

NO. 162

JULY, 1983

RETIREMENT - COMMODORE LINDSAY

This month we pay tribute to the long and loyal service of **Commodore O.J.T. Lindsay**, who retired on 30th June, having been with the Company for 42 years. **Commodore Lindsay** followed his father into the service of Reardon Smith Line in July 1941, his first ship being the "BOTAVON". He was aboard this ship as an Apprentice when she was torpedoed and sunk by a German aircraft off Murmansk on 3rd May 1942. 21 members of the crew were lost. He was promoted to Third Officer on the "BRADBURN" at the end of 1944, rising to the rank of Chief Officer on the "HOMER CITY" in 1950. Between September 1962 and February 1963, **Commodore Lindsay** was promoted Temporary Master of the "FRESNO CITY" and, after further service as Chief Officer, was finally appointed Master of the "KING CITY" on 22nd December 1964.

On 24th December 1970, **Commodore Lindsay** took command of the newbuilding m.v. "VICTORIA CITY", at Glasgow. He was appointed Commodore of the Fleet on 1st November 1981 on the retirement of the late Commodore J. Vaughan.

During the last war **Commodore Lindsay** took part in the Russian Convoys; the Normandy Landings and the North Africa Campaign. His last voyage before retirement was on the m.v. "WELSH CITY", leaving that vessel in May 1982 by helicopter off Cape Town on account of Mrs. Lindsay's serious illness.

Mrs. Lindsay is still far from well and, in sending **Commodore Lindsay** all good wishes for his retirement, it is coupled with the sincere wish that Mrs. Lindsay will continue to make progress.

... ..

SHIP AND SHORE NEWS

OBITUARIES: Our deep sympathy is extended to **Mr. K.R. Warner** on the passing of his father on 13th July. **Mr. Warner** is a Third Engineer with the Company.

Our sincere sympathy is also extended to **Mr. Bruce Gully**, Operations Department, Head Office, on the passing of his mother on 20th July.

...

EXAMINATION SUCCESSES: We offer our congratulations to the following on obtaining their Certificates and to the Prizewinners at Plymouth.

SEA STAFF: Prizewinners at Plymouth College:

T. Stanford	Seamanship Phase 3 T.E.C.
S.A. Hembury	Seamanship Phase 5 T.E.C.
G.J. Provis	Navigation & Chartwork Ph.5 T.E.C. and Ship Knowledge Ph. 5 T.E.C.

...

S. Beckett	-	Class 4 Motor	P. Cocker	-	Class 4 Motor
P. Heyman		"	M. Hopewell		"
T. Thomas		"	C. Broughton		"
N. Herod		"	M. Holman		"
S. Rawlings		"	T. Wood.		"
J.A. Grainger		"	P.H. Evans	-	Class 1 Motor
R. Johnson	-	Class 4 DECK			

SHORE STAFF:

Mr. John Stanton, Technical Clerk at Head Office, on obtaining the General Certificate in Engineering.

Miss Suzanne Olsen, Accounts Clerk, Head Office, on passing the BEC National Certificate in Commerce. We also add our congratulations to **Miss Olsen** on her recent engagement.

...

CHEERIO AND GOOD LUCK

Mr. Paul Mabbett, Assistant Contracts Superintendent, Head Office, has recently left the Company to obtain employment nearer to his home in Swansea. We wish Paul well in his new job and thank him for the service he has given to Reardon Smith Line.

...

NEWS OF OUR RETIRED STAFF

We have received further news of our retired staff this month. **Mr. Lionel Wainwright** is looking well and sends his best wishes to all. **Mr. Jim Rambridge** (late Accounts Department, Head Office) was looking hale and hearty when **Captain Lemon** saw him at a Glamorgan County Cricket Match in Cardiff recently. **Captain Lemon** reports that **Jim** is a keen follower of the County who, like our own Reardon Smith Cricket Team, are not doing too well this season - "Rather disappointing" - said **Jim**.

Captain Lemon also reports that through a letter from **Captain Renton** in Vancouver, he heard that "**Tony Crowther** arrived here about three weeks ago and is expected to stay three months. If he likes it he may be moving over here as Gearbulk's No. 2. He is following one of Gearbulk's ships around the coast right now. Getting his feet wet!"

...

WEATHER OBSERVING AWARD

Captain Staines has advised us that the Officers and Cadets that have served on the m.v. "BIBI" in the past year have again been given an "Excellent Award" and book prize by the Canadian Atmospheric Environment Service for the Meteorological Reports and Logbooks sent to them in 1982. Our congratulations to all aboard the "BIBI" during that time for the good work that earned them the Award.

.. ...

ATTACHMENTS TO NEWSLETTER

GCBS NEWS RELEASE: From time to time we receive these News Releases and, where there is something of interest, we will include them as we have, on occasions, done in the past.

"PARDON"!!! Our thanks to Mr. J.R. Mathews for another of his most interesting articles. Not only are Mr. Mathews' articles interesting, but they are extremely informative and we are sure that readers will enjoy settling down to read this one.

On the subject of misunderstandings through language, it reminds us of the story of someone we know here who, when abroad, was - through scant knowledge of German - persuaded to parade in a costume show, each country represented in their national costume. What had not been understood was that it also included singing a song from the country being represented. Imagine that sinking feeling when this discovery was made and there was no way out! Still, in true British style the song was, apparently, sung in front of 1000 people and the knees of the person concerned rivalled a pretty wobbly jelly! As Max Boyce would say - "We know, 'cos we were there".

... ..

SHIPS' MAIL

We would remind families and friends of our seagoing personnel of the importance of affixing the correct postage to correspondence if it is to reach its destination in the minimum possible time. The mail should be forwarded care of this Office, preferably using Aerogrammes, at a cost of 26p. Ordinary Airmail letters currently require the following postage per 10 kg.

<u>ZONE</u>	<u>COST</u>	<u>DESTINATION</u>
A	26p	All Egyptian countries & Saudi Arabia
B	28p	Canada & U.S.A., Mexico, Hong Kong and Singapore.
C	31p	Australia, China, Japan and Korea.

Please DO NOT send newspapers, parcels and boxed cards without FIRST CONTACTING THIS OFFICE for advice regarding the cost and destination. Airmail postage IS required for these items.

... ..

VESSEL	CARDIFF CITY	DEVON CITY	PORT ALBERNI CITY	TACOMA CITY
Master	R.I. Crawford	J. Porteous	A.L.G. Gosset	J.C. Lee
Chief Officer	B.R. Hopper	R.V. Duncan	J.S. Murray	D.C. Toon
Second Officer	P.C. Roberts	K. Jones	G.P. Eyles	P.C. Coles
Third Officer	S.J. Laws	I. Cowan	R.B. Webb	J.M. Coleman
Radio Officer	R.H. Smith	E.G. Bromham	B.B. Everett	R.J. Preece
Chief Engineer	D. Harrison	D.N. Henry	R.E. Diamond	L. Williamson
Second Engineer	D.G. Wedlake	J.B. Hocking	R.A. Rees	D.C. Pulley
Third Engineer	R.M.B. Jenkins	D.B. Evans	M.R. Preece	R.M. Stead
Fourth Engineer	N.J. Millward	A. Brandram-Jones	W.P. Heyman	M.G. Adams
Electrician	E.M. Bennington	M.J. Hopewell	M. Burns	K.F. Bean
Catering Officer	T.S. Lobo	O. Rebello	A.H. Fox	J. Bonner
Cadets			M.G. Shaw	A.P. Wilson
Add. Eng.			R.C. Butcher	K.P. Deacon

VESSEL	AMPARO	BIBI	SILVIA SOFIA
Master	R.E. Skinner	W.D. Jones	L.R. Staines
Chief Officer	T.H. Jowett	T. Haxell	P.M. Baverstock
Second Officer	G. Faulkener	J.J. Hudson	D.P. Kirley
Third Officer	C.G. Everett	R.W. Eacott	A.C. Prosser
Radio Officer	P. Bradley	C.G. Macey	D.S.H. Thomson
Chief Engineer	P.W. Evans	R. Chambers	W. Gill
Second Engineer	J.C. Cullen	K.D. Morgan	T. Graham-Russell
Third Engineer	D.J. Coombes	A. Hobin	K.R. Negele
Fourth Engineer	M.I.V. Holman	H.D. McLundie	M.R. Penny
Fourth Engineer	A.J. White	A.J. Salter	A.R. Parker
Electrician	D.G. Hunt	D.A. Williams	D.G. Grant
Catering Officer	C.J. Harray	L. Slawinski	L. Hayward
Cadets	G.P. Jones	R. Johnson	P.C. Davies
	E.V. Neale		D.B. Williams
	R. Williamson		
	P.G. Tate		

VESSEL	OLMECA	LACANDON	YAQUI
Master	P.J. Boroughs	K. Milburn	D.L. Bell
Chief Officer	E.W. Walmsley	I.C. Stutt	A.A. Field
Second Officer	C. Swindells	P.D. Codd	J.C. Neale
Third Officer	R.A. Hall	E.J. Naughton	S.F. Broderick
Radio Officer	N.C. Sanders	D.J.F. Carter	D.P. Bidmead
Chief Engineer	D. Archbold	B. Draper	E.R. Morgan
Second Engineer	A. Doubler	W.A. Bruce	K. Rowney
Third Engineer	J.H. Davies	P.M. Deschamps	D.A. Roberts
Fourth Engineer	G.E. Ashton	P.D. Cocker	D.R. Aldus
Electrician	G. Jones	J.E. Atkinson	N. Whitfield
Catering Officer	J.A. Patrick		R.G. Pierce
Cadets	D.P. Stephens		

M.V. "SKEENA"

Ships Company: Capt. R.K. Stuart, T.A. Price, A. Williamson, C.E. Broad, I.F. Bullock, G. Hughes, R.H. Reed, P. Price, J.A. Akhurst, K. Baines, A. Gouldie, D.A. Littler, S.J. Thomas, M. Martyn-Johns, F. George, P.J. Betts, T. Ahern, G. Phillips, G. Moore, M.J. Evans, S. Seagraves, D.H. Jones, S. Hird, G. Weekley, K.J. Shire, B.V. Williams, P.J. Mules.

Listed below are officers on leave: Every effort is made to ensure this list is as accurate as possible at the time of printing.

Masters: J.S. Pearsall, W.G. Wood, A.D. Lightfoot, M.W. Slayman, M.J. Bellamy, R. Baker, J.J. Birrell, B.A.G. Boyer, T.R. McNulty.

Chief Officers: I.M. Stewart, J.P. Andrews, I. Woollard, A. Thomson, B.T. Hernaman, D. Aubrey, R.T. Alford, J. Dunk.

Second Officers: T.J. Fuller, N. Jerrum, M.R. Lovibond, P.A. Bullard, M.L. Fraser.

Third Officers: P.A. Vaughan, J. Moore, P.C. Weychan, A. Abel, M. Cox, M.R. Sealey.

Chief Engineers: H.C. Convery, R.J. Trigg, D. Amey, H.L. Fletcher, R. Bell, N.B. Shilstone, G.M. Cuthbertson, J. Scott.

Second Engineers: N. Nesbitt, C.J. Burton, P.H. Evans, P. Prendergast, W.M. Powell, G.J. Griffiths, J. Foots, D.E. Horne, W.R. Shannon.

Third Engineers: R. Thomas, A.C. Coombs, M.G. Evans, D.E. Simons.

Fourth Engineers: A. Keast, K.R. Warner, M. Lockwood, M.S. Duke, A. Tuck, M.P. Owens.

Radio Officers: V.F. Cullen, R.G. Chugg, J.A. Heslop, M.W. Savory, J.R. Mathews, R.G. Miller, W.P. Budden, K. Sellar.

Electricians: J.P. Crawford, B.R. Batey, N. Padfield, F. Brown, D.C. Fernandes, J.A. Grainger, P. Willmott, K. Hampton, D.J.C. Harnett.

Catering Officers: D. Gowsell, D. Hartshorne, N. Frost, L.E. Seabrooke, R.A. Peach, P.D. Smith, F. Lever.

Officers on sick/study leave: M.E. Jones, M.J. Clarke, J.C. Pagler, J.M. Smith, N. Davies, R.W. Davies, C.K. Lee, M. Williamson, K.A. Velda, I.S. Exton, D. Osborne, M.B. Perrott, P.D. Slade, A.P. Morris.

Cadets at home on sick leave, study leave or voyage leave: J.R. Greenspan, D.R. Hilton, P.J. Gallie, M.A. Worsnop, T. Stanford, A.M. Baker, R. Eastham, R.G. Crozier, T. Short, A.P.J. Gaskell, R.A. Bracken, D.A. Welch, M. Taylor, N.J. Griffiths, M.G. Moore, J.C.E. Pink, D.P. Lockett, T.A. Broughton, P. Collins.

SHIPS POSITIONS

As at 20th July, 1983

m.v. "CARDIFF CITY" This vessel, presently operating under Time Charter account Richco Rotterdam B.V., sailed Antwerp 2nd July with a cargo of 22000MT Bagged Barley for discharge Yenbo. Vessel transitted the Suez Canal through 13/14th July and arrived Yenbo 15th July to discharge, and is expected to complete discharge around the 1/3rd August. Her future business has not yet been arranged.

m.v. "DEVON CITY" Operating under Time Charter account Van Ommeren, this vessel sailed Norfolk Va 17th June with a cargo of 25016MT Yellow Corn for discharge Alexandria. Vessel arrived Alexandria Outer Roads 4th July, and due to berthing delay, is expected to berth around the 21st July. After completion of discharge, around the 7th August, vessel sails Alexandria and redelivers from Time Charter passing Gibraltar, around 10/15th August. Her future business has not yet been arranged.

m.v. "PORT ALBERNI CITY" This vessel, operating under Time Charter account British Steel Corporation, sailed Immingham 25th June with a cargo of 22883MT Steel Products for discharge Port Kelang and Singapore. Vessel transitted the Suez Canal through 6/7th July, after which she proceeded to Jeddah, arriving 9th July, and after bunkering sailed same day for her first discharge port, Port Kelang. Vessel is expected to arrive Port Kelang around 1800 22nd July, where she discharges 5661MT Steel Billets/Sections, sailing 24th July for Singapore, arriving 25th July to discharge 17222MT Steel Billets/Sections. After completion of discharge, around 30th July, vessel is scheduled to drydock in Singapore, completing around the 5/10th August, after which her future business has not yet been arranged.

m.v. "TACOMA CITY" Operating under Time Charter account Dreyfus, this vessel arrived Casablanca 15th July and after completion of loading a cargo of Phosphate, sailed early am 16th July for her discharge port, Rouen. Vessel is expected to arrive Rouen pm 20th July and commence discharge around the 22/23rd July. The estimated time of completion and sailing Rouen is either evening 23rd or evening 25th July. Her future business has not yet been arranged.

m.v. "SKEENA" This vessel sailed Nanaimo 7th July with 30599MT Cargo for discharge Japan. Her ETA first discharge port, Sendai, is am 21st July and after discharging sails same day for Chiba 23/23rd; Tokyo 24/26th; Kawasaki 27/27th; Nagoya 28/28th and Osaka, her final port of discharge, 29/29th July. Vessel then proceeds to Hiroshima, arriving 30th July and loading around 1400 Cars, sailing same day for Yokohama, where she loads 40 foot Containers, all for discharge U.S. West Coast.

m.v. "AMPARO" This vessel transferred to the USCAMEX Service at Vera Cruz, where she loaded for discharge Philadelphia, sailing Vera Cruz 8th July. Vessel arrived Philadelphia 14th July, and after discharge, sailed 16th July. She then proceeds to Toronto, arriving firstly at Montreal 21st July, for Seaway Inspection and berths Toronto 22nd July for loading, sailing 23rd July. Vessel then proceeds to New York 29/30th; Philadelphia or Baltimore 1/1st August; Puerto Cortes 7/8th; St. Thomas 8/9th; Vera Cruz 12/13th and Tampico 14/16th, after which we have no future itinerary.

m.v. "BIBI" This vessel, operating under Voyage 17 Westbound, arrived Vera Cruz 18th July and after completion of cargo operations is due to sail 19/20th July for Ensenada 24/24th; Long Beach 24/25th; Oakland 25/26th. Vessel then proceeds Japan, arriving Yokohama 9th August, sailing same day for Osaka 10/11th, and arriving Hong Kong 14th August, after which she proceeds, under Voyage 18 Eastbound, sailing Hong Kong 15th August for Keelung 16/17th; Busan 18/19th; Osaka 21/22nd; Yokohama 23/24th. Vessel then proceeds to U.S. West Coast, arriving around the 2nd September.

m.v. "LACANDON" This vessel sailed Destrehan 26th June, with a cargo of 24066MT Wheat for discharge Tunisia. Vessel anchored La Goulette (Tunisia) 10th July and is expected to berth around the 21/22nd July, with eight days being required for discharge. Vessel will complete discharge and sail around 29/30th July, after which we have no future itinerary.

m.v. "OLMECA" This vessel sailed Yokohama 29th June with 3787.4MT Cargo on board. Vessel arrived Manzanillo 18th July, and after discharging sailed 19th for Acapulco, arriving 20th, sailing 22nd July and finally Acajutla, arriving 25th, sailing 26th July. Vessel is then scheduled to load 24000MT Copper Concentrates in Guaymas for discharge Huelva and Hamburg.

m.v. "SILVIA SOFIA" Presently operating under Voyage 14 Westbound, this vessel sailed Oakland 12th July with 9876MT Cargo. Vessel arrives Yokohama 24th July and sails 25th for Osaka 26/28th, thence Hong Kong, where she arrives 31st July and then proceeds under Voyage 15 Eastbound, sailing Hong Kong 31st July for Keelung 2/2nd August; Busan 4/5th; Shimizu 6/8th; Yokohama 8/9th. Vessel then proceeds to U.S. West Coast, where she arrives around the 20th August.

m.v. "YAQUI" This vessel sailed Guaymas 21st June with a Cargo of 23500T Copper Concentrates and 814.6T Carborundum Drums. Vessel then called Manzanillo, for bunkers, where she arrived 23rd June and sailed 25th, transitting the Panama Canal through 30th June/1st July, and she arrived at first port of discharge, Hamburg, 17th July, sailing 19th for Huelva, where she is due to arrive am 24th July, completing discharge and sailing around the 28th July. Vessels probable next business, to be confirmed, will be load a Cargo of Phosphate Rock in Casablanca for discharge Coatzacoalcos.

POT POURRIOUT OF THE UGLY CAME (SEA)FORTH BEAUTY.....

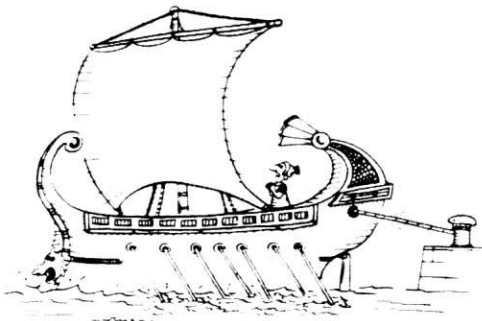
In a June issue of the Sunday Times, there appeared an article about a new project in Liverpool - the development of the Seaforth Nature Reserve. Apparently, a local man, Barry Jackson, had the idea of turning the rubble-strewn site in Merseyside's dockland into a nature reserve. Whilst unemployed he had spent many hours fishing near Liverpool and the idea had formed in his mind. The site was unpromising - rubble, hardcore subsoil built up by the beach for a dock scheme planned years ago, but never carried out. There were two large ponds polluted with oil and rubbish. However, there were wildfowl, butterflies and plants living in this hostile environment and Mr. Jackson enlisted the aid of an expert to help him compile a dossier on them. This eventually reached the Manpower Services Commission via Merseyside Improvements and the Commission put up £100,000 for a twelve month scheme to beautify the site, under the direction of Mr. Jackson. Apart from a profusion of wildfowl, notably Canada geese, for which the Reserve is one of the few stop-overs on their migratory route down the west coast of Britain, the area is home to such plant rarities as Frosted Orache, butterflies including Painted Lady and short-tailed field voles attract short-eared owls.

All this is interesting in itself, but what was just as interesting to us was that in the background of the photograph featuring Mr. Jackson, the rubble and the Nature Reserve sign, was our own m.v. "CARDIFF CITY" (with name clearly visible) then in the Seaforth Docks. What a good choice of background to a photograph by the Sunday Times Photographer Michael Ward (no relation to Editor!) although it was probably accidental - and the first time Reardon Smith can boast having a ship in a Nature Reserve!! A rare species indeed.

...

NEW STAMP ISSUE

Stamp Bugs may wish to know that on **3rd August** the Post Office are issuing a High Definitive stamp £1.30. The stamp is for the basic Parcel rate and has been timed to coincide with the Centenary of the Parcel Post Service.

CHUCKLE CORNER

"Oh great god of the sea! What ominous power holds our ship in its grasp?"

THOUGHT FOR THE MONTH

(and Samson, remembering the dead lion and the honey said:)

Out of the eater came something to eat.

Out of the strong came something sweet.

(David Kossof's Bible Stories taken from Judges Ch.14 v 14)

You will also see this reproduced on Tate & Lyles Golden Syrup.

SPORTS PAGEWho did win the Match?

For many of those present on June 21st at St. Fagan's the annual Barbecue was a very pleasant evening. The Barbecue was excellent, Sheila worked hard as usual, only the bar was a trifle slow!

In addition to the good company, food, drink and the sun, there was a match between John Jones' Xl11 and John Lewis' Xl11. It was not a Testimonial match for John Bevan of Warrington, but a cricket match. The teams were somewhat bigger than normal, and the rules were amended to presumably allow the selectors to seek new talent for Reardon Smith's ailing League XI.

Amongst the talent on view were such potential match winners as J. Proctor, G. Ball, S. Olsen and even F. Leavers, free of his S.D.P. duties.

The stage was clearly set for a titanic struggle, and when John Lewis's team scored 100 for 8 the spectators could hardly resist going for another pint. Most didn't, but John Jones' "men" set about the "bowlers" with a will, until at the end of the innings, they had scored 100 for 11.

A tie, what a good way for the evening's athletic activities to end. Unfortunately, the result was not universally accepted, and the 'discussions' commenced.

Had not John Reardon Smith retired when he reached 20 for John Lewis's Xl11? Many present felt he had left for the bar having been revived with a glass of water whilst at the crease. He was simply creased!!

In view of this should not Graham Johnson have retired at 20 when he batted for John Jones's Xl11, but he was not quite as thirsty as he had batted number 11 and had succeeded in getting to the head of the bar queue - no pun intended- before he went out to hit 22 glorious runs (his description). Similarly John Jones should have left at 20 but he has an excuse when 19 he scored 2, and did not dare stop at 20 because Dennis Matthews was chasing him with his bat held high.

Your reporter could add further controversy as some of John Jones's bowlers bowled more than 2 overs.

What decision will the M.C.C. send down from the special meeting in Westminster Hall recently, no tour of South Africa and Unfortunately, at the time of going to press the official verdict on the game is still awaited, but local pundits think taking in all the facts it was:

A Tie!! (Navy blue with a red flag containing a black S) !!!

Now for a sad story:-

REARDON SMITH CRICKET CLUB

RESULTS TO DATE

LEAGUE MATCHES:

v Penarth Sports	Lost by 6 wickets
v City Housing	Lost by 5 wickets
v C.R.I.	Lost by 8 wickets
v C.R.I.	Lost by 5 wickets
v Penarth Sports	Lost by 15 runs
v City Housing	Lost by 9 wickets
v Deloittes	Lost by 19 runs

FRIENDLIES

v R.I.C.S.	won by 3 wickets
v E.C.G.D.	won by 5 runs
v Edward Lewis Possart	won by 5 wickets

In the sad story, some people have done well!

<u>Batting Averages:</u>	<u>Inns:</u>	<u>N.O.</u>	<u>Runs:</u>	<u>Highest:</u>	<u>Average:</u>
D. Matthews	6	4	97	26*	48.50
D. Phillips	6	1	107	39	21.40
B. Nicholls	6	2	54	24	13.50
J.P.Reardon Smith	3	0	39	16	13.00
P. Colwill	9	2	86	20*	12.29

<u>Bowling Averages:</u>	<u>Runs.</u>	<u>Wickets</u>	<u>Average:</u>
D. Matthews	45	6	7.50
P. Colwill	79	9	8.78
B. Nicholls	85	8	10.63
J. Jones	48	4	12.00
P. Beattie	116.	9	12.89

Some people have even hit sixes:

Dave Phillips	4	Paul Colwill	1
Brian Nicholls	1	Dennis Matthews	1

One final sad note - Dennis Matthews has left the Company and Cardiff.