

REARDON SMITH LINE

newsletter



NO. 163

SEPTEMBER, 1983

RETIREMENT - APPRECIATION

MR. A.J. CROCKETT, DIRECTOR & MR. H.K. CROCKER, PERSONNEL MANAGER

It may be unusual to write a joint appreciation of two of our colleagues retiring at the end of the month, but their service and many other important attributes are similar. (Even their names have caused no mean confusion over the years!). They have both displayed great loyalty to the Company, which has never wavered through good times and bad, throughout their 43 years and 42 years respectively. Both spent the whole of their working life with the Company and have deservedly achieved senior positions, in which capacities they have enjoyed the complete respect of their colleagues.

In the case of Mr. John Crockett, he served in the Royal Navy in Minesweepers during the last War and, on returning to the office, his work has been mainly connected with the Chartering Department. He was made a Director of Sir William Reardon Smith & Sons Limited in August 1973 and of Reardon Smith Line in February 1975. In this role he was able to contribute much to one of the committees of the General Council of British Shipping on which he served.

Mr. Henry Crocker served with the Army and, on his return to the office, spent time in the Accounts, Secretarial and Office Personnel Departments, where he was promoted to the position of Personnel Manager. In this capacity, the quality of his understanding and personality ensured the confidential nature of this work was respected by all who came into contact with him. He served on the Merchant Navy Welfare Board and the Port Welfare Committee.

It is with great pleasure that we extend very best wishes to both John and Henry and their families at this time of retirement and wish them every happiness for their future.

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SHIP AND SHORE NEWS

INDISPOSED: Mr. Jake Morgan, one of our retired staff, has been in hospital during the month. He is now at home and improving slowly. We send our very best wishes to him for a continuance of good progress.

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CHEERIO & GOOD LUCK: Mrs. Pat Humphreys, Secretary in our London Office Chartering Department, leaves us on 23rd September to take up another post not confined to secretarial work. We wish her every success in this new venture and thank her for the good service she has given to the Company in the time she has been with us.

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NEW STAFF: We welcome Mr. M.C. Speirs as a Trainee Broker in our Sale and Purchase Department, London Office. We hope that he will enjoy working with us.

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EXAMINATION SUCCESSES: We offer our congratulations to Mr. Justin Murphy, London Office Chartering Department, on obtaining his Associateship of the Institute of Chartered Shipbrokers.

Congratulations also to Mr. Adrian Claughton, Computer Department, Head Office, on obtaining the City & Guilds Certificate in Programming and Systems Analysis.

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JIM HARRISON - RETIREMENT GIFT

Mr. J.R. Mathews, Radio Officer, "DEVON CITY" has received a letter from Mr. Harrison thanking all the Radio Staff who contributed to his retirement presentation. We quote:

"Please pass on my grateful thanks to all those concerned. I can assure you all that your kind thoughts are appreciated. I always enjoyed working with all of you and, on the whole, I think we all worked well together as a very fine team. For that perhaps we should look back to Frank Sully's days and give him the full credit for providing a very sound base on which we could all continue the good work. Thank you all again and my best wishes to you all for the future".

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"CARDIFF CITY" SHARES IN RECORD

We quote from the "Mersey Compass" - a Port of Liverpool News Report:-

As Royal Seaforth Timber Terminal reaches its Tenth Anniversary, Ben Bulk recorded another milestone in the Port when their one millionth cubic metre of Far East timber was discharged there. It was part of a 13,000 cu.metres shipment of hardwood and plywood unloaded from the vessel "CARDIFF CITY".

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PHILATELIC NEWS

On 14th September a Royal Mint Stamp Book was issued at a cost of £4. The history of the Royal Mint can be traced back over 1000 years. It is one of the largest and most modern Mints in the world and strikes coins for over fifty different countries. The stamp book sponsored by the Royal Mint is available from all Post Offices.

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ATTACHMENTS TO NEWSLETTER

EXCLUSIVE CLUB? The author wishes to remain anonymous, but we are sure that readers will find this article interesting.

VESSEL	CARDIFF CITY	DEVON CITY	PORT ALBERNI CITY	TACOMA CITY
Master	J.S.Pearsall	J. Porteous	A.L.G.Gosset	J.C.Lee
Chief Officer	B.R.Hopper	R.V.Duncan	J.S.Murray	I.M.Stewart
Second Officer	P.C.Roberts	K.Jones	G.P.Eyles	T.J.Fuller
Third Officer	R.Johnson	I.Cowan	R.B.Webb	P.A.Vaughan
Radio Officer	B.H.Smith	J.R.Mathews	V.F.Cullen	M.W.Savory
Chief Engineer	H.L.Fletcher	G.M.Cuthbertson	R.E.Diamond	R.U.Bell
Second Engineer	N.Nesbitt	J.B.Hocking	R.A.Rees	W.M.Powell
Third Engineer	R.M.B.Jenkins	M.Williamson	M.R.Preece	I.S.Exton
Fourth Engineer	N.J.Millward	S.Rawlings	W.P.Heyman	M.G.Adams
Fourth Engineer Ex:	C.D.Broughton	M.J.Hopewell		
Electrician	E.M.Bennington	F.C.Brown	M.Burns	K.F.Bean
Catering Officer	T.S.Lobo	O.Rebello	R.A.Peach	J.Bonner
Cadets		D.P.Stephens	M.G.Shaw	K.P.Deacon
			T.Short	D.R.Hilton
				M.A.Worsnop

VESSEL	AMPARO	BIBI	SILVIA SOFIA
Master	A.D. Lightfoot	W.D.Jones	L.R.Staines
Chief Officer	T.H.Jowett	T.Haxell	I.Woollard
Second Officer	G.Faulkner	J.J.Hudson	D.P.Kirley
Third Officer	C.G.Everett	R.W.Eacott	A.C.Prosser
Radio Officer	R.G.Chugg	C.G.Macey	D.S.H.Thomson
Chief Engineer	J.C.Cullen	D.N.Amey	W.Gill
Second Engineer	C.J.Burton	P.J.Prendergast	T.Graham-Russell
Third Engineer	K.R.Warner	A.Hobin	C.K.Lee
Fourth Engineer	M.I.V.Holman	H.D.McLundie	I.J.Morgan
Fourth Engineer	A.J.White		N.R.Padfield
Electrician	D.G.Hunt	D.A.Williams	D.G.Grant
Catering Officer	C.J.Harry	L.Slawinski	L.Hayward
Cadets	G.P.Jones	R.G.Crozier	P.C.Davies
	R.Williamson	P.J.Gallie	D.B.Williams
	P.G.Tate		J.R.Greenspan

VESSEL	OLMECA	LACANDON	YAQUI
Master	R.E.Baker	K.Milburn	D.L.Bell
Chief Officer	J.P.Andrews	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	J.A.Heslop	D.J.F.Carter	D.P.Bidmead
Chief Engineer	K.D.Morgan	B.Draper	E.R.Morgan
Second Engineer	P.H.Evans	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			R.G.Pierce
Cadets			

M.V. "SKEENA"

Ships Company: Capt. R.K. Stuart, M.J. Bellamy, J.J. Moore, C.E. Broad, I.F. Bullock, G. Hughes, G.J. Griffiths, P. Price, J.A. Akhurst, A.J. Salter, J.A. Grainger, A.A. Gouldie, D.A. Littler, S.J. Thomas, W.D. Shepherdson, P.J. Betts, T.J. Ahern, J.C.A. Richards, R.A. Wilkins, G. Phillips, G. Moore, P. Jones, S.J. Hird, P.J. Mules, P.F. Miller, B.V. Williams, K.J. Shire.

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: W.G. Wood, P.J. Boroughs, R.E. Skinner, M.W. Slayman, M.J. Bellamy, J.J. Birrell, B.A.G. Boyer, T.R. McNulty, R.I. Crawford.

Chief Officers: P.M. Baverstock, E.W. Warmsley, A. Thomson, B.T. Hernaman, D.H. Aubrey, R.T. Alford, J. Dunk, D.C. Toon.

Second Officers: N. Jerrum, M.R. Lovibond, P.A. Bullard, M.L. Fraser, P.C. Coles, M.J. Clarke, J.C. Pagler.

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

Chief Engineers: H.C. Convery, R.J. Trigg, R. Chambers, D. Henry, J. Scott, N.B. Shilstone, L.M. Williamson, D. Harrison, E.D. Archbold.

Second Engineers: G.J. Griffiths, J. Foots, D.E. Horne, W.R. Shannon, A. Doubler, D.G. Wedlake.

Third Engineers: R. Thomas, A.C. Coombs, M.G. Evans, D.E. Simons, R.M. Stead, D.J. Coombes, R.C. Butcher, D.C. Pulley, A. Brandram-Jones

Fourth Engineers: A. Keast, M.S. Duke, A. Tuck, M.P. Ownes, D.B. Evans, M.R. Penny, A.R. Parker, P. Collins.

Radio Officers: N.C. Sanders, R.G. Miller, W.P. Budden, K.H. Sellar, B.B. Everett, R.J. Preece, E.G. Bromham.

Electricians: J.P. Crawford, B.R. Batey, K. Baines, D.C. Fernandes, P. Willmott, K. Hampton, D.J.C. Harnett.

Catering Officers: D. Hartshorne, N. Frost, P.D. Smith, F. Lever, A. Fox, J.A. Patrick.

Officers on sick/study leave: M.E. Jones, J.M. Smith, N. Davies, R.W. Davies, K.A. Velda, D. Osborne, M.B. Perrott, P.D. Slade, A.P. Morris, K.R. Negele, M.J.C. Lockwood.

Cadets at home on sick leave, study leave or voyage leave: N. Herod, T. Stanford, A.M. Baker, R. Eastham, A.P.J. Gaskell, R.A. Bracken, D.A. Welch, M.M. Taylor, N.J. Griffiths, M.G. Moore, J.C.E. Pink, D.P. Lockett, E.V. Neale, T.A. Broughton, A.P. Wilson, C. Taylor, J. Cox, S. Hembury.

SHIPS POSITIONS
As at 22nd September, 1983.

m.v. "CARDIFF CITY" This vessel, presently operating under Time Charter account Furness Withy, sailed Maputo 0752, 3rd September, with a cargo of 19,507MT Bulk Sugar for discharge New York or Baltimore. Vessels present ETA, either of these ports, am, 29th September. Expected completion of discharge around 6th October, but as there is a possibility of a Longshoreman's strike on the 1st October, this could be later. Vessel then loads at a U.S. Gulf/USEC port, completing and sailing around the 10th October, after which she will proceed to Singapore/Japan Range, ports as yet unknown, completing discharge and redelivering around the 15/20th November.

m.v. "DEVON CITY" Operating under Time Charter account Richco Rotterdam B.V., this vessel sailed Antwerp 2347, 7th September, with a cargo of 22,801.2MT Bagged Barley for discharge Jeddah. Vessel transitted the Suez Canal 19/20th September, and her present ETA Jeddah Pilot is 2000, 22nd September. Discharge is expected to take 7/14 days, and based on vessels sailing Jeddah 2nd October, she will then transit the Suez Canal through 4/5th October and redeliver passing Cape Passero around the 8th October, after which her future business has not yet been arranged.

m.v. "PORT ALBERNI CITY" This vessel, presently operating under Time Charter account Wardley Shipping, sailed Samarinda 2230, 14th September, with a cargo of 9,889MT Forest Products for discharge U.S.A. Vessels first discharge port is Long Beach, where she is due to arrive around the 6th October, to discharge 3,416MT cargo. Vessel sails Long Beach 8th October, transits the Panama Canal through 17/18th October and proceeds to a second discharge port, New Orleans, arriving 22nd, to discharge 2,467MT, sailing 24th for Charleston, arriving 27th, to discharge 1,236MT, sailing 28th and finally, Camden arriving 30th October, to discharge 2,770MT, completing and redelivering around the 1st November. There is an option, declarable 18 days prior redelivery, for a further trip Singapore/Japan Range or Australia or Skaw/Passero Range. We are awaiting details in this connection.

m.v. "TACOMA CITY" Operating under Time Charter account Hansa Projekt, this vessel sailed Marseilles 1235, 25th August, with a cargo of 22,744MT Generals for discharge Dubai, Shuaiba, Kuwait, Dammam and Singapore. Vessel transitted the Suez Canal 31st August, then called her first discharge port, Dubai, 9/11th September; Shuaiba 12/14th; Kuwait 15/21st. At present, vessel is due to arrive Dammam 1700, 22nd September and sail 24th for her final discharge port, Singapore, where she is due to arrive 4th October and complete and redeliver from her present Time Charter around the 6th October. Vessel then delivers under Time Charter account Norbulk, delivery arrival pilot station safe port Port Kelang/Kuantan Range around the 8th October for a trip, with redelivery dropping outward pilot safe port U.K./Continent (Bordeaux/Hamburg Range). Vessel redelivers from this Time Charter around the 20/25th December.

m.v. "SKEENA" This vessel anchored off Hiroshima 1935, 21st September and is expected to berth 26th September. She loads 375 Units and sails 26th for Nagoya, arriving 27th September, to load 1,772 Units, sailing around 29th and her final load port, Gamagori, arriving 30th September, to load 369 Units, sailing same day to proceed to her first discharge port, Honolulu. Vessel is expected to arrive Honolulu around 11th October, and after discharging 375 Units will sail around the 12th for Los Angeles, arriving 19th, to discharge 1,772 Units, sailing same day, and finally, San Francisco, arriving 20th October, to discharge 369 Units, and completing and sailing same day. We have no further itinerary.

m.v. "AMPARO" This vessel, operating under Voyage 7 Eastbound, arrived Antwerp 10th September, after which she commenced under Voyage 7 Westbound, and is due to sail Antwerp, hopefully, around the 23rd September, dependent on strike, which is expected to be over on the 22nd September. If this is the case, vessel will then proceed to Bremen, arriving 24th, sailing 25th, for Hamburg 25/26th; Copenhagen 27/30th; Bilbao 4/5th October. Vessel then proceeds to Brownsville, arriving 18th October, sailing 20th, for Vera Cruz, where she is due to arrive around the 22nd October, after which we have no further itinerary.

m.v. "BIBI" This vessel, operating under Voyage 18 Westbound, sailed Long Beach 20th September, and arrived Oakland 21st. After completion of cargo operations, she sailed same day. Vessel is now proceeding to Japan, her first port being Yokohama, where she is due to arrive 3rd October, sailing same day, then Osaka 4/4th October, after which vessel proceeds to Busan, arriving 5th, sailing 6th, and Hong Kong 8/9th October. Vessel then drydocks in Hong Kong, through 10/15th October, and then proceeds under Voyage 19 Eastbound, and is due to sail Hong Kong 16th October for Keelung 17/18th; Busan 20/21st; Osaka 22/23rd; Yokohama 24/24th. Vessel then proceeds back to the USWC, where she is due to arrive around the 4th November.

m.v. "LACANDON" This vessel sailed Coatzacoalcos 0700, 6th September, after loading a cargo of 23,642MT Sulphur for discharge Safi. Vessel anchored off Safi 0634, 20th September and is expected to berth around the 26th, with possible completion date 1st October, after which her next business is possibly loading a cargo of Phosphate in Casablanca for discharge Coatzacoalcos, but this has to be confirmed.

m.v. "OLMECA" This vessel arrived Huelva 0120, 4th September and after completion of discharge of 10,000T Copper Concentrates, sailed 0200, 7th for Hamburg, where she arrived 0715, 12th September. After completion discharge of 14,387MT Copper Concentrates, vessel sailed Hamburg 0800, 15th September. Vessel then proceeded to Amsterdam, for drydocking, arriving 1038, 16th September and entered drydock 1406, 17th. She was eventually on blocks dry 2145, 17th September. Vessel is expected to complete in Amsterdam around the 30th September, after which we have no further itinerary.

m.v. "SILVIA SOFIA" Operating under Voyage 15 Westbound, this vessel sailed Oakland 13th September with 7,725T Cargo, plus 26 Reefers and 21 empty containers. Vessel is, at present, proceeding to Japan, her first port being Yokohama, where she is due to arrive 1030, 25th September. After completion of cargo operations, vessel sails 26th September for Osaka 27/28th, and Hong Kong, where she is due to arrive 2nd October, after which vessel proceeds under Voyage 16 Eastbound, sailing Hong Kong 3rd October for Keelung 4/5th; Busan 6/7th; Osaka 8/8th; Yokohama 9/10th. Vessel then proceeds back to Oakland, arriving 22nd October, sailing same day, for Long Beach 23/24th; Manzanillo 27/27th; after which vessel proceeds under Voyage 16 Westbound, arriving Salina Cruz 29th October, sailing 31st, for Long Beach 5/6th November; Oakland 6/7th. Vessel then proceeds back to Japan, arriving around the 19th November.

m.v. "YAQUI" This vessel sailed Reserve, New Orleans 1800, 7th September with a cargo of 22,600MT Wheat for discharge Acajutla (El Salvador). Vessel transitted the Panama Canal, through 12/13th September, and arrived Acajutla 0914, 16th. Weather permitting, she will complete discharge around the 30th September. Vessel then loads a cargo of Copper Concentrates in Guaymas, arriving 7th October, sailing 11th, then calls Manzanillo, through 13/14th October. She transits the Panama Canal through 19/20th October and proceeds to her first port of discharge, Hamburg, arriving 4th November and sailing 8th for Huelva 12/16th November.

POT POURRIWHAT SOME PEOPLE WILL DO TO GET ASHORE!!....

No names, no packdrill, but we are sure our seagoing colleagues will not mind us sharing our amusement of their antics - all in aid of spending an evening ashore on arrival in port. Apparently local Immigration systems required all persons to deposit a photograph at the gate. Normally, a photographer is brought aboard, but on this particular day - no. They decided both to get the men ashore and avoid professional charges by using the ship's Polaroid camera. We, at Head Office, let our imaginations run wild when reading the following procedure.

Subjects were laid down in groups of four, heads together in order that each face occupied a quarter of the viewfinder. The photographer dangled upside down over the centre of the "star" from an awning spar - getting four likenesses per exposure. (This must have taken more time and been more complicated than it is made to sound!), Unfortunately, the guard at the gate could not get his rubber stamp ink to adhere to the glossy prints and refused them. An attempt was made to overcome this problem by lightly sanding the prints, but the guards then said the men should have worn white shirts and a black and white film used! Thus defeated, the battle was abandoned and a professional photographer was employed. What some people will do to get ashore - well, one must admire their ingenuity. Hard luck, lads, but full marks for trying!!!

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THOUGHTS OF THE SEA:

Study her a thousand years and she's not a day older - say that you've mastered her and she'll beat the life out of you, for she owns no master - Max Pemberton, The Sea. (Thanks to Capt.Lemon).

BARBER-IC???

A father took his little boy to the barbers. Whilst waiting their turn, the little boy repeatedly questioned his father as to what the barber was doing and why. "Why is he doing that, Dad"? or, "What is he using that for"? Eventually his exasperated father said: "If you don't stop talking and asking questions, he'll cut that man's ear off". After a short pause for consideration, the little boy asked: "Dad, Dad, if he cuts the man's ear off, can I have it?".

'OOPS, SORRY, PARDON!!

There is a story of the Second World War, concerning the young Commander of an American destroyer. He was ordered to proceed to the Firth of Forth and to anchor one mile after he had passed the Forth Bridge.

He steamed up the Forth, doing a good speed, passed Rosyth Dockyard and disappeared rapidly westwards into the haze. After some frantic naval signalling, he was stopped short of the Kincardine road bridge, which is upriver from Grangemouth.

When asked for an explanation, he replied: "Well, I was told to anchor just after I had passed the fourth bridge. So far I've passed only one".

(Thanks to Captain Porteous, "DEVON CITY").

AN EXCLUSIVE CLUB ? ?

During the past three years, a small select Club has been forming within R.S.L. There are no membership fees, blackballing never known, rules are few, election by invitation only, spartan facilities and a few fringe benefits are provided.

Interested?? Invitations may be obtained from the Club Secretary, Piso 9, Ave. Cuauhtemoc No. 1230, Mexico, D.F.

Most readers will, by now, have appreciated that this select group are the fortunate few who have spent various periods of secondment (Time Charter?) to TMM in Mexico City.

In October 1980, as a result of a request from TMM, founding member R.I. Crawford took up residence in Mexico City to act as a liaison officer between TMM and RSL. Additionally and subsequently, this evolved into the position of adviser to the Cargo and Operation Departments until his return to U.K. in August 1981. For various reasons this particular appointment was not refilled.

However, as a consequence of a further request from the Technical Department of TMM, there has been at least one or two, sometimes three, RSL staff living in Mexico City since September 1981.

These members have been involved in a wide variety of technical tasks concerned with the day to day operation of Mexican Flag vessels managed directly by TMM. Initially, the main task was setting up and putting into operation the RSL Planned Maintenance System on the vessels operated from Mexico City. By the Autumn of 1982, twelve out of thirteen vessels were using the System; the thirteenth was sold shortly afterwards. Some ships use the System fully in the same way as an RSL vessel; on others a reduced System is employed for the engine section only. At the time of writing, TMM's latest acquisition a 125,000 dwt Bulker m.v. "Guaigui", is going operational with the System.

Also, from September 1981 onwards, two members, D. Amey and P. Bradley, each made two Atlantic crossings on each of two vessels to investigate and report on the way in which the vessels staff operated at sea. This was in order to determine what possible extra training, etc., was required. Subsequently, both carried out condition surveys on several vessels, and for Denis Amey putting into operation the P.M. System on various ships.

From the late summer/early autumn of 1982, relieving members, Joe Fitzsimmons and David Horne, completed the P.M. start-up operations, and then became more involved with the technical side. However, one member has always acted as the P.M. controller in Mexico City, handling input from the ships in the same manner as his opposite number in Cardiff. Actual data processing is carried out on the Cardiff main frame computer.

That is basically the situation that exists, now with two more members in residence.

The technical tasks undertaken now include most of the work a Superintendent is involved with; drydock supervision, technical investigations, management studies, insurance claims, ship inspections, voyage repairs, specification preparation, etc., etc.

In some ways, this secondment is an extension of the work of RSL Technical Department, and has been undertaken for TMM on a case by case basis for the last seven or eight years. It provides additional employment for RSL staff, and for the P.M. System, an additional source of income. Most Club members will probably, also, admit that living and working in Mexico City is "different".

But, that story will require Dos Mas Cerveza Senor.

Members

R.I. Crawford	9.10.80	-	7. 9.81
D.W. Litson	1. 9.81	-	30. 7.82
	1. 8.83	-	Date
D. Amey	14. 6.81	-	9. 8.82
P. Bradley	1. 6.81	-	25. 4.82
J. Fitzsimmons	17. 7.82	-	31. 8.83
G. Griffiths	1. 5.82	-	31. 7.83
D. Horne	1. 8.82	-	14.12.82
M.E. Rayner	1. 7.83	-	Date

Honorary Member

Srta. Rosalinda Aguirre, Secretary/Nursemaid and General
Factotum to all members - 9/81 to Date.

Club News

Suggested designs for a Club Tie are requested. Please contact the resident Secretary in Mexico City.

The Annual Reunion/Dinner/Fiesta will be held at the Hippocampo, Ave. Unversidad, Mexico D.F. on December 15th, 1830 for 2200, if lucky. Dress informal, but no Guayabera.

F I N

The Author of this article prefers to remain anonymous, but we extend our thanks.