the problems which have been discussed are covered in *Eire*, whose Government have introduced a Wealth Tax. Realising the problems, they have increased the threshold and reduced the tax rate to a flat 1%. An individuals principal private residence has been exempted and the principle of not including unquoted shares has been accepted.

Perhaps Paddy was right when he asked to buy a new wig and the assistant replied, 'That'll be tree pounds turty with tax, soir'. 'I don't want any tacks', said Paddy 'O'ill use glue instead!'

## In Retrospect

In the passing of Captain W. J. Harris another link in the chain of the Company's history has been severed, although fortunately many such links still remain. He was a 'Devonian' character and followed a long line of such men from the area of his birth.

The record of his service with the Company makes interesting reading:

His first voyage as an apprentice lasted 29 months and many of his subsequent trips were of long duration. As Chief Officer on his last voyage prior to being promoted to Master, the voyage lasted 26 months 23 days. His first command was s.s. *Vulcan City* in 1927. He joined the s.s. *Vernon City* as Master on 25th October 1929 at Hartlepool and left the vessel on 27th September 1935 at Barry having completed 71 months 3 days. Critically, reference is made in the remarks column that he took a holiday before joining the s.s. *New Westminster City* on 6th December 1935. He remained Master of that vessel until 3rd April 1942 when she was lost at Murmansk. Lengthy voyages continued culminating in a period 63 months 17 days as Master of the s.s. *Indian City*. From 1949 the story continues of several voyages of from two to two and a half years duration. Such was the record—there are Masters doubtless whose record was similar. A lifetime spent in ships plying the oceans of the world in pursuit of commerce. Devotion and integrity were the main ingredients of success—and made a successful company a successful career and at the end of the day the satisfaction of a job well done. Could there be a lesson in all this even in this day and age when things have changed so appreciably? Note:—

The *New Westminster City* was raised by the Russians and brought back to Cardiff.

## For a Good Cause

The R.N.L.I. has acknowledged with thanks a donation from the officer's of the m.v. *Victoria City*.

It is referred to as (Bar profit).

## Apology

It is regretted that many items were omitted from the May edition due to production difficulties and not being received by the editor in sufficient time. Again it is emphasised that items must be in editor's hands not later than 22/24th of month preceeding issue.

# A Talent for Poetry

A chance remark the other day in the Secretarial Department at Head Office revealed the identity of a young man on our staff with a talent for poetry. Paul Elias possesses this gift of expression not given to everyone. He employs this method of communication in a way that many can read, maybe enjoy and even ponder over.

He has had several of his works published in an anthology of poems: unfortunately the restrictions of copyright would possibly preclude their publication in the *Newsletter*. Nevertheless in a most humble manner he volunteered the information that he had quite a collection of works at home. It was a pleasing experience to read through a collection and choose some for publication. By so doing, maybe some of our readers will derive pleasure from reading these works and discover something attractive in the style of the author.

At the same time it is worth recalling that we did in fact have a member of the staff who, in her heyday, provided many a moment of hilarity with her compositions. In fact, just after the end of World War II she actually won a prize presented by the local newspaper for a poem entitled 'Three Trucks of Coal'. At that particular time that amount of coal at Cardiff Docks was something to behold.

In contrast to our young friend, who possibly does not even recall the last war, Miss Ethel Caines is a sprightly young lady who would possibly recall the Boer War and continues to enjoy her retirement. It is amazing that her handwriting is exactly as it was when she 'called it a day' from being Company Registrar over a quarter of a century ago. Ethel's poem is entitled 'Safety First', and one wouldn't be surprised to learn that it had always been her motto!

It was a pleasure to hear from her a few days ago enclosing her poem.

## 'Safety First'

by E. E. Caines

One to be ready, on the alert,  
Keep on the pavement, you won't get hurt.  
Anything coming? A bus or a car?  
Yes! And a lorry; stay where you are.  
And now there are others, and bicycles too,  
Oh dear me! What shall I do?  
Two to be steady, no need to worry,  
Better live slowly, than die in a hurry.  
Ah! There's a break, the traffic has passed.  
Three, and I'm over the road at last.

## The Ocean

The waves that crash against the rocks  
are really just an emotion. From a friend who, just like us,  
has feelings too. Water of the earth. My friend the ocean.

With life below in different kinds and life above with spoken minds,  
with one lone common motion. Their sole reliance is upon,  
my friend the ocean.

The boat that sails so calmly is easily tossed astray.  
The ocean with its feelings always sees another day.  
Its mighty waves can smash the strongest rock and cause the mighty gale  
That sweeps across the barren wastes and rainstorms soon prevail.

The island midst these mighty waters sits so firm and strong.  
The ocean calmly cherishes her, knowing all along,  
she is the ocean's slave, and the river like its vein of blood,  
flows on unto its grave . . .

## Captain Sidney Leebetter

When the Chairman wrote to Captain Leebetter a few weeks ago he said "You will probably see your letter printed in the *Newsletter* very soon. I am always very anxious to do this simply because it is a great pleasure for not only myself, but many of my colleagues, to hear from the people who contributed so much in the days past".

Captain Leebetter who retired in 1968 and lives in Mount Claremont, Western Australia, writes:—

"I seem to be getting further and further out of touch with my old life!!! now I am just getting old—67 last April but really and truly do not feel anywhere near that much. I have now had to give up working as a Stevedore Supervisor. I had a coronary almost a year ago—I thought it was indigestion. Went to see the doctor and landed in hospital for a month. Strange as it may seem to most people, I rather enjoyed my spell in hospital. The heart specialist would not permit me to resume my paid work on account of having to climb up and down ladders. As it is I work just as hard in the garden and do not get paid for it! I do a lot of walking (as prescribed by the doctor) from four to eight miles a day, going round and round the lake which is only a couple of miles from where I live.

I quite enjoy the "Newsletter" but when I look through the disposition of the Officers, it makes me wonder how long have I been away from the R.S.L. There are only two Chief Engineers I know—Mr. Sukiennik and Mr. Trigg, a few Masters, but the rest of the Officers are practically all new names to me.

It is very interesting to read of the new adventures or should I say ventures, the R.S.L. is trying out and by the sound of things—with success. As I am a new Australian, dare I say a typical Aussie saying—"good on yer mate" and keep it up. All the best to all".

## ANSWER TO MAY PROBLEM (Either will do)

	3	5		
7	1	8	2	
	4	6		
	5	3		
2	8	1	7	
	6	4		

The following has been extracted from a holiday brochure for Appledore, Northam and Westward Ho, issued by Northam U.D.C. sometime in the early 1940's.

The article was sent to us by Captain John Cann who states that some of the information contained therein is outdated. The 'Captain William Cox in Market Street', was his grandfather who died in 1948.

# APPLEDORE

Appledore is a small old-fashioned seaport—Kingsley's 'Little White Fishing Village'—situated where the Vale of Torridge meets the sea. It is a charming place of narrow cobbled streets, huddled fisher-cottages and odd nooks and corners that are encountered at every turn. The Quay, always a centre of interest, presents a lively scene; at one end a coasting vessel may be discharging her load; at the other end a ferryman pushing off his small craft. Dotted here and there in Appledore 'Pool' may be seen sailing yachts and vessels of all kinds, while on the quayside blue jerseyed seamen rub shoulders with sightseers and tourists, and an occasional artist with easel and palette adds a touch of local colour to the scene.

## Through the Centuries

Three thousand five hundred years ago, Appledore was inhabited by people of the Bronze Age, as is proved by the discovery, during excavation, of axe heads belonging to that period. The recorded history, like that of Northam, goes back to the year 878, when Hubba the Dane landed near where Chanter's Folly now stands and pitched camp on the high ground, awaiting his time to attack Odun, Earl of Devon, who was at Kenwith Castle. During the night, Odun and his men invaded the Danish camp, and in the ensuing battle Hubba was killed, but not before he had killed Odun's wife, who followed her husband into battle and threw herself in front of Odun to save him from Hubba's double-handed battle axe.

At the time of the Spanish Armada in 1588, the North Devon Fleet sailed from Appledore 'Pool', and Appledore with Northam, can claim to have built some of the ships which took part in this great conflict which made England Mistress of the Seas. Later, Prince Charles is said to have landed at Appledore when fleeing to Cornwall, and to have stayed at Docton House. This building which is now a workshop has the Docton coat of arms on the outside, although the structure was once a monastery and later used as a rest house by pilgrims to Hartland Abbey.

Between 1700 and 1750, Appledore did a flourishing trade in tobacco with the Colonies and, owing to its position near the mouth of the river estuary and to the depth of water, the port was used by the

biggest ships of the time. Prior to the Napoleonic Wars, Appledore did a considerable coasting trade, and its ships were a prey to press gangs. One of the Appledore manned ships was stopped off the Longships and boarded by one of His Majesty's ships, and amongst the crew was young Daniel Jenkins, who was famous for his exceptional eyesight. He was placed on board Nelson's ship, the *Victory* and became one of the principal signalmen on the ship and it is handed down that he was one of the signalmen who hoisted the famous signal at the battle of Trafalgar.

The *Victory's* Coxswain was also an Appledore man named Cox, and Nelson nicknamed him 'Warrior'. At one time, after a long period of service afloat with Nelson, he deserted the ship, but Nelson happened to meet him at Milford, and, being rather fond of Warrior, gave him the choice of returning to the *Victory* or being hanged at the yardarm. Needless to say, 'Warrior' chose the former alternative! Two of Cox's direct descendants were Coxswains of the famous lifeboat *Hope*, which was stationed on the Burrows. Their names were Nathaniel Cox and Joseph Cox and they were bemedalled by grateful foreign countries for saving men of foreign ships. A descendant of Daniel Jenkins is represented at Appledore by Mr. John Jenkins, retired Senior Trinity House Pilot, who resides on the Quay, whilst Captain William Cox, in Market Street, is descended from Nelson's Coxswain. The Jenkins' and the Cox's are now united by marriage.

When the graceful full rigged sailing ships traded between England and Australia, Appledore men, as usual, took an active part, and anyone who walks on Appledore Quay today will find at least one old Master Mariner who can tell tales of those good old days when sails were set to the music of the sea shanty.

In 1936, Appledore played her part when R.M.S. *Queen Mary* recovered for Britain the blue riband of the Atlantic from the 'Normandie' as three of her Officers and crew hailed from Appledore.

## Literary Associations

Appledore's history goes back over 1,000 years, the township being known as Apultroe in the days of King Alfred and the Danes, but unlike many health resorts, its old world charm has not been

spoilt by the passing years. Thus it is that Appledore was chosen for the shooting of the film WESTWARD HO! and its quaint old buildings, quay and inhabitants figure largely in the film. The location of the scene where Captain John Oxenham and Salvation Yeo recruited volunteers to sail the Spanish Main was outside some cottages south of the Prince of Wales Hotel; whilst the slip upon which blind Sir Amyas Leigh landed with the body of Salvation Yeo (after driving Don Guzman's Spanish Galleon on the rocks at Lundy Island) was at the north end of the quay opposite the Sailors Rest.

Charles Garvice, the world famous novelist, lived for many years at 'Boathyde near Appledore' where he derived much inspiration; whilst J. Wearie Gifford chose Appledore for the scene of his novel of smuggling days, 'Lure of Contraband'—based, no doubt upon the activities of Thomas Benson, the smuggling M.P. who lived at Knapp House in 1748.

## Appledore Church

The Parish Church, though only 102 years old, is well worth a visit. It contains some splendid and valuable stained glass windows. The large and attractive wooden screen has been fashioned out of the famous old windjammer and sailing ship *Marco Polo*. The foundation stone was laid in 1836 and the church dedicated in 1838.

## NORTHAM

Between Westward Ho! and Appledore and about 1½ miles distant from each, is Northam, the governing centre for the Urban District, and mostly a residential area. It is situated on high ground from which commanding views of Westward Ho!, Appledore, the bay, The Vale of Torridge, Dartmoor and Exmoor can be obtained.

## Northam in History

The town has a long and varied history, being as old as Barnstaple (the oldest borough in the kingdom). The name Northam suggests that the town was the centre of one of the three areas into which Devon appears to have been divided in Saxon Times.

The recorded history of the district may be said to start in the year 878, when King Hubba the Dane, after ravaging and burning South Wales, landed with a

fleet of 33 ships. He advanced through Northam until he reached the earthwork known as Kenwith Castle, in which was a Saxon garrison under the command of Odun, Earl of Devon. After a great battle, the Danes were driven back and finally defeated at Bloody Corner, Hubba and about 1,000 of his men being killed and the Danes magic banner taken. King Hubba was buried under a cairn on the Hubbastone near the waters edge, but the cairn has long since been washed away and two cottages now stand on the site. A tablet at Bloody Corner commemorates the battle in the following words:—

'Stop Stranger Stop,  
Near this spot lies buried  
King Hubba the Dane  
Who was slain by  
King Alfred the Great  
In a bloody retreat.'

At Bonehill (north of the Parish Church) were buried the Saxon and Danish warriors slain in the battle.

In 1066 the Manor of Northam was given by William the Conqueror to the Abbey of St. Stephen in Normandy, and this, with several other grants, was renewed by Henry I and finally confirmed by Edward III.

#### Notable Buildings and Associations

**Parish Church** No records are known to exist as to the date of its foundation, but in 1261 there was definitely a church on the present site. During the vicariate of the former incumbent (Rev. H. P. D. Pinhey, M.A.) there was found a Kyrie written in the XIV-century, which was sung in Northam church at the time of the battle of Crecy. This Kyrie was found round a book of churchwardens accounts used during the days of Queen Elizabeth and the Spanish Armada. The tombs of the Leighs of Burrough (immortalised by Kingsley in his thrilling story of the Spanish Main *Westward Ho!*) with their ancestors the Burroughs, and their descendants, are still in the chancel of the church. The grave of the character of 'Salvation Yeo' is to the West of the church tower, whilst that of Benjamin Rogers—guard of honour to Napoleon at St. Helena is to the South between two black and white headstones.

**Burrough House** Most towns would consider themselves fortunate if they could claim association with one famous figure in history, but Northam can lay claim to half a dozen such figures, all of whom were descendants of the same family, their history extending from before the time when Columbus discovered America in 1492 to the battle of Trafalgar in 1805.

As early as the year 1300, the Burrough family lived at Burrough House, and as far back as their activities can be traced, they led a sea life. In 1553, Stephen Burrough, in a cockleshell of a vessel

## m.v. "Indian City" X1 v. Yamashita Shinnihon X1



We are grateful to Mr. B. J. Hill J.R./R.O. for his most detailed account of the above match played on the I.H.I. ground Yokohama on 20th April.

The m.v. *Indian City* X1 played well to run out winners by 5 goals to 1. The victory celebrations in the home side's dressing room included the rendering of British, Japanese and Indian songs. The Yamashita side and supporters were invited back to the ship and entertained.

The report concludes with the following summing up:—

'The victory was ample reward for a week of training taken seriously by team members and we welcome challenges from any quarter'. Leeds United beware!

The following photographs of the teams were enclosed with the report.

**Footnote:** the following week the *City* lost by six 'lucky' goals—but that is another story.

drawing only four feet of water, went in search of a north east passage to China, on which occasion he discovered Moscow and established a high latitude record which remained unbroken for over 300 years. In recognition of his services, he was made Chief Pilot of England and one of the Four Masters of the Queen's Navy.

Stephen's brother William was also a great seaman and in his ship the *Golden Lion*, he was Vice-Admiral of Drakes fleet which went to Cadiz to 'singe the King of Spains beard', the year before the defeat of the Spanish Armada. As a result of a disagreement with Drake, Burrough was sentenced to death, but not only was he pardoned, but also appointed Controller of Queen Elizabeths Navy. He married the grand-daughter of the Lord Mayor of London.

Christopher Burrough, a nephew of William was a Merchant Adventurer who went trading in Persia for silk and carpets.

Burrough House then passed to the Leighs, who figure in Kingsley's 'Westward Ho!', or the 'Voyages and Adventures of Sir Amyas Leigh, Knight of Burrough, in the county of Devon, in the reign of Her Most Gracious Majesty Queen Elizabeth'. The story of Amyas Leigh and his brother Frank is well known to all who read this book, but although the tombs of the Leighs are in Northam church, no record of these brothers has yet been found.

Two hundred years later the Barton family inherited Burrough House. The career of Admiral Barton—the Frenchmen's terror—is written in Naval History.

At Anguilla in the West Indies, he destroyed two French Warships, with the loss of only one man killed and seven wounded, and in the following year he captured eight French vessels. His son, Captain Barton, was a midshipman on Nelson's ship, *Victory* at the battle of Trafalgar. Coming to more recent times, two sons of Northam were on the *Exeter* during the glorious action of the River Plate.

**Knapp House** A more disreputable relative of the Leighs of Burrough was Thomas Benson, the smuggling M.P., who lived at Knapp House 200 years ago. Although he inherited £40,000 from his parents, Benson preferred an adventurous life. In 1748, he leased Lundy Island from Lord Gower, and then contracted with the Government to ship convicts from Appledore to Maryland and Virginia, taking them to Lundy instead! Benson used the caves of Lundy for his tobacco and other contraband goods, which at last the government seized, along with the paternal estate at Knapp, which they held for the rest of Benson's life. He then heavily insured a ships cargo consigned to Maryland, unloaded it at Lundy, and then had the ship scuttled and burned some leagues to the westward. For this, the Chief Officers of the ship were executed, but Benson escaped to Portugal, where he ultimately died. Benson considered himself to be King of Lundy, and he would fire at any ship which did not hoist her flag in salute when passing the island!

# SHIPS' POSITIONS AS AT 21. 5. 75

**m.v. Atlantic City.** On T/C to Compania de Navegacion 'Las Perlas' S.A. of Panama until January/March 1976. Sailed Bagnoli 19th April. Arrived Lower Buchanan 27th, loaded part cargo iron ore, sailed 28th. Arrived Monrovia same day, completed loading, sailed 29th. Arrived Bagnoli 9th May, completed discharge, sailed 11th. Arrives Norfolk 23rd, loads cargo coal, sailing about 25th. Arrives Italy about 6th June, completes discharge 13th.

**m.v. Cardiff City.** On T/C to Broken Hill Proprietary Co. Ltd. Sailed Port Kembla 19th April. Arrived Santos 11th May, completes discharge steel, redelivers off time charter and sails 23rd. Arrives Pointe Noire 6th June, loads cargo manganese ore, sails 8th. Arrives and sails Durban 16/17th. Arrives Japan 13th July, completing discharge about 16th.

**m.v. Chiyoda.** On T/C to N.Y.K. Tokyo until June 1975. Arrived Nagoya 19th April, loaded 1,143 units cars, sailed 22nd. Arrived Yokohama 23rd, loaded 493 units, sailed 24th. Arrived Jeddah 14th May to commence discharge, due port congestion sails 27th. Arrives Port Sudan 28th, completing discharge, and sailing 31st. Arrives Japan 21st June.

**m.v. Cornish City.** Completed discharge, redelivered off time charter and sailed Matanzas 21st April. En route Galveston deviated to Key West to land sick seamen. Arrived Galveston Bar 1st May and delivered on time charter to South African Marine Corporation Ltd. Arrived Houston 4th, loaded generals, sailed 5th. Arrived New Orleans 8th, sailed 9th. Arrived Savannah 13th, loaded generals, sailed 14th. Arrived Charleston 15th, sailed same day. Arrived Newport News 17th, sails same day. Arrives Baltimore 20th, sails same day. Arrives Philadelphia 21st, sails same day. Arrives New York 23rd, completing loading and sailing same day. Arrives Walvis Bay 12th June to commence discharge, completing Cape Town, Port Elizabeth, East London and Durban.

**m.v. Devon City.** Completed modifications and sea trials 16th May and sailed Kobe 17th for British Columbia, where proceeds to load forest products on the B.C./U.K. Cont. Berth Service. Arrives Watson Island 29th to commence loading, sails 4th June. Arrives Crofton 6th, sails 7th. Arrives Vancouver 8th, completing loading, and sailing 9th. Arrives and sails Panama Canal 21st. Arrives London 5th to commence discharge, sails 11th. Arrives Antwerp 12th, completing discharge about 17th.

**m.v. Fresno City.** On T/C to Japan Line Ltd. Arrived Wakayama 24th April, completed discharge and redelivered off time charter 27th. Sailed same day for British Columbia, where loads forest products on the B.C./U.K. Cont. Berth Service. Arrived New Westminster 9th May to commence loading, sailed 12th. Arrived Watson Island 13th, completes loading, and sails 21st. Arrives and sails Panama Canal 2nd June. Arrives Rotterdam 15th to commence discharge, completing about 21st/25th.

**m.v. Indian City.** On T/C to Yamashita Shinnihon S.S. Co. Ltd. until November 1976/March 1977. Expects to complete repairs about 26th May, sailing same day. Arrives Yokosuka 7th to commence loading cars, sails 8th. Arrives and sails Panama Canal 21st June. Arrives Jacksonville 25th to commence discharge, sails 27th. Arrives Norfolk 29th, completing discharge about 30th. Then proceeds to load coal, Hampton Roads/Norfolk, sailing about 4th July. Arrives and sails Panama Canal about 10th. Arrives Japan 3rd July to commence discharge, completing about 7th August.

**m.v. New Westminster City.** Arrived Philadelphia 29th April, loaded cargo grain, sailed 12th. Arrives and sails Panama Canal 18th. Arrives Taiwan 16th June to commence discharge, completing about the end of June.

**m.v. Port Alberni City.** On T/C to Korea Shipping Corporation. Sailed Houston 23rd April. Arrived Galveston 24th, completed loading, and sailed same day with cargo soya beans, rice and cotton. Arrived Long Beach 8th, completed loading, and sailed 10th. Arrives Inchon 29th to commence discharge, sails 6th June.

**m.v. Prince Rupert City.** Berthed layby berth Angra Dos Reis 19th April. Delivered on time charter to Gearbulk Ltd. 1st May, sailed same day. Arrived Paranaguá 1st, loaded cargo grain, sailed 8th. Arrives Hamburg 25th to commence discharge, completing about 1st June and redelivering off time charter. Then requires about six/seven working days to carry out special survey.

**m.v. Tacoma City.** On T/C to Tokai Shipping Co. Ltd. Sailed Yawata 22nd April. Arrived Kimitsu 24th, completed loading cargo steel products, sailed 1st May. Arrives and sails Panama Canal 24th. Arrives Philadelphia 29th to commence discharge, sails 5th June. Arrives San Juan 9th, completing discharge and redelivering about 10th.

**m.v. Vancouver City.** On T/C to Daiichi Chuo Kisen Kaisha. Sailed Panama Canal 12th May. Arrived Houston 17th to commence discharge steel products, sails 19th. Arrives New Orleans 22nd, sails 25th. Arrives Tampa 26th, completing discharge and redelivering 27th. Then loads phosphates, sailing about 30th. Arrives and sails Durban 24th June. Arrives Visakhapatnam 10th July, completing discharge 16th. Delivers on time charter to Japan Line Ltd., loads full cargo iron ore, sailing 18th. Arrives Japan about 31st, completing discharge and redelivering 3rd August.

**m.v. Victoria City.** Arrived Paranaguá 6th May. Loaded part cargo soya beans, sailed 8th. Arrived Santos same day, completed loading, sailed 11th. Arrives Bilbao 27th to commence discharge, completing about 5th June.

**m.v. Welsh City.** On T/C to South African Marine Corporation until August/October 1975. Arrived Cape Town 23rd April to commence discharge, sailed 5th May. Arrived East London 7th, sailed 9th. Arrived Port Elizabeth same day, sailed 18th. Arrived Durban 21st, completes loading, sailing 2nd June. Arrives Rotterdam 22nd to commence discharge, completing Bremen.

**m.v. Amparo.** Sailed Yokohama 19th April. Arrived Nagoya 20th April, sailed 25th. Arrived Kobe 26th, sailed 5th May. Arrived Fukuyama 6th, sailed 7th with cargo of tinplate. Arrived Yokohama 8th, sailed 11th. Arrived Tokyo same day, sailed 15th. Arrives Ensenada 28th, sails 2nd June, then calls Manzanillo 5th/9th, La Cardenas 10th/11th, Acapulco 12th/15th. Central America 16th/23rd, Ensenada 29th/30th, completing Los Angeles 1st/2nd July. Return. Yokohama 17th/18th, Nagoya/Yokkaichi 19th/24th, Osaka/Kobe 25th/29th, Drydocks Kobe 31st July/9th August.

**m.v. Elena.** Sailed Manzanillo 21st April. Arrived La Cardenas same day, sailed 25th. Arrived Acapulco 25th, sailed 28th. Arrived Corinto 30th, sailed 3rd May. Arrived San Carlos 8th, sailed 9th after loading cotton. Arrived Stockton 12th, sailed 14th. Arrived Ensenada 15th, loaded general cargo, clinker and cotton, sailed 17th, calling Yokohama 1st/3rd June, Nagoya/Yokkaichi 4th/7th, Osaka/Kobe 8th/11th, on completion discharge drydocks Kobe 12th/21st June, sailing about 24th.

**m.v. Gela.** Sailed Middlesbrough 21st April. Arrived Le Havre 23rd, sailed 25th, after completing cargo operations. Arrived Tampico 10th May, sailed 13th. Arrived Vera Cruz 14th, sailed 18th. Arrived Coatzacoalcas same day, sails 19th. Arrives Tampico 20th, sails 21st, completing Progreso 22nd/23rd. Arrives Rotterdam 8th June, sails 10th, completing discharge Hamburg, Bremen, Rotterdam, Antwerp and Le Havre.

**m.v. Maria Elisa.** Sailed Hiroshima 21st April. Arrived Tokyo 23rd, sailed 29th. Arrived Yokohama same day, completed loading, sailed 1st May. Deviated to meet *Mariposa* to transfer sick seaman, and arrived Ensenada 16th, sailed 17th. Arrives Manzanillo 20th May, sails 24th, calling La Cardenas 25th/26th, Acapulco 27th/29th, Corinto 1st/6th June, and finally Los Angeles 12th/14th; then returns Yokohama 28th June/3rd July, Moji 5th/6th, Nagoya/Yokkaichi 7th/12th, Osaka 13th/18th and Kobe 18th/19th July.

**m.v. Sara Lupe.** Sailed Acapulco 21st April. Arrived Acapulco 23rd, sailed 25th. Arrived Corinto same day, loaded 12,665 cotton bales, sailed 29th. Arrived Stockton 8th May, sailed 10th for Japan, calling Yokohama 26th/27th May, Nagoya/Yokkaichi 28th May/1st June, Osaka/Kobe 2nd/5th, Kobe 5th/9th, Moji 8th/11th, Nagoya 12th/13th, Yokohama 14th/16th, completing Tokyo 17th/19th June before returning Ensenada 4th/5th July.

# OFFICERS' DISPOSITIONS AS AT 20. 5. 75

<i>Master</i> <i>Chief Officer</i> <i>Senior Second Officer</i> <i>Second Officer</i> <i>Third Officer</i> <i>Fourth Officer</i> <i>Electronics Officer</i> <i>Radio Officer</i> <i>Radio Officer (Junior)</i> <i>Chief Engineer</i> <i>Junior Chief Engineer</i> <i>Second Engineer</i> <i>Junior Second Engineer</i> <i>Third Engineer</i> <i>Junior Third Engineer</i> <i>Fourth Engineer</i> <i>Junior Fourth Engineer</i> <i>Junior Fourth Engineer</i> <i>Junior Engineer</i> <i>Junior Engineer</i> <i>Junior Engineer</i> <i>Electrical Engineer</i> <i>Second Electrical Engineer</i> <i>Catering Officer</i> <i>Deck Cadet</i> <i>Deck Cadet</i> <i>Deck Cadet</i> <i>Deck Cadet</i> <i>Engineer Cadet</i>	<b>m.v. Atlantic City</b> B. Jones K. Milburn  R. T. Alfred I. H. Woolley A. Thompson  C. Bertram J. J. Baghurst  J. Hocking  K. Walmsley  G. A. Lewis  P. Abbott P. S. Lewis G. C. Bull B. F. Lambert  D. R. Roy  P. E. Clamp D. J. Herring	<b>m.v. Cornish City</b> L. R. Staines N. P. Waldron   D. Hotchkiss  H. M. S. Williams  R. Charlesworth  L. M. Williamson  C. J. Burton  A. McNally R. S. Dunbar  P. F. Olander N. F. Watters  K. F. Bean  G. J. Lyons K. F. Ballard P. C. Harding               	<b>m.v. Fresno City</b> R. I. Crawford R. E. Baker  B. M. Richardson A. A. Field  R. J. Preece  D. Archbold  B. J. Allsopp  K. Atkinson  M. Corrie R. Thomas  R. H. Moore K. R. Negle  T. S. Allen  D. C. M. Trinick R. J. Elliot               	<b>m.v. Gela</b> J. Porteous T. M. Tait  M. Gaffney I. Cowan   E. Bromham  N. B. Shilstone  R. E. Diamond   W. H. Tucker J. J. Gardigan   M. H. Horsell  N. Partelle M. E. Parsons               	<b>m.v. Indian City</b> P. J. Burroughs P. M. Baverstork  P. J. Dixon G. Sizer J. Pagler  M. G. Emery  D. N. Henry  P. R. Bryant  P. J. Prendergast  P. J. Walker M. J. Lenard  B. Edmondson  B. R. Batey T. P. O'Neil P. D. Smith G. D. Evans A. C. Prosser  R. C. Powell	<b>m.v. Maria Elita</b> W. D. Jones J. D. F. Lynch  S. P. Gorford N. Jerrum  G. Thomas  M. McQueen  J. Foots  R. E. Russell  R. V. Williams W. M. Powell and A. Clarkson D. J. Coombes  N. Payne  A. Patrick J. M. Smith M. L. Frazer R. N. Coates               
<i>Master</i> <i>Chief Officer</i> <i>Senior Second Officer</i> <i>Second Officer</i> <i>Third Officer</i> <i>Electronics Officer</i> <i>Radio Officer</i> <i>Radio Officer (Junior)</i> <i>Chief Engineer</i> <i>Junior Chief Engineer</i> <i>Second Engineer</i> <i>Junior Second Engineer</i> <i>Third Engineer</i> <i>Junior Third Engineer</i> <i>Fourth Engineer</i> <i>Junior Fourth Engineer</i> <i>Junior Fourth Engineer</i> <i>Junior Engineer</i> <i>Junior Engineer</i> <i>Junior Engineer</i> <i>Electrical Engineer</i> <i>Second Electrical Engineer</i> <i>Catering Officer</i> <i>Deck Cadet</i> <i>Deck Cadet</i> <i>Deck Cadet</i> <i>Deck Cadet</i> <i>Engineer Cadet</i>	<b>m.v. New Westminster City</b> R. A. H. Vanner J. S. Pearsall  W. D. Howell T. A. Price  C. G. Macey  J. Cormack  T. W. Davies  M. J. Snook  D. J. Carter G. D. Morgan  R. G. Wells J. N. Haugh  E. M. Bennington  L. R. Seabrooke C. A. Prescott	<b>m.v. Port Alberni City</b> A. B. Parkhouse R. V. Duncan  P. P. Lewis T. D. Lester  D. C. Short  T. Sukienick  T. J. Lambert  R. C. Butcher  D. E. Simons  G. Dobbs M. G. Williams-Jones P. B. Williams  J. F. McKeown  R. G. Pierce M. J. Voisey D. J. McMurdo                               	<b>m.v. Prince Rupert City</b> T. R. McNulty M. C. Hurst  M. C. Ingram P. E. Murray  A. J. I. Cottle and W. P. Budden  J. F. Hewson  T. J. Newell K. D. Morgan  N. P. Treen  A. Doubler  M. W. Jones  T. McMahon  C. J. Harthy                               	<b>m.v. Sara Lupe</b> D. L. Bell F. Scott  J. Henderson W. P. Barnes  L. M. Campbell  D. C. Rowlands  D. Brown  J. L. Magill  T. S. Churcher R. H. Ashlin  R. J. Bell  R. B. Nickolls W. J. Schmidt  L. B. Surrey T. J. Ward A. Brazier	<b>m.v. Tacoma City</b> J. Cann J. Jackson  J. R. Ashley P. J. Godding  E. A. Willocks  D. N. Amey  J. C. Cullen  K. D. Aust R. H. Sanders  M. G. Smith  S. T. Brown A. J. Budge  F. S. Pring  L. Slawinski	<b>m.v. Vancouver City</b> W. J. Cross K. Jones  R. M. Hayward C. Swindells  N. C. Sanders  J. McVay F. D. King  C. J. Buckley  D. M. W. Churcher D. M. Eley J. C. Huxtable P. J. Codd  H. Sweetman  N. H. Frost K. G. Whittingham M. R. Lovibond   
<i>Master</i> <i>Chief Officer</i> <i>Senior Second Officer</i> <i>Second Officer</i> <i>Third Officer</i> <i>Electronics Officer</i> <i>Radio Officer</i> <i>Radio Officer (Junior)</i> <i>Chief Engineer</i> <i>Junior Chief Engineer</i> <i>Second Engineer</i> <i>Junior Second Engineer</i> <i>Third Engineer</i> <i>Junior Third Engineer</i> <i>Fourth Engineer</i> <i>Junior Fourth Engineer</i> <i>Junior Fourth Engineer</i> <i>Junior Engineer</i> <i>Junior Engineer</i> <i>Junior Engineer</i> <i>Electrical Engineer</i> <i>Second Electrical Engineer</i> <i>Catering Officer</i> <i>Deck Cadet</i> <i>Deck Cadet</i> <i>Deck Cadet</i> <i>Deck Cadet</i> <i>Engineer Cadet</i>	<b>m.v. Victoria City</b> G. S. Garlick M. J. Bellamy  A. M. Young J. H. Jowett  W. P. Cameron  C. A. J. White  K. Durward R. E. Diamond  C. J. Griffiths J. F. McCarthy A. G. Vincent H. L. Dyke  J. T. Loraine  A. J. Matthews T. S. Lawrence A. P. Morris	<b>m.v. Welsh City</b> M. J. Higgins K. B. Whitting  A. M. Beevor-Reid A. Abel  C. F. Rayfield C. J. Bertram G. Hughes  W. A. Bruce  K. I. Davies  D. E. Rees C. McGuire  C. J. Eitches  M. G. Young  D. W. James I. M. Fox	<b>m.v. Elena</b> G. F. R. Ellerby M. W. Slayman  T. E. Thistleton D. G. Morgan  S. G. W. Whitmore  B. M. Draper  P. J. Quinn  J. H. Davies  R. E. Pearson R. M. B. Jenkins P. McVay  P. Willmott  J. T. Jones	<b>m.v. Amparo</b> D. L. G. Jones J. E. S. York  R. J. Davis N. Davies  B. A. Staggs  R. Chambers  R. A. Rees  R. M. Worgan  C. C. Anderson P. Beavis W. D. Jack  M. G. Ellis  R. C. Webber	<b>m.v. Cardiff City</b> O. J. T. Lindsay E. W. Walmsley  D. W. Ellis D. C. Cumming  W. P. Hereward  R. Chambers K. V. Dowdall  A. C. Coombs  A. Edwards T. E. J. Sperrin I. S. Exton  P. Tyerman  C. A. Parry	<b>m.v. Devon City</b> J. S. Murray K. W. Fuiker  J. P. Andrews D. S. Cooke  D. P. Bidmead  D. M. Parsons  G. J. Griffiths G. M. Dickson  D. G. Wedlake  S. W. Walters E. S. Chaves P. A. Webbe D. Osborne  F. W. Lever

# STAFF NEWS

Continued from page 1

## Golden Hinde

Manzanillo the *Golden Hinde* had averaged just over three knots so that the distance we covered in one hour would take the whole of his opposite number's watch. It would also take her eighty-five days to get from Wakayama to Panama. Some confusion was caused amongst the crew who thought that the blue ensign meant that she was a Greek ship. This subsequently changed to consternation when some comedian told them that she was the latest of the Reardon Smith chartered ships. Most of the officers wished that it was true and an opportunity to do a trip on her would have been oversubscribed.

All in all it was a most interesting and unusual meeting the like of which probably nobody aboard will ever see again.

## Video T.V. for Reardon Smith Vessels

SIR WILLIAM Reardon Smith Ltd., have placed an order with International Video Systems Ltd covering the installation of colour television video-tape players and monitors, backed by the full IVS video cassette programme library service, on 19 vessels owned or managed by the Cardiff shipowning company.

First of the Reardon Smith ships to have this new crew amenity is the 10,90-ton gross *Welsh City*, fitted at Rotterdam this month by Radio Holland, Dutch installation and servicing agents for IVS.

The remaining 18, including the new **bulk carrying vessels taken over** in Japan, are being fitted as they become available in any of the many other ports worldwide where IVS installation and programme exchange facilities are established.

Each ship will have one video cassette player and two 22-in television monitors, one in the officers' smokeroom and the other in the crew's mess or recreation room, and will be provided with a total of 390 hours of video TV viewing per year under the IVS programme library scheme.

This will include the recently introduced 10 hour all-sports cassettes which will constitute about one third of the programme material, the remainder consisting of a balanced mix of feature films, action and adventure series, light entertainment such as variety shows, and documentaries. (Lloyds List 16.4.75)

Qualitex Printing Limited Cardiff

### PROMOTIONS

We are pleased to announce the promotion of Mr. R. A. H. Vanner to the rank of Captain with this Company. Captain R. A. H. Vanner first joined the Company on the 27th September 1955, as a Deck Apprentice and obtained his Master's Certificate on the 16th March 1970. He is a son of the late Captain R. G. Vanner who lost his life on the s.s. 'Bradfyne' in November 1940.

Captain Vanner assumed command of our m.v. *New Westminster City* at Rotterdam on the 14th April 1975.

We congratulate Captain Vanner upon his promotion and extend our warmest good wishes to him for the future.

We are also pleased to advise that Mr. L. R. Staines has been promoted to the rank of Captain with Reardon Smith Line Limited and was appointed to the command of m.v. *Cornish City* on the 23rd May, 1975, Captain Staines first joined Reardon Smith Line as a Chief Officer in November 1971.

We take this opportunity of congratulating Captain Staines and wish him every success in the future.

### BIRTHS

Congratulations to Mr. & Mrs. Peter Warren on the arrival of a son, James Allistair on April 25th.

(Mr. Warren is in our Oil Rigs Division, Head Office).

To Mr. & Mrs. Norman Cunningham on the arrival of Peter Norman Gerrard on April 23rd, 8lbs 8ozs.

(Mr. Cunningham is one of our Directors at London Office).

To Mr. & Mrs. D. C. Chapman on the arrival of Lisa—born 8th May, 6lbs 14ozs.

Mr. Chapman is a member of London Office Staff.

### MOVING HOUSE

Mr. S. G. Willmott's new address is: 9 Springfield, Nyetimber, Bognor Regis, W. Sussex.

(Best wishes Stan to you and yours in your new home.)

### MARRIAGE

Congratulations and best wishes to Mr. E. R. Morgan, Chief Engineer, on his marriage to Miss Elaine Edwards at St. Mary's Church, Burry Port, West Wales on May 17th.

They also express sincere appreciation of the gift from the Officers of m.v. *Vancouver City*.

### ON A VISIT TO HEAD OFFICE

We were pleased to see Mr. M. Dawson, retired Electrician at Cardiff on May 15th. He was on a visit to Birmingham and made a special trip down to 'look us up'. His many recollections and interesting tales of past days made good listening.

### OBITUARY

We regret to record the passing of Captain W. J. Harris, on Friday May 16th. He joined the Company as an apprentice in June 1915 on the m.v. *Atlantic City* at Barry and in September 1927 at Glasgow took over command of his first vessel as Master of the *Vulcan City*. He retired in October 1958. Our sincere sympathy is extended to Mrs. Harris and family.

### SUCCESSES

Congratulations to the following on obtaining their Certificates:

Mr. P. G. Deschamps, Master's Cert.  
Mr. J. A. Challacombe 1st Mate's Cert.  
Mr. C. R. Goddard, 1st Mate's Cert.  
Mr. K. R. Rowney, Part 'A' 2nd Class.

### IN HOSPITAL

Captain A. J. H. Crowther is in St. Lawrence Hospital, Chepstow following an unfortunate accident at his home when he received severe burns. We all wish him a speedy recovery.

### RETURN TO THE OFFICE

We were pleased to see Hilda Deacon of the Personnel Department, fully recovered after her recent indisposition and back to work.

### NEW STAFF

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

#### Cardiff

Mr. A. Wilson, Accounts Dept.;  
Mr. C. R. Smith, Purchasing Dept.;  
Miss Allison Whittaker, Accounts Dept.;  
Mrs. G. Williams, Shorthand Typist.

#### London

Mrs. C. Hodgett, Typist/Telephonist;  
Mr. C. Peaker, General Office;  
Mr. M. Tawn, Drilling Rigs.