



INTRODUCTION

Only a few vessels have been able to acknowledge receipt of the first Newsletter and their congratulatory remarks are most encouraging. In due course, when suggestions are received, these will be carefully considered with a view to improving later editions. In the meantime, because the second Newsletter is following so closely the first publication, necessarily there are no important changes in the pattern. However, just as we go to press, very helpful suggestions have been received from the "ORIENT CITY" and the necessary action is being taken.

SHIPS' POSITIONS

- "ATLANTIC CITY" On T/C to Pacific Bulk Carriers Ltd., London, until September 1971/January 1972. Has been switched from Mormugao/Japan Ore trade to do one voyage Port Hedland/Japan, Ore. Arrd. Port Hedland 21st Jan. Sails 26th Jan.
- "CARDIFF CITY" On T/C to Transportocean Maritime Mexicana S.A. of Mexico City until July/October 1970. Engaged in liner trading between Japan/W.C.U.S.A. and Mexico. Arrd. Nagoya 24th Jan. On completion discharge various ports in Japan early February will drydock and flush tweendecks at Kobe prior to proceeding on next voyage.
- "CORNISH CITY" On T/C to Tokai Shipping Co. Ltd., Tokyo, for one Pacific Round voyage basis delivery Japan. Sld. Yokohama with 372 cars for discharge Portland, Oregon. Loads grain Columbia River for discharge Japan.
- "DEVON CITY" On T/C to Mitsui O.S.K. Lines, Tokyo, for a trip only from West Coast India to Japan. Sld. Calcutta 14th Jan. after loading part cargo ore. Sld. Kakinada on completion loading 22nd Jan., for discharge Kawasaki, after which loads coal Newcastle NSW/Rostock or Hamburg.
- "EASTERN CITY" Arrd. Oslo 25th Jan., where she will remain until abt. 20th March, fitting car decks prior to going on T/C to NYK, Tokyo, for 3½/5 years car carrying contract.
- "HOUSTON CITY" On T/C to Daiichi Chuo Kisen Kaisha Ltd., Tokyo for a trip only from Visakhapatnam to Japan, Manganese Ore. Sld. Visakhapatnam 9th Jan. Arrd. Wakayama 24th Jan. On completion Wakayama proceeds Kobe for drydocking and flushing tweendecks.

- "INDIAN CITY" On T/C to Yamashita Shinnihon S.S. Co.Ltd., Tokyo, until Feb/April 1971. Chiefly engaged in Mormugao/ Japan Ore trade in fair season. Sld.Mormugao 8th January for Kimitsu where expect complete discharge 1st February, then proceeds Kobe for routine drydocking.
- "NEW WESTMINSTER CITY" Sld.Rouen on completion discharge bulk Soya Bean Meal cargo 16th January. Arrd.South Shields 18th Jan.where she will undergo engine repairs until end February.
- "ORIENT CITY" On T/C to Mitsui O.S.K. Lines, Tokyo. Now on return passage La Plata to Japan where she is due to redeliver. Sld.La Plata 9th January. Called Durban 23rd January. Drydocks Kobe end Feb/early March on completion T/C voyage.
- "WELSH CITY" Redelivered from Strick Line T/C and sailed Dubai 2nd Jan. Fixed Durban/Niigata and Toyama, Anthracite. Sld.Durban 23rd Jan. Expect complete this voyage 20/25th Feb.
- "WILKAWA" On T/C to Anders Wilhelmsen & Co. Oslo. Chartered for car carrying, initial period 5 years, expiring 1974. Chiefly engaged carrying Japanese cars to E.C.U.S.A. with back haul coal or grain cargoes U.S.A./Japan. Sailed Yokohama 22nd Jan. with cars for discharge E.C.U.S.A.
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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 D.J. Mockett, Third Officer S.H. Hanson, Chief/Radio Officer G. Thomas, Second Radio Officer D.P. Bidmead, Chief Engineer W.J. McCallum, Second Engineer B.J. Alleopp, Third Engineer J. Foots, Fourth Engineer J. Moseby, Junior Engineers P.J. Morris, P.R. Bryant, G. Weir, Electrician B.D. Johannsson, Chief Steward/Purser K.G. Llewellyn, Navigating Cadets K.J. Cribbin, D.E. 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, Second Radio Officer R. Maddrell, Chief Engineer W. Morgan, Second Engineer I.G.H. Taylor, Third Engineer R.E. Russell, Fourth Engineer A. Gough, Junior Engineers R.G. Carlson, K.H. Colledge, M. Woodman, Electrician J.D.W. McLaren, Second Electrician J.C. Gardiner, Chief Steward/Purser L. Slawinski, Navigating Cadets J.K. Saxty, M. Wilcox and W.J. Hutchins.

"CORNISH CITY" - Captain F.J. Johns, Chief Officer B.A.G. Boyer, Second Officer J.L.P. McCarthy, Third Officer P.E. Hewson, Radio Officer A.S. Ferguson, Chief Engineer J.G. Howell, Second Engineer J. Ridley, Third Engineer I.F. Moutat, Fourth Engineer B.A. Velda, Junior Engineers J.W. Elliott, E. Hoy, Electrician D.G. Smith, Chief Steward/Purser J.D. Peebles, Engineer Cadet R. Dunbar, Navigating Cadets R.R. Jensen and J.L. Caton.

"DEVON CITY" - Captain G.F.R. Ellerby, Chief Officer N.R. Brown, Second Officer P.M. Beverstock, Third Officer A.J. Simmons, Radio Officer E.A. Willlocks, Chief Engineer A.A. Cameron, Second Engineer W.D. Munro, Third Engineer A.G. Hodgson, Fourth Engineer J. Levanie, Junior Engineers E.M. Oberholzer, J.P. Spencer, Electrician P. Maloney, Chief Steward/Purser D. Standaloft, Engineer Cadet G.D. Smith, Navigating Cadets B.M. Richardson and E. Mullin.

"EASTERN CITY" - Captain O.J.T. Lindsey, Chief Officer J.J. Kalnins, Second Officer R.W. Sumner, Third Officer K. Wilcox, Radio Officer R.L.Holborn, Chief Engineer A.J. Trezise, Second Engineer D.L. Dyer, Junior Second Engineer R.U. Bell, Third Engineer I.R. Skidmore, Fourth Engineer B.J. Mountfield, Junior Engineers C.H. Reynolds, C.W. Homfray, 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. Stacy 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. Chattan, 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 and 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, Chief Radio Officer J.R. Mathews, Second Radio Officer J. Cawardine, 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 J.A. Challacombe, B.J. Hayle and D.G. Billingham.

"ORIENT CITY" - Captain J.S. Murray, Chief Officer D.L. Bell, Second Officer P.J. Warren, Third Officer P.G. Deschamps, Radio Officer S.G. Elliston, Chief Engineer G. Murray, Second Engineer B. Kirkley, Third Engineer H. Burns, Fourth Engineer M.B. Parrott, Junior Engineers K. Blunt, J.H. Davies, Electrician S. Cullinane, Chief Steward/Purser R.J. Jenkins, Navigating Cadets P. Matthews, R.M. Hewett, Engineer Cadet D. Jennings.

"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, Second Radio Officer S.H.W. Stevens, Chief Engineer D. Brown, Second Engineer G. Griffiths, Third Engineer I. Jones, Fourth Engineer D.R. Bowden, Junior Engineers B. Cross, J.J. Baghurst, Electrician W. Carr, Chief Steward/Purser C.A. Parry, Engineer Cadet D.B. Williams, Navigating Cadets P.G. Thompson, P.C. Coles and P. Hankinson.

"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. Hawson, Third Engineer T. Graham Russell, Fourth Engineer D.C. Williams, Junior Engineers R. Couling, C.M. Weaver, Electrician H.L. Reynolds, Chief Steward/Purser R.W. Scott, Navigating Cadets P.M. Aquith, J.P. Bradbury, S. Gegerby, Engineer Cadets M.J.D. Hanneford and C.E. Hayler.

NEW TONNAGE

We are pleased to announce that an order for two more 25,000 tonners has been placed with Upper Clyde Shipbuilders for delivery in August and October 1971. This latest order brings the total of this type of vessel to six and, as in the case of the previous four ships, these latter two will also incorporate 8 & W. 11,600 b.h.p. engines and will have sophisticated cargo gear consisting of five 15-ton Hagglund cranes.

In addition to these six vessels, we have also ordered from Upper Clyde Shipbuilders two 25,000 tonners for Owners which we are not in a position to name at the moment, but these two ships, in every respect the same as our own 25,000 tonners, will be managed by us. These two vessels are also due for delivery in 1971. We are also negotiating for business which will involve the management of yet further vessels. All this indicates our determination to expand and it is interesting to note that even without the vessels for management only, the Company's deadweight tonnage will be the highest ever operated since the Company was founded in 1905.

SHARES

During the month there have been numerous fluctuations, some caused by a continuance of the former freight rates and others by influences such as reports in the financial section of newspapers. The kind of report which has quite an influence on share prices is given below and appeared in The Sun newspaper on 12th January:-

"Shareholders in the Cardiff-based Reardon Smith Line can expect their ship to come home next month.
For that is when the first of six 25,000 tonner "tramp" ships currently under construction for the company at Upper Clyde will be handed over.
Another three will follow within months; and the last two - for which the orders have just been placed - will be ready next year. It will give the company - with 11 ships afloat at the moment - its biggest deadweight of shipping in its 60 year history.

And for shareholders I forecast their ship will have come home in more ways than one. For the past few years the company has been taking advantage of the Government's policy of "cheap money" to help the struggling shipbuilders.
It has meant holding back. The shares are currently undervalued at just below the 10s mark - and assets stand at about 30s a share. The company should now start to reap the benefits of the world shipping shortage.
And there is a technical situation which makes the company an interesting speculation; stock is difficult to come by on the market, since there is a large tied family holding".

There was also an article in the Investors' Chronicle which would encourage the purchase of Reardon Smith Line shares.

At the time of going to press, the price of the ordinary and "A" Non-Voting shares was 14/6d and 12/3d respectively, having started at 9/1¹/₂d and 9/1¹/₂d from our previous advices.

As a result of visits made to vessels in Japan in October/November 1969 by Mr. Woodman, the following decisions have been taken:-

Washing Machines: A request was made by Engineers that washing machines be installed on vessels to enable them to frequently wash their overalls. It has been decided that these should be installed on all vessels and, to date, eight machines have been supplied.

Sextants: It was mentioned that Deck Officers carrying sextants incurred costly excess baggage charges when proceeding to and from vessels by air. It has been decided to place two sextants aboard each vessel and the supply to vessels has already commenced.

Sunday Newspapers: As Officers will be aware, three Sunday Papers are now being forwarded to vessels each week.

Officers' Bars: These are being installed on all new vessels. In the event of bars being installed by Officers on existing vessels, the Company will be prepared to reimburse the cost of materials.

Duration of Voyages: During the visit, several Officers expressed the view that they should be allowed to re-engage for a further period of six months when Articles are terminated. It has, therefore, been decided that Officers be given the option and vessels are now being contacted before the closing of Articles to ascertain the names of Officers who wish to avail themselves of the extension.

Wives Accompanying Husbands on Voyages: It has now been agreed that wives who are allowed to accompany their husbands on voyages shall be able to do so after their husbands have completed a six months voyage.

Company's Bond: It has been decided that the prices of goods supplied from a Company Bond should be reduced and amended prices will be shortly advised to vessels. In arriving at the new prices, allowance will be made for administration costs, losses, etc.

Smoke Room - Refrigerators: It has been agreed that these should be fitted in vessels when bars are installed.

Crew Mail: We are fully conscious that crew mail should be received by Officers as promptly as possible and, to this end, we are endeavouring to make improvements. However, Officers will appreciate that we experience difficulty beyond our control; i.e. unsatisfactory postal services when vessels are under Time Charter and ports of call changed at very short notice.

CHRONOLOGICAL HISTORY

In our last edition, we referred to the Chronological History which was being prepared and it is our intention to quote from this history any items of interest. One reference to the Founder in 1883 reads:-

"Joined "MACHUANISH" as Master at Port Glasgow on 5th November. This vessel was built by Robert Duncan of Glasgow and was the Clipper of Messrs. H. Hogarth & Sons' fleet. (Hogarth's are, of course, still operating). The vessel attracted considerable attention, not only for her beautiful appearance, but also for the number of very fast voyages she had made, creating a record with her famous run home from Portland, Oregon, to the Fastnet in 89 days in 1892".

MARRIAGES

It has been suggested that it would be interesting to the Staff to have Marriages announced and, rather than presume that this would be everybody's wish, we feel it would be better for anyone wishing to have such an announcement published to send us full information and this will be printed in the subsequent Newsletter.

OBITUARY

On 12th January the death occurred of Chief Officer P.G. Radford, tragically, in a motor accident in Cardiff. Mr. Radford, who was 29, joined the Company as an Apprentice in September 1957, after pre-sea training at the Reardon Smith Nautical College, Cardiff. He last served on the "NEW WESTMINSTER CITY", leaving this vessel in November 1969. Mr. Radford leaves a widow and a daughter aged 5. Our deepest sympathy has been conveyed to Mrs. Radford.

BOARD OF TRADE CERTIFICATE SUCCESSES

We would like to congratulate the following members of the Staff on obtaining their Certificates during the past month:-

Master's Certificate	-	Mr. D.B. Wootton
1st Mate's Certificate	-	Mr. P.J. Warren
1st-Class Motor Certificate	-	Mr. D.L. Dyer
2nd-Class Motor Certificate (Part "A")	-	Mr. G. Hughes Mr. R. Day

To illustrate the evil effects of alcohol on the human body, the teacher dropped a worm into a glass of water, where it wriggled contentedly; next, she placed it in a small glass of whisky where it soon curled up and died.

"And what does this experiment teach"? She asked the class.

Bright lad: "People who drink whisky will never have worms".!