



NEWSLETTER

AUGUST 1970

NO.7.

INTRODUCTION

We record with pleasure that the distribution of the Newsletter has now reached a total of 325 copies and this is most encouraging in our efforts to produce something really worthwhile when we refer to Publication No. 1 with a distribution of 120 copies.

We are still very short of contributions and the sort of material which is extremely popular was contained in our last Newsletter in the effort from the "INDIAN CITY" on Kuala Dungun and we have had so many appreciations of this article that we are happy to again thank Chief Radio Officer Mathews, in co-operation with Master and Officers of the "INDIAN CITY" for their efforts. Nevertheless, appreciating that Ships' Positions and Disposition of Officers are items which are particularly interesting to our readers, rather than hold up a Newsletter for lack of material, we will make every effort to publish a Newsletter each month.

SHIPS' POSITIONS

"ATLANTIC CITY"

On T/C to Pacific Bulk Carriers Ltd., London, until Sept.1971/January 1972. Arrd.Rompin (Malaya) 12th August to load Ore for Wakayama. Sls.Rompin about 25th Aug.and expect complete disch.Wakayama early Sept. Then proceeds Port Hedland or Darwin to load Ore for Wakayama.

"CARDIFF CITY"

On T/C to Transportocean Maritime Mexicana S.A.of Mexico City until Oct/Nov.1970. Engaged liner trading between Japan/W.C.U.S.A. and Mexico. Arrd.Tokyo 14th July with Gypsum, Generals and Timber from Pacific Coast. After discharging Tokyo & Osaka finally completed Kaohsiung on 8th Aug.Loads Kobe, where arrd.13th Aug., Yokohama & Shimizu. Expect sail Shimizu 26th Aug.for San Diego, Los Angeles & Mexican ports. Arrs.San Diego about 8th Sept.

"CHIYODA" (ex "Eastern City")

Fitted with car decks & now on T/C a/c to NYK, Tokyo for 3j/5 years. Arrd.Moji 9th Aug.with grain from Pascagoula. Expect complete discharge 21st Aug. Then loads autos at Nagoya & Yokosuka & sails 25th Aug.for Antwerp & Rotterdam. Expect arrive Antwerp 30th September.

"CORNISH CITY"

On T/C to Tokai Shipping Co.Ltd., Tokyo, until July/September 1971. Arrd.Kinuura 13th Aug.with grain from New Orleans. Completes discharge & sld.Tagonoura 19th Aug. then loads plywood & steel products at Yawata & Pusan & Yokohama for Boston, Philadelphia & Wilmington, N.C. Sails Yokohama 31st Aug. Expect arr.Boston 26th Sept.

"DEVON CITY"

Sld.Cape Town 29th July with cargo of maize for Manzanillo where arrives 25th Aug. After completion discharge maize, proceeds to Mazatlan under T/C, where arrives 15th Sept. to load cotton for disch.Barcelona. Expect arrive Barcelona middle October.

"HOUSTON CITY"

Sld.Portland, Ore.9th Aug. with bulk wheat for Taiwan. Expect arrive Taiwan 27th Aug and complete disch.8th Sept. Then proceeds Queensland (arriving 18th Sept) to load bulk sugar for St. John, N.B. Expect arrive St. John, N.B. to discharge 25th Oct.

"INDIAN CITY"

On T/C a/c Yamashita Shinnihon S.S.Co.Ltd., Tokyo, until Feb/April 1971. Arrd.Dungun 1st Aug.for loading Ore for Chiba/Mizushima. Expect sail 25th August & complete disch. Japan 4th Sept. Then returns to Dungun or Rompin to load for Japan.

"NEW WESTMINSTER CITY"

Redelivered from Deutsche Afrika Line on 17th August & sailed Rotterdam for U.S.Gulf where loads bulk meals, rice for Rotterdam. Expect arrive U.S.Gulf 2nd Sept., sail 5th Sept. & arrive Rotterdam 21st Sept to discharge.

"ORIENT CITY"

Arrd.St.John, N.B.9th Aug and expect compl. discharge 19th. Vessel then proceeds to U.S. Gulf, arriving 25th August to load bulk H.S.S. for Leith. Arrives Leith 14th Sept. to discharge.

"PRINCE RUPERT CITY"

Sld.New Orleans 8th Aug.for Tokyo Bay-Moji range with cargo of Corn. Sld. Panama Canal 13th August. Arrs.Japan 6th Sept. After completion discharge proceeds to British Columbia, where delivers on T/C to Canadian Transport. Loads lumber at B.C. ports for discharge Florida-Maine range, including Puerto Rico, where expected arrival 17/20th October.

"VANCOUVER CITY"

Arrd.Trieste to discharge log cargo on 18th July. Expected to complete at Monfalcone 25th August & sail for U.S.Gulf to load bulk H.S.S. for Tokyo Bay-Moji range. Expected arrival date U.S.Gulf 11th Sept.& Japan for discharge 15th October.

"WELSH CITY"

Sld.Kobe, after drydocking, 31st July & delivered on T/C to Retla for a round voyage. Loaded plywood & steel products at Pusan 1/6th August & arrived Kaohsiung 8th Aug. Completed & sails 12th Aug.for Vancouver (Wash) where arrives 28th August & Long Beach. Return itinerary not yet available.

"WILKAWA"
(ex "Australian City")

On T/C to Anders Wilhelmsen & Co. Oslo, Chartered for car carrying, initial period 5 years, expiring 1974. Arrd.Chiba with Proler.Scrap cargo 30th July and sailed 5th August. Sld.Nagoya 8th after loading autos for Jacksonville & Newark. Expect arrive Balboa 29th August. Arrives Jacksonville 2nd Sept.

DISPOSITION OF OFFICERS

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

"ATLANTIC CITY" - Captain O.J.T. Lindsay, Chief Officer W.D.Jones, Second Officer J.W. Lloyd, Third Officer P.P. Lewis, Radio Officer D.P. Bidmead, Chief Engineer J.E. Towing, Second Engineer J. Scott, Third Engineer A.C. Coombs, Fourth Engineer C.D. Hughes, Junior Engineer G. Jennings, Electrician K.W.G. Hampton, Chief Steward/Purser C.J. Harry, Engineer Cadet R.E. Ash, Navigating Cadets W.J. Yutchings, A.G. Skeoch, and D.C. Cumming.

"CARDIFF CITY" - Captain D.B. Jack, Chief Officer D.B. Wootton, Second Officer G.T. Parker, Third Officer B.R. Hopper, Radio Officer H.M.S. Williams, Chief Engineer W. Morgan, Second Engineer J.C.Lillicrap, Third Engineer K. Green, Fourth Engineer K.D. Aust. Junior Engineers M.J. Burt, A. Trevail, Electrician D.G. Grant, Chief Steward/Purser F. Ash, Engineer Cadet R.B. Adey, Navigating Cadets D.J. Cooke and P.L. Morgan.

"CHIYODA" - Captain A.B. Parkhouse, Chief Officer P.J. Boroughs, Second Officer E.W. Walmsley, Third Officer M. Gaffney, Radio Officer B. Williams, Radio Officer E.A. Vost, Chief Engineer W.H. McCallum, Second Engineer R.K. Binns, Third Engineer J.L. Magill, Fourth Engineer O.G. Williams, Junior Engineers M.J. Snook, B.C. Knapp, Electrician F.T. Peek, Chief Steward/Purser C.A. Parry, Navigating Cadets C.R. Goddard, K.T. O'Higgins, Engineer Cadets T.W. Davies, and S.G. Fraser.

"CORNISH CITY"- Captain D.L. Beynon, Chief Officer J.E. Gordon, Second Officer N.R. Waldron, Third Officer D.G. Jones, Radio Officer E.A. Willocks, Chief Engineer R.J. Trigg, Second Engineer M.J. Ridley, Third Engineer A. Hadjidakis, Fourth Engineer D.R. Bowden, Junior Engineers J.J. Baghurst, R.L. Down, K.J. Walmsley, Electrician J.D.W. McLaren, Chief Steward/Purser A.C. McNeill, Navigating Cadets E. Mullin, D.E. Stannard and B.J. Hayle.

"DEVON CITY" - Captain J. Cann, Chief Officer A.J.H. Crowther, Second Officer P.M. Baverstock, Third Officer J.R. Francis, Radio Officer J. Henry, Chief Engineer C.A.J. White, Second Engineer J. Claydon, Third Engineer R.E. Russell, Fourth Engineer D.J. Ashwin, Junior Engineers D. Brown, J. Rockey, Electrician B.O. Johansson, Navigating Cadets B.T. Hernaman, P.A. Bullard, Chief Steward/Purser G.B. Thomas.

"HOUSTON CITY" - Captain D.L.G. Jones, Chief Officer J.J. Kainins, Second Officer G.A. Collins, Third Officer C.G. Starr, Radio Officer S.H.W. Stevens, Chief Engineer W.M.S. Parks, Second Engineer W.J.Parry, Third Engineer W.A. Bruce, Jun.Third Engineer J.P. Silcock, Fourth Engineer A.H. Dallimore, Junior Engineer M. Woodman, Electrician J. McDowell, Chief Steward/Purser E. Wagner, Navigating Cadets J.K. Saxty, P.C. Roberts and H.G. Hurst.

"INDIAN CITY" - Captain T.W.D. John, Chief Officer A.L.G.Gossett, Second Officer W.G. Wood, Third Officer G. Mathewson, Radio Officer G. Thomas, Chief Engineer R. Chambers, Jun.Chief Engineer D. Brown, Third Engineer J.B. Ainsworth, Fourth Engineer P.A. Magorrian, Junior Engineer A.J. Smart, Electrician P.H. Reynolds, Second Electrician C.R. Anthony, Chief Steward/Purser D. Gowsall, Navigating Cadets A. Tay, J.D. Williams, Engineer Cadets J.S. Davie & S.J. Tugwell.

"NEW WESTMINSTER CITY" - Captain D.C. Griffith-Jones, Chief Officer J. Porteous, Second Officer E.G. Brady, Third Officer B.M.Richardson, Radio Officer S.G.W. Whitmore, Chief Engineer D.W. Yool, Second Engineer D.W. Morse, Third Engineer L.M. Williamson, Fourth Engineer M.B. Perrott, Junior Engineers F.E. Robinson, P.R. Bryant, Electrician J.C. Gardiner, Chief Steward/Pursers L.B. Surrey, F.W. Lever, Navigating Cadets A.G. Stockman, A.C. Skilton & M. Wilcox.

"ORIENT CITY" - Captain G. Harvey, Chief Officer A.E.R. Burton, Second Officer D.J.A. Nicholl, Third Officer S. Ogerby, Radio Officer J. Carwardine, Chief Engineer A.R. Cameron, Second Engineer W.R. Loades, Third Engineer W.P. Brackenridge, Fourth Engineer J. Levenie, Junior Engineers R.I. Whittington, B. Scarlett, Electrician D. Moss, Chief Steward/Purser L. Slawinski, Navigating Cadets S.M. Burley, A.R. Jutsum, Engineer Cadets R.E. Diamond & D.W. Quayle.

"PRINCE RUPERT CITY" - Captain M.J. Higgins, Chief Officer N.R. Brown, Second Officer J.E.S. York, Third Officer G. Mapplebeck, Radio Officer B.R. Dunn, Chief Engineer J.S. Dutton, Second Engineer E.R. Morgan, Third Engineer A.G. Hodgson, Fourth Engineer R. Glendinning, Junior Engineers A.W. Warburton, G.A. Weir, Electrician T. Willoughby, Chief Steward/Purser R.G. Moylon, Navigating Cadets J.A. Challacombe, P.C. Coles, K.J. Cribbin and Engineer Cadet C.E. Hayles.

"VANCOUVER CITY" - Captain J.H.J. Thornhill, Chief Officer R.A.H. Vanner, Second Officer K. Jones, Third Officer B.R. Reynard, Radio Officers D.C. Short, D.S.H. Thomson, Chief Engineer T. Sukienik, Second Engineer M.C. Barrall, Third Engineer C. Gatheshill, Fourth Engineer E. Hume, Junior Engineers P.J. Morris, D. Martin, Electrician A.G. Lee, Chief Steward/Purser R.A. Peach, Engineer Cadet M.R.Green, Navigating Cadets D.G. Morgan and J. Paton.

"WELSH CITY" - Captain J.D. Lloyd, Chief Officer Ll.M. Hayler, Second Officer M.C. Hurst, Third Officer P.M.G. Asquith, Radio Officer S.G. Elliston, W.C. Ciasstula, Chief Engineer L.G.I. Taylor, Jun.Chief Engineer R.C. Fraser, Second Engineer D.J. Ferrier-Williams, Third Engineer R. Day, Fourth Engineer R.C. Butcher, Junior Engineer J.R. Jones, Electrician V. Daw, Chief Steward/Purser E.H. Sefton, Engineer Cadet M.K. Rudd, Navigating Cadets E. Fielding, S.D.Lloyd Jones, S.J. Stewart and S.J. Davies.

"WILKAWA" - Captain A.D. Lightfoot, Chief Officer R.K. Stuart, Second Officer H.P. Bird, Third Officer A.A. McCalmont, Radio Officer R. Maddrell, Chief Engineer E.W. Poingdestre, Second Engineer B.M. Draper, Third Engineer P.J. Prendergast, Fourth Engineer A. Gough, Junior Engineer R.H.D. Mills, D.B. Williams, J. Lavin, Electrician H. George, Chief Steward/Purser R.G. Pierce, Navigating Cadets J.P. Andrews, N. Jerrum, P.N. Llewellyn and J. Rees.

NEW TONNAGE

The "PRINCE RUPERT CITY" was duly delivered and sailed from Glasgow on 17th July for New Orleans. The fitting out of the "VICTORIA CITY" and "FRESNO CITY" is proceeding satisfactorily and Upper Clyde Shipbuilders are making tremendous efforts to honour delivery dates, but it is unfortunate that serious delays are occurring through the inability of suppliers to meet their commitments and we anticipate delivery of these two ships October/November.

The delivery dates of the further three ships of this class are still indicated as August and October 1971 and February 1972.

SHARES

The continued firmer freight market reflects a favourable position in shipping shares and, starting off from the last Newsletter with prices of 13/- and 12/6d respectively for the Voting and "A" Non-Voting shares, the prices have now risen to 16/3d and 15/9d, with which figures there appears to be some stability, although profit-taking could cause slight variation.

The following Notes of Proceedings at a Meeting of Directors held on 19th August 1970 was duly distributed to the Stock Exchange and Press:-

"The Directors of Reardon Smith Line Limited announce that after reviewing the financial position of the Company and the estimated profits for the first half of the current accounting period, they have declared an Interim Dividend at the rate of 5%, less Income Tax, on the Stock and on the "A" Non-Voting Stock of the Company. This dividend is declared in respect of the accounting period ending on the 31st March 1971 and will be paid on the 30th September 1970 to Stockholders whose names appear in the Register of Members on 14th September 1970.

The optimistic view expressed when the March dividend was paid is confirmed by a substantial increase in the level of estimated profits during the first half of the current accounting period and, subject to a continuance of these trading conditions and there being no undue delays in delivery of new tonnage on order, the Board anticipate this improved level of profitability being maintained".

CHRONOLOGICAL HISTORY

In our previous Newsletter under this heading, we referred, for 1906, to the first steamship "CITY OF CARDIFF" and we now record our entry for 1912:-

1912 - "On 12th March a serious casualty occurred, resulting in the total loss of the s.s. "CITY OF CARDIFF", which vessel ran ashore off Landsend in a severe gale and broke up in the heavy seas running in and around that rugged part of the English coast. Fortunately, no loss of life attended this disaster, the crew being saved by Breeches Buoy - a rocket apparatus. The Chief Officer's wife, Mrs. Elizabeth Bethke, a niece of the Founder, was on board and was the first woman to be saved from a shipwreck in this manner.

To replace the "CITY OF CARDIFF", a few months later the s.s. "CHARLTON" was purchased and renamed "CORNISH CITY".

NEW TRAINING SCHEME FOR DECK CADETS

We feel that you will be interested to know that a new course of training has been introduced for Navigating Cadets, which will become compulsory for all new entrants as from 1st September 1970.

Under the new scheme, more emphasis is being placed on college-based training, coupled with a Guided Study Course, which will be individually tailored for each Cadet, depending on his academic qualifications.

Briefly, the course will consist of the following:-

- 1) Two weeks Induction Course to be undertaken at a Nautical School.
- 2) An initial period at sea of 6/9 months duration.
- 3) Phase I - 18 weeks at a Nautical College.
- 4) Phase II - 12 to 15 months sea service.
- 5) Phase III - 18 weeks at a Nautical College.

Upon completion, an examination will be taken, leading to the award of a Second Mate's Certificate/O.N.C. in Nautical Science.

6) Further sea service to satisfy B.O.T. requirements, upon completion of which, the Second Mate's Certificate/O.N.C. will be issued.

It is hoped that the new scheme will enable Deck Cadets to obtain their Second Mate's Certificate more readily.

As promised in our last Newsletter, we now submit the first part of the lecture given by a member of the Board, Mr. A.F. Westall, to local students who are studying shipping matters, entitled "PRESENT-DAY CHARTERING":-

To commence I would like to make one or two points. My remarks apply to deep sea dry cargo chartering. Secondly, if you find me too elementary in some parts or too detailed in others, I make my apologies in advance, but the subject covers such a wide field that it is difficult to know just what to incorporate to keep the matter to a general nature.

As you may be aware, the term "liner" includes any vessel which regularly runs on a service between nominated ports and she may carry cargo only, passengers only, or a combination of both. The tramp vessel is traditionally said to be one which sails here and there picking up business on its course.

A tramp vessel can be a conventional tween deck type, used in the carriage of general cargo, or for miscellaneous bulk or bagged cargoes; or one which is specially designed for the most efficient loading and carriage of all kinds of bulk commodities; i.e. a bulk carrier. It can also be a specialised ship such as an ore carrier, timber ship, and oil tanker, if operating under similar commercial considerations.

The ocean tramp is usually prepared to go almost anywhere and prepared to carry almost any cargo, although in practice, the principal cargoes carried are restricted, chiefly being ore, grain, coal, lumber, fertilizers, sugar, salt. If it is of a suitable type, it may be chartered to a liner company for operation in that company's berth service. To be suitable, it must possess good and ample cargo gear for loading and discharging and will usually require to be of good speed.

Vessels owned by liner owners operating regular berth services have their rates of freight for a wide variety of products fixed by conference agreements made between the shippers of the goods and the shipowners and these rates are not normally subject to sharp fluctuations.

Tramp shipping freight rates are governed by the relationship between the tonnage available and the cargoes available. An over-supply of tonnage will cause rates to fall and, conversely, if there are more cargoes, then rates will rise.

The pattern of trade in tramp shipping is continually changing. Certain trades diminish or disappear and new ones arise to take their place. An example close to home of a diminishing trade is coal, which we used to export in large quantities all over the world. In 1967 we exported only two million tons. The shipment of grain from Australia and Canada to China is a new trade.

Another type of change is that which occurred a few years ago when Russia, which is normally a grain exporting country, required to import large quantities of grain from Canada and U.S.A., due to a succession of poor harvests.

Tramp rates are also affected by political considerations. Such events as the Korean war and the closing of the Suez Canal on two occasions, have had their effect on freight rates. Tramp vessels have much flexibility with regard to changes in the world-wide pattern of trade. Any disequilibrium between supply and demand in any area of the world is today quickly corrected.

Clearly then, it is most difficult to forecast the trend of tramp freight rates on the open charter market over a long period with any certainty.

The liner owner, when he advertises sailings of his vessels from nominated ports, takes the risk of securing an adequate cargo by the time the sailing date is reached. He is not normally so concerned as the tramp owner with the chartering of ships, except to the extent that he needs to augment his own fleet with additional sailings, when he then takes over the role of charterer, or when he finds it necessary to arrange a charter for one of his vessels to fill in time between berth commitments.

The tramp owner endeavours at all times to charter his vessel for a full and complete cargo and it is this type of owner with which we are chiefly concerned.

He must, therefore, seek business for his vessel and a common method is to channel his enquiries through a broker on the Baltic Exchange in London. The membership of the Baltic Exchange comprises shipowners, merchants and charterers and brokers or agents. The shipowners are seeking cargoes for their vessels, the merchants or charterers vessels for their cargoes, and the brokers can act on behalf of either shipowners or charterers.

New York and Japan are also important centres of chartering activity, although the set-up of the Baltic Exchange is unique. It is true to say that the amount of business transacted on the Baltic Exchange now forms a smaller proportion of the total than previously was the case, of which more later. It does, however, in addition to its chief function, enable men on all sides of the shipping industry to keep in touch with market developments, to exchange information on varied shipping matters and, of course, when it comes to the actual negotiation of a charter, both parties can look each other in the eye when exchanging offer and counter-offer on the floor of the Exchange and perhaps see who is calling the biggest bluff.

As you are probably aware, there are two main types of charter, voyage and time.

Under a Voyage Charter Party, the owner charters his vessel to carry specific cargo between specific ports; e.g. coal from Norfolk, Va., to Japan; the payment for the use of the vessel being a fixed rate per ton of cargo carried.

Under a Time Charter Party, the owner will hire his vessel for a certain period of time; the payment for the vessel is usually expressed as a rate per ton on the total summer deadweight of the vessel, payable each month, regardless of the quantity of cargo the charterer may actually load; or it may be a specified daily rate of hire; e.g. £1,000 per day.

When negotiations for a Voyage or Time Charter culminate in agreement between the parties, it is said that the vessel has been "fixed".to be continued.

We are sure that these articles are going to be most interesting to readers, but we realise that necessarily there will be questions which may well arise and any queries received in connection with these articles will all be replied to, either in the form of separate answers, or in a general article which will be published in the Newsletter after the final instalment has been written.

ITEMS OF INTEREST

We had a nice letter from Captain H.Lloyd Evans, who retired in October 1969, in which he noted the names of a number of Officers in our last Newsletter, with whom he had sailed and who are now in command and he conveys to them his best wishes. In case any Officer would like to get in touch with Captain Evans, his address is - "Gwynfryn", Rhyd Lewis, Llandyssul, Cards. Wales.

The following letter was received from Captain J.S. Murray of the "ORIENT CITY" and, as the film "Twist of Sand" has doubtless been shown on other vessels, this item will be found interesting:-

"A film that was aboard from Walport recently - "A Twist of Sand", received a little extra attention on this vessel. One of the Naval Officers seen in charge of what were supposed R.N. M.T.Bs. was our Chief Officer. The film was made in Malta whilst Mr. Bell was serving with the Marine Craft Division of the R.A.F. Naval crew and boats were, in actual fact, R.A.F. crew dressed in Naval uniform and with the boats wearing the White Ensign.

Mr. Bell took quite an amount of ribbing over this, but was able to tell us a number of interesting facts about the filming".

BOARD OF TRADE EXAMINATION SUCCESSES

We would like to congratulate the following on obtaining their Certificates:-

Mr. R.W. Sumner	-	Master's Certificate.
Mr. G.D. Griffiths	-	Part "A", 1st Class Motor.
Mr. T. Graham-Russell	-	Second Class Motor Certificate.
Mr. R.U. Bell	-	Part "A", 2nd Class Motor.

MARRIAGES

Our best wishes and congratulations go to Miss Joan Davey of our Superintendents Department on her marriage to Mr. Alan Davies at Cathays Methodist Church, Cardiff, on 20th June.

PROMOTIONS

We would like to extend our congratulations to Captain D.C. Griffith-Jones on his recent appointment to the command of the m.v. "NEW WESTMINSTER CITY". Captain Griffith-Jones has served the Company since January 1946 when he joined as an Apprentice.

Although Captain Griffith-Jones's name has not appeared in our Dispositions in the past two years, he has, in fact, on our behalf, served States Marine Corporation in their liner section and we are happy to record the appreciation of both ourselves and our American friends for his service during this period.

Marcus Aurelius, Emperor of Rome, was travelling in the provinces and noticed a young man who bore a striking resemblance to himself. Calling the man over, Marcus asked: "Was your mother ever employed as a servant of the Emperor of Rome"?

After a slight delay the man said: "No, Sire, but my father was".

-----oOo-----