

REARDON SMITH LINE LIMITED

newsletter

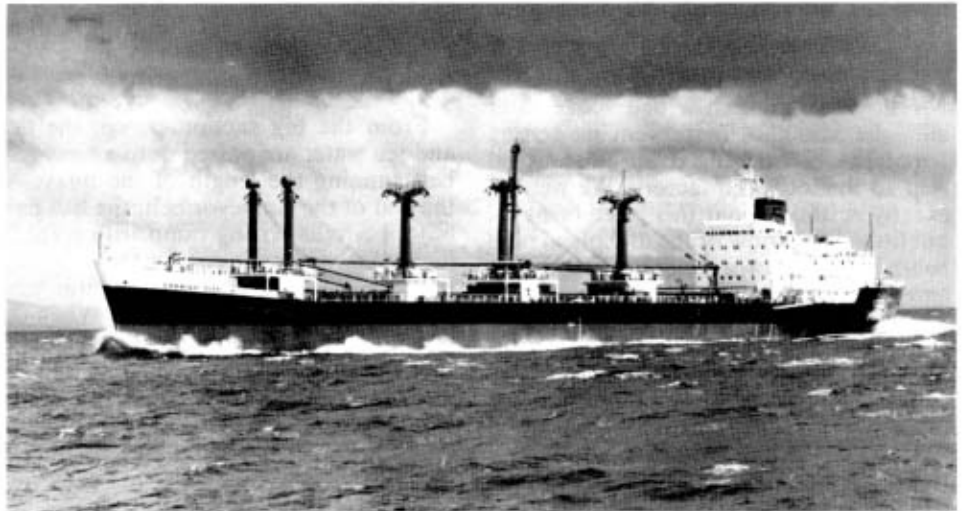
No. 68 SEPTEMBER, 1975

Introduction

M.V. Cornish City

This edition of the *Newsletter* is dedicated to the above vessel, and we are grateful for the contributions received.

The October edition has been dedicated to the m.v. *Fresno City* and the November edition to the m.v. *Indian City* from whom contributions should arrive by 20th October at the latest.



Breaking the Ice . . . ?

One certain way of prompting a conversation is by making a reference to the weather. In this country we have perfected this art of making conversation. At that moment when words are difficult to come by very often a remark concerning the prevailing weather breaks the tension and allows conversation to continue.

Another "climate" comes to mind which itself provides unlimited opportunities for conversation. The "economic climate" has for many years been a topic of conversation.

Both climates however, have one common denominator—they are both prone to change. Nature has her own reasons for a changing climate and man propounds his theories on the state of his economic climate.

This summer has undoubtedly been one to remember. Hardly a cricket match

has been abandoned because of adverse weather (there was a notable exception of course). Weather wise nature confounded the experts. The sunshine was record breaking. However, we are told that produce from field and garden suffered from lack of moisture with the result that yields have taken a knock. How quickly the economic climate reacts. Immediately a hint of a possible shortage arises the first priority is to put up the price of that particular commodity. The cold breezes of price increases develop into a frost which freezes that particular sphere of our economic climate.

Economists would be well advised to pay more attention to these climatic changes before propounding theories which are as unreliable as the weather can sometimes be. Even they are susceptible to pressures and all too frequently change their "further outlook".

SHARES

At the time of printing, equities have enjoyed their best few days for over a month and sterling has been under much less pressure than in recent weeks, however, it would appear that unemployment will continue to rise until beyond the end of the year and, despite reduced demand for imports leading to an improved balance of payments position, pressures on sterling are unlikely to be relieved in the short term.

Generally speaking the Stock Market has marked time in quiet trading against a background of mixed company news, occasionally highlighted by some results which presented a glimpse of the promised land of recovery. The Financial Times 30 Share Index at the time of printing stood at 304 compared with 323 in the *July Newsletter*.

Further press comment which stated that the Shipping Sector of the Stock Market had become relatively unattractive, upset many shares and there was a tendency for prices to ease throughout on small selling. At the time of going to press the Reardon Smith Ordinary Units stood at 410p and the "A" Non-Voting Units, at 140p compared with 425p and 188p respectively in the *July Newsletter*.

A Fishy Story

from Walvis Bay

I wouldn't say that Walvis Bay is exactly the fun city of S. Africa, but when myself and Ken Ballard the two apprentices on the *Cornish* were informed by Mr. Birrel the Chief Officer that we could have the afternoon off, we were quite pleased nevertheless.

Just when I was thinking to myself—"Well, he's not such a bad bloke after all"—he said that to prevent us getting bored, he had arranged an educational tour to the local fish factory. We weren't exactly ecstatic about this piece of news, but little did I know of the diabolical plan behind it all—an article for the *News-letter*.

Eventually, however, everything was arranged and we were picked up at the ship at 3 p.m. by a van from the company involved—Sturkey (Pty.) & Co. Ltd. who were excellent hosts while we were with them. By now there were four of us going from the ship—Jack Lyons the Chief Steward, Hughie Williams the Radio Officer, Ken and myself.

We arrived at the factory at 3.20 p.m. and the tour must have lasted about an hour and a half, in which time we were shown the complete process from start to finish. The plant is completely self contained and situated on the shore with a jetty running out from it about quarter mile into deep water. Thus their fishing fleet which consisted of 18 trawlers can bring their catch straight in. It was here we started our tour and were taken aboard a trawler that had just come in. The hold was full of fish and two hoses had been put into it, the smaller pumping a regular stream of salt water which separated the fish, making it easier for the suction hose, at least 2 feet in diameter to suck the fish from the hold. We were informed by our guide, a very knowledgeable Chief Accountant that the trawling season lasted for 6 months only from March until August. During this time the warm Benghali current with a rich supply of plankton, attracted all types and sizes of fish. Sturkey & Co. specialised exclusively in pilchards, but other fish factories along the coast represented a wide range of the fish common on the coast. The biggest factory on the coast I was told specialised in white fish, which

involved a more complicated and expensive processing than the pilchards.

Legislation was in force stating that each trawler could only catch a certain number of tons, so if any trawler skipper catches excess tonnage he gives it away to a rival skipper. Thus despite a keen rivalry a friendly feeling exists.

From the big suction pump, the fish and sea water are passed onto a conveyor belt running the length of the quay. At the end of the conveyor belt, the fish pass onto a circular rising ramp with traps in it, and as the traps rise to the top-most part, the fish drop down into a large tank beneath, which acts as a scales. When the weight of the fish reaches one ton, the tank automatically empties itself, and the process repeats itself. In this way the company gets a pretty exact tonnage figure for a working day, and the flow of fish into the plant is staggered somewhat.

From here the pilchards pass into the main factory, and the first process involves cutting off the inedible parts i.e. heads and tails. This is done by a line of African workers, with large knives, who do this job all day and every day. Any fish which are missed are weeded out and come back a second time.

Your first impression on entering the huge factory, is the noise level. The din is terrific. Once however your ears become accustomed to it, you suddenly realize you are staring at a sea of black faces.

There are hundreds of workers in the plant with all the normal repetitive work being done by the Africans with white employees supervising. The Africans, however, are only too glad to get the work, and leave their villages for six months and come to work in the fish factories along the coast. They get free lodgings and food and are paid 25 Rand a month, of which they spend very little and save up for when they return to their villages. Their pay although very poor by European standards, will make them moderately wealthy men in their villages.

Sturkey & Co. have three separate processing divisions in the one plant, i.e. for the local market, Europe and the Con-

tinents, and the German market.

For the local markets and Europe and Continent markets, cans are produced in another factory next door and these are sent into the fish factory via an assembly line. Production for the German market is, however, ultra-efficient. Instead of cans, their fish are packed in rectangular aluminium foil containers, and the marketing firm in Germany organising the sale of the pilchards recently sent over a team of engineers, who modified and improved the processing system, speeding up the process and reducing damage to containers.

Once the fish have passed through the first process, they are packed either into cans or aluminium containers, depending upon the market. This job is attended to by hundreds of Africans working along about 12 conveyor belts. Cans and containers are constantly passing overhead from the plant next door and arriving at the conveyor belts in a continual stream.

After this the cans are subject to high pressure for half an hour, as they pass through oven-like containers. The purpose of this is to completely extract the moisture or de-hydrate the fish.

Lids are then stamped on the cans and tops onto the aluminium containers by a mechanical process and they then pass through high temperature ovens in a stage lasting two hours, at the end of which all germs will have been destroyed.

The tins and containers now pass onto the last stage of the process i.e. labelling and packaging into cartons. All that remains now is for the local produce to be marketed, and for the export of the rest to the respective marketing firms in Germany, Europe and the Continent.

We all expressed our appreciation for what had been a very interesting tour, covering the initial catch straight from the sea, to the final presentation, canned, packaged and ready to eat.

P. Harding,

Naval Cadet

Staff News

MARRIAGES

Congratulations and best wishes to:

Mr. S. Schooledge, 2nd Officer, on his marriage to Miss Nelly Guevara Garcia of Santa Cruz, Bolivia, on 16th August at Brompton Oratory.

Mr. P. J. Dixon, on his marriage to Miss Christine Arvidson at St. Mary's Church, Whitley Bay. Both parties are from Whitley Bay.

SUCSESSES

Congratulations to the following:

Mr. S. Schooledge, 2nd Officer—on obtaining his Master's Certificate.

Mr. B. R. Hopper, 2nd Officer—on obtaining his Master's Certificate.

Mr. B. T. Hernamann, 2nd Officer—on obtaining his Mates Certificate.

TIPS FOR RETIREMENT

The following tips with appropriate cartoons appeared on a cocktail napkin sent by Mr. K. Bean, Electrician, on the m.v. *Cornish City*. Unfortunately the cartoons cannot be reproduced by the printers.

1. At 25 start borrowing money. Normally it takes 40 years to get a pile of loot to retire on and live nice and comfortable.
2. At 35 start loafing on the job, this way when you reach 65 it won't be much of a shock when you suddenly stop working. If the boss complains explain your programme and don't be surprised if you find him doing the same thing.
3. At 40 the doctor usually advises retired people to take a little nip every day to help the circulatory system, so start the day with a good measure of Scotland's best.
4. At 55 avoid things that excite the circulatory system—like politics and blondes.
5. At 65 you have nothing left but advice—so why not give it away before retirement.

NEW STAFF

We extend a welcome to:

Mrs. N. Cox on joining the Company as Copy Typist, Drilling Rigs Department, London Office.

OBITUARY

We learn with regret of the passing of Len Bissatt on 15th August. We extend our deepest sympathy to Mrs. Bissatt and family.

We also heard with regret of the passing of Bill White on 20th August. We extend our deepest sympathy to Mrs. White and family.

RECUPERATING

We hear that Captain F. J. Johns has suffered severe losses recently in the form of 21 gallstones and an appendix. Glad to hear he is making good progress after the operation in May and we send him our best wishes.

Brainy

A wealthy man went to a Harley Street Specialist and asked him if it was possible to have a Brain transplant.

"Yes," replied the Specialist, "I can do that for you, it will take about two hours, when would you like it done?"

"Right away," said the man, "I'm fed up with this brain."

The Specialist said, "Well you can have a Labourer's brain for £25, a Management brain for £50, or a Professor's brain for £200. We also have on special offer, a Prime Minister's brain for £3,000."

The man thought for a minute, then said—"I don't know why the Professor's brain is only £200 and the Prime Minister's is £3,000."

"The reason for that," replied the Specialist, "is that the Professor's brain is second-hand but the Prime Minister's brain has never been used".

Contributed by:

D. Hotchkiss,
3rd Officer

Typist error belies their age

It would have been interesting to have had access to Captain A. D. Lightfoot's thoughts when sometime ago he received an envelope from the Company addressed Master A. D. Lightfoot.

We know Masters of Reardon Smith Line are getting younger—but this is somewhat of an exaggeration.

What is a Seaman?

Between the security of childhood and the insecurity of second childhood, we find a fascinating group of humanity that comes in assorted shapes, sizes, weights and states of sobriety: they are found on ships, ashore, in love, in passenger accommodation, but always in debt.

Birds love them, towns tolerate them, shipping companies support them, and calaboses all over the world provide them with overnight shelter.

A seaman is at ease with a deck of cards, brave with a stomach full of hooch and the world's best buyer of "Men Only" and other such artistic literature.

He has the energy of a tortoise, the brains of an idiot, yarns of an old sea-dog and the slyness of a fox.

Some of his interests are women, girls, females and the opposite sex. His dislikes are work, answering letters, the "Old Man", inspections, the horrible call of "Turn to" and ship's food.

No one else can cram into a back pocket his Seaman's Book, Union Card, Identification Book, a photo of his wife or girl friend, three unanswered letters, a comb, a crushed packet of cigarettes, a train ticket, what's left of his pay-off and the odd cruzeiro, peso, peseta, escudo, dollar or franc.

A seaman is an amazing creature, you can lock him out of your home but not out of your heart, you can wipe him off your writing list but not your mind.

He is your seagoing life, your only good for nothing bundle of worry, and all your shattered dreams are insignificant, when a seaman looks at you with those bleary, bloodshot eyes and gives his lop-sided and somewhat vacant grin and says "Hello love" or "Hello pal".

Contributed by:

P. Harding,
Naval Cadet

The Beautiful Diamond

Captain Staines of the *Cornish City* sent in some interesting literature from South Africa on the diamond and a picture record of Walvis Bay. It is unfortunate that pictures from magazines cannot be successfully reproduced, as these particular photographs were both colourful and interesting.

The diamond, however, is undoubtedly the "King of the precious stones". It is the hardest natural substance known to man and will scratch any other gemstone. No wear and tear is possible because of its hardness.

History of origin

The genesis of diamonds still remains a mystery. Different theories have evolved as to how carbon crystallizes, but it is usually accepted that extreme heat and pressure were necessary for their growth in pre-historic volcanoes. This theory has been supported by experience gained in the synthesis of diamonds some years ago.

A modern theory for the growth of diamonds, however, based upon atomic physics and quantum mechanics does not exclusively rely on high pressure for the growth.

Volcanic eruptions catapulted the crystals from a depth of some 250 kilometres nearer to the surface. Some remained in the so-called pipes or primary deposits while others were eroded and carried away by rivers to be deposited in secondary places of discovery, known as alluvial deposits. These occur along the coast of South West Africa and Namaqualand as well as in many parts of Africa.

Main places of discovery

Man's knowledge of diamonds began more than 2,500 years ago. India was the first producer and many large stones found there are amongst the world's most famous.

Brazil became the leading diamond producer in the 18th century but these deposits soon became exhausted. In 1866 South Africa came into prominence when a diamond was discovered near Hope-town. Later mines were established around Kimberley, in the Orange Free State and near Pretoria.

Rich alluvial discoveries were made in South West Africa in 1908 near Lüderitz, and a year earlier diamond production also began at Tshikapa in the former

Belgian Congo. Today these latter mines continue to be the world's largest producers of industrial diamonds.

In 1907 diamonds were also discovered in Tanganyika, now Tanzania. However it was not until 1940 when Dr. John Williamson found the widest pipe ever at Mwadui that Tanzania became a significant exporter.

Since 1958 Russia has also become a large diamond producer. The deposits in Yakutia (Siberia) are believed to be as rich in diamonds as those of South Africa. Today Russia is selling gemstones on European markets whilst retaining industrial stones to meet her own requirements.

Production

Diamonds are being produced in some 19 countries. In 1972 the world's total production, including an estimated figure for Russia, was estimated at 50 million carats, of which less than 25 per cent were of gem quality.

The world's leading producer in volume remains Zaire formerly the Belgian Congo, exporting up to 17 million carats annually, but some 98 per cent of this quantity falls into the category of pure industrial boart suitable only for crushing.

Processing of diamonds

The external crystal shape and natural crystal structure is a characteristic of the gem diamond. In mediaeval times certain inclusions in the stone were even believed to have magic and therapeutic properties.

These assets together with those of hardness and rarity made diamonds a prized and most sought-after possession in the early ages.

In the 15th century India and some Mediterranean countries learned how to cut diamonds. In India and in the Orient diamonds were mostly fashioned into pointed squarish shapes. Before then, they had only managed to polish their natural crystal faces.

In the middle of the same century the Belgian van Berken perfected initial cutting techniques to such a degree that his successors eventually designed the popular, modern and most effective brilliant cut. This is a round-cut stone with a table, 32 crown facets (top) and the pavilion (base) with another 25 facets, strictly symmetrically arranged. Thus the perfectly cut diamond has to fulfill many conditions to become a gem which makes maximum use of its special optical qualities.

An international scale has also been adopted to determine the quality of a diamond. A diamond is considered flawless if no internal inclusions whatsoever or surface blemishes are visible when viewed through a 10 times magnifying aplanatic and achromatic loupe. Diamond inclusions consist of visible internal imperfections in which solids, fluids or gases may be found. These inclusions are defined as knots, grains, clouds, feathers, cleavages or cracks and have an obvious effect on price.

Cutting is perhaps the most important of the "Four C's". Whilst the quality of the cut and possible surface blemishes have to be considered it is also essential to evaluate the mathematical proportions of the diamond's cut.

It is probable that the proportions of a diamond are more important than colour and clarity. Inadequate cutting may spoil the beauty of a diamond far more than slight degrees of colour or minor inclusions, which are visible to the naked eye.

The "practical fine cut" which has been largely accepted today, closely approaches the correct proportions of a diamond and keeps cutting losses within reasonable limits.

The proportions and the cut of a brilliant diamond are deciding factors of all the optical properties and find their true expression in the lustre, brilliancy and fire. The special beauty depends on light refraction and in its high dispersion rate. The strong lustre is associated with a high refractive index. The latter fact results from the facet reflections which are closely linked with the interior reflections inside the diamond.

In cutting the rough stone the shape of the brilliant is formed by the thickness proportions between crown and pavilion and by the angles formed between the girdle and table, and the girdle and culet (the bottom point of stone).

In reviewing all these complex theoretical factors, one can only appreciate the

technique and knowledge necessary to be a skilled diamond cutter.

Working with Diamonds

Industry purchases those diamonds which are not suitable for cutting into gems. More than 70 per cent of all mined diamonds are used for such purposes. Diamonds have revolutionised technology throughout the world. Every year new applications are found for the use of nature's hardest substance.

Diamond is the basic abrasive for modern precision engineering and is used for automation in many mechanical industries. Uncrushed, it serves as a tool for drilling, lathe turning, die making (to draw extremely thin wires), and wheel dressings, etc. Drilling for oil, coal or uranium at great depths would not be possible without the bit of the drill being mounted by a crown of many diamonds.

Not long ago an article in "The Diamond News and South African Jeweller" made this point which said:

"While a woman nowadays may not be totally convinced that diamonds are a girl's best friend, the U.S. Aerospace Authority (NASA) and huge automobile manufacturers, like Volkswagen, know that diamonds are for them."

(Extract from S.W.A. Annual 1975).

Taranto sees the Flag

It was the 16th of June, and the *Atlantic City* was sitting patiently at anchor in Taranto Bay, Italy. We were not to go alongside for another six days, so everyone was busy trying to get accustomed to the ship that we had joined only three days previously.

A call from the bridge interrupted an otherwise normal day's work, and gave everyone on deck just the right incentive to momentarily forget about the jobs in hand, and scan the horizon. There in the distance was the dominating shape of a warship.

In the course of an hour, several other ships joined the first, aircraft carriers, destroyers, frigates, assault ships, helicopter recovery ships, and R.F.A. supply ships.

It soon became my full time job, lowering and raising the flag as each ship glided majestically past, including the *Kent*, *Bulwark*, *Intrepid*, *Black Prince*, *Iwo Shima*, and other ships of the British, United States and Italian Navies.

After a couple of hours, the entire NATO Mediterranean fleet had anchored in the bay, completely surrounding us. Helicopters took to the air, and launches

skipped across the water from ship to ship. The Third Mate was working overtime trying to catch the messages being flashed by aldis lamp.

The fleet left as quietly as it arrived, at dusk on the following day, to carry on its exercise in the Mediterranean.

Work resumed as normal, with Taranto Bay looking empty once again.

Phil Clamp,
Naval Cadet,
Atlantic City



The m.v. *Vancouver City XI*
(See Report July Edition).

The above photograph was kindly sent in by Mr. K. E. Roberts, Electrician.

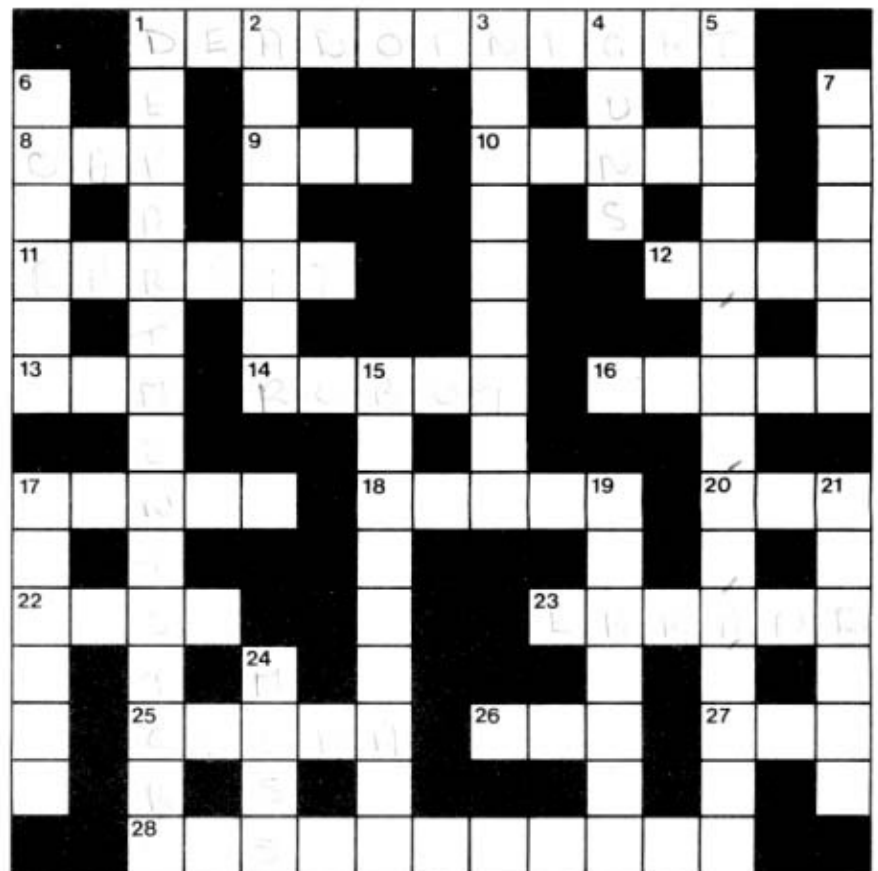
CROSSWORD

ACROSS

- 1 Ghosts' favourite time of the day? (4, 2, 5)
- 8 Shortened Old People? (3)
- 9 And you will receive? (3)
- 10 One who is underground and sounds under age (5)
- 11 One of very few (6)
- 12 Sent, mixed up, to a type of home (4)
- 13 He supplies the time (3)
- 14 Mechanical type of man (5)
- 15 Sounds as if it shows the way to the football team (5)
- 17 A seat in court (5)
- 18 Unlawfully kill (5)
- 20 In a train set you can find a little measurement (3)
- 22 To us it means to get rid of (4)
- 23 A boy might run this for you (6)
- 25 Grand singing? (5)
- 26 A penny to the French (3)
- 27 A unit (3)
- 28 Men sent veal into bondage? (11)

DOWN

- 1 Divisionally divided shop? (10, 5)
- 2 Modification for electricity (7)
- 3 Of Downing Street fame? (6, 3)
- 4 Snug Weapons? (4)
- 5 Literary trio sailing on the water (5, 3, 2, 1, 4)
- 6 See 19 down
- 7 Steals roof covering? (6)
- 15 Battle Hat? (9)
- 17 Outsize blue shirt for a woman? (6)
- 19 & 6 Orient Express detective? (7, 6)
- 21 Wet right through (6)
- 24 Untidy eating place (4)



SHIPS' POSITIONS AS AT 20. 8. 75

m.v. Atlantic City. On T/C to Compania de Navegacion 'Las Perlas' S.A. of Panama until January/March 1976. Sailed Monrovia 13th August with cargo of Iron Ore. Arrives Bagnoli 23rd and completes discharge 25th. Proceeds in ballast to Tubarao, arriving 9th September to load ore, sailing on 10th. Due Italy 24th and completes discharge 30th September.

m.v. Cardiff City. On B.C./U.K. Cont. Berth Service. Sailed Vancouver 14th August. Arrives and transits Panama Canal 25th. Discharges London 9th/13th September, Dublin 16th/19th, Ghent 21st/22nd, completing Antwerp 23rd/25th.

m.v. Cornish City. Sailed East London 4th August with Maize for Japan. Arrives Singapore for bunkers 22nd, sailing same day. Arrives Japan 1st September, completing discharge 10th September.

m.v. Devon City. On Steel Berth Service. Sailed Antwerp 30th August. Arrived Panama Canal 13th August, and sailed 14th. Arrives and sails Los Angeles 24th/26th August, Portland 29th/30th, Seattle 31st/1st September, and completes discharge of steel New Westminster 2nd September.

m.v. Fresno City. Sailed New Orleans 24th July, with cargo of Soya beans for indicated discharge Mizushima and Nagoya. Due Japan 25th August, after transiting Panama Canal on 30th July. Completes discharge 1st/5th September when possibly spends two days fitting hold ladders at Nagoya.

m.v. Indian City. On T/C to Yamashita Shinnihon Steamship Co. Ltd., until November 1976/March 1977. Sailed Baltimore 15th July, with coal for discharge Tobata. Sailed Panama Canal 23rd July. Arrives Tobata 20th August, completing discharge 23rd. Proceeds Yokosuka to load cars 25th/27th August for U.S.A. Transits Panama Canal 23rd September with arrival Norfolk 29th completing 30th. Continues to Newark 1st/2nd October and completes discharge of cars Providence 3rd/5th October. Thence loads coal, probably Hampton Roads or Norfolk for Japan.

m.v. New Westminster City. On T/C to Broken Hill Proprietary Co. Ltd., until September. Sailed Port Kembla 12th August for Buenaventura (Colombia) where due 2nd September. Sails 6th and transits Panama Canal 7th Sep-

tember. Arrives Matanzas 12th to complete discharge and redelivers from T/C 20th. Then proceeds Tampa to load Phosphate 25th/28th. Calls Durban for bunkers 23rd October arriving Visakhapatnam 7th November, completing 10th/15th November.

m.v. Port Alberni City. Redelivered from Star Shipping A/S T/C and sailed Esbjerg 14th August. Arrived South Shields and drydocked 15th. Expect undock 23rd and proceeds Flushing for bunkering 24th/25th. Arrives Tampa to load Phosphate 8th September for Visakhapatnam sailing 12th September. Calls Durban for bunkers 7th October. Arriving Visakhapatnam 22nd October, completing 25th/30th.

m.v. Prince Rupert City. On T/C to Atlantic Shipping until about 15th September. Arrived Abadan 27th July and expects to complete discharge 12th September. On completion calls Bombay to change crew after redelivering from T/C passing Muscat about 15th September.

m.v. Tacoma City. On T/C to Mifusui O.S.K. lines, arrived Hakata 14th August, sailed 18th. Completes discharge at Nagoya 20th/22nd and Kashima 22nd/26th, redelivering from T/C on completion discharge. Proceeds Osaka for dry-docking 27th August to 4th September.

m.v. Vancouver City. On T/C to Japan Line. Sailed Visakhapatnam full cargo phosphate 22nd July. Arrived and sailed Singapore 27th. Arrived Wakayama 5th August completed discharge and redelivered 9th. Delivered on time charter Cosmos Bulk Transport Inc. 11th. Sailing Kobe. Arrives Newcastle N.S.W. 24th to commence loading, sailing 30th completing Port Kembla 31st August/10th September. Proceeds River Plate/Panama via Cape Horn. Arrives 10th October, completing and redelivering 15th/20th October.

m.v. Victoria City. On T/C to New York Navigation until mid November. Arrived Shatt-el-Arab 1st August and with uncertain discharging prospects hopes to complete about 12th November. On this basis redelivers from T/C passing Muscat 15th November en route Bombay to change crew.

m.v. Welsh City. On T/C to South African Marine Corporation until October. Arrived Cape Town 12th August, sailed 18th and arrived Port Elizabeth, 19th. Sails Port Elizabeth 22nd for Durban arriving 24th August, completing about 9th September. Then proceeds Cherbourg, Dunkirk and Rotterdam for discharge and redelivery.

m.v. Amparo. Sailed Nagoya 15th August for Ensenada. Due Ensenada 28th August, calling Manzanillo, La Cardenas, Acapulco, Central America and Guaymas. Sails Guaymas 20th September, for Yokohama, arriving 7th October. After various Japanese ports, sails Tokyo 31st October for Ensenada, Manzanillo, La Carden and Acapulco, arriving Ensenada 15th November, completing Acapulco 27th.

m.v. Elena. Sailed Ensenada 19th August, with arrival Yokohama 1st September. After various Japanese ports, sails Tokyo 24th for Ensenada where due 9th October. Also calls Manzanillo, La Cardenas, Acapulco, Mazatlan, Guaymas, and back to Ensenada, sailing from that port 31st October. Due Yokohama 15th November, completing Japan about 25th November.

m.v. Gela. Sailed Progreso 17th August for Bremen. Programme includes Bremen 1st/2nd September, Hamburg 3rd/5th, Rotterdam 6th/9th, Antwerp 10th/10th and Le Havre 12th/13th. Then proceeds Vera Cruz where due 27th September.

m.v. Maria Elisa. Arrived and sailed Manzanillo 16th/19th August. Due Acapulco 23rd, sailing 25th, Cutuco 26th/29th and Ensenada 4th/6th September. From Ensenada proceeds to Yokohama—due 21st September calling at various Japanese ports completing Tokyo 10th October. Arrives Ensenada 25th October returning to sail for Japan 18th November. Arrives Yokohama 2nd December and completes Kobe 11th December.

m.v. Sara Lupe. Sailed Ensenada 6th August for Nagoya where due 22nd August. Free Japan 8th September and sails for Ensenada—arrival 23rd, Manzanillo, La Cardenas, Acapulco, Mazatlan, Guaymas completing again at Ensenada 16th October. Proceeds to Yokohama, arriving 31st October, completing at Kobe 11th November.

OFFICERS' DISPOSITIONS AS AT 20. 8. 75

Master
Chief Officer
Senior Second Officer
Second Officer
Third Officer
Fourth Officer
Electronics Officer
Radio Officer
Radio Officer (Junior)
Chief Engineer
Junior Chief Engineer
Second Engineer
Junior Second Engineer
Third Engineer
Junior Third Engineer
Fourth Engineer
Junior Fourth Engineer
Junior Engineer
Junior Engineer
Junior Engineer
Electrical Engineer
Second Electrical Engineer
Catering Officer
Deck Cadet
Deck Cadet
Deck Cadet
Deck Cadet
Engineer Cadet
Engineer Cadet

m.v. Atlantic City
B Jones
K. Milburn
R. T. Alford
I. H. Woolley
G. Taylor
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
R. P. Phillips

m.v. Cornish City
L. R. Staines
N. P. Waldron
J. A. Challacombe
D. Hotchkiss
H. M. S. Williams
R. Charlesworth
L. M. Williamson
C. J. Burton
A. McNally
R. S. Dunbar
P. F. Olander
N. P. Watters
K. F. Bean
G. J. Lyons
P. C. Harding

m.v. Fresno City
B. A. G. Boyer
B. R. Hopper
J. L. G. Cotton
M. S. Rigg
M. W. Savory
M. E. Rayner
A. G. Hodgson
P. T. Higgins
G. E. Stevenson
M. G. Evans
D. Earlam
C. L. Taylor
J. B. Potkins
P. F. Akers

m.v. Gela
J. Vaughan
T. Lawson
E. J. Dunk
T. A. Price
D. R. Appleton
J. Fitzsimmons
R. U. Bell
E. J. Burrup
W. H. Tucker
M. J. Leonard
J. J. Garrigan
N. Thomas
K. W. G. Hampton
J. L. Sanday
M. J. Voisey

m.v. Indian City
D. B. Jack
D. J. A. Nicholl
C. R. Goddard
W. J. Hutchings
S. C. Horne
T. A. Rogers
K. Rowney
J. D. Chatten
P. D. Slade
D. E. Horne
M. J. Yates
J. G. Lotthouse
W. R. Parkin
R. Edwards
A. E. Davidson
A. P. Hughes
J. C. Neale

m.v. Maria Elisa
K. W. Fulker
I. C. Stutt
A. K. Smith
A. C. Baxter
W. P. Budden
G. M. Cuthbertson
D. P. Jones
G. J. Morris
R. S. Allen
N. J. Pratt
J. A. Coldrick
P. G. Stoker
A. H. Fox
D. J. Kinsey
P. D. Codd
A. M. Baxter
R. M. Stead

Master
Chief Officer
Senior Second Officer
Second Officer
Third Officer
Electronics Officer
Radio Officer
Radio Officer (Junior)
Chief Engineer
Junior Chief Engineer
Second Engineer
Junior Second Engineer
Third Engineer
Junior Third Engineer
Fourth Engineer
Junior Fourth Engineer
Junior Engineer
Junior Engineer
Junior Engineer
Electrical Engineer
Second Electrical Engineer
Catering Officer
Deck Cadet
Deck Cadet
Deck Cadet
Deck Cadet
Engineer Cadet
Engineer Cadet

m.v. New Westminster City
M. E. Jones
G. T. Parker
P. F. Mathews
A. B. Ward
D. R. Wilkinson
I. F. Bullock
D. R. Inglis
M. G. Seaman
P. J. Wood
K. A. Velda
S. C. Ward
R. J. D. Strange
P. R. Langford
J. Render
I. M. McLellan

m.v. Port Alberni
P. J. Boroughs
J. F. D. Lynch
T. Haxell
W. Premier
J. R. Mathews
D. W. Litson
M. R. Green
D. W. Quayle
N. G. Whitby
P. John
M. J. Twitchett
T. Moore
W. J. Burt
T. L. Lawrence
M. R. Sealey
H. D. Johnson
A. J. White
P. Price

m.v. Prince Rupert City
B. A. G. Boyer
B. R. Hopper
J. Cotton
S. R. Bredeon
M. W. Savory
M. E. Rayner
A. G. Hodgson
P. T. Higgins
G. E. Stevenson
M. G. Evans
D. Earlam
C. L. Taylor
J. B. Potkins
P. F. Akers
C. A. Prescott
K. Hart

m.v. Sara Lupe
J. J. Kalnins
B. J. Bartlett
J. Ross
P. P. Rowland
D. Edge
G. J. H. McBride
C. E. Hayles
M. B. Perrott
G. Morgan
J. A. Jones
G. Gaywood
J. A. R. Cannon
N. H. Frost
A. P. Coles
M. J. Bater
C. J. Brown

m.v. Tacoma City
J. Cann
P. G. Deschamps
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. I. Budge
F. S. Pring
L. Slawinski

m.v. Vancouver City
W. J. Cross
K. Jones
R. M. Hayward
K. F. Ballard
N. C. Sanders
J. McVay
F. D. King
C. J. Buckley
D. M. W. Churcher
D. M. Eley
J. C. Hustable
P. J. Codd
H. Sweetman
J. D. Peebles
M. R. Lovibond

Master
Chief Officer
Senior Second Officer
Second Officer
Third Officer
Electronics Officer
Radio Officer
Radio Officer (Junior)
Chief Engineer
Junior Chief Engineer
Second Engineer
Junior Second Engineer
Third Engineer
Junior Third Engineer
Fourth Engineer
Junior Fourth Engineer
Junior Engineer
Junior Engineer
Junior Engineer
Electrical Engineer
Second Electrical Engineer
Catering Officer
Deck Cadet
Deck Cadet
Deck Cadet
Deck Cadet
Engineer Cadet
Engineer Cadet

m.v. Victoria City
R. K. Stuart
K. B. Whitting
K. T. O'Higgins
A. Brazier
D. R. Appleton
J. Scott
F. Clark
D. M. Jellyman
J. R. Gleeson
R. C. Quayle
P. A. Medina
J. D. McLaren
A. A. Gouldie
T. J. Ward
G. P. Eyles
L. A. Selby

m.v. Welsh City
T. W. D. John
D. H. Aubrey
H. H. Gale
I. M. Stewart
B. J. Hill
R. J. Trigg
H. C. Roberts
C. Graddage
W. D. Davies
B. R. Jones
P. R. Davies
K. E. Roberts
P. P. Delaney
D. P. Kirley
G. R. J. Faulkner
R. C. Powell
J. A. Davies

m.v. Elena
A. D. Lightfoot
D. J. Mockett
E. Bingley
P. A. Bullard
V. F. Cullen
E. R. Morgan
R. M. Paddock
O. G. Williams
A. Frost
C. Rees
P. R. Nicholas
T. Willoughby
R. G. Moylon

m.v. Amparo
D. L. G. Jones
J. E. S. York
R. J. Davis
N. Davies
B. A. Stagg
R. Chambers
R. A. Rees
R. M. Worgan
C. C. Anderson
P. Beavis
W. D. Jack
M. G. Ellis
R. C. Webber

m.v. Cardiff City
O. J. T. Lindsay
W. G. Wood
M. R. E. Underwood
C. Kelly
K. H. Sellar
H. L. Fletcher
T. Graham-Russel
R. J. Ridley-Prentice
A. Hobin
N. G. Hoile
W. Blunt
J. A. Grainger
D. MacPhail

m.v. Devon City
J. S. Murray
A. M. W. Mitchell
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



THE LATE LEN BISSATT

To many of the Company's staff ashore and afloat Len Bissatt was the epitome of quiet efficiency. Many generations of sea-going staff were interviewed by him down through the years. He was a man of few words but was always able to communicate in a concise and clear manner.

With his retirement some six years ago, it can be said that it sealed the end of an era. Changing times brought in their wake changed methods. He joined the Company in October 1924 and served it well for 45 years until he retired on 31st March 1969.

THE LATE BILL WHITE

As we were preparing to leave the Crematorium after attending the late Mr. Len Bissatt's funeral on 20th August we were told of the passing of Mr. Bill White. Coincidental it seems. These two had been close colleagues in the same department at Head Office during their service with the Company over many years. It seems appropriate in a way that the end of their respective voyages almost coincided.

The late Mr. White joined the Company in February 1921 and retired on 7th July 1969 having completed 48 years of conscientious service.

INVITATION TO A MEAL

Mr. Peter Cawley left the Company as a Chief Steward and is now with the Goldsworthy Mining Company, Finucane Island, Western Australia 6721, Australia. He sends his best wishes to all his old mates in Reardon Smith Line. Should any of the Company's vessels call at Finucane Island or Port Hedland and anyone fancies a steak and schooner followed by hard boiled egg with ice cream masked by blueberry sauce or an old fashioned "jambuttie" please contact Mr. Cawley.

**NOTES OF PROCEEDINGS AT A MEETING OF DIRECTORS
HELD ON 4th SEPTEMBER 1975**

The estimated results for the half-year to 30th September 1975 reflect the downturn in the record profits of the previous year, which was indicated in the Chairman's Statement issued in June. In view of the difficult trading conditions, these results are considered satisfactory.

The Company's fleet has remained fully employed during this depressed period and the Board, because of its confidence in the fleet of modern vessels with the advantageous low building costs, remains optimistic in the long term. The cyclical trends which particularly affect the section of the Shipping Industry in which the Company's fleet is involved, make it difficult to forecast the results for the second half of the year. Assuming there is no improvement in trading conditions, it is anticipated that profits which will be no more than satisfactory will be obtained.

It is very difficult to predict when profits will improve resulting from an up-turn in world trade, which would flow from the reflation in the economies that is presently taking place in some countries. Nevertheless, the type of ships and the disposition of the fleet are such that advantage can be taken promptly of any improvement. Current legislation does not permit an increase in dividends of more than 10% on the cost of the previous year's dividend—i.e. the gross amount and, therefore, the maximum dividend which could be payable for the year ending 31st March 1976 is limited to a net dividend of 3.0164p per Unit, equivalent to 9.28125% gross, compared with a net dividend of 2.8265p per Unit and 8.4375% gross for the previous year.

Having reviewed the estimated results for the first half of the year, the Board declared an interim net dividend of 1.625p per Unit (equivalent to 5% gross) which gross amount remains unchanged from that declared for the same period last year, except that because of the increased tax, the net amount is consequently reduced. This dividend is payable on 30th September 1975 on the Stock and "A" Non-Voting Stock Units of the Company and is declared in respect of the accounting period ending 31st March 1976. Payment will be made to Stockholders whose names appear in the Register of Members on 19th September 1975.

The Transfer Books and Stock Registers of the Company will be closed from 19th September to 30th September 1975, both dates inclusive.

The Board will consider the balance of the allowable dividend of 1.3914p per Unit (4.28125% gross) at the end of the financial year.

Shown below are the figures for the half year to 30th September 1975, which are estimates only and are unaudited:—

	<i>Estimated Results to 30th September 1975</i>		<i>Results to 30th September 1975</i>	
	£	£	£	£
TRADING PROFIT (Including Investment Income received £224,000)		1,466,000		3,260,000
INTEREST PAYABLE		545,000		255,000
		<hr/>		<hr/>
		921,000		3,005,000
DEPRECIATION	840,000		740,000	
Less Investment Grants Credit	190,000		333,000	
	<hr/>	650,000	<hr/>	407,000
		271,000		2,598,000
Surplus on sale of Vessel		1,534,000		689,000
		<hr/>		<hr/>
SURPLUS BEFORE TAXATION		£1,805,000		£3,287,000

Devonshire House,
Greyfriars Road,
CARDIFF
4th September 1975