



Reardon Smith Line Limited



## NEWSLETTER

JULY, 1973.

NO. 42

### INTRODUCTION

"If you choose to work, you will succeed; if you don't, you will fail.  
If you neglect your work, you will dislike it;  
if you do it well, you will enjoy it.  
If you join little cliques, you will be self-satisfied;  
if you make friends widely, you will be interesting.  
If you gossip you will be slandered, if you mind your own business, you will be liked,  
If you act like a boor, you will be despised;  
if you act like a human being, you will be respected.  
If you spurn wisdom, wise people will spurn you.  
If you adopt a post of boredom, you will be a bore;  
if you show vitality, you will be alive.  
If you spend your free time playing bridge, you will be a good bridge player.  
If you spend it reading, discussing and thinking of things that matter, you will be an educated person".

So stated the President of the University of Toronto - and who would disagree?

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The following is an extract from a letter addressed to the Master of the m.v. "CORNISH CITY" in April this year written by the Assistant Deputy Minister, Atmospheric Environment Service of the Canadian Department of the Environment:-

During the year 1972, the Officers of the "CORNISH CITY" performed a very valuable service to the Atmospheric Environment Service of the Canadian Department of the Environment, by making at least 484 weather observations in the course of the ship's regular voyages. These observations, which we found to be of very good quality, were of great value not only to our own Service, but to those of other countries as well, in preparing marine weather bulletins, and for climatological purposes.

In recognition of this good work and your Officers performed on our behalf last year, we are very pleased to present to your ship a "Certificate of Achievement" in marine weather observing, with suitable frame, which we hope you will display in a prominent place on your ship as a reminder of past achievements. We are also awarding a suitably inscribed copy of the book - "The Voyage of the Challenger", by Eric Linklater, for your ship's library.

At this time, I should like to take this opportunity to express my sincere thanks to you and to all of the "CORNISH CITY's" officers who made the weather program so successful. These included Messrs. W.D. Jones, P.P. Lewis, R.S. McKay, S.Schooledge, R.E.Skinagr and A. Stockman and also Messrs. C.G. Macey, D.C. Short and R.E. Smith, the Radio Officers who transmitted the weather reports.

"THE CHIEF OFFICER"

Before the Master can have the Second Officer certified and put away, the latter is promoted to Chief Officer. Chief Officers are knowledgeable people. They know there's not enough paint to do a rabbit hutch; what they will do when they are Master; what the Super wants; which ship they would rather be on and that they are in the Company's black books.

What a Chief Officer doesn't know is what the Company is coming to; where they get his crew from; where they got the shore figures from and what possessed him to go to sea in the first place.

He likes second-hand cars, Ring Crosby, slide rules, a sleep in the afternoon, a flutter, Agatha Christie, the Daily Telegraph crossword, cups of tea, a quiet watch and their nerve.

He hates inventories, being transferred, rust, his bald patch, saying "goodbye" to his wife, chamber music and arriving in port on a Saturday afternoon. He collects paint brushes, unused Dock Passes, presents for his children, broken locks, bottles of hair tonic, stomach elixirs, door keys and photographs of happier days.

No-one else can chip it, scrape it, paint it, and be so thrilled at the result and no-one else could have half a bulkhead painted when, from nowhere, there is a cloudburst.

To his wife he's a king; to his children he's that man who stays with Mummy now and again and to the Apprentices he's Holy Ierror, and when, creaming and frothing at the mouth, he leaps over the side, what do they say to him? "He was a good Chief Officer".

COST CONTROL (with a Biblical slant!)

Thou shalt have no bare steel on weather decks,  
Nay, neither upon thy spars and rigging above,  
Nor on thy hull below.  
And let every man take unto himself little jars of  
Red Lead and privy pots of oil and let him gird  
about his raiments likewise small hammers and scrapers  
and brushes and be constantly diligent in the use thereof  
For it is written: "Except thoue abide in the ship, ye  
cannot be saved" - PAUL, ACTS 27, Verse 31:2.

And let he who is vouchsafed three stripes have the eye of an eagle in these matters and be surpassing energetic in the prosecution thereof, whereunto his stripes shall be three times three and more. And so may his days be passed, slow and aloft.

Remember these things, my Brethren, lest the usurers coming nigh unto the Place of Undershaft and, speaking softly with the tongues of serpents, shall say unto thy Chairman: "Go, borrow thee vessels abroad of all thy neighbours, even of empty vessels; borrow not a few" - KINGS, SECOND BOOK, 4, Verse 3.

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Our thanks to Captain Boroughs and the Chief Officer - "WELSH CITY" - for collecting the foregoing items.

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A colony of honey bees during the summer season normally comprises one queen, several hundred drones (male bees) and many thousand workers which are female. This would appear to be an ideal situation for the drones since they laze around and are fed on demand by the workers, but that is as far as it goes. The workers are undeveloped females who have only one thought in mind - work!

The queen is the Mother of the colony and she spends most of her life laying eggs, which are about the size of pinheads. These are either fertilized producing worker bees or unfertilized producing drones. Consequently, the latter have no father. Small grubs hatch from the eggs after 3 days and these grow rapidly on a diet of a special substance called "royal jelly" on which they are fed for three days and then for a further two days their diet is changed to a mixture of honey and pollen. The cells where the grubs or larvae have been developing are sealed over with a porous capping, which admits air to the occupant. The larvae spins a cocoon and changes into a pupa, similar to the caterpillar, becoming a butterfly. The transformation from egg to bee takes about 21 days for the worker and 25 days for the drone. The young bees emerge from the cells, which are just the same as a honeycomb, by making a circular cut with their mandibals round the capping and pushing the disc off with their heads.

When bees wish to rear a queen, prior to swarming or to supersede an ageing queen, they select an egg, which would have normally become a worker and transfer it to a specially built cell about the size and shape of an acorn or they may build this special cell in the situation where an egg was laid. The larva chosen to be a queen is fed for the full period of five days on a diet solely of royal jelly before the cell is sealed over. This has a remarkable effect in speeding up the development to a period of only 15 days from the time the egg was laid and in this reduced time the queen becomes a fully developed female, with an amazing difference in size, shape and appearance from the worker. Royal jelly is certainly better than "Double Diamond"!

Several queens may be reared in a hive and should two hatch out about the same time they will set to and do battle until one succumbs to the other's sting. The victor will then search for any other queens in the hive, which may not have emerged from their cells and she will quickly despatch them by inserting her sting into their body through the wall of the cell.

About ten to fourteen days later the young queen will

leave the hive for a nuptial flight and this is the day the drones have been waiting for. When the queen takes off, they are quickly in pursuit since the successful bride-groom is the first to catch her. The wedding usually takes place out of sight and after a very short honeymoon, the queen returns to the hive - unfortunately a widow. Within several days she commences laying eggs increasing to a rate exceeding 1500 per 24 hours during the peak of summer. In the hive the queen is surrounded by a retinue of worker bees who groom, feed and generally protect her.

As the season advances to late autumn, the bees prepare for winter by conserving on stores. Well, they don't have to look far to make a considerable reduction on their daily consumption. Yes, the poor drone has outlived his usefulness at this time and can be replaced next year. They are entirely dependant on being fed by the workers, who now just ignore them until the drones are weak from starvation and they can be dragged to the hive entrance by several workers and virtually thrown out to die in the cold night air. The insect world is certainly ruthless. I trust the Women's Lib Movement don't take this seriously!

Bees swarm for various reasons and usually the beekeeper adopts some method of countering this, because a swarm lost during the summer will probably mean there is no surplus honey at the end of the season. Bees have been swarming for several million years now and it is something you cannot hope to breed out in a short period of 50 years. After all, it was the natural way of propagating the species prior to their being domesticated, since there would be casualties periodically of stocks in the wild state from starvation, resulting from a shortage of winter stores due to a summer being cold and wet. Queens may die during the winter leaving no eggs to rear a young queen and as a result the stock will dwindle until none is left.

There are many interesting facts to relate on beekeeping and perhaps a few more can be given in next month's Newsletter.  
J.Gardner.



It appears that examinations are the order of the day in these present enlightened times. No-one would dispute the necessity to acquire the sword of theoretical knowledge, tempered on the anvil of practical experience.

The following examination paper was sent to us by one of our Junior Engineers. It shows that at least there is another side to the story.

1973 - Irish G.C.E. Examination - Time Allocated - 7 hours

QUESTIONS:

1. Who won the Second World War?
2. Who came Second?
3. What is the Silver Dollar made of?
4. Explain Einstein's Theory of Hydrouamics, or write your own name in BLOCK CAPITALS
5. Spell the following: DOG  
CAT  
IRELAND
6. Approx. how many Commandments was Moses given?
7. What time is "News at Ten"?
8. There have been six Kings of England called George - the latest was George the Sixth - name the other five.
9. Write down the numbers from 1 to 10. (1 mark will be deducted for every number out of sequence).
10. What musical instrument does Phil the Fluter play?
11. Do you understand Newton's Law of Gravity? (Answer YES/NO).
12. Who invented Steveson's Rocket?

13. Of what country is Dublin the Capital? (Candidates must not write more than 2 sides of paper).
14. Spot the deliberate mistakes:-  
 1. An apple a day gathers no moss.
15. Name the odd man out:-  
 Cardinal Heenan  
 The Pope  
 Jack the Ripper  
 Archbishop of Canterbury
16. Name the odd man out:-  
 Seamus O'Toole  
 Sean O'Flattery  
 Mahatma Ghandi  
 Patrick Murphy
17. Who built the Great Pyramids:-  
 McAlpine  
 Wimpeys  
 Pharoshs  
 Thyssens
18. Name the winning Jockey in the 1973 Greyhound Derby.
19. In the 1973 Irish sheepdog trials, how many dogs were found guilty?

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STAFF NEWS

PROMOTIONS

We take this opportunity of congratulating Captain W.D. Jones upon his recent promotion to Master. Captain Jones joined the Company as an Apprentice in October 1946. He served the Company as Chief Officer for 15½ years, with a break in service, rejoining in April 1970. Captain Jones took command of the m.v. "PRINCE RUPERT CITY" in April this year, and we extend to him our sincere good wishes.

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BIRTHS

We offer our congratulations Mr. & Mrs. N.R. Cunningham on the birth of a daughter, Lisa Finola Louise, on Sunday, 8th July. Mr. Cunningham is one of our Chartering Department Directors, situated in our London Office.

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Our congratulations also go to Mr. & Mrs. Colin Jones on the birth of a son, Ceri Alan. Mr. Jones has recently joined the Company and is in the Purchasing Department.

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SUCCESSSES

We congratulate the following on obtaining their Certificates:-

- |                   |   |                           |
|-------------------|---|---------------------------|
| Mr. R.M. Bayley   | - | First Mate's Certificate  |
| Mr. D.E. Stannard | - | Second Mate's Certificate |

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RETIREMENTS

MR. J.F. KALTENBACH - Head of the Accounts Department, retired on 30th June after 26 years' service with the Company. "Joe" was a well of information and knowledge on Shipping matters and he will be available from time to time with advice, if required.

We wish him many years of contentment and good listening with the stereo equipment.

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MR. J. SHARP - a senior member of our Reception Office Staff, also retired on 30th June after 15 years of service with the Company. However, Jack joined the Firm in 1926 as an Apprentice, but was obliged to give up the sea as a career owing to bad eyesight.

We hope he will enjoy many leisure hours to follow his country pursuits of Point-to-Point racing and hunting.

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MR. J.K. DAYSON. Although Mr. Dayson was not a member of our Staff, he had worked closely with our Company as an Auditor for over 45 years. He first came to audit the books at the Company's Head Office in Merthyr House, Cardiff Docks, in 1928.

We wish him many years of happy retirement.

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COMPANY NEWS

DRILLING RIGS

In our last Newsletter it was mentioned that the Company had taken a majority interest in a Drilling Rig. Since the article appeared, the Company has also contracted for two further semi-submersible, self-propelled drilling rigs in which, in this instance, it will be the senior partner. These rigs are being built in Norway and Finland and are due for delivery in May and September 1975 respectively. These further two rigs, like the first rig, are Akers H-3 type.

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CHRONOLOGICAL HISTORY

This month, we give a further quote from our History:-

1943. The "FORT NUMFORD" was a ship managed by the Company for the British Government and normally such ships are not referred to in this History. However, the Master of this ship was Captain Henry Smith (father of Captain Jack Smith of our Purchasing Department). Captain Henry Smith was lost in mysterious circumstances in the Indian Ocean in this year outward bound from Colombo. It was thought that all aboard were lost, but some while after the vessel was reported missing, there was a survivor landed on the East Coast of Africa, whose name was never on the Crew List and it was assumed this survivor was either a stowaway or an Army Gunner in charge of the anti-aircraft armament.

The following ships were sunk by enemy action:-

- s.s. "VERNON CITY" on 28th June.
- m.s. "CORNISH CITY" on 29th July
- m.s. "FRESNO CITY"(2) on 2nd April.

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SHARES

The Company's share prices, at the moment, stand at 139p for the ordinary and 137p for the "A" Non-Voting and, in the last month shipping shares, in common with other shares, have fluctuated by such influences as Balance of Payments figures and other reasons which the Market considers affect the country's economic situation.

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SHIPS' POSITIONS

"ATLANTIC CITY"

On T/C to International Produce of New York until December 1973/February 1974. Completed loading Galveston and sailed 27th June with a grain cargo. Arrived off Rotterdam 12th July to discharge, where completes 18th. Probably proceeds U.S. Gulf to load.

"CHIYODA"

On T/C to N.Y.K. Tokyo, until March/July 1975. Arrived New Orleans 26th June, loaded a cargo of corn and sailed 5th July for discharge Japan. Sailed Panama Canal 11th July and arrives Japan 22nd August.

"CORNISH CITY"

At Aloi for re-engining where expects to complete 7th August.

"FRESNO CITY"

Arrived Cardiff 15th July to discharge part cargo of forest products, where expected sail 22nd July for Dublin to complete. Arrives Dublin 23rd July and sailed 30th July for Tampa, arriving 11th August, to load a phosphate cargo for discharge Visakhapatnam. Sails 13th. Arrives Visakhapatnam about 17th September.

"INDIAN CITY"

On T/C to Yamashita Shinnihon SS.Co.Ltd., Tokyo, until November 1976/ March 1977. Sailed Panama Canal 28th June, arrives Kimitzu 21st July to discharge cargo of coal. On completion, sails for Yokohama to load cars for Providence, Newark and Norfolk. Sls.Yokohama 27th July, arrives Panama 19th August, Providence 26th to commence discharge.

"NEW WESTMINSTER CITY"

Arrived Visakhapatnam 5th July. Completed discharge 15th July and delivered on T/C to Japan Line. Sailed Visakhapatnam 16th July with Ore cargo for Japan. Arrives Japan 29th July. Redelivers from Japan Line about 3rd August. Then proceeds to British Columbia (arrs.about 15th August) to load forest products on the BC/U.K.Cont. service.

"PORT ALBERNI CITY"

Arrived Nagoya 11th July to commence discharge. Sid. 14th July and arrived Yokkaichi 14th. Sailed Yokkaichi 18th for Noji to complete discharge. On completion, proceeds to British Columbia (arrs. about 2nd August) to load forest products on the BC/U.K. Cont. service.

"PRINCE RUPERT CITY"

Sailed Singapore 28th June and arrived Kobe 6th July to commence discharge. Sailed 7th July and arrived Chiba to complete discharge. Sailed 13th July and delivered on T/C to Seaboard Shipping. Arrives British Columbia 24th July and sails about 3rd August for United States East Coast, sailing Panama Canal about 15th August. Redelivers from Seaboard about 30th August and proceeds to Tampa to load a phosphate cargo, sailing Tampa 6th Sept; Durban 29th September and arrives Visakhapatnam 12th October for discharge.

"TACONA CITY"

On BC/U.K. Cont. service. Sailed Tahsis 26th June after completing loading forest products cargo. Sailed Panama Canal 8th July and arrives Cardiff 21st to commence discharge. Sails Cardiff 26th, arrives and sails Zeebrugge 30/31st and arrives Antwerp 1st August. Completes discharge 4th August.

"VANCOUVER CITY"

Completed discharge and re-delivered from Seaboard Shipping T/C at Mobile 11th July. Arrived Tampa 12th where loads phosphate for discharge Visakhapatnam. Sails Tampa 17th, arrives Durban 9th Aug, Visakhapatnam 22nd to commence discharge. Expect complete 27th. Then delivers on T/C to Japan Line and loads ore, sailing 31st August for Japan. Expected arrive Japan 12th September for discharge.

"VICTORIA CITY"

Arrived New Orleans 30th June. Sid. 13th July after loading grain. Arrives Rotterdam 27th to commence discharge.

"WELSH CITY"

Completed re-engining at Aioi - sailed and delivered on T/C to Thegna Shipping Co. S.V. Tilburg 29th June. Arrd. Singapore 8th July to commence loading and sailed 13th. Arrd. Surabaya 15th and sails 18th for Macassar where completes loading programme. Sails 21st. Expected arrive Rotterdam 24th August for discharge.

"WILKAWA"

On T/C to Anders Wilhelmsen & Co. Oslo until 1977. Arrd. Fukuyama 25th June to discharge proler scrap cargo. Completed and sailed 7th July. Arrived Kobe 5th and sailed 13th after repairs. Arrived Kohama 14th and sails 18th with cars for discharge Jacksonville. Arrives Panama Canal 9th and Jacksonville 14th.

"GELA"

Sailed Le Havre 28th June. Arrd. Vera Cruz 12th. Sailed 16th for Tampico, Coatzacoalcas, Progreso and New Orleans, where sails 24th July for Hamburg where due 8th August.

"MARIA ELISA" (ex "Houston City")

Sailed Los Angeles 28th June, arrived Yokohama 15th to commence discharge and loading programme. Calls Nagoya, Niihama, Kobe, Nagoya, Shimizu and Yokohama, where completes and sails about 13th August for California and W.C. Mexico.

"SARA LUPE" (ex "Cardiff City")

Sailed Yokohama 28th June and arrived Ensenada 12th July to commence recharging and loading programme. Calls Acapulco, Manzanillo, Santa Rosalia, Guaymas, Mazatlan, where completes and sails 4th August. Arrives Yokohama 21st August, thence Kawasaki, Nagoya and Kobe.

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DISPOSITION OF OFFICERS

	<u>ATLANTIC CITY</u>	<u>BRIDGEA</u>	<u>CORNISH CITY</u>
Captain	E. Jones	A. G. Parkhouse	P. J. Bealoughn
Chief Officer	S. K. Stewart	D. S. Bell	L. E. Staines
Second Officer	J. R. Ashley	J. R. Curry	T. M. Tait
Third Officer	P. F. Lewis	G. J. Waldron	J. A. Ghaillanoch
Radio Officer	P. F. Wheeler	A. S. Ferguson	A. J. L. Gothic
Chief Engineer	E. Combata	J. Todd	R. J. Teing
Jun. Chief Engineer	D. H. Amey	H. Savage	-
Second Engineer	-	-	J. Nashitt
Jun. Second Engineer	-	J. D. Chacton	J. S. Bryant
Third Engineer	M. I. Snook	P. J. Prandelgost	-
Fourth Engineer	H. R. Green	D. W. Quaye	R. H. Weyan
Jun. Fourth Engineers	J. R. Gleeson	P. J. Wood	-
	G. Graddage	-	-
Junior Engineer	-	R. Taylor	P. W. Place
	-	-	P. K. Graham
Electrician	D. W. Fuller	M. J. Schmidt	P. H. Reynolds
Chief Steward/Purser	F. P. Akers	L. B. Surrey	R. C. Webber
Navigating Cadets	M. J. Clarke	I. B. Woolley	S. W. Prescott
	J. A. Concannon	N. Davies	D. Gantborpe
	A. H. Baxter	D. J. McNardo	-
Engineer Cadet	-	-	S. B. Bath
	<u>FRESNO CITY</u>	<u>GELA</u>	<u>INDIAN CITY</u>
Captain	G. S. Garlick	M. J. Higgins	A. C. Thomas
Chief Officer	K. Milburn	R. T. Crawford	K. W. Fulker
Second Officer	J. P. Andrews	J. L. G. Cotton	K. Jones
Third Officer	J. Paton*	K. T. O'Higgins	P. C. Coles *
Radio Officer	A. S. Covard	J. A. Haslop	J. H. A. Pagan
Fourth Officer	-	-	A. C. Skilton
Chief Engineer	D. W. Morse	G. D. Griffiths	R. G. Fraser
Second Engineer	E. V. Doudall	B. J. Allcopp	R. Day
Third Engineer	C. D. Hughes	M. B. Perrott	O. G. Williams
Jun. Third Engineer	-	R. I. Whittington	-
Fourth Engineer	A. Hourihane	-	D. M. Jellyman
Jun. Fourth Engineer	R. C. Quaye	-	R. E. Pearson
Junior Engineers	D. E. Rees	T. S. Churcher	-
	-	F. J. Walker	-
	-	A. Doubler	-
Electrician	J. Kelly	H. George	P. E. Edgell
Chief Steward/Purser	L. Slawinski	J. D. Peebles	D. MacNeill
Navigating Cadets	E. Fielding	A. Thomson	A. C. Prosser
	A. D. Slade	-	D. G. Morgan
	J. A. Stewardson	-	-
Engineer Cadet	C. Rees	-	A. Robin

MARIA ELISANEW WESTMINSTERPORT ALBERTY CITY

Captain	A. D. Lightfoot	D. C. Griffith-Jonas	D. L. C. Jones
Chief Officer	J. Porteous	W. G. Wood	H. C. Hurst
Second Officer	P. J. Warren	H. H. Gale	T. E. Thistleton
Third Officer	N. M. Dunlop	P. A. Bullard *	G. R. Goddard
Radio Officer	K. G. Bromham	S. C. Horne	B. J. Everett
Chief Engineer	D. W. Yool	D. L. Dyer	D. H. Parsons
Second Engineer	J. Armstrong	J. J. Baghurst	G. D. Tattersall
Third Engineer	J. H. Davies	R. Cleddinning	A. C. Coombs
Fourth Engineer	-	A. C. Burnell	C. E. Hayles
Jun. Third Engineer	K. J. Walmsley	-	-
Junior Fourth Engas.	E. J. Burrop	P. H. Evans	D. E. Simons
	-	-	H. C. Roberts
Junior Engineer	D. Ward	A. Frost	H. H. Sadler
	"	C. Harris	-
Electrician	T. Willoughby	P. H. Brown	G. C. Grant
Chief Steward/Purser	R. G. Pierce	C. J. Barry	J. J. Jones
Navigating Cadets	S. P. Hodges	C. Kelly	E. Mallin
	C. G. Parrott	C. Swindelin	R. A. B. Woodward
	G. D. Evans	-	A. Stouier
Engineer Cadet	I. R. Lange	-	-