

# newsletter

No. 78—JULY, 1976

## m.v. "EASTERN CITY"

### *Maiden voyage of Reardon Smith Line's newest addition*

**THE** largest vessel ever to be owned and operated by the Reardon Smith Line and the fifth ship of this name to be owned by the Company, is scheduled to commence her maiden voyage in the very early days of July. She is built and engaged by Burmeister and Wain, Copenhagen and is the eighth in a series of which at least ten will be built.

The vital statistics of the *Eastern City* are:

LOA 224.4 M  
Draft 12.6 M  
Beam 32.24 M  
D.W. 60920 tonnes Ballast capacity  
Engines Burmeister and Wain 7  
cylinder 7K80GF  
Service speed 15.8 knots consumption  
Bunker capacity 3448 M<sup>3</sup>  
Grain capacity 79900 M<sup>3</sup>

The vessel is constructed and equipped to operate with an unmanned engine room, although this cannot happen immediately as the Department of Trade require a detailed operational programme with regular recordings kept of such things as temperatures, incidents, stoppages, etc., for a period of at least two months, before granting an UMS Certificate (UMS = unmanned machinery space).

No cargo gear is fitted.

Vessel is a flush decker (without raised fore-castle head) and has no bulbous bow. She has been built to Norske Veritas rules and is classed on "N V" Register.

Accommodation is of a high standard and the general finish is most attractive besides being very serviceable. There is a distinct Nordic appearance in the furnishings with their traditional love of rather sombre colours, but with a clean and comfortable modern look about it.

It is interesting to note the advanced

methods of construction which are used at the shipyard. The ship has been built in a graving dock and was floated out of the dock on 23rd April, 1976. The construction is organised on a factory production line system with rigid time table schedules for every event. It starts with the building in a large covered shed of the stern unit which will take the main engine, tail shaft and propeller. The main engine and much of the equipment has already been ordered for delivery long before this so it can all be introduced into the completed units of the ship as required and before other units are landed on the top. For example all the galley stoves will be fitted into position before the deck above is put on to avoid any man handling. The areas which take the most time for fitting out, i.e., the engine room and the accommodation, are obviously the two areas which receive the earliest attention. Soon after the stern unit is commenced, the construction of the accommodation house will be started. This is built on the side of the drydock and will be eventually lifted into position on the vessel as one complete unit before the ship is floated out. The heaviest unit prefabricated during the construction weighs 585 metric tons and is the unit containing the main engine including tie bolts but excluding brackets and platforms. As another point of interest the total weight of the rudder and stock is 70.3 tons.

The main events of the construction programme can be listed as follows:

Construction of stern unit commenced January 1976.

First unit placed in graving dock 15th March, 1976.

Vessel floated out of graving dock 23rd April, 1976.

First machinery (Generator) started up 26th May, 1976.

Left berth for sea trials 17th June, 1976.

Completed sea trials 18th June, 1976.

Vessel handed over to Reardon Smith Line, 2nd July.

Vessel sailed, 2nd July.

Crew of the m.v. *Eastern City* for her Maiden Voyage.

Comm. M. J. Higgins.  
Ch. Off. F. Scott.  
2nd Off. J. R. Ashley.  
3rd Off. A. Abel.  
Electronics Off. A. J. L. Cottle.  
2nd R/O P. J. Barker.  
Ch. Eng. D. M. Parsons.  
2nd Eng. G. J. Griffiths.  
Jnr. 2nd Eng. K. Rowney.  
4th Eng. R. S. Allen.  
Jnr. 4th Eng. M. G. Williams-Jones.  
Jnr. 4th Eng. K. R. Negele.  
Jnr. Eng. P. J. Rigby.  
Electrician P. Tyerman.  
Catering Off. D. C. M. Trimick.  
Deck Cdt. T. J. Tudball.  
Deck Cdt. A. Williamson.



S.S. "QUEEN CITY"

Entering 1st Narrows, Vancouver Harbour 1933.  
Received from Captain J. H. Thornhill who served on this vessel.

## Can we have your Ideas!

WE ARE trying to hit upon a method of presentation of accounts which the layman will find understandable. The layman's accounts you will find in this "Newsletter", only present the figures in the Company's statutory accounts in another format. However, for a fuller understanding by the employees of our Company's affairs, the relevant facts and figures in which they are interested should be given, as this information is not specifically disclosed by a profit and loss account and balance sheet.

It has always been the wish of the Chairman that more relevant information than is already given in the accounts, should be made available to employees. We have set out to try and show clearly how—in as brief as possible a form—funds have been generated by our operations and how the resulting surplus has been absorbed and applied by demonstrating the effects upon the cash transactions.

Ian McCann the group financial accountant at head office will be very grateful to receive any constructive suggestions, so that future presentations will be more meaningful.

### Promotion for Reardon Smith Football Team

Following a season of friendly matches in which they acquitted themselves well, the team has now been accepted in the Cardiff Sunday League and will play in the Vth Division.

The team consists mainly of personnel from Head Office and close associates.

We hope the coming season will be a successful one for the team and their Captain, Nicholas Knight of the Accounts Dept., Head Office.

## Our Group Results in Brief for the year to 31st March, 1976

Sources of income:—	£
from freight and time-charter hire	20,897,108
income on investments	432,302
sale of vessels	6,247,055
sale of tax allowances on vessels	1,047,685
	<u>28,624,150</u>
Less operating costs and charter hire	15,957,626
creating wealth of	<u>£12,666,524</u>
which we disposed of by paying to:—	
employees—in net salaries	1,297,885
—for their pension fund contributions by the Company	199,125
Government—taxation (including PAYE, NI and tax on dividends)	914,621
shareholders—dividends	224,056
lenders of money—loan repayments	2,208,150
—interest on loans	1,104,376
finance new fixed assets ourselves—rig venture	4,355,370
—vessel improvements	570,385
balance being increase in funds placed on deposit and in the bank to be used for future developments and financing expenditure we are committed to find ourselves of £3,141,652	<u>1,792,556</u>
	<u>£12,666,524</u>

### Facts and figures

<i>your Company earned after tax per unit of 50p</i>	<b>24p</b>
<i>and we paid out of this a dividend per unit of</i>	<b>2.7422p</b>
<i>The book value of our total assets employed was</i>	<b>£56m</b>
<i>so that each 50p unit was worth on book value</i>	<b>£2.16</b>
<i>but included in the assets was the written down book value of our present fleet</i>	<b>£25m</b>
<i>which are really worth twice as much</i>	<b>£50m</b>
<i>this would make each unit worth</i>	<b>£5.21</b>
<i>the percentage return based on the historic value of the assets employed</i>	<b>8.27%</b>

### "It's all in the Log-Book"

THE wonderful thoughts of Patience Strong have a strong appeal—especially we hope to our readers whose lives are so closely linked with the sea—

*It's all in the log-book: the ports of call, the daily incidents—the warnings, the weather, the calms, the storms, the hour-to-hour events . . . The mari-*

*time journal must be completed be it dark or light—the readings of compasses, charts and stars—all there in black and white.*

*And every soul is a kind of ship as the sea of life it sails—every detail of what occurs in sunshine or in gales—is all in the log-book; good deeds and bad. The truth you cannot hide—when the Pilot takes you into harbour on the evening tide.*

# LAYMAN'S ACCOUNTS as at 31st MARCH, 1976

REARDON SMITH LINE LIMITED AND SUBSIDIARY COMPANIES

## The result of your efforts

	This Year		Last Year	
	£	£	£	£
This is the amount of hire received from operating our fleet including chartered-in tonnage during the year		20,897,108		21,917,195
out of which we had to pay for operating costs and the hire of chartered vessels		18,223,516		15,720,814
so that the operating profit is		2,673,592		6,196,381
The cash invested earned interest of		425,405		642,052
to make a trading profit of		3,098,997		6,838,433
out of which we set aside to write off the original cost of the ships over twenty years	1,774,709		1,479,277	
less the Government cash grants for their building, released this year	377,538		666,773	
		1,397,171		812,504
Leaving a surplus of		1,701,826		6,025,929
the interest paid on money used to finance the cost of shipbuilding was		1,104,376		546,195
leaving a balance of		597,450		5,479,734
vessels were sold at a surplus of		4,050,449		688,915
giving us a profit before taxation of		4,647,899		6,168,649
on which we may have to pay in taxes		2,659,084		3,798,272
to leave a Group profit of...		1,988,815		2,370,377
so that out of which was available for the year we paid dividends to Stockholders of...	224,056		230,944	
and redeemed shares in a subsidiary of	300		—	
		224,356		230,944
leaving in the Group for future development		£1,764,459		£2,139,433

## How we stood at the End of the Year

### WE OWNED

Ships which had cost us		32,298,986		31,753,657
but we have set aside to reduce their value over their useful life		6,993,986		7,052,429
thus lowering their book value to		25,305,000		24,701,228
Money paid towards the cost of new ships and oil rigs being built		24,516,173		7,143,807
Premises at cost	422,181		410,148	
but we have written off to date on leasehold property	72,648		68,648	
reducing the cost of the property to		349,533		341,500
Thus the amounts invested in items we own used in our business to earn our profits stood at		50,170,706		32,186,535
we own shares in other Companies which cost us	400,555		400,555	
expenditure on voyages not yet completed and money owed to us was	4,305,073		3,905,687	
and cash invested earning interest	5,172,080		3,379,524	
		9,877,708		7,685,766
So altogether we owned		60,048,414		39,872,301

but				
-----	--	--	--	--

### WE OWED

Balance outstanding of money which was borrowed to help build our ships for supplies and services	25,386,644		10,817,348	
An amount we are required to provide for tax in the event of our selling all our ships at their book value	3,585,650		2,657,989	
And we have put aside for the following purposes:	12,868,792		9,282,699	
Cash received towards future services...	101,733		221,733	
the balance of cash grants received from the Government for investing in vessels to be used over the five-year period in which they may be repayable	207,999		602,268	
future special surveys and overhauls of the ships	197,200		351,525	
Paying the second dividend to Stockholders	91,283		94,085	
	42,439,301		24,027,647	
the interest of outside Shareholders in a subsidiary company			300	
		42,439,301		24,027,947

The difference between what "WE OWNED" and what "WE OWED" is what the value of STOCKHOLDERS SHARES ARE IN THE BUSINESS based on historic costs		£17,609,113		£15,844,354
--	--	-------------	--	-------------

## REARDON SMITH COGGINS

IN A PREVIOUS ISSUE of the *Newsletter* we referred to future articles in connection with the above group.

The second subsidiary of R.S.C. Group is Sandell Bros., Southampton, dealt with in the following article by Mr. J. H. Underwood.

# SANDELL BROTHERS LTD.

## —A hundred years as Shipping Agents

Sandell Brothers of Southampton became a wholly-owned subsidiary of Reardon Smith Coggins Ltd. on 1st January, 1971 after 96 years as an independent family business. There had previously been a long association between Sandells and Reardon Smith long before that date, as Sandells have been Port Agents at Southampton for Reardon Smith for many years. It was, however, because Reardon Smith acting as General UK Agents for States Marine Inc., appointed Sandells to be Southampton Port Agents for the States Marine vessels that brought about the close association which developed during the 1950s and 1960s.

States Marine it should be recalled were very prominent in the UK/Northern Europe trade with USA East Coast ports during this period when the principal traffic was cargoes for maintaining and supplying the US Forces based in Europe. Southampton was the principal UK port of call, and in the late 1950s and early 1960s States Marine vessels were discharging and loading with great frequency at Southampton. The large volume of military stores (and commercial cargoes) carried by States Marine (and other US flag carriers) was Southampton's principal trade at this time. Captain D. C. Griffiths Jones, home was and still is at Hythe, across Southampton Water, and he was appointed by Reardon Smith as the Port Superintendent in charge for the States Marine Service. He therefore became well-known to Sandell's staff especially towards the end of this period.

This was perhaps the period of closest association with Sandells, and as it happened the period of closest association also with A. E. Smith Coggins (Southampton) Ltd., who obtained in 1965 the contract for cargo handling operations of US Government stores. The seeds of merger and take-over of Sandells by Reardon Smith were sown at this time, but before that happened

came the establishment of a joint venture in 1968 between Sir William Reardon Smith & Sons Ltd. and A. E. Smith Coggins Ltd. for Port Services under the name of Reardon Smith Coggins Ltd. Thus Sandell Brothers today are one of a small group of Companies in the Reardon Smith Coggins Group, together with Containercare (Southern) Ltd., also of Southampton.

### Historical Notes

The real story of Sandell Brothers however started in 1875 and is briefly told in an excellent brochure produced by the Company last year. Not unnaturally with their long history the name of Sandell is now synonymous with the Port of Southampton, and their history reads like an International Shipping Directory. A hundred years ago shipping was changing rapidly from sail to steam and the supply of coal (Welsh of course!) to steam vessels was an expanding business. Sandells as Coal factors of 91A High Street, Southampton became suppliers of bunkering coal, and William Grant Sandell and his son George Washington Sandell eventually became shipping agents under the name of Sandell & Son later to be altered to Sandell Brothers Ltd. when they also became Yacht Agents. From this time onwards until December 1970 the business continued under the direction of William Grant Sandell's sons and grandsons. The timber trades with the Baltic countries, and Canada have always been a prominent feature of their agency business, and the fact that Sandells were at one time the Consul for Latvia, Estonia, Finland, Norway, Belgium, Portugal and Poland indicates how busy Sandell's office must have been in these early days. Quill pens were no longer in use; but high stools, sloping desk tops, and gaslight most certainly were.

Of the numerous anecdotes recounted

in Sandell's Centenary Brochure one is of an unknown foundryman who noticed, when walking along a quay in a South Wales port, that ballast shipped by a vessel from Southampton and spilt on the quayside was excellent quality foundry sand. In those days coal was shipped to Southampton from South Wales to bunker the transatlantic liners, and the colliers in the trade shipped sand ballast back (double-bottom tanks had not then been invented perhaps?) to South Wales. This ballast brought by horse and cart to a quay in Southampton Water from a nearby sand pit was giving South Wales just what they needed; so Sandells therefore formed another Company (Sandell Loam & Gravel Co.) to take advantage of this fortunate discovery and then opened up several pits, built a jetty, and for a number of years ran another successful business. Whether the Welsh foundryman who made the initial discovery as to the real quality of this sand ballast was ever suitably rewarded by the Sandell Brothers directors is not recorded; but if any readers of the *Newsletter* living in South Wales have proof that it was one of their ancestors and know that he was not rewarded, they should get in touch with Sandell Brothers Ltd., Latimer Street, Southampton—and they will doubtless be referred to Head Office in Cardiff by Mr. R. L. Butt, the present Managing Director of Sandell Brothers!

### Sandell's Today

Whilst the past is always interesting and stories abound of unusual occurrences that happened long ago the present is probably of more interest. The high stool and sloping desk have gone, electric light has been installed—so indeed has the telex and the VHF radio telephone—and Sandells are still in the forefront as Shipping Agents at Southampton. To keep abreast with change, to see which developments and changes are the most important is surely part of



*Present Day Staff*

the art of successful management. Trades grow and trades decline, and with them new shipping lines appear and disappear. Sand ballast has gone, and so for the time being at least have States Marine. Shipping is like that, and in a hundred years' span many doors close but many more can—with luck and foresight—be opened.

The following shipping lines are some of the principal Companies represented by Sandells at Southampton today:

*Passenger vessels*

Chandris Lines  
Aznar Line  
Epirotiki Lines

*Oil and Chemical Tankers*

B.P. Tanker Co. Ltd.  
Pan Ocean Shipping & Terminals  
Texaco Overseas Tankships Ltd.  
Mobil Shipping Co. Ltd.  
Gulf Oil Marine Agency  
Phillips Petroleum Co. Ltd.  
Hamburger Lloyd

*Cable Laying Vessels*

Cable & Wireless Ltd.  
Commercial Cable Co. Ltd.  
Trans-Oceanic Cableships Inc.

*Bananas/W. African Service*

Cie Fabre S.G.T.M.  
L. Martin & Cie  
S.I.T.R.A.M.

*General Cargo*

Cia. de Nav. Lloyd Brasileiro  
Bank Line Ltd.

Vessels belonging to these lines are the most frequent at the present time, but there is a very much large number of shipping companies whose vessels may make a call at Southampton occasionally. The number of vessels on any one day therefore into Sandell's agency may vary from none to perhaps ten, and the total number of arrivals per annum is usually well in excess of three hundred.

To cover the work that these vessels create, to attend upon their Masters upon arrival and departure at all hours of the day and night usually keeps Sandell's small staff of 15 at full stretch. There are busy times and quiet times; and the busy times usually mean that the office is almost depleted of staff who have to be out and around the ships and docks; and the quiet periods are signified by a full attendance in the office of staff who are catching up upon the arrears of paperwork resulting from the last busy period.

**The Staff**

The staff, under the direction of Mr. Reggie Butt, Managing Director (ex C.P.R., ex R.A.F.) are organised so that the senior members specialise and are responsible for different divisions. Mike Baker (Executive Director) is in charge of Passenger Vessels, John Stickland attends to Oil and Chemical Tankers mostly berthed at Fawley or Hamble 5 miles down Southampton

Water, Reg Chalk looks after General Cargo Vessels and Cable Ships in the docks, whilst William Sandell (present Chairman and great grandson of the founder) and Peter Denby (Executive Director) are responsible for Accounts and Disbursements. Other members of the staff support the managers of departments where and when most needed—Passenger Ships being the vessels that require when in port the most personnel—and if two or more such vessels are in port to Sandell's agency at the same time, Reg Butt may find himself "holding the fort" in Latimer Street almost single-handed for a couple of days.

To conclude this brief account about Sandells, congratulations to three of Sandell's staff may be in order although to the first two it will be somewhat belated. When Reardon Smith Coggins was formed 5 years ago it resulted in the closure of the Southampton office of Maple Shipping Co. Ltd. managed by Smith Coggins and Miss Mavis Bowden, who had for many years been their Manager's most valued Secretary, was transferred to Sandell Brothers where she has become once again a most valued secretary—with a difference. About three years ago she became Mrs. John Stickland-J. In as previously mentioned being Manager of the Tanker Department. So, belated congratulations to both.

The third congratulation—this time a little premature—is to Brian Barnes, another "transferee" from Maple Shipping Co., who has announced his engagement to a charming young Spanish lady who is on the staff of the Aznar Line—they are to be married next month. The group photograph attached of Sandell's entire staff of 15 taken at a recent staff lunch (who was holding the fort at that moment?) includes the three happy members we have mentioned. They are easily distinguishable by their bright smiles.

Mention should be made as well of the two longest serving members of the staff—Miss Bedford and Miss Chapman—who have been with Sandells since 1939. Such length of service must surely set some kind of record for two ladies in shipping offices. Well done!

J.H.U. 20/4/76

*P.S.* Congratulations to Sandell Brothers and "their" football team who, as all the world knows, have carried off the Cup at Wembley.

3/5/76

# s.s. "CITY OF CARDIFF" *Seventy years ago*

1st REARDON SMITH VESSEL. ROPNER STOCKTON ON TEES SHIPBUILDER. CONTRACT SIGNED 19th MAY, 1905. SAILED ON MAIDEN VOYAGE 1906. D.W.T. 5500. (MASTER CAPTAIN JOHN SMITH, 2nd OFF. HARRY SMITH, SON).

IT IS TRUE to say that a great deal of inspiration can be derived from the past. Those who deride the decades that have gone and find no inspiration in any of them are in danger of missing something to value.

Seventy years ago the s.s. *City of Cardiff* set sail on her maiden voyage

from Cardiff to the River Plate. The throbbing of her engine started a vibration which continued down the years until today it is still as vibrant as ever conveying the same hopes and aspirations. Men at the helm have come and gone with the passage of time. Of necessity and in the interests of pro-

gress methods have changed. Present times are extremely difficult and frustrating. These are days that need a falling back on reserves of tenacity of purpose and a fair share of hope and confidence, we are fortunate these are apparent today not least in our man at the helm and those who hold positions of responsibility.

The opposite documents kindly supplied by Mr. Antony Reardon Smith are of historical interest and we hope will be of interest to all our readers.

## SHIPS POSITIONS AS AT 23rd JUNE 1976

**m.v. Cardiff City.** On Time Charter a/c Salen. Sailed Kawasaki 20th June. Transits Panama Canal 16th July. Arrives Santa Marta (Colombia) 17th July, completing 26th.

**m.v. Cornish City.** Sailed Gibraltar 8th June and delivered under Time Charter passing Key West 24th June, loads East Coast U.S.A. for South Africa, calling Houston 26/29th June, New Orleans 1st/2nd July, Savannah 5th, Charleston 6th, Newport News 8/9th, Baltimore 10/12th, Philadelphia 13th and finally New York 14/16th July. Then proceeds Cape Town arriving 5th August and completes Maputo.

**m.v. Devon City.** On Time Charter a/c Motor-tank. Sailed Sydney 22nd June with cargo grain for Black Sea. Arrives Suez Canal 16th July and Black Sea 23rd July, completing 29th. Then proceeds to Central Mediterranean area to Drydock for about 21 days.

**m.v. Eastern City.** Expect deliver Copenhagen 2nd/3rd July.

**m.v. Fresno City.** Presently loading at Vancouver B.C. on B.C./U.K. Cont. Berth Service. Expect sail 25th June and transit Panama Canal 7th July. Arrives first discharge port, Dublin 20th July and sails for Esbjerg to complete 28th. Arrives Esbjerg 1st August, completing 3rd August.

**m.v. Indian City.** On Time Charter a/c Yamashita Shinshin. Arrived Houston 19th June to commence discharge car cargo, and sailed for Jacksonville 20th. Arrives Jacksonville 24th and completes discharge 26th. Then proceeds Hampton Roads to load coal 27/30th June for Japan. Transits Panama Canal 6th July, arriving Sakaide 1st August, completing 5th August.

**m.v. New Westminster City.** On B.C./U.K. Cont. Berth Service. Sailed Vancouver B.C. 4th June with cargo Forest Products. Sailed Panama Canal 17th June. Arrives first discharge port Antwerp 1st July, sailing 3rd for London. Arrives and sails London 4/10th July, completing discharge Esbjerg 11/13th July. Then proceeds Port

Elizabeth to load Manganese Ore 4/6th August, arriving Japan to discharge 2nd September, completing 5th September.

**m.v. Port Alberni City.** On Time Charter a/c Nidera. Sailed Bahia Blanca 11th June with cargo Sorghums. Calls Singapore 9th July and arrives Tokyo/Hakata Range to discharge 17/20th July and redelivers from Time Charter. Then proceeds U.S.W.C./B.C. to load under Berth Service, loading approx. 7th/23rd, transits Panama Canal 4th September, discharging, provisionally at London only. Arriving around 18th September.

**m.v. Prince Rupert City.** Sailed Durban 21st June with full cargo Maize for Japan. Calls Singapore 6th July, arriving Japan 14th July, completing 20th.

**m.v. Tacoma City.** On B.C./U.K. Cont. Berth Service. Sailed Vancouver B.C. 15th June with cargo Forest Products. Transits Panama Canal 27th June, arriving London 12th July. Sailing 20th for Antwerp where arrives and completes 21st/23rd July.

**m.v. Vancouver City.** On Time Charter a/c Daiichi. Sailed Bahia Blanca 2nd June with cargo Sorghums for Japan via Straits of Magellan. Arrives Japan 4th July and completes 10/15th July.

**m.v. Victoria City.** Sailed Esbjerg 15th June and delivered under Time Charter to Nidera passing Long 4°E. Calls Rio de Janeiro for bunkers 30th June/1st July and loads River Plate 5th/12th July for Taiwan. Calls Singapore 9th August. Arrives Taiwan 14th August and completes and redelivers 20th August.

**m.v. Welsh City.** On Time Charter a/c K.N.S.M. Sailed Kingston 21st June. Calls Nassau, Freeport, Charleston and Moorhead City for La Pallice and Boulogne.

**m.v. Amparo.** Arrived Ensenada 21st June, sailing 22nd for Yokohama where due 8th July. Then drydocks Kobe area.

**m.v. Atlantic.** Sailed Alexandria 9th June. Passed Suez 11th June enroute Paradip where arrives 24th June. Expect sail 2nd July. Calls Singapore 7th July and arrives Pahang 15th July, thereafter calling Pusan thence Jeddah.

**m.v. Elena.** Arrived Manzanillo 20th June with expected sailing 22nd June. Thereafter calls Acapulco 23rd/25th June; Puntarenas 28/30th June, Corinto 1st/2nd July, Cutuco 2nd/3rd, Champerico 4/5th, and Ensenada 10/11th whence sails for Yokohama arriving 27th July. Sails for Nagoya/Yokkaichi 29th July/1st August and Osaka/Kobe 2nd/5th August. Drydocks Kobe until 14th August and loads, sailing 17th continuing loading Nagoya 18th Yokohama 19th/21st and Tokyo 22nd/24th. Sails for Ensenada, arriving 7th September, sailing 8th for Manzanillo 12/15th September and Acapulco 16/18th September.

**m.v. Gela.** Sailed Hamburg 21st June, arrived Bremen 22nd, sailing 23rd. Continues to Rotterdam to complete loading 24/26th June and sails for Tampico, arriving 10th July. Thereafter proceeds to Vera Cruz and Coatzacoalcos.

**m.v. Maria Elisa.** Arrived Santos 18th June, sailing 23rd for Angra dos Reis, arriving 24th June. Sails 25th and arrives San Juan 6th July. Then proceeds Vera Cruz, Tampico, Houston and New Orleans.

**m.v. Sara Lape.** Sailed Philadelphia 16th June. Arrived Houston 22nd June, sailing 23rd. Thereafter continues loading Coatzacoalcos 26/28th June, Vera Cruz 29th/1st July, and Tampico 2nd/8th July. Proceeds to South America discharging Brazilian Port 21st/22nd July, Rio 25/26th July, Santos 27th/1st August and Buenos Aires 4/7th August. Returns via Brazilian Port 8/10th August, Santos 12/17th August, Optional Central American Port 28/30th August, Vera Cruz 4/7th September completing Tampico 8/14th September.

LADIES AND GENTLEMEN,

**"INSTOW STEAMSHIP COMPANY, LIMITED."**

We have great pleasure in handing you Statement of Accounts for voyages 1 and 2 of the "City of Cardiff" s.s., covering a period of 188 days, and showing a profit of £2,709 18s. 3d., out of which we have divided 16s. per £10 share, equal to 8%.

Steamer left here on October 6th for the River Plate, with a good outward rate, and everything looks favourable for a more profitable voyage than either of the last two.

We have still some shares to dispose of, and intending shareholders will get the benefit of the Dividends already paid, less a small charge for interest.

This steamer is one of the cheapest of her class in the Kingdom, costing only £5 13s. 0d. per ton, including a first-class outfit, with no extras.

Our long experience in the different trades enables us to compete successfully with any of our shipowning friends.

Another advantage to our Shareholders is that the Insurance Money, if steamer was lost, would be returned to them and not invested in another steamer without their consent.

The Managers hold more than one third of the shares, and this alone is a guarantee of good faith.

Yours truly,  
W. R. SMITH & SON.

**Voyage Account No. 1, from March 15th to July 18th, 1906.**

Dr.		Cr.	
	£ s d		£ s d
To Working Expenses—		By Freight—	
Port Charges		Cardiff to La Plata	2,931 17 10
Stockton	136 19 0	San Nicholas to	
Cardiff	326 13 8	Genoa	3,425 5 6
La Plata	806 14 6	Sundry Rebates,	
San Lorenzo	40 12 8	returned premiums,	
San Nicholas	559 13 0	etc.	46 19 9
St. Vincent	14 14 3		8,414 3 1
Gibraltar	6 15 8		
Genoa	299 17 8		
Provisions	149 0 7		
Stores	61 8 11		
Bunkers	949 0 0		
Wages	532 8 0		
	3,893 17 11		
Management	65 13 4		
Insurance (Lloyd's and			
Dutch)	804 1 2		
Balance (profit)	2,049 10 8		
	£8,414 3 1		£8,414 3 1

**Voyage Account No. 2, from July 19th to September 19th, 1906.**

Dr.		Cr.	
	£ s d		£ s d
To Working Expenses—		By Freight—	
Port Charges		Danube to	
Constantinople	55 18 5	Rotterdam	2,849 18 11
Braila	332 4 0	Sundry Rebates,	
Sulina	289 19 8	returned premiums,	
Benderick	10 18 8	etc.	97 6 9
Rotterdam	231 9 11		2,947 5 8
Sundry Expenses	20 0 0		
	1,000 10 6		
Wages	298 2 7		
Provisions	87 11 0		
Stores	30 13 2		
Bunkers	561 1 6		
Insurance	334 8 11		
Management	34 10 5		
Balance (profit)	660 7 7		
	£2,947 5 8		£2,947 5 8

I have examined the above Accounts with the Books and Vouchers of the Company, and find the same in order.

(Signed) R. LEYSHON, F.S.A.A., Incorporated Accountant,  
12, Mount Stuart Square,  
Cardiff, August 15, 1906. Auditor.

# STAFF NEWS

## ENGAGEMENT

Congratulations to Mr. A. Davidson, Electrician on his engagement to Miss Mavis Nelson of Sydney, Australia.

The engagement took place whilst the m.v. *Cornish City* was in Port Kembla in May, and Captain and Officers wish them all happiness in the future.

Report by A. P. Hughes (Cat. Off.)

## GOLDEN WEDDING

On 28th July, Captain and Mrs. W. Lawday celebrated their Golden Wedding. It gives us particular pleasure to congratulate them on this achievement and to wish them many more years of health and happiness.

We were pleased to see Captain Lawday at Head Office on 10th June, looking very fit.

## RETIREMENT

Mr. T. E. Thistleton, 2nd Officer retired from sea-going duties on 31st May, 1976, after twenty years service with the Company, having first sailed on the m.v. *Madras City* in November 1955. We feel sure that those who sailed with him will join us in wishing him a long and happy retirement and in thanking him for his long and devoted service to the Company.

## CERTIFICATE SUCCESSES

P. C. Roberts (second Mates Cert).  
A. J. L. Cottle (Marine Electronics (Cert)).  
P. T. Higgins (1st Class Motor Endorsement).  
F. Clark (1st Class Motor Part A).  
G. J. Morris (2nd Class Motor).  
M. G. Williams-Jones (Part "A" 2nd Class).

## BIRTH

Congratulations to Mr. and Mrs. Peter Brown on the arrival of a daughter, born 23rd June (Tessa Joanne).

## NEW STAFF

### London Office

*We extend a welcome on joining the Company to:*

Miss S. Broad (Shorthand Typist, Accounts Department).

### Sea Staff

Mr. R. W. Price (Deck Cadet).  
Mr. R. W. Davies (Deck Cadet).  
Mr. C. C. Seaton (Electrician).  
Mr. A. G. Peck (Catering Officer).

### Change of Address

**Captain G. H. Harvey,  
School Cottage,**

103 BALLYPOLLARD ROAD, MAGHERAMORNE,  
LARNE, BT40 3JG, CO. ANTRIM, N.I.

## RETIRED STAFF

### Mr. J. Morgan

"Jake" visited Head Office recently and we were pleased to see him so fit and youthful. He is still an active golfer and is a living proof that the "nineteenth hole" is so beneficial.

### Mr. GWILYM DAVIES

We are pleased to hear that Gwilym is now out of Hospital. Hope he continues to improve in health and we send him our very best wishes.



## *An incident during the last war*

THE ABOVE photograph was taken off the Greek Coast as a Greek ship was bombed and blew up—the ship was full of high explosives. Just prior to this the m.v. *Santa Clara Valley* was bombed and sunk with a cargo of mules. The late Captain Lennie, Mr. Wheaton 2nd Officer and Mr. Lionel Wainwright made their way to a cave behind the cypress trees on the left in the photograph anticipating correctly that the bombers would return to deal with the Greek which they knew (and so did the Stukas) was laden with high explosives.

## Mr. T. E. Thistleton (retired 2nd Officer)

*We have pleasure in publishing a letter received from Mr. Thistleton:*

DEAR SIRS,

I was very pleased to receive your letter dated 26th May, particularly your reference to my service with Reardon Smith Line.

I have been very happy working for your Company and I wish to thank all personnel, ashore and afloat, for making this happiness possible.

I was deeply touched during my last voyage when I received a retirement present from Captain G. F. R. Ellerby and Officers of the m.v. *Amparo*, also included in this presentation were Captain A. D. Lightfoot and certain Officers of the m.v. *Elena*. Unknown to me at the time, the idea of a retirement present was put forward when the two vessels were together at Ensenada over Christmas 1975.

Captain Lightfoot and his Officers may not know that my retirement present was a Radio/Cassette tape recorder, so I would be very grateful if you could publish this letter in the Reardon Smith *Newsletter*, that will show my appreciation, and thanks to all concerned.

Thanking you in anticipation of this request being granted and wishing Reardon Smith Line, and everyone connected with the Company success in the future.

Yours sincerely,  
T. E. Thistleton