



Reardon Smith Line Limited



NEWSLETTER

NO. 1.

INTRODUCTION

For quite a while we have given consideration as to how vessels can be kept informed of the various activities of the Company which would be of interest to Staff and, it has recently been confirmed by a number of people that a Newsletter would be the appropriate means. A number of companies publish Newsletters or Magazines and, rather than look to these for guidance, we would prefer to develop something which, although it may appear somewhat amateurish, nevertheless we hope will develop into something which is entirely a Reardon Smith style with our own ideas - and in any case, at least we will not be infringing anybody's copyright!

We would, therefore, welcome any suggestions from both seagoing and shore staff to ensure that the Newsletter becomes a worth-while venture.

This first edition, therefore, must primarily be in the form of an invitation to the Staff to let us know the sort of information they would like to have and you can be quite sure that every suggestion will be most carefully considered. Letters should be addressed to The Secretary of the Company and headed "Newsletter".

The Chairman, Mr. Alan J. Reardon Smith, personally conveys his best wishes to the Newsletter and hopes that with the co-operation of all concerned, this publication will be the means of developing a better understanding between all the various sections of our Company.

SHIPS' POSITIONS

In this first edition, we are merely giving a general indication of each ships' voyage programme for the ensuing months and, here again, any suggestions for variations in information will be welcomed.

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| "ATLANTIC CITY" | On T/C to Pacific Bulk Carriers Ltd., London, until September 1971/January 1972. Chiefly engaged on Mormugao/Japan Ore trade in fair season.
Sid.Kobe 25th November for Mormugao. |
| "CARDIFF CITY" | On T/C to Transportocean Maritima Mexicana S.A., of Mexico City until January 1970. Engaged in liner trading between Japan and W.C.U.S.A. and Mexico.
Sid.Ensenada 1st December for Acapulco. |
| "CORNISH CITY" | On T/C to Yamashita Shinnihon S.S. Co.Tokyo until January 1970. Engaged in liner trading Japan/E.C.U.S.A./Japan.
Arrived New York 1st December. |

"DEVON CITY" Completes a Durban/Japan Sugar voyage on 20th Sept. Drydocks Kobe. Then fixed Bulk Wheat cargo from South Australia to Chittagong or Chalna. Voyage completion about middle January 1970. Sid.Kobe 24th November for South Australia.

"EASTERN CITY" On T/C to Tenax S.S. Co.until redelivers Rotterdam early December. Vessel fixed to NYK for 3 $\frac{1}{2}$ /5 years car carrying contract. Car Deck fitting at Oslo 25th Jan/20th March. Vessel will require intermediary voyage to make position. Sid.Fremantle 30th October for Rotterdam.

"HOUSTON CITY" On T/C Asia Bulk Carriers Ltd., London. On passage to Chittagong with Bulk Wheat cargo from Brake and Amsterdam. Expect redelivery end December. Sid. Amsterdam 13th November for Chittagong.

"INDIAN CITY" On T/C to Yamashita-Shinnihon S.S. Co.Ltd., Tokyo, until Feb/April 1972. Chiefly engaged in Mormugao/Japan Ore trade in fair season. Sid.Mormugao 23rd November for Tobata.

"NEW WESTMINSTER CITY" On T/C to States Marine Corporation, New York, until redelivery Houston about 26th November. Then chartered to carry Bulk Soyabean Meal from U.S. Gulf to Continent. Free early January after drydocking. Sid.New Orleans 26th November for Houston. Returned New Orleans 27th - engine damage.

"ORIENT CITY" On T/C to Mitsui, O.S.K.Lines, Tokyo, until February 1970. Engaged in liner trading between Japan, South Africa, Brazil and Argentine. Arrd.Durban 1st November. Under-going engine repairs.

"WELSH CITY" On T/C to Strick Line until redelivery Persian Gulf early January. Engaged liner service U.K./Persian Gulf. Arrd. Abadan 28th November.

"WILKAWA" On T/C to Anders Wilhelmsen & Co.Oslo, Chartered for Car Carrying, initial period 5 years expiring 1974. Chiefly engaged in carrying Japanese cars to E.C.U.S.A. with back haul coal or grain cargoes U.S.A./Japan. Arrd. Baltimore 28th November.

DISPOSITION OF OFFICERS.

At the time of going to Press, the position was as follows:-

"ATLANTIC CITY" - Captain G. Harvey, Chief Officer P.J. Boroughs, Second Officer O.J. Mockett, Third Officer, S.H. Hanson, 1st/Radio Officer G. Thomas, 2nd/Radio Officer D.P. Biomead, Chief Engineer W.J. McCallum, Second Engineer B.J. Allsopp, Third Engineer J. Fooks, Fourth Engineer J. Moseby, Junior Engineers P.J. Morris, P.R. Bryant, G. Weir, Electrician B.O. Johnsson, Chief Steward/Purser K.E. Llewellyn, Navigating Cadets K.J. Cribbin, D.L. Stannard, and A.G. Stockman.

"CARDIFF CITY" - Captain A.D. Lightfoot, Chief Officer J.E. Gordon, Second Officer M.C. Hurst, Third Officer B.R. Hopper, Radio Officer H.M.S. Williams, 2nd Radio Officer M. Maddrell, Chief Engineer A.M. McAuliffe, Second Engineer I.G.H. Taylor, Third Engineer R.E. Russell, Fourth Engineer A. Gough, Junior Engineers K. Colledge, R.G. Carlson, M.V. Woodman, Electrician J.D.W. McLaren, Junior Electrician J.C. Gardiner, Chief Steward/Purser L. Slawinski, Navigating Cadets J.K. Saxty, M. Wilcox and W.J. Hutchings.

"CORNISH CITY" - Captain J.D. Lloyd, Chief Officer A.J.H. Crowther, Second Officer J.L.P. McCarthy, Third Officer J.R. Currey, Radio Officer R.M. Gibbons, 2nd Radio Officer J.D.J. Davies, Chief Engineer L.G.I. Taylor, Second Engineer E.R. Morgan, Third Engineer G. Sumner, Junior Third Engineer W.A. Bruce, Junior Engineers R.P. Davies, E.G. Selley, Electrician K.W.G. Hampton, 2nd Electrician A.J. Payne-Cater, Chief Steward/Purser J.W. Loudon, Engineer Cadet R.B. Adey.

"DEVON CITY" - Captain G.F.R. Ellerby, Chief Officer R.K. Stuart, Second Officer T.E. Thistleton, Third Officer D. Hall, Radio Officer S.G. Whitmore, Chief Engineer H.M. Parkes, Second Engineer J. Claydon, Third Engineer A. Hadjidakis, Junior 3rd Engineer P.J. Prendergast, Junior 4th Engineer K.O. Aust, Junior Engineer G.D. Hughes, Electrician P.H. Reynolds, Navigating Cadets C.R. Goddard, T.R. Harrison, Engineer Cadet T.A. Smith, Chief Steward/Purser F.Ash.

"EASTERN CITY" - Captain G.J.T. Lindsay, Chief Officer J.J. Kalnins, Second Officer R.W. Sumner, Third Officer K. Wilcox, Radio Officer R.S. Holborn, Chief Engineer A.J. Tresize, 2nd Engineer D.L. Dyer, Junior 2nd Engineer R.U. Bell, Third Engineer I.R. Skidmore, Fourth Engineer B.J. Mountfield, Junior Engineers C.H. Reynolds, M.J. Yates, C.W. Honfray, Electrician C.J. Nicholas, Chief Steward/Purser E. Wagner.

"HOUSTON CITY" - Captain M.J. Higgins, Chief Officer A.L.G. Gossett, Second Officer J.E.S. York, Third Officer G. Mapplebeck, Radio Officer F.G. Taylor, Chief Engineer D.W. Yool, Second Engineer M.C. Barrall, Third Engineer R.C. Butler, Fourth Engineer R.J. Counsel, Junior Engineers D. MacDonald, J. Vernon, Electrician F.T. Peek, Chief Steward/Purser R.G. Moylon, Engineer Cadet R.G. Liddell, Navigating Cadets P.N. Llewellyn, M.A. Stacey and H. Jerrum.

"INDIAN CITY" - Captain D.L.G. Jones, Chief Officer B. Jones, Second Officer G.A. Collins, Third Officer R.K. Bunting, Radio Officer J.W. Cuthbert, Chief Engineer R.J. Trigg, Second Engineer J.D. Chatten, Third Engineer L.W. Williamson, Fourth Engineer D.A. Ashwin, Junior Engineer H.W. Jones, Electrician T. Willoughby, Chief Steward/Purser N.A. Parselle, Navigating Cadets S.J. Davies, J.S. Stewart, M. Gaffney, D. Burns, Engineer Cadets S. Phillips, M.K. Rudd, A.H. Dallimore.

"NEW WESTMINSTER CITY" - Captain A.C. Thomas, Chief Officer L.M. Hayler, Second Officer A.M. Jones, Third Officer P.G. Rafferty, Radio Officer J.R. Mathews, Chief Engineer L. Sykes, Second Engineer J. Scott, Third Engineer W.P. Brackenridge, Fourth Engineer J.L. Magill, Junior Engineers D.C. Gardner, D. Martin, R.L. Down, Electrician A.G. Lee, Chief Steward/Purser D. MacPhail, Navigating Cadets B.J. Hayle, J.A. Challacombe and D.G. Billingham.

"ORIENT CITY" - Captain D.B. Jack, Chief Officer T.R. McNulty, Second Officer P.J. Bloomfield, Third Officer P.G. Deschamps, Radio Officer S.G. Elliston, Chief Engineer J.S. Dutton, Second Engineer W.J. Parry, Third Engineer A.C. Coombs, Fourth Engineer J. Waters, Junior Engineers N.K. Tucker, R.C. Butcher, Electrician M. Doyle, Chief Steward/Purser E.M. Sefton, Engineer Cadet R.E. Ash, Navigating Cadets A.G. Skeoch, D.J. Cooke, A.M. Beevor-Reid and J.P. Andrews.

"WELSH CITY" - Captain D.L. Beynon, Chief Officer J.C. Lee, Second Officer K. Jones, Third Officer D.G. Jones, Radio Officer B.P. Dunn, Chief Engineer E.W. Poingdestre, Second Engineer G. Griffiths, Third Engineer J.B.L. Ainsworth, Fourth Engineer I. Jones, Junior Engineers D.R. Bowden, J.J. Baghurst, Electrician W. Carr, Chief Steward/Purser C.A. Parry, Navigating Cadets P.L. Coles, P. Hankinson and P.G. Thompson, Junior Engineer B.J. Cross.

"WILKAWA" - Captain T.W.D. John, Chief Officer J. Cann, Second Officer D.J.A. Nicholl, Third Officer P.P. Hames, Radio Officer D.C. Short, Chief Engineer R. Chambers, Second Engineer J.F. Hewson, Third Engineer T.Graham-Russell, Fourth Engineer D.G. Williams, Junior Engineers C.M. Weaver, R. Cowling, Electrician H.L. Reynolds, Chief Steward/Purser R.W. Scott, Engineer Cadets M.J.D. Hannaford, C.E. Hayles, Navigating Cadets S.Osgerby, P.M. Asquith, and J. Bradbury.

NEW TONNAGE

The first of the 25,000 tonners was launched on 28th October and named "VANCOUVER CITY". This vessel is expected to be delivered at Glasgow in February. We are hoping to launch the next vessel in February, to be named "PRINCE RUPERT CITY" and the third vessel in March, to be named "VICTORIA CITY". The fourth 25,000 tonner is expected to be launched in April and she may well be given a Pacific Coast lumber port name, as in the case of her three sister ships.

In spite of the problems which have surrounded Upper Clyde Shipbuilders Group, we are hoping to get delivery of these four vessels in February, April, May and June next year.

SHARES.

During the month, the following ranges of our share prices were recorded:-

Ordinary	8/6d to 9/1½d
"A" Non-Voting	7/6d to 8/1½d

Firmer freight rates have tended to attract purchasers of shipping shares, hence an improvement in shipping share prices and, during the month, there have been one or two recommendations to buy Reardon Smith shares.

CHRONOLOGICAL HISTORY

On 17th March 1946 there occurred a disastrous fire at our Offices at Merthyr House and a considerable number of very interesting records was lost. For some while now we have been endeavouring to bring our records up to date and there is in course of compilation, a history of the Company and it is proposed, in each Newsletter, to quote an entry and the following is to be found in the year 1796:-

"DANIEL D'REARDON (Grandfather of our Founder, Sir William Reardon Smith, Bt.) Master of H.M.S. "WEASEL" which visited Appledore. Married a daughter of Captain Edward Gay, a Bideford Sea-Captain and it is thought he assumed the name of "Smith". Captain D'Reardon was later transferred to H.M.S. "ROMULUS", which vessel was sent to the Nile during the Napoleonic Wars. It is this ship which eventually figured in the Heraldic Coat of Arms of his Grandson when he was created a Baronet".

If any member of the Staff thinks they have information which could be useful in the preparation of this historical record, please contact the Secretary.

Mr. Leslie Howells retired from the Company on the 30th September and, in wishing him and his wife every happiness and health in a long retirement, we record the fact that Mr. Howells joined the Company in 1923 as a Junior, joined the London Office Staff in 1929 and soon became involved in the Chartering Department of the Company and was made a Director in 1961.

SUNDAY NEWSPAPERS

Ships should now be receiving three Sunday newspapers each week and we hope that the selection satisfies the majority. However, it might be a good idea if we could learn the result of a poll from each ship as to the three most popular Sunday newspapers and we would then endeavour to satisfy the majority, but you would appreciate that, for administration purposes, it would mean that each ship receives the same three newspapers. Will Masters, therefore, please conduct this enquiry and notify the Secretary the result.

REPORTED BY MASTERS.

"CORNISH CITY" - 12th October, 1969 - Yokohama.

"During the loading in the Japanese ports, both the conventional derricks and the Velle derricks have been used and I must give a very favourable report on the efficiency and the ease of handling of the general cargo with this system.

The Stevedores were very impressed and they could even reduce their labour as they could keep up with their schedule on reduced gangs.

Heavy containers were handled with ease with the Velle derricks".

"EASTERN CITY" - 28th October, 1969 - Bunbury, W.A.

"I would like you to know that the "EASTERN CITY" was a much photographed vessel this morning, both by Press, Radio and T.V. as she is the largest vessel ever to berth in Bunbury and by lifting 22,600 tons will be the largest shipment ever shipped out".

The above items are extremely interesting to both the shore and seafaring staff and this is the kind of information which can be so conveniently published in a Newsletter and Masters, we are sure, will be guided accordingly.

SPORT

This is a subject upon which we would certainly like to give information, but we realise that, particularly with the seafaring staff, probably every Soccer and every Rugby team has a fan somewhere in the fleet and to quote reports on every fixture each weekend would be voluminous. From the shore staff, doubtless the majority would like it to be known that if all Cardiff City's opponents' offside goals had been disallowed, they would now not only be European Champions, but probably Division I Leaders as well! and the local Rugby team, of course, would have no fears from the Springboks, the All Blacks or anybody else, but we are sure this is not the sort of information you want. However, there might be certain avenues which could be embraced under the heading of "Sport" and here again, we would welcome any suggestions.

Those Members of the Staff who know the position of our Head Office in Greyfriars Road, will recall the 24 storey building which is nearing completion opposite our Offices and it is interesting to note that the Apollo 12, complete with its rockets is, in fact, 10 feet taller than this new building, which itself is 230 feet high. The local T.V. company thought that this provided good material for a recent Children's Hour programme and showed this building in a Space programme as a comparison with Apollo 12.

"Why did the Chief Officer log you?"

"Well, you know the Chief Officer is the man who sits round and watches the others work?"

"Yes, anyone knows that, but why did he log you?"

"He got jealous of me. A lot of the fellows thought I was the Chief Officer".

(With apologies).

We can only emphasize once again that we are anxious to produce a Newsletter which contains just what you want and you can be assured that every suggestion will be carefully considered, with a view to producing at as frequent intervals as possible, a Newsletter which will be of interest to everybody.

As this first Newsletter should reach you before Christmas, the opportunity presents itself to convey to all Staff, both seagoing and shore, very best wishes for Christmas and the New Year.

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