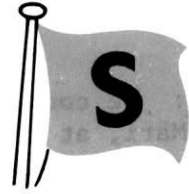


REARDON SMITH LINE LIMITED

# newsletter



NO. 128

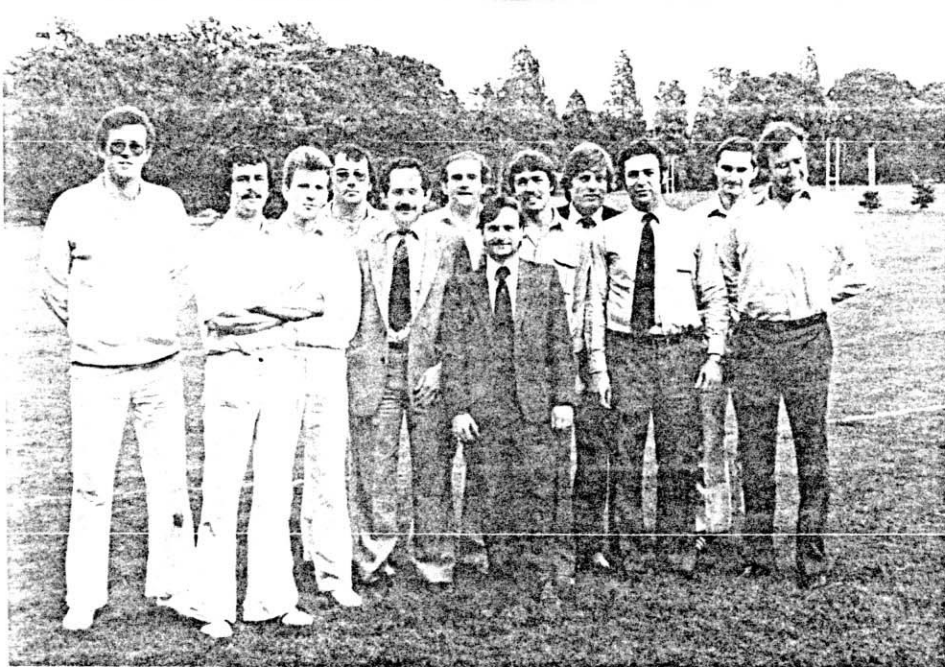
SEPTEMBER, 1980.

## CRICKET - "GOWER CUP" MATCH



(Above) London receiving the Cup.

(Below) The unlucky ones.



A full account of the match is attached to this Newsletter.

STAFF NEWS

BIRTHS: We congratulate Mr. & Mrs. Frank Leavers on the birth of a daughter, Rhian Mari, at the University Hospital of Wales, Cardiff, on 12th September. Both mother and daughter are doing well. Mr. Leavers is in the Purchasing Department at Head Office.

Our congratulations also to Second Engineer Edwards and Mrs. Edwards on the birth of a daughter, Nicola Anne, on 5th September. The baby weighed 7 lb. 11 ozs.

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MARRIAGES: Many congratulations for happiness in the future to Radio Officer Ian Bullock on his marriage to Miss Cassandra Ann Hynds on 6th September at Northallerton. Mr. Bullock is at present at home attending College.

Mr. Lyndon Sotero, Accounts Department, Head Office, was married to Miss Francine McComish at the Church of Christ the King, Llanishen, Cardiff, on 20th September. Our good wishes and congratulations to them both. Mr. Nick Knight, also of the Accounts Department, Head Office, was Best Man.

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RETIREMENT: All good wishes for a happy retirement go to Mr. John Thorne, Marine Personnel Department, Head Office, on his retirement on 3rd October. Mr. Thorne joined the Staff of our London Office in 1961 and was transferred to Cardiff in 1972. Our good wishes to Mrs. Thorne also, in their retirement.

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NEW STAFF: To the following seagoing staff, we extend a very warm welcome to the Company:-

A.G. Roberts	-	Electrician	A. Bevan	-	Trainee Electrician
W. Iles	-	Trainee Electrician			

CADETS - DECK - A.M. Baker, S. Bennett, S.G. Bratton, R.G. Crozier, K. Deacon, R. Eastham, G.P. Jones, E.V. Neale, M.A. Ryan, M.G. Shaw, D.P. Stephens, A.P. Wilson.

ENGINEER: R.A. Bracken, T.A. Broughton, A.P.S. Gaskell, N. Griffiths, D.P. Luckett, M. Martyn-Johns, M.G. Moore, J.C.E. Pink, M.M. Taylor, D.A. Welch.

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EXAMINATION SUCCESSES: Congratulations to the following:-

S.F. Lowry	-	O.N.D.	S.J. Voss	-	O.N.C.
D.G. Hunt	-	T4 Electrical Certificate.			

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OTHER NEWS

MERCHANT NAVY HOTELS

We are sorry to advise that, due to rising costs and inflation generally, the Cardiff and Swansea Merchant Navy Hotels will close for accommodation on 31st October this year. The Bar and snack facilities will remain until the premises are sold. We will advise, in due course, when this takes place.

... ..

DONATIONS TO CHARITY

As a result of a sponsored event aboard, the generosity of the Officers of the "WELSH CITY" raised £88.01 for the Sailors' Children's Home at Rhu, Scotland. This donation is much appreciated, both by the Home and us.

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WAGE COST "MOST SIGNIFICANT" FACTOR

As you are all probably aware, negotiations are soon to commence on the annual round of pay increases. This year they have to take place against the somewhat sombre background of increased operating costs, of which wages form the most "Significant Factor".

There are indications that we are in real danger of pricing ourselves out of the market, particularly where Managed Tonnage is concerned. A combination of high settlements, together with the strength of Sterling, have all but eliminated the cost advantage we used to enjoy over other Northern European countries.

In this context, we would draw to your attention the latest "News from G.C.B.S" (General Council of British Shipping), which is attached to this Newsletter, which emphasises this factor and, in particular, to the extract from a recent Annual Statement of one major Company which will be of interest to those concerned with the viability of the Industry.

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FIFTY YEARS AGO

Our local "Echo" recently featured some events which were reported in their Paper fifty years ago and we were interested to see the following included in this small article:

"A Cardiff ship rescued eleven Japanese whose vessel was foundering in a typhoon. The Japanese crew had lashed themselves to the fishing boat's rigging and many were half-dead from their terrible buffeting.

The Cardiff ship was steaming between Japanese islands when it noticed a distress flare.

Fireman Mr. William Mare of Trevethick Street, Riverside, Cardiff, wrote of how the crew of the "VERNON CITY" risked their lives in the teeth of the typhoon to complete the rescue".

If any of our retired seafarers can enlarge on this story, we should be pleased to hear from them. Ed.

... ..

VESSEL	CARDIFF CITY	DEVON CITY	FRESNO CITY	NEW WESTMINSTER CITY
Master	J.J. Birrell	M.J. Bellamy	G.S. Garlick	A.L.G. Gossett
Chief Officer	J.R. Ashley	P.M. Baverstock	B.T. Hernaman	T.J. Hunter
Second "	T.L. Lawrence	J.P. Andrews	D.P. Kirley	N. Jerrum
Third "	I. Cowan	J.C. Brown	R.W. Davies	C.M. Kivell
Radio "	C.G. Macey	J.A. Heslop	R.H. Smith	D.R. Wilkinson
Chief Engineer	N.E. Shilstone	M.G. Seaman	L.M. Williamson	M.E. Rayner
Second "	R.E. Diamond	D.E. Horne	J.B. Hocking	P.H. Evans
Third "	A. Hobin	P.D. Slade	D.E. Simmons	W.H. Tucker
Fourth "	A.J. White	P.J. Cole	D.C. Pulley	P. Price
Junior "	D.J. Knox	A.P. Brandram-Jones	M.J.C. Lockwood	K.J. Ayres
Junior "	R.H. Reed	M. Williamson	H.D. McLundie	
Electrician	D.J.C. Harnett	K. Smith-Jaynes	T. Willoughby	J. Fernandez
Electrician			N. Padfield	
Catering Officer	D. Gowsell	L. Slawinski	J. Bonner	C.J. Harrhy
Cadets			R.J. Taylor	M.R. Dunstall
			R. Hughes-Jenkins	S.J. Laws
				W.E. Wilkins
				D.R. Aldus
				A.R. Parker

VESSEL	PORT ALBERNI CITY	PRINCE RUPERT CITY	TACOMA CITY	VICTORIA CITY
Master	T.R. McNulty	J. Vaughan	R.A.H. Vanner	P.J. Boroughs
Chief Officer	J.S. Murray	W.G. Wood	A. Thomson	A.M. Mitchell
Second "	M.J. Clarke	A.A. Field	P.P. Lewis	J.C. Pagler
Third "	R.J. Elliott	C.A. Prescott	A.C. Prosser	A. Williamson
Radio Officer	R.W. McInnes	G.P.S. Watts	B.B. Everett	W.P. Cameron
Chief Engineer	R. Chambers	P.W. Evans	J.C. Cullen	B.M. Draper
Second "	R. Taylor	K. Rowney	W.A. Bruce	C.D. Morgan
Third "	W.M. Powell	M.B. Perrott	R.E. Russell	D.A. Roberts
Fourth "	D.J. Coombes	R.M. Stead	M.R. Preece	K.R. Tonks
Junior "	M. Morgan	G.J. McKenzie	P.H. Munro	M.G. Evans 4/E
Junior "	C.G. Fletcher	M.P. Owens	W. Iles	B.G. Wappler
Electrician	G.N. Witt	D.G. Jarvis	P. Willmott	A.G. Roberts
Catering Officer	A.A. Gouldie	L.B. Surrey	P.D. Smith	D.R. Hartshorne
Cadets	S.F. Broderick		T.D. Bennett	R.W. Eacott
	M. Cox		M.J. Cummins	N. Boyce
	P.A. Vaughan		C.B.C. Jones	S.J. Voss
	J.D. Bateman		A.J. Salter	J.C. Thomas
	G. Railton			J.J. Morgan
Electrician				A. Bevan

VESSEL	WELSH CITY	AMPARO	SAMIA	JOSEFA
Master	A.D. Lightfoot	R.K. Stuart	R.E. Skinner	M.E. Jones
Chief Officer	K. Jones	J.E.S. York	K.J. Cribbin	R.V. Duncan
Second "	S.R. Breedon	M.L. Frazer	C. Swindells	P.J. Godding
Third Officer	G.P. Eyles	A. Abel	G. Faulkener	B.F. Collings
Radio Officer	E.G. Bromham	K.H. Sellar	R.G. Chugg	R.J. Preece
Chief Engineer	J. Scott	H.L. Fletcher	D.N. Henry	D. Harrison
Second "	M.R. Green	R.A. Rees	M.J. Yates	N. Nesbitt
Third "	D.C. Lewis	W.R. Shannon	T.E.J. Sperrin	N.C. Whitby
Fourth "	A.M. Baxter	P. John	B.J. Pexton	C.L. Taylor
Fourth "	K. Warner	D.A. Hayden J4/E	A.D. Cowling	A. Keast J4/E
Fourth "	N.C. Williams	S.G. Morris J4/E		
Electrician	D.G. Grant	K.W.B. Hampton	E. Bennington	D. Osborne
Electrician		D.G. Hunt	E. Norman	
Catering Officer	R.E. Pierce	L. Seabrooke	A.H. Fox	G.S. Pasmore
Cadets		R. Johnson	P. Connick	
		D.A. Littler	M. Spurrell	
		J.M. Coleman		
		E.J. Naughton		

VESSEL	BIBI	SILVIA SOFIA
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Master	B.A.G. Boyer	M.C. Hurst
Chief Officer	T. Haxell	M.W. Slayman
Second "	T.H. Jowett	T.A. Price
Third "	A.P. Morris	
Radio "	V.F. Cullen	D.S.H. Thomson
Chief Engineer	G. Hughes	J. Fitzsimmons
Second "	G.J. Griffiths	K.D. Morgan
Third "	K. Newton	K.A. Velda
Fourth "	G. Gaywood	M.J. Hugill
Junior "	C.K. Lee	T.A. Savage
Junior "	M. Richards	W. Gill Addt c/e
Electrician	P. Tyerman	D.A. Williams
Catering Officer	F.W. Lever	R.G. White
Cadets	J. Hudson	D.B. Williams
	P. Weychan	R. Eastham
		M.A. Ryan

Below are listed Officers at home on voyage leave as at 30.9.80:- Every endeavour is made to ensure that the list is as accurate as possible at the time of printing.

Masters:	O.J.T. Lindsay, L.R. Staines, W.D. Jones, D.B. Jack, J.S. Pearsall, J.J. Kalnins, J. Porteous, D.L. Bell, J.C. Lee
Chief Officers:	J.C. Stutt, B.R. Hopper, I. Woollard, K. Milburn, R.E. Baker, A.P. Jagers, R.T. Alford, D.H. Aubrey, D.C. Toon
Second Officers:	P.C. Roberts, N. Davies, A.K. Smith, T.J. Fuller, J.M. Smith, P.A. Bullard
Third Officers:	R.K. Villars, J.C. Neale, P.C. Harding, I.C. Miller, M.S. Morgan, M.A. Evans, M.R. Lovibond, P.D. Codd, J.J. Moore, S.F. Lowry
Chief Engineers:	R.J. Trigg, G.M. Cuthbertson, J. Cormack, E.R. Morgan, R.M. Paddock, L.G.I. Taylor, D.N. Amey, D. Archbold
Second Engineers:	P.R. Bryant, P.J. Walker, C.J. Burton, H.C. Convery, R.U. Bell, J. Foots, T. Graham-Russell, P.J. Prendergast
Third Engineers:	R.M.B. Jenkins, R. Thomas, R.C. Butcher, I.S. Exton, J.H. Davies, A.C. Coombs, W. Lait
Fourth Engineers:	C.J. Brown, M.C. Smith, R.H. Moore, W.A. Stone, P.W. Knibbs, D.B. Evans, S.J. Staines, C.E. Ashton, A.J.F. Tuck
Junior Engineers:	M.S. Duke, K.D. Hill, J. Rettalick, J.R. Sampson, M. Taylor, J.A. Akhurst, R. Godsall, E.L. Lloyd, P.M. Deschamps, C.R. Brennan
Electricians:	J.P. Crawford, D.E. Rees, J.T. Loraine, G. Shaddock, K. Baines, B. Batey, J.A. Grainger, K.F. Bean, J.F. Bowman
Catering Officers:	R.G. Moylon, P.J. Keogh, J. Buckmaster, J.A. Patrick, N.H. Frost, L. Hayward, R.A. Peach
Radio Officers:	D.C. Short, N.C. Sanders, D.P. Bidmead, P. Bradley, R.G. Miller, S.G. Whitmore, W.P. Budden, K.J. Harris, M.W. Savory

Officers at home on Sick/Study leave as at 30.9.80: D.J.A. Nicholl, P.C. Coles, A. Tay, A. Edwards, A. Doubler, K.R. Negele, K.J. O'Brien, B.J. Carter, J.R. Mathews, J.M. Stewart, H.D. Johnson, D.G. Wedlake, A.G. Vincent, D. Caffyn, J.F. Bullock

Cadets at home on voyage leave, study leave or sick leave as at 30.9.80: G.J. Provis, D.J.F. Carter, C. Taylor, C.E. Broad, L.P. Jasper, J. Cox, G.A. Brooks, M. Tully, P. Martin, S.A. Hembury, N.J. Millward, J.A. Thomas, D.T. Shorthouse, R.E. Parsons, C.M. Kirton, J.C. Townsend, C.G. Everett, D. W. Gorman, M.R. Hart, P.D. Cocker, S.C. Paskell, T.J. Wood, I.J. Thomas, N.G. Herod, I.J. Morgan, M.I.V. Holman, M.G. Adams, M.R. Penny, J.C. Thomas, G. Sharp, D.R. James, A.P. Miller, R.A. Hall, A.M. Russell, P. Collins, S. Rawlings, S.N. Beckett, P.R. Cook, M.J. Hopewell, W.P. Heyman, C.D. Broughton



## SHIPS POSITIONS

As at 25th September, 1980.

m.v. "CARDIFF CITY" Operating under Time Charter account China National, this vessel arrived Hsinkang 15th September, and the indication is she will berth around 30th, completing discharge 3/4th October. On completion discharge Hsinkang, vessel has been fixed on Time Charter account Seaboard, delivery at or passing Moji for a trip via BC/USWC, redelivery UK/Cont/Med not East of West Coast Italy. At this stage, the itinerary has not yet been completely finalised but the indication is BC for US Atlantic thence possibly Casablanca/Algiers and Naples.

m.v. "DEVON CITY" This vessel, operating under Time Charter account Safmarine, sailed Port Elizabeth 15th September with a cargo of Ore, Steel and Containers on deck for New Orleans, Burnside and Houston. Vessel is expected to arrive New Orleans 7th October to commence discharge and on completion Houston, whilst we have not as yet received vessels next itinerary, the indication is she will load US Gulf possibly USEC for South Africa.

m.v. "FRESNO CITY" This vessel, operating under Time Charter account Cast, sailed East London 14th September with 24320 tons Cargo for discharge Porto Grande (St. Vincent) and Rotterdam. The quantity for discharge Porto Grande is 5250 tons Maize and vessel is expected to arrive 27th September. We would expect her to sail around 1st October giving arrival Rotterdam 9th with probable completion around 13th, thereafter next employment has not yet been completely finalised.

m.v. "NEW WESTMINSTER CITY" This vessel, operating under Time Charter account Salen, sailed San Francisco 14th September having aboard 24567 metric tons Wheat for discharge China. We are presently awaiting declaration of discharge port. Vessel is expected to arrive China 1st October with about 4 days being required for discharging purposes. On completion discharge China, vessels next business has not yet been arranged.

m.v. "PORT ALBERNI CITY" Operating under Time Charter account Sovfracht, vessel sailed Singapore 17th September for Adelaide, where she is expected to arrive 0800 27th. Vessel loads Adelaide and Port Lincoln for discharge Nakhodka. The indication is she should commence loading Adelaide 30th September sailing 2nd October giving ETA/D Port Lincoln 3/4th October.

m.v. "PRINCE RUPERT CITY" Operating under Time Charter account China National, sailed Tampa 1400 20th August with a cargo of 21340 tons Super Phosphate in bags for discharge Dairen and Hsinkang. Vessel is expected to arrive Dairen 30th September. On completion discharge Hsinkang, vessels future employment has not yet been arranged.

m.v. "TACOMA CITY" This vessel, operating under Time Charter account Cast, sailed Antwerp 16th September originally towards Philadelphia for orders. Whilst enroute, these orders have been changed and vessel is now proceeding Key West for orders. ETA 2100 28th September. At the time of going to press, vessel is unfixed and we are awaiting news from Cast reference loading port and itinerary.

m.v. "VICTORIA CITY" Operating under Time Charter account Ben Line, sailed Port Kelang 5th September having aboard 21482 tons Cargo for discharge Liverpool and Rotterdam. Vessel cleared Port Said 19th September and is expected to arrive Liverpool 1500 28th. She is scheduled to discharge at Seaforth Timber Terminal Berth S9/S10, probably sailing Liverpool 9th October which would mean arrival Rotterdam 11th, with probable completion 16th. On completion discharge at Rotterdam, vessel proceeds to South Shields for repairs.

m.v. "WELSH CITY" This vessel sailed Seattle 16th September, having aboard 54998 long tons Corn and Sorghums for discharge Chiba and Kawasaki. She is expected to arrive Chiba am 1st October to commence discharge. The present indication is she should complete around 10th October, after which she will probably drydock in Japan for around 7/9 days.

m.v. "AMPARO" Arrived Mobile 20th September, the indication being she should sail 24th for Barcelona, Naples, Genoa and Leghorn. The present itinerary shows completion Leghorn 23rd October after which vessel proceeds to Vera Cruz, Tampico, Coatzacoalcos, Mobile and New Orleans, prior to returning to Barcelona, Naples, Leghorn, Genoa and Barcelona.

m.v. "BIBI" This vessel arrived Kaohsiung 11th September and has been delayed on account of rain, the present ETD midnight 26th September for Innoshima. ETA Innoshima 1700 29th. Vessel drydocks Innoshima through 29th September/18th October, thence loads Nagasaki, Nagoya, Yokosuka, Yokohama and Kobe for Manzanillo, Acapulco and Central American Ports.

m.v. "JOSEFA" Vessel arrived Tampico 16th September and has been delayed awaiting berth. Vessel actually berthed 1300 23rd and is now scheduled to sail 28th for Coatzacoalcos, Progreso and New Orleans. On completion loading New Orleans vessel is scheduled to proceed to Le Havre, Rotterdam, Antwerp, Bremen, Hamburg, Copenhagen, Le Havre and Bilbao prior to returning to Vera Cruz, Tampico, Coatzacoalcos, Progreso and New Orleans.

m.v. "SAMIA" This vessel sailed Naples 23rd September and arrived Malta 1215 24th. She will drydock and repair at Malta through 24th September/31st October. On completion drydocking and repairs, vessel loads Leghorn, Naples and Barcelona for Vera Cruz. She is scheduled to commence loading Leghorn 3rd November.

m.v. "SILVIA SOFIA" This vessel arrived Guaymas 20th September and is scheduled to sail 28th for Manzanillo and Ensenada. Her itinerary indicates she should sail Ensenada 8th October for Keelung, Hong Kong, Yokohama, Nagoya, Yokkaichi, Kobe and Busan, completing cargo operations Busan around 12th November.

## THE 'GOWER CUP'

After a postponement of the original date, not surprisingly this year due to bad weather, Head and London Offices met for the second playing of the 'GOWER CUP' on 11th September, at Wokingham.

Head Office, with several bowlers absent, won the toss and put London into bat. After only a few balls had been bowled rain began to fall, but both sides indicated their wish to carry on and the rain soon gave up! London, however, initially made heavy weather of the Cardiff attack and reached 20 for 2 after nearly 8 overs. Their fortunes improved considerably with the arrival of their Captain, John Hawkes, at the wicket, supported firstly by Antony Reardon Smith, who despite a self-inflicted cut lip, made 13 before being bowled by cousin John! David De Rosa with 28 helped John Hawkes take the score to 103, before falling to Paul Beattie, caught and bowled. While John Hawkes took some quick runs to reach a fine 68, the remainder of the London batsmen went fairly cheaply and the London innings closed after 30 overs for 144 for 8. Head Office's best bowlers were:

Beattie (2 - 16), David Phillips (2 - 26) and John Reardon Smith (3 - 23).

With a target of under 5 an over, Head Office should have made quite a strong challenge to retain the 'GOWER CUP', but frankly, with probably only one exception, their batsmen failed to make any positive contribution.

With the first wicket falling cheaply, the partnership between John Jones and Jim Bendon showed promise but Jim went at 24 and the only other batsmen to help John was Captain for the day, Graham Johnson, who seemed to be getting into his stride with three good boundaries, only to be bowled by Tucker for 16. With Graham's departure John Jones was left to struggle valiantly, without any real support and reached 28 before falling to De Rosa. In fact, London's front line bowlers - John Norman and David De Rosa were held back until the 19th over, when they really put Head Office's batting into its right perspective, with bowling figures of 2 - 3 and 4 - 4 respectively.

Therefore, the 'GOWER CUP', in its second year, had a new holder and Mr. Chatterton was again present to hand it to the successful team. Head Office will look to 1981 to redeem its pride in this enjoyable fixture, concluded very happily by all at the Pheasant in Wokingham.

London Office: 144 for 8 innings closed (J. Hawkes 68, D. De Rosa 28, P. Beattie 2 - 16, J. Reardon Smith 3 - 23).

Head Office: 70 (J. Jones 28, G. Johnson 16, De Rosa 4 - 4, J. Norman 2 - 3).

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# NEWS FROM GCBS

ISSUED BY THE GENERAL COUNCIL OF BRITISH SHIPPING

NUMBER

2/80

## WAGE COST "MOST SIGNIFICANT" FACTOR

A number of factors are responsible for the decline in the size of the UK fleet, but the "most significant" is the higher wage costs of operating a British ship in comparison with many overseas competitors.

This view is put in a recent independent report by Phillips & Drew, well-known London stockbrokers. The report says :-

"Over the last five years there has been a significant decline in both UK ownership and registration of shipping tonnage and the British share of the world fleet has fallen by a third. The UK shipping industry's traditional role as a cross-trader is being increasingly challenged by 'non-commercial' competition and local cargo preference schemes. Additionally, many UK shipping groups suffer from the high cost of operating under the British flag particularly in respect of labour and maintenance. While these adverse conditions continue to exist, it seems unlikely that the trend seen in the last five years will be reversed."

The report shows a 10 per cent drop in UK-registered tonnage between 1974 and 1979. But the decline in the number of ships is much worse - 488 in the four and a half years to June 1980 which is a drop of 28 per cent.

Figures in the report for six major UK shipping companies show a comparable decline - averaging 30 per cent over five years : the drop in liner tonnage has been more pronounced than in the bulk trades.

Apart from the higher wage costs, other reasons listed for the decline include :-

- The shift to containerisation;
- The strength of sterling;
- The UK's poor export performance;
- The growth of tonnage registered under flags of convenience;
- Subsidised competition such as the Eastern Bloc fleet and the Trans-Siberian Railway.

The problems of higher cumulative pay increases, accentuated by the stronger value of the pound, were emphasised in the last issue of News from GCBS.

Assessing these in a recent annual statement, one major company concludes that "some improvement (in productivity) has been effected but there is a limit to which this can be carried and we have come to the regrettable conclusions that there are certain sectors of the deep sea shipping market in which it is no longer possible for a publicly-quoted British shipping company to compete if it is to earn consistent profits from the operation of its ships. There are still plenty of opportunities for us in the overall field of shipping but these will increasingly be in the areas of high technology or where special marketing expertise is required unless our competitive position vis-a-vis other countries and particularly the developing countries can be stabilised".

GCBS Information Department  
4th September 1980.