

REARDON SMITH LINE LIMITED

newsletter



No. 85—FEBRUARY, 1977

A Ship takes Shape

**Stages in the building of
m.v. "Australian City" (Wilkawa)—Sold May 1974**



Commencement of building. First pre-fabrication laid at yard (Fairfield-Govan).



Vessel launched 14.7.64.



The finished product—completed 4.11.64.



Viewed from forward 31.1.64.



*Berthing at Sydney, N.S.W.—
earning her keep.*

A visit to Buenaventura

By P. Wood, 3rd Engineer

WHEN a ship reaches a port to which the officers have not been before, and when one knows that one will be there for a period of time, the ideal situation is to send an advance party ashore to seek out the vantage points and bring back all vital information to the remaining party. Such was the case on the first evening of the *New Westminster City's* stay at Buenaventura some time ago now.

The scene is set in the ship's lounge at six o'clock, dressed in the typical garb of the British explorer venturing into the unknown; T shirts, jeans and hob-nailed boots, our six brave comrades loosen up for their ordeal.

Not for them the usual knees bend and touch your toes, but a couple of beers and a few chasers later and they are raring to go. The Catering Officer comes into the lounge to issue out subs and passes.

Now suitably attired and eager to go, they are steered to the gangway, and pointed in the right direction. After hacking their way through the jungle they finally achieve their first objective, they reach the dock gate. There they find the friendly smiling faces of the dock police. (You'd have a smile on if you were on the right end of a gun.) Without undue haste, and with the casual grace of a Roger Moore or a Marty Feldman, they produce their passes, these the guards examine critically for a few minutes, then return them with thanks to their holders, at least they think it was with "thanks".

Having now passed the point of no return our heroes gaze around at the awesome surroundings that greet them; well it's not very nice when a frog the size of your fist tries to jump on your shoulder and hop a ride. But our pioneers are made of sterner stuff, they do not cower in a corner afraid to carry on, instead they hide behind the nearest guard and ask him to call a taxi. Once in the car they are whisked away to Buenaventura's exotic, for want of a better word, city centre. Now they have achieved their final aim, they can browse away to their hearts' content amongst the various shops and stalls that meet their gaze.

Such was the trip into Buenaventura, and the information gleaned from these explorers was of valuable aid to the less adventurous who had remained on board, and put to good use later in our stay.

SHARES

THE year 1976 was a dismal one for the economy and the Stock Market. The Spring optimistic hopes of a recovery remained unfulfilled, with the fall in sterling refuelling inflation, rising unemployment, industrial growth stifled, the balance of payments plunging deeper into the "red" and finally, the International Monetary Fund (IMF) being summoned to the rescue.

The old Stock Market adage "sell in May and go away" would certainly have appeared to apply during the year, with the F.T. Industrial Ordinary Share Index reaching its "high" for the year of 420.8 on 4th May. For the remainder of the year, this index hovered around the 360 mark, although it tumbled to its lowest point of 265.3 on 27th October, following the application for an IMF loan and dramatically higher interest rates. On 25th January, 1977 the index stood at 377.7.

Generally speaking, over the past few months, ordinary shares have moved largely in line with the fortunes of sterling, both having improved since December. The outlook for 1977 remains uncertain. However, with a tendency towards a fall in interest rates and an improvement in the balance of payments position, the equity market may improve, although it is possible this will not be sustained until the outlook for company profits is improved.

There has been a great deal of Press comment recently on overseas investors who, due to the relative weakness of sterling, consider the time opportune to buy some "cheap assets" in British companies. This has resulted in considerable speculative demand, in which the Shipping Sector of the Stock Market has been included. At the time of going to press the Reardon Smith Line Limited ordinary Units stood at 207p and the "A" Non-Voting Units at 79p. The highest and lowest prices for the year 1976 were 353p/140p and 108p/50p respectively.

ANTHONY MORGAN

The Stowaway

Silence— and blackened skies outside,
Frightened— just one place to hide.
Eerie— ocean waves are beating faster than
your heart.

A lifeboat— home for just a while,
Aching bones— cannot raise a smile.
Dying— only for the future's brand-new
start.

A run from what was once a life,
from spite and sadness too.
From guilt and pain and too much strife,
from me and then from you.
A future who knows what will bring?
an ending to the tears?
A chance to have your final fling
and disregard the fears.

Dawn arrives—in time to say,
Hide for just another day.
Tomorrow— will bring what you're looking
for.
Voices— nearing to your head,
Closer— passing by instead.
Feeling— like you'll never reach the door.

Who knows what is going on,
inside your puzzled mind?
Who knows what you're looking for?
and who cares what you'll find?

But somewhere there's a memory,
not very far away.
And somewhere there's a lost soul,
still searching to this day.

PAUL ELIAS, 1977

VOYAGE RECORD

(continued)

by Capt. Picton Davies
m.v. *Fresno City*

Voyage No. 14. With *Fresno City* under the command of the late Captain James W. Potts was again around the world eastbound, first with coal destined for the Egyptian State Railway and discharged at Alexandria, then another call at Kosseir, the highlight on this occasion being a guest with Captain Potts and Chief Engineer Bailey (late tragically lost at sea in separate incidents, both in time and location), our host and hostess the Italian Manager of the Phosphate Company and his very attractive Rumanian wife "...why Giovanni only the last night you bring these ship gentlemen to our house?" After discharging at Niihama in March a soya beans cargo was loaded at Dairen completing with a shipment of groundnuts at Tsingtao. On arrival Rotterdam the 2nd mate was given leave to get married while the 3rd mate and I maintained double bridge watches en route to Aarhus where discharging completed, returning to Rotterdam for drydocking and then loading coal, coke and patent fuel at Emden. It was really a very pleasurable three weeks in fine late spring weather until arrival at Brixham and another of those change of Articles, stowing and double-pay da,

then sad farewells, not least that 6th June, 1936, for a female poisoner in not so far away Exeter Jail.

Voyage No. 15 however commenced with some sense of humour when the Irish 2nd mate reported back on board and stated he had spent his honeymoon locally "to be nice and handy to hurry back on board". After discharging the German fuel cargo at Alexandria, a general cargo including steel billets, turpentine, iron ore and other commodities was loaded at Nicolaieff and discharged at Osaka and Yokohama. By the end of August the vessel had arrived at Saigon to load bagged rice, my first experience of this cargo. Bordeaux the first port of discharge and a long journey for wives joining the vessel, mine arrived only a few hours before sailing to Nantes. The channel crossing had been rough, but Biscay bound for Falmouth and drydocking I think worst, 250 miles in 42 hours, a German vessel *Isa* foundered with the loss of most of her crew, but after welcome arrival in the Cornish port another voyage ended on the 9th November, though the friendly dock "bobby" disputing the outcome of a boxing match—Jack Petersen versus Len Harvey—did not settle his little bet with a certain lady!

Voyage No. 16 commenced in ballast to Poti and a cargo of manganese ore to Baltimore, thence U.S. Gulf ports Tampa (phosphate), New Orleans; Houston and Galveston (cotton), discharged at Kobe and Osaka, but crossed the Japan Sea to Seikoshin, Korea, to discharge the phosphate; where the Japanese authorities strictly enforced complete restriction of any shore leave, Master's business excepted...the vessel stayed only three days before proceeding to the Philippines to load bagged sugar at several island ports completing and sailing Spring Day, 1937. A week later in acknowledgment of a distress call vessel proceeded at full power with some slight easterly deviation for 18 hours, and stood by the American s.s. *Volunteer* for a further 20 hours including drifting together overnight before aid no longer required.

And in just another week a tragedy experienced when the Chief Engineer Bill Bailey reported missing and presumed washed overboard and drowned in the mountainous seas prevailing at the time...a fate perhaps which might not have occurred in a different location but for the time and

deviation answering the distress call. Later entering the Mississippi during early evening the flotilla approaching was reported to include the yacht taking President Roosevelt on a Gulf of Mexico fishing trip. Greetings by Morse lamp sent and later personally acknowledged by a radio message received. The New Orleans paper after arrival gave prominent copy of this Presidential exchange; the tragedy, and the incident concerning the locally owned *Lykes* steamer. It was now the end of April and after discharging the sugar cargo at the refinery wharf another cargo of phosphate was fully laden at Tampa and discharged at Yokohama and Osaka. The vessel early in June arriving in Haiphong to load bagged rice. Whilst on passage coastwise a major steering gear failure was experienced and auxiliary power aft was used, including whilst in pilotage waters up winding river to Saigon, bridge and fo'c'sle head manning in case of emergency. Following safe arrival and steering electric power cable repairs, loading completed and like the previous voyage proceeding via Suez Canal to French discharging ports. At Havre towards the end of August was granted weekend leave for a sight-seeing trip to Paris...Bruno Mussolini and party were in one of the night clubs visited on the conducted tour. Final discharge took place at Dunkirk—remember a photo of promoted Chief Engineer Farrow and our wives bathing from that famous beach of historical fame less than three years later. The Chief to be a wartime victim in the sinking of s.s. *Fort Mumford*. The voyage ended in Newport early in September, 1937.

VOYAGE No. 17. For some unknown reason there was an exceptional shortage of deckhands so sufficient Irish seamen, though very few, if any, with deep-sea experience, had apparently been engaged in Eire and I was confronted on the *Fresno City* deck with two score or more men and had first choice of them, sufficient for the manning of three Company vessels. A coal cargo was loaded and discharged at Alexandria, then from Poti with manganese ore to Baltimore, where a fatal event occurred when an A.B. fell down the Captain's stairway to saloon and suffered a dislocated neck, a fate it was rumoured suffered some years previously by a brother, though under different circumstances, this strangely confirmed in Malta in the same month

if not the identical day just two years later by a bar-keeper in a dockside tavern during my endeavour to round up mid-day absent sailors. The alcoholic theme too a remarkable coincidence. An ore cargo at Baltimore was usually discharged very rapidly at the Bethlehem Steel Company dock at Sparrow Point and some distance from the city, so on previous visits I did not have the opportunity of attending to the nostalgic wish of an elderly lady—my mother-in-law—indeed I did not consider her request possible. It seems that in the 1880's, and the 19-year-old daughter of a sailing ship master on a voyage to Baltimore, there was a Welsh colony there at the time and much hospitality enjoyed. Like almost six decades previously, the *Fresno City* on this occasion berthed in the district of Canton. Being aware of this fact and a slower discharge, including no Sunday discharging, I left that fine "mid-fall" afternoon with only one clue—A Methodist Minister named Dr. Jones, and on an earlier call at Baltimore I had left a document listing a number of Welsh-American signatures. It was surprising how many persons named Jones were printed in the telephone directory—perhaps I should have remembered it was Wynne-Jones I was endeavouring to trace. A clergyman at his residence adjoining a Canton Church, built 1912, had relieved a Rev. William Lewis a few years previously whom I fortunately was able to meet and he told that "Dr. Wynne-Jones", a personal friend, had died in 1918. Within hours I was calling with the three spinster daughters and a friendship which continued until their decease, the youngest Miss Charlotte, in her 80's, died only four years ago.

Pre-war like the post-hostilities era was a period of considerable commerce with Japan, though it was almost nine years before I first made a visit to the Land of the Rising Sun, but very frequent in recent years, so shipping drums of high octane aviation gasoline at St. Rose on the Mississippi for discharge at Hong Kong into Chinese junks and further transport to Canton seemed somehow trading with the other side.

A lot of painting of Union Jacks on awnings and hatch tarpaulins took place en route across the Pacific, yet surprisingly no one could do this correctly without checking with a printed drawing or our ensign. Over-

(continued from page 3)

side midships we had only painted the British aircraft markings. Later when once again loading a cargo of soya beans in bags at Dairen the inquisitive Japanese asked "why French colours?" and whoever corrected them under the circumstances was perhaps not very discreet. Discharging took place in Hamburg towards the end of March, 1938. This coincided with a visit by Hitler one day to launch a "strength through joy" passenger ship *Robert Ley*. All work had to stop while pompous ceremony took place with numerous radio loud speakers on board blaring the Führer's speech. That feeling was becoming tense could be felt even in this international port, probably not least by the unwilling Austrian tourists, many thousands on an enforced visit at the time.

This voyage ended at Falmouth on the 5th April, 1938, the first anniversary of the loss our very good shipmate—Bill Bailey, and this had been his last U.K. port of call.

Voyage No. 18 commenced with the experience again of the usual rapid activities, the crew leaving, joining or re-signing without any pause in storing procedure, and sailing on the same date under the command of the late Captain Reginald Arkwright. The cargo of maize loaded at New Orleans was quickly discharged at Brake—I wonder about the fate of that friendly Jew Tobacco merchant who did some trading on board in that port. Vessel proceeded directly onwards to Montreal and back with wheat to Birkenhead; during the passages numerous icebergs were sighted when visibility permitted, especially in the vicinity of the Belle Isle Straits.

Voyage No. 19. After 9 days in Birkenhead, where Captain Potts resumed command, we sailed on a late June morning and my wedding anniversary and for the first three or four days of this ballast passage experienced westerly wind of gale force—Summertime too! Arrived Galveston mid-July and loaded wheat for Rotterdam. Following discharge some repairs in drydock took longer than expected to complete before sailing direct in ballast

to Poti. So intended anchoring a few days at Brixham or Falmouth was cancelled. Vessel still able to make the ballast passage at reduced speed to conform with charter party first loading date. After discharging manganese ore at Baltimore, loaded large hogheads of tobacco at Wilmington, N.C. and Norfolk, Va., and this was an initial shipment in my experience, minimum in tonnage, maximum in capacity. Quickly discharged in Liverpool, excluding weekend work, and after completion unloading a four-months' voyage commencing and terminated at a Mersey port.

Voyage No. 20. Loaded a phosphate cargo at Tampa and discharged at Kobe and Osaka. Loaded soya beans at Rashin, Korea in extreme sub-freezing temperatures after a unique experience prior to the commencement of loading. The vessel in extreme light condition, at night whilst endeavouring to secure with additional bights of mooring ropes to the maximum already in use was struck broadside with hurricane force winds in a blizzard and swept out from quayside through the open harbour but fortunately brought up on almost the full length of cable on both anchors.

The *Dallas City* in port at the same time at an adjacent and more sheltered berth with cargo shed and partly loaded, witnessed this uncontrolled departure from the port. The late Captain Shotton was reported having expressed astonishment that the incident did not result in serious damage to the *Fresno City* so fortunate as to be miraculous.

Regrettably during the stay in the port together, two Welsh seamen serving in the *Dallas City* died of pneumonia in the local Japanese hospital. Although the arctic conditions continued throughout the stay at Rashin, though the weather calmer and the opportunity for the seamanship skill of the long-time serving bosun in supervising "long wire splicing" in the larger diameter heavy insurance wires in readiness, a use never again to be so tested! During the loading, snow had to be continually swept off the slings of soya bean bags as the cargo loaded. Then a few days after sailing and milder weather in the Pacific, the Carpenter reported a wet rod and line of 12 feet in sounding pipe leading to No. 2 tank. With no apparent change of trim I presumed the "water" was melting ice

or condensation, but considered the possibility of a visible examination in the No. 2 main hold, which I undertook via the masthouse door and trunkway. After crawling over the bags under deckhead to shipside and climbing down between the frames inside cargo battens—an eerie creaking noise experience—until with lighted torch was able to see that the cargo mats and bottom of hold were quite dry. On reporting this matter to the Master and his concern about the controversial sounding I was glad having done more than reasoning about the matter, though I think my practical explanation if believed was considered somewhat foolhardy.

Even in the tropics the air temperatures in the hold ventilators were noticeably cooler, and indeed during the discharging of the soya bean cargo at Rotterdam the lower tier of bags were found to be in the same condition as at time of loading—frozen!

And so I bring the saga of many continuous voyages in the first *Fresno City* to a close, and if this is a rather lengthy report it must still be just an abridged story of experiences during those 16 voyages over a period of nearly 7½ years.

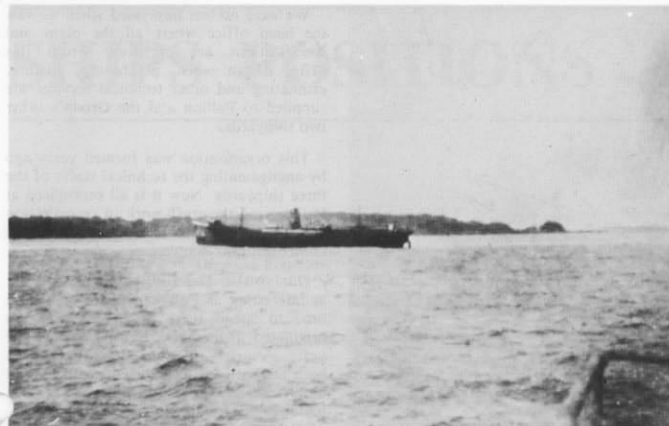
With war clouds gathering over Europe it was mainly coming home to unpaid unemployment during that Spring of 1939 and almost a decade before I became eligible to commence making payment of contributions towards present Social Security benefits. However, I enjoyed being a "land-lubber" awhile, except it was a upset meeting my long-serving bosun in Cardiff with a partially amputated leg, the result of a crushed foot accident in Tampa, the first port of call on the following voyage. The late Bob Fraser had also served in the vessel since joining with me at the commencement of Voyage No. 5.

With an artificial limb we again sailed together during hostilities, and often when ashore with other crew the shout "show them your leg, bosun!" never failed to obtain free rounds of drinks for all hands on the strength of having a "war-hero" in their midst.

After six months and only a few weeks after declaration of war in September, 1939, I returned to sea-service and further memorable experiences which I am grateful to still be around to remember.

An unlucky ship

S.S. "Norwich City" ashore on Gardner Island, Phoenix Group, Pacific Ocean. She became a total loss with 11 lives, 24 survivors, on 29th November, 1929.



STAFF NEWS

NEW STAFF

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

Sea Going

- T. J. Hunter (2nd Officer).
- J. Cowan (3rd Officer).
- A. G. Drew (Catering Officer).
- W. J. Lait (Junior Engineer).
- W. A. Stone (Junior Engineer).

Office Staff

Head Office:

- Mrs. Gillian Younger (Accounts Department).

London Office:

- Mr. A. W. Langer (Messenger).

Drilling Rigs:

- Mrs. M. Clifford (Accounts).

MARRIAGE

Congratulations to Mrs. E. R. Crouch (formerly Miss MacDonal) on her marriage on 4th December.

RECOVERING AFTER ILLNESS

We are pleased to hear that Mr. David Llewellyn, Director, London Office, is making good progress after his recent illness.

We are also pleased to hear that Miss Jackie Rowe, Head Office, has made good progress after an operation for appendicitis.

RETIREMENT OF MR. J. D. CHATTEN

THE RETIREMENT of Jack Chatten on the 1st January, 1977, brings to an end an active career with our company spanning nearly forty years. His long service was by his own particular faithful brand of loyalty, worthy of mention. Mr. Chatten had a most varied and adventurous career with R.S.L. obtaining a job on deck during the time of high unemployment in the years before the last war, but transferring to the engine room as a Junior Engineer with Steve Willis on the *Cornish City* in 1939.

He subsequently transferred to the *Eastern City* rising to Second Engineer and serving on the North Atlantic run during most of the war and during the worst period of U-boat attacks when merchant ship losses on that run approached the catastrophic.

After the war he was still serving on the *Eastern City* when she ran aground on the Great Inagua Reef in February 1949, the reef not being shown on the chart, but apparently well known locally, and certainly shown on American charts. The *Eastern City* was of course salvaged and repaired.

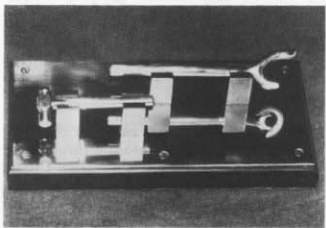
In 1962 Mr. Chatten was serving on the (second) *Cornish City* (the original having been torpedoed outside Lourenco Marques), when she caught fire in the engine room whilst bunkering in Aden Harbour.

Two Engineers died and Mr. Chatten was so badly burnt that the hospital authorities considered he would certainly die during the night. The local British newspaper correspondents trying to be up-to-date with the news actually reported Mr. Chatten as being dead, but heroic work in the R.A.F. Hospital in Aden saved his life and he made a full recovery.

Since that time he has continued to work on the more and more complex vessels coming into service in the Fleet but is now experiencing trouble with his leg joints and finds it necessary to hang up his overalls for the last time. We all wish him well in his retirement.

It is interesting to read that on his last voyage on the *Indian City* December, 1975, a presentation was made to him by the Engineers, of a plaque, featuring a beautifully made wheel key and hammer. The ship's Officers, presented a table lighter on arrival in Japan. In his report on the presentations, Mr. T. A. Rogers, Chief Engineer, enclosed two photographs, which we have pleasure in publishing.

See also page 8





m.v. "INDIAN CITY" discharging a cargo of Japanese cars at Seattle, August 1976

THIS was the vessel's first visit to Pier 91, Seattle, and it seems incredible that so many cars were carried. She has been specially fitted with car decks and during her service has probably carried hundreds of thousands.

On this occasion the cars shown in the photograph are Datsuns.

We are grateful to the Public Relations Department of the Port of Seattle for the photograph.

MY VIEW OF A SHIPBUILDING YARD

HAVING had the honour and pleasure of launching one of our new cargo ships at Sunderland last month, I am going to write my views about visiting two shipyards while I was there.

As the twins, who are now just over ten, enjoyed walking and exploring through the Deptford and the Pallion shipyards, I think that what we saw will be definitely of some interest to the young readers of the *Newsletter* and to the ladies.

We first visited the Pallion yard, one of the largest covered shipyards in the world (total area enclosed 30,000 m²). As we entered this massive ship factory we were astonished to see that it was clean, tidy and not at all cold! It has been designed very compactly with the latest methods and building equipment and because the whole operation from plate processing to a finished ship is done under this vast roof, working conditions are good and therefore production is better all round.

We were no less impressed when we saw the head office where all the plans and specifications are prepared. From this office design work, purchasing, finance, estimating and other technical services are supplied to Pallion and the Group's other two shipyards.

This organisation was formed years ago by amalgamating the technical staffs of the three shipyards. Now it is all centralised at Pallion and the staff work in co-operation with shipowners, technical departments and model test tank centres.

Our visit to Deptford shipyard was just as interesting as Pallion and we had more time to spend there as the *Orient City* originated from this shipyard. Over the years a variety of ship types have been built at Deptford (cargo ships, tankers and bulk carriers) and now they have one building berth capable of producing ship of Panamax size, about 70,000 tons d.w. like the *Orient City*. Here the building of the ship has been planned so that eventually the stern part of the ship will be constructed at the head of the berth, the engine-room installation, painting and other work will be done under cover and then moved down the berth as other sections of the ship are added. Again this is to give better working conditions which will result in economy and improved workmanship.

Some fabricated blocks weighing up to 150 tons are produced in a new assembly hall we were in and those cranes in the roof looked much higher to me than 27 metres I assure you!

One machine impressed us a lot—it looked like a computer and it is called "numerical controlled shaping machine". This precious piece of equipment had to be kept at a certain temperature day and night and was being fed with sizes and shapes of patterns just like a piece of a dress pattern with half-an-inch seam. This machine would then transmit the correct size required to the plate cutter and therefore every single piece fitted in perfectly when assembled. Just like a dress pattern or a jigsaw puzzle if you like, but on a much bigger scale, of course, when one considers that the Deptford shipyard uses about 25,000 tons of steel per year.

After this visit to the shipyards I can understand just a little more about the building of ships.

When I see a large ship like the *Orient City* in the future, it will not look quite so forbidding because I shall picture all the various pieces which go to make it just like a dress or perhaps a modern house.

SILVIA LEMON

SHIPS POSITIONS AT 19th JANUARY 1977

Cardiff City. On Time Charter a/c Salen. Sailed Morehead City 11th January with cargo Phosphate. Arrives Rotterdam 24th January to discharge, completing 25th. Drydocks Rotterdam for about 4 days. Next business unfixed.

Cornish City. On Time Charter a/c Saguenay. Arrived Rotterdam 16th January. Completed discharge and redelivered from Time Charter 18th January. Drydocked Rotterdam 19th for repairs before handing over to new owners.

Devon City. On Time Charter a/c Motortank. Arrived St. John, N.B. 13th January to load Wheat for Algeria. Sails 24th with arrival Algeria 4th February. Completion uncertain, but due delays, not expected until end of February.

Eastern City. Sailed Baton Rouge with cargo Corn and Soya beans 18th December. Transited Panama Canal 24th December. Discharges Mizushima 21st/28th January, Chiba 29th/2nd February, and Kawasaki 3rd/4th February. Then delivers under Time Charter a/c Showa for about one year's trading.

Fresno City. On Time Charter a/c Nidera. Sailed Flushing 6th January for Argentina to load grain for Taiwan. Arrives Argentina (load ports not declared) 23rd January, sailing 3rd February. Calls Durban 17th February for bunkers and Singapore for crew change 4th March. Arrives Kaohsiung 8th March, completing 23rd and redelivering from Time Charter.

Indian City. Arrived Norfolk 15th January to complete discharge cars. Redelivered from Time Charter on completion 17th January. Sailed Norfolk 18th January to load grain for Japan. Load ports not yet declared, but expect load 25th/31st January. Transits Panama Canal 5th February and arrives Japan to discharge 3rd March, completing about 10th March.

New Westminster City. Sailed New Orleans 28th December, with cargo Corn and Soya beans. Passed Panama Canal 3rd January, arriving Kobe 29th January. Completes discharge 2nd February. Then proceeds on B.C./U.K.-Cont. Berth Service to Los Angeles 15/16th February, Zureka 18/19th, Coos Bay 20th/23rd, Vancouver (Wash.) 24/26th, Crofton 27th/1st March, and

Vancouver B.C. 2nd/4th March. Transits Panama Canal 16th March. Arrives London to commence discharge 30th March, completing 6th April, sailing for Esbjerg where arrives 7th, sailing 9th, completing Rotterdam 10/13th April.

Port Alberni City. On Time Charter a/c Seaboard. Sailed Vancouver 16th January with cargo Forest Products. Transits Panama Canal 28th January. Discharges Liverpool 11/15th February, Bremen 18/19th and Antwerp 20th/22nd February, redelivering from Time Charter on completion.

Prince Rupert City. On Time Charter a/c Nidera. Sailed Bahia Blanca 4th January with cargo sorghums. Sailed Durban after bunkering 18th January. Arrives Kaohsiung 5th February, completing discharge and redelivering from Time Charter 13th February.

Tacoma City. Sailed Buenos Aires 15th January with cargo grain parcels. Arrives Rotterdam 4th February, completing discharge 10/15th February, when drydocks for about one week.

Vancouver City. Sailed Vancouver 5th January on B.C./U.K.-Cont. Berth Service. Sailed Panama Canal 18th January. Discharges Dublin 1st/10th February, London 12/17th February and Esbjerg 18th/23rd February.

Victoria City. On B.C./U.K.-Cont. Berth Service. Commenced loading Forest Products New Westminster sailing 13th January. Continues loading Eureka 15/19th January, Coos Bay 21st/25th, Vancouver (Wash.) 27/28th, Crofton 30th/1st February, completing Vancouver B.C., 2nd/3rd February. Transits Panama Canal 15th February, arriving London to commence discharge 1st March. Sails 8th March for Antwerp where discharge continues 9/11th March, completing Brake 12/14th March.

Amparo. Sailed Keelung 19th January. Arrives Hong Kong 20th January, sailing 21st for Yokohama. Calls Yokohama 25/27th January, Nagoya 28th, Kobe 29th/31st and Kure 1st/3rd February. Proceeds Los Angeles to commence discharge, arriving 16th February. Sails same day for Guaymas 19th/21st February, Manzanillo

22nd/24th, Acapulco 25/27th, Acapulco 28th/1st March, San Jose 2nd/3rd, Corinto 4th, Punta Arenas 5/6th, Guaymas 10/12th, Ensenada 15/16th then returns Japan arriving Yokohama 1st April. Sails 2nd for Nagoya/Yokkaichi 3rd/6th April and Osaka/Kobe 7/9th April.

Atlantic. Arrived Jeddah 4th September last, due to extensive delays, not expected to complete until end February.

Elena. Arrived Guaymas 17th January. Sails 19th for Ensenada. Arrives 22nd, completes loading and sails for Japan 24th January. Discharges Yokohama 10/12th February, Nagoya/Yokkaichi 13/16th February, and Osaka/Kobe 17/20th March. Loads Kobe 21st/24th February, Nagoya 25th, and Yokohama 26th/1st March. Returns to Mexico to discharge commencing Ensenada 15/16th March, Manzanillo 19th/23rd, Acapulco 24/27th, Central America 28/6th April, Guaymas 10/12th, and completing Ensenada 16/17th before returning to Japan.

Gela. Arrived Bremen 19th January. Sails 20th for Amsterdam, arriving 21st, sailing 22nd for Antwerp 23rd/24th. Le Havre 25/27th then Gothenburg 29/30th January. Proceeds Vera Cruz arriving 16th February, then Tampico and Coatzacoalco.

Maria Elisa. Sailed Paranagua 8th January. Calls San Juan 20/25th January and proceeds to one or more port out of Houston, Galveston, New Orleans and Savannah 31st/6th February, then Houston 10/12th February, Coatzacoalco 14/17th, Vera Cruz 18th/21st and Tampico 22nd/28th February. On completion discharges Tampico, commences loading, and sails for South America 1st March. Calls at an optional port Brazil 14/16th March, before proceeding Rio de Janeiro 18th/23rd March, Santos 24/25th March, a further optional port 27/28th, and Santos 30th/3rd March. Proceeds to discharge at an optional port in Central America 14/16th April, before returning to Vera Cruz 20/24th April and Tampico 25th April.

Sara Lupa. Sailed Buenos Aires 15th January. Arrives Victoria 19th January, sailing 22nd for San Juan where calls 4/9th February. Proceeds to an optional U.S. Gulf or Atlantic port 13/18th February, thence New Orleans 22nd/24th February and Houston 27th/2nd March after which drydocks.

VESSEL	CAROLINE CITY	DEVON CITY	EASTERN CITY	FRENCH CITY	INDIAN CITY	NEW BETHLEHEM CITY
MASTER	D.L.T. LINDSAY	A.D. LIGHTFOOT	D.L.G. DINES	D.J. FULL	R.T. CRAWFORD	R.A.H. MANNER
CHIEF OFFICER	P.M. BAUERSTOCK	G.H. AUBREY	R.D. SLAYMAN	J. JACKSON	P.R. DRAMAN	M.C. INGRAM
SECOND OFFICER	A.R. YOUNG	T.J. HUNTER	A.K. SMITH	A.P. JACQUES	F.F. BARGE	M.P.E. UNDERWOOD
THIRD OFFICER	J.M. SMITH	G. SISK	N. DAVIES	N. JERRIM	A.A. FIELD	M.D. RICE
FOURTH OFFICER		T.S. LAIBERKE			M.F. PARSONS	
ELECTRONICS OFFICER			G. THOMAS		P. BRADLEY	J.P. HERBARD
RADIO OFFICER	C.A. WILLOCKY	J.A. HESLUP	P.M. SANDERS	G.P.S. BATTIS		
JUNIOR RADIO OFFICER						
CHIEF ENGINEER	J. FITZSIMONS	D.H. HENRY	D.H. FRANKS	L.M. WILLIAMS	G. HUGHES	D.J.H. MORRIS
SENIOR CHIEF ENGINEER					D.J. SKININGS	
SECOND ENGINEER	D.P. JONES	M.C. CONNERY	T. CRIPPER-RUSSELL	P.J. WALKER		D. BROWN
JUNIOR SECOND ENGINEER						
THIRD ENGINEER	C.G. FRENCH	P.D. BLADE	E.J. BURRIS	A.C. EDWARDS	J.L. FAGILL	R.M. URGAN
JUNIOR THIRD ENGINEER						
FOURTH ENGINEER	D.E. REES	D.T. MORSE	I.S. EXTON	C.C. FULL	D.A. ROBERTS	P.R. NICHOLAS
JUNIOR ENGINEER	R.R. JONES 3/4	S.G. BARD 3/4	R.J.D. STRANGE 3/4		D.J. EDWARDS 3/4	K.B. GARDNER
JUNIOR ENGINEER		R.D. SMITH	R.D. SPAINFELLS 3/4	M.R. PARKIN 3/4	E.S. CHAVES 3/4	N. WATKINS
JUNIOR ENGINEER			S.G. WATERS			
ELECTRICAL ENGINEER	F. SMITHERS	P.J. SCHMIDT	C.C. SEARON	P. TYERMAN	B. CAUTHERLEY	J.P. CRAWFORD
SENIOR ELECTRICAL ENGINEER						
CATERING OFFICER	A.H. FOX	J. BUCKMASTER	D.R. RY	N.H. FROST	D.C.M. TRINICK	L. HAYWARD
DECK CADET			G.D. RANDELL		I.C. MILLER	
DECK CADET			M.R. EVANS			
DECK CADET						
DECK CADET						
DECK CADET						
ENGINEER CADET	R.P. PHILLIPS			A.J. WHITE	P. PRICE	
ENGINEER CADET	J.A. DAVIES			M.J. BATER	C.J. BROWN	
VESSEL	PORT ALBERT CITY	PRINCE RUPERT CITY	TAGAMA CITY	VANCOUVER CITY	VICTORIA CITY	
MASTER	A.L.G. COUSSETT	M.C. JONES	M.J. HIGGINS	J.J. KALNINS	G.F.R. BLAIRBY	
CHIEF OFFICER	L. COLLARD	A.R. HOPPER	R.V. DUNCAN	J. SHARPLES	F. SCOTT	
SECOND OFFICER	F.F. MATHIAS	E. J. BURN	P.C. COLLS	J.R. ASHLEY	D.J. GIBSON	
THIRD OFFICER	T.A. SMITH	M.R. SADDAN	S.R. WEDDON	A. ARSL	R. HOFFERT	
FOURTH OFFICER						
EL. ENG. OFFICER		D.R. APPLETON				
SENIOR OFFICER	H.G. SANDERS	J.R. MATHIAS		G.E. HADY	S.G.W. WINDHORE	
JUNIOR RADIO OFFICER						
CHIEF ENGINEER	D.H. ANLEY	C.A. POTTS	R. GRAMERS	J. COFFMAN	H.L. FLETCHER	
SENIOR CHIEF ENGINEER				J.J. BATHURST		
SECOND ENGINEER	T. JINPHELL	M.A. PROSE	G.D. JAMES		C. CRADDOCK	
JUNIOR SECOND ENGINEER			A. ROMNEY			
THIRD ENGINEER	A. BRIN	P.V. HUTCHER		R.G. RUSSELL	E.D. AUST	
JUNIOR THIRD ENGINEER						
FOURTH ENGINEER	S. BROWNE	J. RICE	R.S. ALLEN		P. JOSE	
JUNIOR ENGINEER	G.R. ASHROCK 3/4	M.C. EVANS 3/4	G.H. BATES 3/4	G.D. MORGAN 3/4	M.J. PRATT 3/4	
SENIOR ENGINEER	V. J. GALT	A. PETER 3/4	P.J. RIGBY 3/4	P. MURRAY 3/4	J. RIMMON	
JUNIOR ENGINEER				S.T. MOYR 3/4		
ELECTRICAL ENGINEER	S. BRADY	M. WATKINS	R.T. BEAN	T. MOORE	G.J. SULLIVAN	
SENIOR ELECTRICAL ENGINEER						
ENGINEERING OFFICER	A.S. SMITH	A. WILSON	D.G. WATSON	A.T. FRANK	R.A. PRATT	
EL. ENG. OFFICER	J.J. MOYR	G. HUGHES	G. HUGHES	R. J. TAYLOR	A.H. TAYLOR	
DECK CADET	M.C. MOYR		M. G. MOYR	M. G. MOYR	S.P. COLEMAN	
DECK CADET	P. G. MOYR			M. G. MOYR		
DECK CADET						
DECK CADET						
ENGINEER CADET				R.H. STEAR		
ENGINEER CADET						

VESSSEL	CELA	ANDARD	ELENA	ATLANTIC	MARIA FLISA	SARA LINDY
MASTER	P. J. HOROWICHS	T. LAJOSH	M. D. JONES	K. J. FINNER	T. D. DAVIS	T. F. McWILLIAMS
CHIEF OFFICER	P. G. BESCHMIDT	B. JONES	R. J. A. FINCHALL	I. G. STAFF	R. S. BAKER	R. W. HAZEN
SECOND OFFICER	J. M. GIBSON	R. J. WERTHEM	R. BRINDLEY	D. E. STANNARD	H. T. DUMMELINE	L. G. BISHOP
THIRD OFFICER	L. OSMAN	W. P. BARNES	A. L. BRIDE-GREY	K. F. BALLARD	A. G. PROSSER	L. J. DAVIS
FOURTH OFFICER						
ELECTRONIC OFFICER			D. BERGE			
RADIO OFFICER	W. F. GIBSON	B. M. McDNES		W. P. BUDDEN	M. G. SAVAGE	T. F. BULLOCK
JUNIOR RADIO OFFICER						
CHIEF ENGINEER	R. H. BARVEY	M. GREEN	D. J. ENGLIS	J. F. BRUNSON	R. J. HARRISON	J. McWILLIAMS
JUNIOR CHIEF ENGINEER					R. C. EVANS	
SECOND ENGINEER	R. H. ZADOKIN	F. R. BRYANT	M. G. ESMAN	T. J. LAMBERT		R. H. BURNETT
SENIOR SECOND ENGINEER				K. WATKINSON		G. J. HARRISON
THIRD ENGINEER	P. J. KREMERGAST	G. J. BURTON	P. H. EVANS		K. A. VEIDA	
JUNIOR THIRD ENGINEER						M. CHURCH
FOURTH ENGINEER	D. B. SPAIN (S.A. ONLY)	P. PAVES	T. E. SPEERLES	F. F. PLACE	P. BRIDGE	
JUNIOR ENGINEER	G. WALTERS	R. C. POWELL J/A	J. A. GOLDING	R. M. TROGG	G. A. DAYCO	A. J. BROWN
JUNIOR ENGINEER	H. E. LOKE	R. R. TAUBFORD J/S	S. J. DAVIES	W. A. STORE	N. J. HUNT	I. G. BROWN
JUNIOR ENGINEER						
ELECTRICAL ENGINEER	T. WILLOUGHBY	J. A. CRAIGER	K. G. CLIMPTON	E. H. BRIBINGTON	T. WILLOUGHBY	J. McWILLIAMS
JUNIOR ELECTRICAL ENGINEER						
CATERING OFFICER	D. McPHALL	T. W. LEVER	A. J. MAYHEW	L. B. SPERRY	L. P. SEARSDOKE	P. P. AMES
DECK CADET	T. F. DUBALL				T. L. FORD	S. D. SMITH
DECK CADET					J. M. VINCENT	A. B. H. MAZUR
DECK CADET						S. F. LOYD
DECK CADET						
DECK CADET						
DECK CADET						
ENGINEER CADET						

Below are listed Officers and Cadets presently at home either on leave, study leave, under rank heading and in alphabetical order. We cannot enter into any correspondence concerning officers whose names appear on this list. Every endeavour is made to ensure that the list is as accurate as possible at the time of printing.

<u>MASTERS.</u>	<u>THIRD OFFICERS.</u>	<u>CHIEF ENGINEERS (CONTD.)</u>	<u>FOURTH ENG. (CONTD.)</u>	<u>DUN. ENG. (CONTD.)</u>	<u>ENGINEER CADETS (CONTD.)</u>
B. G. BRYER	A. BRAZIER	M. F. RYKER	R. W. CHURCHER	R. G. WALLIAMS-JONES	A. J. KETCHUM
J. CANN	P. A. BULLARD	D. G. BOWLANDS	R. S. GUNBAR	R. J. YATES	P. G. WARD
M. J. CHES	T. A. BURLEY	J. BROWN	A. EDWARDS		C. L. WARE
G. S. CLARKE	M. J. CLARKE	S. J. SOFT	G. MORAN		H. W. WELLS
H. J. JACK	T. G. DOSEY	L. D. L. TAYLOR	G. H. PHILLIPS	<u>ELECTRICIANS.</u>	R. S. FRANKLIN
J. A. MERTZ	G. D. EVANS	R. C. TRICE	M. R. POWELL	<u>SENIOR OFFICERS.</u>	R. S. BISHOP
R. D. STEWART	R. J. GARDNER		A. J. HAYE	A. G. DAVISON	T. STEWART
J. BRADY	H. G. HAYTON	<u>SENIOR ENGINEERS.</u>	G. H. STEVENSON	A. HADFIELD	A. BRIDGES
L. T. STRAIN	T. G. JOSEFF	R. J. ALLSOPP	D. G. WELSH	D. KELLY	N. J. WALLIAMS
R. W. STUART	J. G. MAGLER	E. CLARKE	N. G. SMITHY	S. P. LAWPORT	
J. WARDEN	S. G. MARENGO	D. G. COLLIER		J. T. LORRAINE	<u>DECK CADETS</u>
M. B. WHITEHEAD	M. G. ROBERTS	D. G. DAVIS	<u>JUNIOR ENGINEERS.</u>	D. G. PALMER	P. J. KELLY
	L. S. STEWART	R. G. DIAMOND	R. J. SMITH	R. S. HARRIS	R. J. SMITH
<u>CHIEF OFFICERS.</u>	C. WINGGLES	S. O'NEILL	A. D. BAXTER	K. E. ROBERTS	A. P. COLES
M. J. SKELLY	A. THOMPSON	G. S. EVANS	A. D. COULING	G. SHARROCK	R. J. KILLIB
M. C. HURRY	T. N. WOODLEY	D. FROTS	P. H. DAVIES	P. G. STOREY	G. P. EYCOCK
M. B. HUNTER		M. R. GREEN	G. H. CLEY	R. G. YOUNG	G. R. J. VAUGHAN
A. P. MITCHELL	<u>RADIO OFFICERS.</u>	R. J. GRIFFITHS	R. D. EVANS		R. W. FRAZER
G. W. PARKER	R. G. GARDNER	R. J. HOCKING	J. PROSER	<u>CATERING OFFICERS.</u>	D. G. ARDRE
J. G. PENNELL	D. P. SHERMAN	A. G. HADGSON	G. DAYWELL	R. J. SMITH	P. G. MANSION
J. ROSS	C. D. BATHMAN	K. D. HOSMAN	J. M. HUGH	P. P. DELANEY	D. G. HARRIS
K. M. THORNE	D. J. BENT	N. HERDITT	J. D. HUGGLE	A. R. GUILDIE	D. G. HARRIS
G. L. TWIN	D. P. A. CLARKE	D. G. QUAY	J. G. HUNTABLE	C. D. HARRY	M. G. JENNINGS
N. P. WALDEN	A. J. L. COSTLE	R. J. REES	J. A. JONES	A. P. HUGHES	D. G. KELLY
M. S. WARD	<u>SENIOR ENGINEERS.</u>		R. H. FORD	G. D. LEON	R. W. GIBSON
M. G. WARD	G. S. ALBERT	<u>THIRD ENGINEERS.</u>	R. G. MORRIS	R. J. PATRICK	T. G. LEVINE
M. G. WARD	M. B. BISHOP	D. G. BULLEY	R. J. MORRIS	R. G. PEARSE	J. L. SPARKY
M. G. WARD	R. J. WILSON	D. G. DANIEL	K. M. SPICER	J. L. SPARKY	G. P. PERRY
M. G. WARD	M. J. COLLIER	R. J. DAVIES	A. B. SMITH	I. SWANEY	D. G. PHEOY
M. G. WARD	D. G. FORD	J. R. GILSON	A. B. THOMAS		J. G. RYAN
M. G. WARD	R. G. THORNTON	R. G. LEWIS	A. B. THOMAS	<u>ENGINEER CADETS.</u>	R. G. RYAN
M. G. WARD	D. G. THORNTON	R. G. MCKELLY	R. G. THOMAS	R. J. WARD	C. D. RYAN
M. G. WARD	D. G. THORNTON	D. G. McWILLIAMS	R. G. THOMAS	A. P. HARRISON-JONES	R. W. WARD
M. G. WARD	<u>JUNIOR ENGINEER OFFICERS.</u>	R. G. McWILLIAMS	R. G. THOMAS	R. G. WARD	R. W. WARD
M. G. WARD	R. G. McWILLIAMS	R. G. McWILLIAMS	R. G. THOMAS	M. G. WARD	R. W. WARD
M. G. WARD	<u>CHIEF SURVEILLORS.</u>	R. G. McWILLIAMS	R. G. THOMAS	M. G. WARD	R. W. WARD
M. G. WARD	D. SPENCER	<u>FOURTH ENGINEERS.</u>	R. G. THOMAS	M. G. WARD	R. W. WARD
M. G. WARD	R. CHARLESWORTH	A. G. VINCIG	R. G. THOMAS	M. G. WARD	R. W. WARD
M. G. WARD	D. G. COTTRELL	R. G. WARD	R. G. THOMAS	M. G. WARD	R. W. WARD
M. G. WARD	D. G. COTTRELL	R. G. WARD	R. G. THOMAS	M. G. WARD	R. W. WARD
M. G. WARD	D. HARRISON	R. G. WARD	R. G. THOMAS	M. G. WARD	R. W. WARD

Mr. CHATTEN

AS an interesting footnote to Mr. Chatten's service on the *Eastern City* it will be remembered that this vessel became a C.A.M. ship which meant that she was fitted with a firing ramp (similar to the VI's) extending over the foc'sle head and back over No. 1 hatch on which was mounted a Hurricane fighter which could be fired off to attack any German aircraft molesting the convoy.

There were usually four C.A.M. ships and to give clear firing space they were stationed at the corners of the convoy which made them a particular target for U-Boats. It was probably poor marksmanship on the part of the U-Boats that they continuously missed the *Eastern City* and hit ships astern of her or inside the convoy.

When the attack was over the pilot was required to invert his aircraft near the convoy and bale out into the sea which meant that in winter weather his survival depended on being picked up within a few minutes of ditching. The aircraft was of course a write-off.

Surprisingly this duty was very much sought after by fighter pilots, who all had five or six enemy aircraft down to their credit. When we reached Halifax a practice firing took place and the aircraft landed at an adjacent Canadian Air Force station where they were feted and loaded with gifts as the experienced combat pilots they undoubtedly were.

If no attack took place a similar firing-off took place usually in the Bristol Channel. This was always the matter of deep concern to the Chief Engineer and Chief Officer in charge of the firing operation, as they were fully aware that the Hurricane fighter was grossly overloaded with Canadian whisky, food, candies and nylon stockings, all of which were unobtainable in the U.K. at that time. The *Eastern City* was particularly well thought of amongst pilots as the Company refused to accept the 10/- a day allowance payable by the pilots to the ship for their upkeep and this could mean that on a six weeks trip the huge sum of £20 could be accumulated to acquire the above mentioned goodies.

T. W. MAJOR

Handed over

THE m.v. *Welsh City* and m.v. *Cornish City* have been handed over to their new owners.

The two Panamax vessels—of 70,000 tons each—will be joining the fleet. The m.v. *Orient City* already launched will very soon be in service. The m.v. *Welsh City* is due to be launched in August.

Drilling Rigs

CERTAIN changes have recently taken place in connection with the Rigs.

With Sheaf Drilling now owned by Ben Line, *Atlantic I* will be solely owned by Reardon Smith and the *Rig Atlantic II* will be owned by Sheaf Drilling.

Discussions are presently in an advanced stage in connection with certain arrangements whereby a pooling arrangement will be entered into.

They kept their fingers crossed

MR. M. DAWSON—retired electrician—had a special interest in the article on *Atlantic City* in the December issue. He writes:

"I went back to the ship with Captain Thomas, Harry Wilson and the 2nd Engineer. We kept our fingers crossed at the first kick of the engine, but all went well."

RETIREMENT OF MR. J. D. PEEBLES

MR. PEEBLES, Catering Officer, retired on the 1st January. Unfortunately, retirement was necessary due to failing health.

Jack had a long and distinguished career with the company covering over thirty years. During this time he earned the respect of everyone ashore and afloat and fully deserves the age old commendation of "well done thou good and faithful servant".

We wish him a speedy restoration to a measure of health that will allow him many years of happy retirement.

Spring Gardening Hints

THE deadline for moving and planting roses, shrubs and trees is early March. Any such job not yet done should be given urgent priority whenever ground conditions allow. Time is also running out for pruning fruit trees—this must be completed by the end of the month.

February is the month for cutting back the Jackmanii group of clematis. Cut them down to about 6-9 in. from the base.

It is quite in order to move herbaceous plants just as they are showing signs of starting into growth. Elderly clumps deteriorate a little each year so take off the young outside pieces and re-plant them in a hole lined with peat. The centre is then best discarded.

In the vegetable garden, prepare for the early sowings. Rake into the top soil a sizeable helping of Fisons Yield then cover the strips to be sown with cloches, sealing the ends of each row. When seed sowing time arrives the area will be friable and warm to get everything off to a good start.

Rose pruning

Unless you believe in the school of thought that favours autumn pruning, the first week in March is considered the perfect time to prune hybrid tea and floribunda rose bushes.

The first-year hybrid tea should be pruned fairly severely as an insurance for the future—6 in. from the ground is about right. Thereafter they will only need moderate pruning, which is best defined as the cutting back of base shoots and laterals to about half the length of last year's growth.

The floribunda needs different treatment but, as with the first-year hybrid tea newcomers, should be cut back to within 6-9 in. from the ground. Subsequent years need half-and-half treatment—that is to say, moderate pruning of last season's growth and hard pruning of the older growth. In this way you ensure a more sustained continuity of flowering through summer and autumn.



All cuts must be clean and sloping and should be made about 1/4 in. above an outward facing eye.