



**Auszüge aus der Suisse-Atlantique Hauszeitung „Bulletin“ April 1965 mit dem Reiseplan und der Mannschaftsliste**

**Extract from the Suisse-Atlantique company magazine „Bulletin“ April 1965, showing ship's itinerary and the crew list**

mannschaften						
LAVAUUX	CELESTINA	BREGAGLIA	BARILOCHE	ARIANA	ROMANDIE	Bestand 30.4.65
J. Bark	C. Guidi	A. Leibundgut	L. De Gregori	G. Lepillo	C. Pichard	Kapitän
V. Sallustro	G. Sulser	R. Meier	G. Juon	K. Marten	R. Sauter	1. Offizier
I. Fritzsching	R. Trutzel	G. Corradi	M. Cicmir	C. Pitschen	J. Bille	2. Offizier
D. Zanello	R. Roggero	A. Castaldi	I. Marino	E. Pieters	A. Lopez	3. Offizier
D. Veldhoen	S. Perret	W. Berger	C. Mooyekind	H. Bühler	P. Haldemann	Funker
	G. Mani	U. Laub			H. Piquet **)	Funker-Ass.
E. Scheidema	P. Barbato	J. v.d.Poel	K. Siegerist	G. Haller	J. v.Bommel	leit.Ingenieur
A. v.d. Nol	E. Canova	R. Salm	G. Ozbot	G. Stocca	P. van Dam	2. Maschinist
H. Balsiger	C. Voeffray	S. Asquini	S. Midiri	E. Streich	M. Hochuli	3. Maschinist
E. Candolfi	P. Rapin	E. Pfister	E. Dürst	K. Spring	E. Huwiler	4. Maschinist
A. Bertino	A. Ritter	P. Trama	F. ZHöh	J. Buchle	K. Hiltbrunner	Bootsmann
F. Piaschi	P. Saponaro	H. Meier	P. Zingrich	J. Ochsner		Zimmermann
A. Bechtiger	S. Solano	I. Vantio	B. Ciccolella	H. Christen	R. Baumann	Vollmatrose
C. Dimino	A. Caruso	G. Scala		O. Stadelmann	A. Martinez	Vollmatrose
S. Todaro	S. Borter	I. Vakonta	F. Orlando	N. De Ceglia		Vollmatrose
W. Studer	A. Jegge	P-A. Raymond	L. Lippi	R. Farris	W. Hodel	Vollmatrose
M. Schetter	S.Himmelberger	M. Lulic	F. Vitulano	J-J. Rossini	R.Guglielmetti	Vollmatrose
P. Emery	A. Gabriellini	G. Schafer(OS)	A. Solano	W. Steiner	P. Harder (OS)	Vollmatrose
M. Vultier	W. Bürkler	H. Streit	G. Jaccoud	R. Wiedmer	K. Messora	Leichtmatrose
R. Studer	E. Windlin	E. Fortis	A. Alberti	J. Brunner		Deckjunge
			W. Greub	M. Chevalley	(élève-off.**)	Deckjunge
				J. Magnenat		Deckjunge
		H. Müller	H. Böseiger		C. Stalder	Pumpman
						Lagerhalter
E. Pangos	J-P. Robert			R. Ernst		Donkeyman
S. Müller	J. Altermann	R. Schmied	W. Bauhofer	G. Meyer	F. Brenner	Elektriker
W. Meier	C. Seuret	P. Gerber	P.Nyffeneger	A. Dumont	J. Aebischer	M.Assist/M'mann
D. Simonet	F. Marty	R. Allemann	P. Gyax	P. Züger	E.Leuenberger	M.Assist/M'mann
H. Grünig	F. Wolf	W. Sutter	D. Schmied	H. Raeber	U. Wegmann	M.Assist/M'mann
H. Schultheiss	E. Marti	J. Mathys	K. Brandt	G. Salzgeber	G. Sernet *)	M'mann/Reiniger
H. Thoeni	J. Nussbaumer	G. Wüthrich	K. Hofer	B. Nater	R. Schmied *)	M'mann/Reiniger
E. Girard	P. Schmid	E. Kurt	K. Hägele	A. Dubosson	W. Kaufmann *)	M'mann/Reiniger
H. Odoni	A. Chevalley	V. Bernasconi	P. Bruhin	C. Raymond	A. Widmer *)	M'mann/Reiniger
		K. Müller	W. Zimmermann		H.. Wanner *)	M'mann/Reiniger
					F. Rolle *)	Shipshands *)
F. Manser	O. Moser	W. Koepfel	C. Meier	A. Rapold	A. Ferriroli	Chef-Steward
J.-C. Jaquier	J-L. Péclard	R. Brosi	V. Meola	K. Gretschi	J. Tavernier	2. Steward
		R. Montandon	G. Zuend	P-A. Kobza	W. Raymond	3. Steward
W. Meier	J. Kocher	J-J. Simond	O. Meyer	H.R. Roth	G. Glauser	Koch
F. Gerber	J. Tester	P. Geissmann	D. Bachmann	J. Hafner	H. Peter	2. Koch
J-P. Tzaud	M. Goy	K. Misteli	E. Cerf	R. Bratschi	K. Scherer	Messboy
J-P.De Brot	W. Hinder	J-P. Droux	C. Prelat	E. Schaedler		Messboy

porto di zucchero Durban / Yokohama con arrivo in Giappone verso il 10 Giugno.

m/s BREGAGLIA

(BRE)

A quitté Rotterdam et traverse actuellement l'Atlantique pour arriver au début mai à Montréal. Le navire montera le St-Laurent jusqu'au Lac Supérieur pour y charger une cargaison de céréales destinées au Royaume Uni où il arrivera à fin mai.

Ueberquert zur Zeit den Atlantischen Ozean um sich nach Montreal/St.Lorenz Strom/Grosse Seen zu begeben und für England bestimmtes Getreide an Bord zu nehmen wo m/s BREGAGLIA gegen Ende Mai erwartet wird.

Ha lasciato Rotterdam e traversa attualmente l'Atlantico per arrivare all'inizio di maggio a Montreal. La nave salirà il St-Laurent fino al Lago Superiore per caricarvi una partita di cereali destinati al Regno Unito, dove arriverà a fine maggio.

m/s BARILOCHE

(BAR)

Ce navire arrivera début mai à Geelong (Australie) où il déchargera du phosphate pris à Tampa; l'itinéraire futur n'a pas encore été annoncé par les affréteurs à temps norvégiens qui disposeront du BARILOCHE jusqu'à fin juillet ou fin septembre; la restitution aura lieu sur la côte est des Etats-Unis ou en Europe.

Die BARILOCHE wird anfangs Mai in Geelong (Australien) von Anker gehen, wo das Schiff das aus Tampa kommende Phosphat ausladen wird. Die weitere Reiseroute des Schiffes wurde von den norwegischen Time Charterern, die bis Ende Juli oder Ende September über dieses Schiff verfügen, noch nicht bekannt gegeben. Die Rückgabe des Frachters wird an der Westküste der Vereinigten Staaten oder in Europa stattfinden.

Questa nave arriverà all'inizio di maggio a Geelong (Australia) dove scaricherà del fosfato preso a Tampa; l'itinerario futuro non è stato ancora annunciato dai noleggiatori norvegesi che disporranno della m/n BARILOCHE fino a fine luglio o fine settembre; la restituzione avrà luogo sulla costa est degli Stati Uniti o in Europa.

m/s ARIANA

(ARI)

Affrété à temps par la "K-Line" pour 5 à 7 mois, l'ARIANA a chargé des marchandises générales dans divers ports coréen et japonais; pendant la première

quinzaine de mai, ces marchandises seront déchargées dans cinq ports californiens et une cargaison destinée au Japon sera prise dans trois ports californiens. Le retour au Japon est prévu pour début juin. Ensuite l'ARIANA sera probablement engagé dans la ligne Extrême Orient/ Côte Ouest de l'Amérique du Sud.

Das der "K-Line" für 5/7 Monate für Zeitcharter übergebene Schiff, hat in verschiedenen koreanischen und japanischen Häfen Stückgüter geladen und wird während den ersten zwei Maiwochen fünf kalifornische Häfen damit beliefern und eine für Japan bestimmte Ladung in drei dieser Häfen an Bord nehmen. Das Schiff wird anfangs Juni wieder nach Japan zurückkehren und dann wahrscheinlich eine Reise vom Fernen Osten nach der Westküste Südamerikas antreten.

Noleggiata a tempo dalla "K-Line", per 5 a 7 mesi l'ARIANA ha caricato delle merci generali in diversi porti della Corea e del Giappone; durante la prima quindicina di maggio, queste merci saranno scaricate in cinque porti della California e un carico destinato in Giappone sarà preso nei tre porti californiani. Il ritorno in Giappone è previsto per l'inizio di giugno. L'ARIANA, poi, sarà probabilmente impegnata nelle linee Estremo Oriente/Costa Ouest dell'America del Sud.

m/s ROMANDIE

(RO)

A quitté Ymuiden (Pays Bas) pour se rendre en ballast à Pepel (Sierra Leone). Il arrivera dans ce port vers le 10 mai et chargera 31'000 tonnes de minerai à destination de Ymuiden. Après une escale de deux jours dans ce port, le ROMANDIE fera un voyage similaire et sera de nouveau de retour à Ymuiden le 10 juin.

Hat Ymuiden (Holland) verlassen, um sich in Ballast nach Pepel (Sierra Leone) zu begeben. Sie wird in diesem Hafen um den 10. Mai vor Anker laufen um nachher mit 31'000 Tonnen Eisenerz nach Ymuiden zu fahren. Nach einem kurzen Aufenthalt in diesem Hafen wird sich die m/s ROMANDIE auf eine ähnliche Reise begeben und Ymuiden gegen den 10. Juni wieder anlaufen.

Ha lasciato Ymuiden (Paesi Bassi) per recarsi vuota a Pepel (Sierra Leone). Arriverà in questo porto verso il 10 maggio e caricherà 31'000 tonnellate di minerale a destinazione di Ymuiden. Dopo uno scalo di due giorni in questo porto, la m/s ROMANDIE farà un viaggio similare e sarà nuovamente di ritorno a Ymuiden il 10 giugno.

R.H.

J.-P.F.

**Auszug aus der Suisse-Atlantique Hauszeitung „Bulletin“ August 1965 mit einem Bericht des Funkers Hans Bühler**  
**Extract from the Suisse-Atlantique company magazine „Bulletin“ August 1965 with the report of radio officer Hans Bühler**

m/s Ariana  
 echo from San Francisco



**Journal**  
 AN DER PAZIFIKKÜSTE  
 The "SWISS JOURNAL", established in 1918, is the Official Newspaper of the "United Swiss Societies of California"

HEIZER JOURNAL  
 ORIGINALS      THURSDAY, MAY 25, 1965      Publisher: Curt Wenzeler      48 AEROLAN



m/s ARIANA at San Francisco: two young visitors of the Swiss Colony; Alcatraz and the San Francisco Bay in the background  
 (picture received from Mr. H. Winiger, Lucerne)

**Visit on Board Swiss Ship "Ariana"**



M/S "ARIANA" 12,888 t.d.w. Disponent Owners: SUISSE-ATLANTIQUE, Société D'armement Maritime S.A., Lausanne (Switzerland)

The last issue of the "Swiss Journal" reported on the arrival in San Francisco of the Swiss vessel M/S Ariana of the Suisse-Atlantique S.A. At the time, it was mentioned that a visit on board the ship might be arranged for the Bay Area Swiss. This is now made possible.

Capt. Giovanni Lepillo invites all members of the local Swiss colony to visit the M/S Ariana this coming Saturday, May 22. The ship is now docked at the Boushenn shipyard, 20th and Illinois Streets, San Francisco, where it is undergoing repairs. Visitors are requested to assemble at the gate of the shipyard at 3 p.m. so that they may be escorted in a group to the ship. On board, members of the crew of 37, of whom 30 are Swiss, will act as guides and answer questions.

This is a unique opportunity to visit one of the largest and most beautiful vessels of the Swiss merchant marine. Visitors are advised that although all precautions will be taken for their safety, the tour will be at the risk of each individual.

Thank you, Capt. Giovanni Lepillo for making it possible to visit the M/S Ariana this coming Saturday, May 22, at 3 p.m., Boushenn shipyard, 20th and Illinois Streets, San Francisco.

**CREW'S EXCURSION TO LAKE BERRYESSA**

Owing to our prolonged stay in San Francisco, during which time most of us ran completely short of adventures! to say the least of Western America's most beautiful city, we were offered on June 5th 1965 a trip that would allow us to see also some of our surroundings, and other than only downtown San Francisco with its Broadway, whose "clubs" we were already haunting since one month! For once it was therefore us that "chartered" a Greyhound bus! Out of a crew of 36, 28 decided to participate. In addition Mr. Styger thought it a good idea to forget his engines for a couple of hours and joined us too.

Lake Berryessa is situated north of San Francisco and is reached by road in some 2 hours. We got to the other side of San Francisco Bay by crossing the San Francisco - Oakland Bay bridge which saves a roundabout of 80 miles! This gigantic double deck bridge is 8 1/4 miles long. The upper deck carries 5 lanes of West-bound and the lower deck 5 lanes of East-bound traffic. - Due to the famous sunny California weather, already en route the beer with which the bus was "loaded", was given an initial taste. - A therefore already loud crowd of sailors descended at Lake Berryessa for a first stop to get more supplies and beach equipment!

The old rivalry between the deck and engine people came to a sudden outbreak on this friendly outing at our final destination, the shores of Lake Berryessa; when the two parties engaged in a fierce "football battle". The "engineers" displayed so much unbelievable energy, that they defeated us "navigators", who played against the sun! and who had many



easy "tourists" of m/s ARIANA (photos H. Böhler)



the Captain trying to escape with a crate of "Californian"

players who never seemed to have seen a football before; 2 : 0 - Congratulations!

Our competent banana-balancers (utwards), looked for our well-being more than generously on the following picnic. - Some spent their time on getting better acquainted with our surroundings, (one could make out "hoetesses") near the beach; other took to a shady place for "mental arithmetics", others again, never tired of the sea! found out that they could not swim! Since the "lookouts" sure spotted targets! they probably however shyed them away in their disguised frightening appearances! We left Lake Berryessa in the afternoon, leaving thus a good reputation behind us! (for once).

Since one cannot live on "Oranjaboom" alone, it was arranged to visit a winery in the nearby Napa Valley. - Many of us were looking most eagerly forward to this visit, particularly when we heard that the "brothers" of the Christian Brother Order's winery served their wine without monetary compensation! Useless to say that we, used to entrance fees, cover charges, minimums, prohibitive dollar prices and the like! gladly took to the "barrels". Our cook, finally in his real realm, was contemplating the storage of the biggest 20'000 gallon redwood - "fuel" barrel aboard. -

The captain tried to "escape" with a crate of "Californian", but was caught by a camera eye! "Home", aboard our ARIANA, the beautiful greek goddess, we went over the Golden Gate Bridge, the real landmark of San Francisco. -

A fine trip to remember and recommend to other lucky ones! Our thanks to Suisarn for arranging this nice day off for us.

H. Böhler



San Francisco - Oakland Bay Bridge



Golden Gate Bridge

**Crew beim Ausflug ins Napa Valley. Wenn ihr noch jemand kennt, dann meldet euch doch bei uns, dann können wir das Foto ergänzen, danke (von Hans Bühler).**  
***Crew on the excursion to the Napa Valley. If you know somebody, please let us know, we will up-date the photograph, thank you (photograph by Hans Bühler)***

