



Reardon Smith Line Limited



## NEWSLETTER

JULY 1971

NO. 18

### INTRODUCTION

It appears that those responsible for preparing Company publications, periodical journals and newsletters have one thing in common - shortage of suitable material for publication. Since we embarked on the publication of the Newsletter in December 1969, we have been fortunate in having at our disposal a reasonable store of varied material - thanks to the enthusiasm of readers ashore and afloat. The reserve is not inexhaustible and, therefore, we would like to see a marked increase in the flow. Many, we feel sure, will have interesting stories and experiences worth sharing, whilst many too, will still have a few memories worth recalling.

The popularity of the Newsletter has increased so much that its distribution every month is now a major operation and all engaged in it, from its draft form to completion and ready for posting, feel that a worth-while service is being performed. The idea of service can be rewarded by readers playing their part with contributions and suggestions.

Captain W.J. Harris, one of our retired readers, is in the news again. We congratulate him on becoming a T.V. Personality following his appearance on a T.V. programme on his native heath - Appledore - and its association with shipbuilding, etc. Those who saw the programme praised it very much and remarked on how well Captain Harris performed and looked.

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### SHIPS' POSITIONS

#### "ATLANTIC CITY"

On T/C to Pacific Bulk Carriers Ltd. London, until Sept 1971/Jan. 1972.  
Sld. Kawasaki 21st June after completion discharge of ore cargo.  
Proceeded to South Korea where loading steel and plywood Kunsan, Inchon and Pusan for discharge Boston-Galveston range. Arrd. Kunsan 24th June and expect final completion loading at Pusan 15th July.  
Arrives Panama Canal 11th August and first discharge port - Savannah 15th August.

"CARDIFF CITY"

On T/C to Transportocean Maritime Mexicana S.A. of Mexico City until April/June 1962. Completed loading and sailed Mazatlan 21st June and, after calling Los Angeles 24th June, finally completed loading and sailed Stockton 30th June for discharge Japan. Expect arrive Yokohama 16th July. After completion discharge Kobe, commences loading and presently indicated completes and sails Yokohama 10th August for Mexico.

"CHIYODA"

On T/C to N.Y.K. Tokyo until 1973/75. Arrived Baltimore 4th July to discharge cars loaded at Newport, Mon. Sld. 7th July and arrived Brownsville 13th to load grain for Japan. Expect sail 16th for Panama Canal 20/21st July and arrive Japan about 14th August.

"CORNISH CITY"

On T/C to Tokai Shipping Co.Ltd.Tokyo until July/Sept.1972. Completed discharge and sailed Kaohsiung 4th July. Arrd.Yokohama 8th July and drydocked 10th July. Undocks 16th and proceeds Yawata to commence loading (steel products), thence Nagoya and Shimizu (M/cycles), where completes 26th July for discharge U.S.E.Coast. Arrs.Panama Canal 18th August, Baton Rouge 22nd, Norfolk 28th, completing discharge at Philadelphia 31st August. Then proceeds to Tampa to load phosphate for Japan. Due Japan abt.middle October.

"DEVON CITY"

Arrd.Hamburg 5th July and completed discharge of Barley cargo 9th July, then drydocks. Undocked 14th and delivered on T/C 15th July, a/c Eastern Africa National Shipping Line Ltd., for the trip redelivery E.Africa. Loads Hamburg, Bremen, Rotterdam and Antwerp, sailing the latter port 26th July for Mombasa, where due 22nd August.

"FRESNO CITY"

Completed discharge, redelivered from T/C a/c Transamerican S.S.Corp. New York and sailed 9th July for British Columbia, after delivery on T/C to Seaboard Shipping Ltd. Arrives B.C. 21st July and sails 27th July with lumber for discharge U.S. East Coast or U.K./Cont. Arrs. Panama Canal 9th August, U.S. East Coast 15th or U.K./Cont. 23rd August.

"HOUSTON CITY"

On T/C to Blue Star/Port Line. Sld.Fremantle 9th July, Adelaide 15th July for Melbourne, Sydney and Brisbane, where completes discharge and redelivers 5th August. Proceeds to a Queensland port to load Sugar for discharge U.K./Cont. On present position, expect arrive U.K./Cont. middle/end Sept.

"INDIAN CITY"

Arrd.Amsterdam 14th July to discharge Bulk Wheat. After completion 17/19th July, proceeds to Tubarao, Brazil, arriving end July, to load the first of two Ore cargoes for discharge U.K./Cont. Expect vessel to arrive Antwerp middle August. After returning Tubarao for second ore cargo, expect arrive U.K./Cont. middle September.

"NEW WESTMINSTER CITY"

Launched 1800 hours 14th July.

"ORIENT CITY"

On T/C to Eastern Africa National Shipping Line Ltd. Arrived Tanga 25th June. Sld. 1st July and arrived Mombasa 2nd. Expected sail 19th for Tanga and Das-es-Salaam, where redelivers end July. Then proceeds to Queensland, via Singapore, to load sugar for discharge U.K./Cont. Basis arriving Queensland 23rd August, Panama Canal 18th Sept. and arrives U.K./Cont early days October.

"PRINCE RUPERT CITY"

Sailed Baie Comeau 26th June with a grain cargo for discharge Basrah. Arrives Durban 19th July and Basrah 31st July, where completion expected end August.

"VANCOUVER CITY"

Redelivered from Anglo Canadian T/C at Basrah 7th July. Arrived Port Cartier 10th July and sailed 13th July with a grain cargo for discharge Basrah. Arrives Durban 6th August, Basrah 20th August and expected complete middle September.

"VICTORIA CITY"

On T/C to Seaboard Shipping Co.Ltd. Arrived Liverpool 12th July to commence discharge lumber cargo. Expect sail 15th for London, 18/23rd July and Bremen, arriving 26th, completing and redelivering 28th July. Then proceeds River Plate to load grain for discharge Japan, where on present position, arrives early October.

"WELSH CITY"

On T/C to South African Marine Corp.Cape Town. Sailed New York 18th June, arrived and sailed Cape Town 8/10th July, Port Elizabeth 12/13th July, East London 14th, thence Durban where completes discharge and redelivers 21st July. Then loads Bulk Sugar at Durban for discharge Japan. Basis sailing 1st August, calls Singapore 15th and arrives Japan 23rd August.

"WILKAWA"

On T/C to Anders Wilhelmsen & Co.Oslo, initial period expiring 1974. Arrived Inchon 4th July to discharge corn and expected sail for Yokohama 25th July. Loads cars Yokohama and basis sailing 29th July, Panama Canal 21st August, expected arrive East Coast U.S.A. 27th Aug.

DISPOSITION OF OFFICERS

	<u>ATLANTIC CITY</u>	<u>CARDIFF CITY</u>	<u>CHIYODA</u>
Captain	A.B.Parkhouse	J.D. Lloyd	P.J.Boroughs
Chief Officer	P.J.Bloomfield	R.W.Sumner	W.D.Jones
Second Officer	P.M.Baverstock	N.P.Epps	J.E.S.York
Third Officer	B.J.Hayle *	R.J.Davis	P.G.McAnally
Radio Officer	D.C. Short	H.M.S.Williams	J.Henry
Chief Engineer	T.Sukiennik	L.Sykes	J.E.Towning
Jun.Chief Engineer	-	-	E.R.Morgan
Second Engineer	J.F. Hewson	B.J.Allsopp	J.D.Chatten
Third Engineer	D.R. Bowden	K.D.Aust	P.J.Prendergast
Fourth Engineer	P.J.Morris	E.Hoy	R.C.Butcher
Junior Engineers	F.S.D.Barrett	W.T.Aston	P.Allan
	S.T.Davies,	R.B.Parsons	P.E.Bradshaw
Electrician	J.D.W.McLaren	T.Willoughby	S.Cullinane
Chief Steward/Purser	C.J.Harrhy	R.G.Moylon	D.MacPhail
2nd Ch.Steward/Purser	-	-	J.Cross
Navigating Cadet	E.Mullin	D.E.Stannard	S.D.L.Ll.Jones
	G.Sizer	D.Gunthorpe	S.J.Davies
	-	-	A.C.B.Tay
Engineer Cadet	-	G.M.Dickson	D.M.Jellyman

\* Unidentified

CORNISH CITYDEVON CITYFRESNO CITY

Captain	A.C. Thomas	D.B. Jack	T.W.D. John
Chief Officer	D.B. Wootton	K.B. Whitting	C.J. Brazier
Second Officer	G. Mathewson	R. Mattik	J.W. Lloyd
Add. Second Officer	C.S. Collings	-	-
Third Officer	-	P.G. Thompson	P.P. Lewis
Radio Officer	S.H.W. Stephens	J.A. Heslop	J.R. Mathews
Chief Engineer	J.G. Howell	M.S. Peters	M.C. Barrall
Jun. Chief Engineer	B.J.O. Lewis	-	-
Second Engineer	-	M.E. Rayner	T. Graham-Russell
Third Engineer	I.F. Mouat	I.R. Skidmore	J.B.L. Ainsworth
Fourth Engineer	G.D. Smith	-	D.J. Jennings
Jun. Fourth Engineer	C.J. Buckley	-	D. Brown
Junior Engineers	D.J. Ricketts	K.J. Mathews	A. Hourihane
	F.W. Wood	R.E. Pearson	R.J. Ridley-Prentice
Electrician	J.C. Gardiner	D.G. Grant	L. Lomax
Chief Steward/Purser	R.G. Pierce	L.B. Surrey	D. Gowsell
Navigating Cadets	H.G. Hurst	P.C. Roberts	A.K. Smith
	D.C. Cummings	M. Wilcox	T.R. Harrison
	-	-	S.P. Hodges
	-	D.L.W. Quaye	-
Jun. Third Engineer	-	E. Hume	-

HOUSTON CITYINDIAN CITYORIENT CITY

Captain	J.S. Murray	M.J. Higgins	D.L. Beynon
Chief Officer	R.S. Butler	B.A.G. Boyer	R.K. Stuart
Second Officer	T.E. Thistleton	F. Scott	N.P. Waldron
Add. Second Officer	-	B.R. Hopper	-
Third Officer	M. Gaffney	-	M. George
Radio Officer	E.G. Bromham	F.G. Taylor	A. Hart
2nd Radio Officer	-	R. Jaques	-
Chief Engineer	W. Morgan	J.S. Dutton	W.M.S. Parks,
Second Engineer	R.U. Bell	T.W.L. Blakey	J. Scott
Third Engineer	R. Day	A. Taylor	J. Armstrong
Fourth Engineer	M.B. Perrott	J. Moseby	D. Martin
Junior Engineers	K.J. Walmsley	G.A. Weir	P. Greenall
	K.G. Webber	G. Watt	B.C. Knapp
Electrician	J.W. Warren	S.S. Hopkin	H. George
Chief Steward/Purser	C.A. Parry	F. Ash	E.H. Sefton
Navigating Cadets	R.M. Hewett	N. Jerrum	K.T. O'Higgins
	R.A.D. Woodward	E. Fielding	J.D. Williams
		T.A. Price	-
		J.A. Challacombe	-
Engineer Cadet	J.S. Davie	M.R. Green	S.J. Tugwell
			S.G. Fraser

PRINCE RUPERT CITYVANCOUVER CITYVICTORIA CITY

Captain	J.H.J. Thornhill	J. Vaughan	W.J. Cross
Chief Officer	B. Jones	M.J. McGee	D.L. Bell
Second Officer	A.J. Simmons	G. Mapplebeck	W.G. Wood
Third Officer	J. Paton *	J.P. Andrews	M.A. Hammond
Radio Officer	R. Maddrell	W.C. Caistula	G. Thomas
2nd Radio Officer	D.R. Appleton	B.B. Everett	-
Chief Engineer	L.G.I. Taylor	D.L. Dyer	R.C. Fraser
Jun. Chief Engineer	-	G.M. Cuthbertson	-
Second Engineer	G. Hughes	-	W.R. Loades
Third Engineer	A.C. Coombs	W.A. Bruce	P.A. Magorrian
Fourth Engineer	P.R. Bryant	T.A. Smith	R. Dunbar
Jun. Fourth Engineer	-	-	R.B. Adey
Junior Engineers	K.J. Brown	P. Larreta	R.G. Bracher
	A. Cave	D.G. Dunn	G.F. Marshall
Electrician	M. Doyle	C.J. Nicholas	D.W. Fuller
Chief Steward/Purser	R.J. Jenkins	J.L. Sanday	L. Slawinski
Navigating Cadets	P.L. Morgan	S.M. Burley	D.J. Cooke
	B.T. Hernaman	A.G. Stockman	A.C. Skilton
		-	P.A. Bullard
Engineer Cadet	T.W. Davies	M.J.D. Hannaford	R.C. Quaye

WELSH CITYWILKAWA

Captain	G.F.R.Ellerby	A.D. Lightfoot
Chief Officer	A.L.G. Gossett	A.J.H. Crowther
Second Officer	R.A. Webster	P.G.Deschamps
Third Officer	G.J. Waldron	R.S. McKay
Radio Officer	R.H. Smith	A.S. Ferguson
2nd Radio Officer	W.P. Hereward	-
Chief Engineer	D. Brown	C.A.J. White
Jun.Chief Engineer	D. Senior	-
Second Engineer	-	A. Hadjidakis
Third Engineer	A.G. Hodgson	O.G. Williams
Fourth Engineer	R. Glendinning	J.J. Baghurst
Jun.Fourth Engineer	M.J. Snook	-
Junior Engineer	R.M. Worgan	B. Scarlett
	-	R.I. Whittington
Electrician	A. Adamson	D.G. Smith
Chief Steward/Purser	J.D. Peebles	A.C. McNeill
2nd Ch.Steward/Purser	J.T. Jones	A.R. Jutsum
Navigating Cadet	P.F. Matthews	P. Ward
	T.D. Lester	-
Engineer Cadet	R.E. Ash	R.E. Diamond

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SHARES

The lower freight rates which continue to obtain in the market have again influenced shipping share prices, but in our own case, as the Upper Clyde Shipbuilders' position indicates that at least the first two of our ships should be delivered, so share prices have moved slightly upwards and the 60p for the ordinary and 59p for the "A" Non-Voting shares quoted in our last Newsletter are now 66p and 61p respectively.

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NEW TONNAGE

Discussions with the Provisional Liquidator of Upper Clyde Shipbuilders have now taken place and, as anticipated, work is proceeding normally on the first two of our three vessels under construction. It is interesting to note that in spite of the problems surrounding these Shipbuilders, the "NEW WESTMINSTER CITY" was duly launched on 14th July, which was the original indicated launching date. At the moment, it would appear that the second vessel will be launched in September, or even earlier. However, further time must elapse before more discussions can take place with the Liquidator in connection with the third vessel under construction, but in this case, very little work has been completed.

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1924. Further entries for this year are as follows:  
The Company took delivery of three new ships -

"BUCHANNESS"(2) built by Workman Clark with engines by the same Company.  
The cost was £82,655.

"CRAGNESS" (2) built by J.L. Thompson with Blair engines at a cost  
of £82,871.

"SKEGNESS" (2) built by Workman Clark with their own engines at a  
cost of £89,494.

The "CRAGNESS"(1) on voyage from Durban to Perim with a  
cargo of coal, voyaged through the Mozambique Channel and, whilst  
navigating this channel, became stranded on 30th April on the lonely  
coast of Portuguese East Africa. It appears an exceptionally strong  
south-westerly drift set her off course, resulting in the stranding.  
Because of the damage sustained by the vessel, the ruggedness of the  
coast and its inaccessibility, the ship was declared to be a total  
loss.

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BIRTHS

We send our congratulations and best wishes to Mr. &  
Mrs. Tresize on the birth of a son on 30th June 1971 - 7lb. 9 ozs.  
Mr. Tresize is one of our Chief Engineers.

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ITEMS OF INTEREST

CHARTER PARTIES

A Charter Party is a contract between Shipowner and  
Charterers for the carriage of goods or hire of vessel for a period of  
time. A vessel may be chartered for a voyage -

- (i) from one port to another
- (ii) a round trip out and home - which more often than not  
these days is done under Time Charter.
- (iii) consecutive voyages - such as has been the case with  
coal from Hampton Roads/U.K.Cont., where vessels were fixed for  
consecutive voyages for a year or even more OR

Time Charter - There are three kinds of Charter Parties

- (a) Voyage
- (b) Time
- (c) Demise

Under a voyage charter, the Shipowner carries goods  
for freight from one port to another.

In the case of a Time Charter, the vessel is let for  
an agreed period or for a voyage for hire. The shipowner pays the  
upkeep and maintenance, wages, store and provisions and the insurance  
of the vessel, the charterers bearing the cost of fuel, loading and  
discharging expenses and port charges, etc.

A demise charter covers the letting of a vessel for  
an agreed period and differs from the Time Charter in that the  
Charterers practically become the owner for the period of the charter  
providing their own Master, Officers and crew, the shipowner having to  
pay only insurance.

comprises of clauses to cover:-

Names of the contracting parties or their agents.  
Vessel's name and class.  
Size and position of the vessel. (In a Time Charter date  
Ports of loading & discharge ) vessel will be ready)  
Quantity and type of cargo ) (Date of delivery and of  
) redelivery are given in a  
) Time Charter)  
Rate of freight and method of  
payment (Time Charter hire)  
Laydays - loading & discharging (Voyage Charters only)  
Demurrage (Voyage Charters only)  
Exceptions  
Cancelling date  
Brokerage  
Cesser Clause (Voyage Charters, Limitation of  
Liability).  
Arbitration.

In addition to these, there are usually clauses covering agency at loading and discharging ports, loading or discharging port options, penalty for breach of agreement.

All Charters contain the common clauses but certain trades have their peculiarities and customs and clauses are incorporated in the Charter Parties for these trades to cover these.

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SOME IMPRESSIONS BY CADET NIGEL DAVIES - m.v.  
"VICTORIA CITY" ON HIS FIRST VISIT TO ROSARIO

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Rosario is the second largest city in Argentina, Buenos Aires, the capital being the largest. Our ship was berthed near to the City Centre, a short walking distance from ship to city.

In the Avenue Belgrano stands the Monumento Nacional a la Bandera. This is a striking building completely built of marble. It consists of a huge spire on one end facing and overlooking the Avenue Belgrano; the river and the surrounding plain on the other side of the river. Another side of the building resembles a Greek Auditorium, rows of steps heading up to an open temple with huge columns supporting the roof. Inside the temple is to be seen the "eternal flame" burning, in memory of the Unknown Soldier and guarded by a permanent guard. The building was built in honour of the Argentinian Flag and the President who designed it. Like its language the architecture of Rosario is Spanish in appearance.

The two most popular streets are the main shopping centre and entertainments centre, Cardola and Rioja. On approaching the city one is greeted with a distinct aroma of coffee and the cooking of food. In the evenings the inhabitants take to strolling along the streets, window-gazing in the cool evening air.

During our short stay in Rosario, we met several English-speaking people and they helped to make our first visit to Rosario an enjoyable one.

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Cadet Martin Cox refers in his article on Rosario to a soccer match between "Rosario" and "Estudiantes" - the home side winning 3 - 2. The field itself was surrounded by a fifteen feet high wire fence, patrolled by police with automatic rifles. Apparently

there was very little trouble at the match, even though a total of five goals had been disallowed. The "Estudiantes" team left the ground safely - in their armoured bus!!

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It was interesting to read a letter from Captain D.L.G. Jones of the "CORNISH CITY" referring to the purchase in Japan by Mr. K. Milburn, Second Officer, of a model kit of the "CUTTY SARK". There was nothing unusual about the purchase, nor in Mr. Milburn's intention to occupy his leisure time between Japan and the United States constructing the model. However, sometime before the model was completed, the idea had stimulated the interest of the ship's Officers and numerous suggestions and plans were thought up for its surroundings and setting when completed. Arising from the interest thus created, a glass case was constructed from spare pieces of material (mostly stuff left over after the building of the "CORNISH CITY"). The completed model was enclosed in this case.

The "CUTTY SARK" is shown lying alongside a wharf discharging cargo and appears to be floating in a sea made from plaster of Paris suitable painted, giving a most realistic appearance. Several took a hand in constructing minute models of cargo, such as bags, bales, cases, etc., which were being discharged and taken away by horse-drawn wagons. Mr. Lever, Purser, painted a very effective background scene. The completed work is now installed in the alleyway between the Chief Officer's and Chief Engineer's cabins.

It is most gratifying to hear that out of an action quite ordinary and simple, the construction of the model became a focal point of interest and generated much good fellowship.

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#### A TRUE INCIDENT

Scene - "CORNISH CITY" approaching pilot station off Cape Henry.

Time - 1550

Chief Officer N. Brown arrives on the bridge -

Captain D.L.G. Jones to Mr. Brown - "I can't pick up the pilot with our V.H.F."

Mr. Brown - "Never mind, Sir, we'll use the pilot ladder".

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#### THIRD OFFICERS

As two previous items have referred to a Chief Officer and Second Officer, it was therefore thought to be a good idea to complete the hierarchy. The following contribution was handed in by Mr. Jeff Birrell, who is our Training Officer and was handed this diatribe when he was himself a Third Officer:-

Third Officers come in four lengths - short, medium, long and just plain clumsy. A Third Officer is Columbus with cough-drops in his hip pocket- Drake with dandruff on his shoulders; Thor Heyerdahl with a lifeboat list in his hand. He can be found spilling ink on the chart, oil on the deck and peas on the table.

Non-one can be saving so hard for so much from so little. A Jaguar, a hi-fi radiogram, a chicken farm, a wife, seven suits, a cine camera and a fortnight on the loose in Paris.



He likes sports cars, chorus girls, West End shows, receiving mail, gin and orange, whistling, Raquel Welch and going ashore.

He hates lifeboats, flags, signalling, libraries, Fifth Engineers on principle, girls mothers, ex-meridians, eight o'clock in the morning and writing home.

Only he can trip up, fall down, crash into, fall out of, bump into, knock over, wear crepe soled shoes and climbing boots on the bridge, talk politics, take the chartroom pencil, tell the Mate his star sights are wrong, drop the Captain's binoculars and still live.

To his mother, he is a Saint Christopher; to his girlfriend a mathematical genius and the answer to a maiden's prayer; to the engineers a telegraph swinger and to the Captain the straw that broke the camel's back.

And who is it who greets the Second Mate at midnight with a smile and says - "The log has carried away, the gyro is on the bum, there's a storm brewing up and there's no tea left in the supper box".

NO OTHER THAN THAT BROAD-SHOULDERED HUNK OF SCAPE-GOAT,  
THE MODERN MARCO POLO - the THIRD OFFICER.

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