



NO. 164

OCTOBER, 1983

POPPIES - FOR REMEMBRANCE

During the summer months, an abundance of bright flowers can be seen in all types of garden and, when taking a trip into the country, many species of wild flowers are seen to flourish. One of the brightest sights is the Poppy, either growing at the side of the road or amongst the corn. Whether in Britain or on the Continent, these showy flowers open their petals to the sun and, although they do not last very long, their brightness cheers even the wettest summer day.

There are many species of Poppy. They grow in some form or another - perennial or annual - all over the world, from Australia and India to Asia, North America and Europe. There are about five species in Britain and about twenty in North America - the best known there being the Californian Poppy (how many remember that perfume?!). Most people know by reputation the sinister side of the Opium Poppy, with its evil product that ruins so many lives. Poppy seeds are used for culinary purposes and its oil also has a use. There is even a Poppy Head, although this is an architectural term meaning the finials or other ornaments terminating the tops of pews and stalls, often small carved heads, etc.

There are Oriental Poppies; Iceland and Arctic Poppies; Snow, Shirley and Mexican Poppies and Prickly and Horned Poppies, to name but a few. There is even a Welsh Poppy (which is, incidentally, pale yellow). However, the most famous of all Poppies has become synonymous with remembrance - the red Flanders Poppy. Each November their bright red petals flutter down from the roof of London's Royal Albert Hall at the Festival of Remembrance and Poppies are worn by men and women throughout the Kingdom at Remembrance Day Services, often the only splash of colour on a dark November day.

With this thought of the Poppy in mind, we remember those who gave their lives for their country in the two World Wars, Northern Ireland, the Falklands and other smaller, but nonetheless tragic, wars. Special in our memories are those members of our Seagoing and Shore Staff who made the supreme sacrifice in the two World Wars, together with the boys of the Reardon Smith Nautical College, Cardiff. Whatever, individually, we may think of our present state we, in Britain, live in freedom and peace - a peace in Europe which has been paid for dearly. Let us remember this and those who paid the price as we approach Remembrance Sunday - 13th November -

AT THE GOING DOWN OF THE SUN AND IN THE MORNING

WE WILL REMEMBER THEM

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SHIP AND SHORE NEWS

RETIREMENTS: CAPTAIN M.E. JONES: It is with regret that we announce the enforced retirement due to ill-health of Captain Jones. He joined the Company on 11th January 1971 as Chief Officer and was promoted to Master on appointment to the m.v. "FRESNO CITY" on 18th December 1974. He commenced his career as Apprentice in Brocklebanks and subsequently served with them, London and Overseas Freighters and Moss Hutchinson. Captain Jones served both on our vessels and those under Management, with loyalty and quiet efficiency. He became a permanent Master on the m.v. "PORT ALBERNI CITY", which vessel he was forced to leave during January 1983 due to illness. Unfortunately, he has not recovered sufficiently to return to seagoing duties.

Our best wishes for the future are extended to Captain Jones and his family.

MR. A.M.W. MITCHELL: We report with regret the enforced retirement due to injury of Mr. Mitchell. He joined the Company from Denholms as Chief Officer on 16th January 1975. He received his injury shortly after joining the m.v. "DEVON CITY" when, during heavy weather, deck cargo lashings parted. In the attempt to re-secure the cargo, Mr. Mitchell's leg was badly fractured when he became trapped between the hatch coaming and a moving container. He was air-lifted ashore to the U.S.A. where he spent two months in hospital prior to returning to the U.K. for a further lengthy period in hospital. Unfortunately Mr. Mitchell's injuries were never to recover sufficiently for him to return to seagoing duties.

We thank him for his past loyal and efficient service and extend our best wishes for the future to Mr. Mitchell and his family.

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MARRIAGES: Our congratulations and best wishes for the future are extended to Mr. Mark Adams, Fourth Engineer, who was married to Miss Suzette Marie Smaldon on 4th June at Newton Abbot.

OBITUARIES: Our deepest sympathy is extended to Mr. K. Sellar, Radio Officer, on the death of his mother during September.

Our sincere sympathy is also extended to the family of Mrs. A. Carnaffan, who died on 13th October. Mrs. Carnaffan was the widow of the late Captain B. Carnaffan, who served the Company from 1919 until his retirement in 1961 - from Apprentice to Master. Captain Carnaffan passed away in June 1980.

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CHEERIO! This month we say "cheerio" to Paul Colwill, Company Secretary's Department, Head Office, when he leaves to take up an appointment with another Company. We thank him for his service to us and wish him every success.

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MERCHANT NAVY DISCIPLINE ORGANISATION

In response to requests from companies for information of disciplinary action taken, overleaf is a summary covering cases dealt with during the period January/June 1983. It has been agreed by the Seafarers Organisations that the widest publicity within companies be given to the summary. The Disciplinary Organisation is currently receiving an average of 63 reports per month.

VESSEL	EASTERN VALLEY	WESTERN VALLEY	PORT ALBERNI CITY	TACOMA CITY
Master	J.S. Pearsall	J. Porteous	A.L.G. Gosset	W.G. Wood
Chief Officer	D.C. Toon	R.V. Duncan	J.S. Murray	R.T. Alford
Second Officer	J.M. Coleman	K. Jones	G.P. Eyles	T.J. Fuller
Third Officer	R. Johnson	R.A. Hall	R.B. Webb	P.A. Vaughan
Radio Officer	K.H. Sellar	J.R. Mathews	V.F. Cullen	M.W. Savory
Chief Engineer	H.L. Fletcher	G.M. Cuthbertson	R.J. Trigg	R.U. Bell
Second Engineer	N. Nesbitt	J.B. Hocking	R.A. Rees	W.M. Powell
Third Engineer	N.J. Millward	M. Williamson	M.R. Preece	I.S. Exton
Fourth Engineer	C.D. Broughton	S. Rawlings	W.P. Heyman	M.G. Adams
Ex Fourth Engineer		M.J. Hopewell		
Electrician		F.C. Brown	M. Burns	K.F. Bean
Catering Officer	T.S. Lobo	J.B. Sequeira	R.A. Peach	J. Bonner
Cadets	E.V. Neale	D.P. Stephens	M.G. Shaw	K.P. Deacon
			T.B. Short	D.R. Hilton
				M.A. Worsnop

VESSEL	AMPARO	BIBI	SILVIA SOFIA
Master	A.D. Lightfoot	W.D. Jones	B.A.G. Boyer
Chief Officer	I.M. Stewart	T. Haxell	I. Woollard
Second Officer	G.R.J. Faulkner	J.J. Hudson	A.C. Prosser
Third Officer	C.G. Everett	R.W. Eacott	G.J. Provis
Radio Officer	R.G. Chugg	C.G. Macey	R.G. Miller
Chief Engineer	J.C. Cullen	D.N. Amey	N.B. Shilstone
Second Engineer	C.J. Burton	P.J. Prendergast	T. Graham-Russell
Third Engineer	K.R. Warner	A. Hobin	C.K. Lee
Fourth Engineer	A.J. White	H.D. McLundie	I.J. Morgan
Fourth Engineer	M.I.V. Holman	P. Willmott	N.R. Padfield
Electrician	D.G. Hunt	D.A. Williams	D.G. Grant
Catering Officer	C.J. Harrhy	P.D. Smith	F.W. Lever
Cadets	G.P. Jones	R.G. Crozier	P.C. Davies
	R. Williamson	P.J. Gallie	J.R. Greenspan
	P.G. Tate		A.P. Wilson
	A.M. Baker		

VESSEL	OLMECA	LACANDON	YAQUI
Master	M.W. Slayman	K. Milburn	D.L. Bell
Chief Officer	J.P. Andrews	I.C. Stutt	A.A. Field
Second Officer	M.R. Sealey	P.D. Codd	J.C. Neale
Third Officer	S. Brown	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	C.B.C. Jones	P.D. Cocker	D.R. Aldus
Electrician	G. Jones	J.E. Atkinson	B.R. Batey
Catering Officer	D.C. Fernandes	E. Dias	N.H. Frost
Cadets	T. Stanford		

m.v. "SKEENA"

Ships Company: Capt. M.J. Bellamy, R.E. Baker, J.J. Moore, C.E. Broad, B.B. Everett, G. Hughes, G.J. Griffiths, P. Price, M.S. Duke, J.A. Grainger, A.A. Gouldie, R.P. Eastham, S.J. Thomas, W.D. Shepherdson, F. George, T.J. Ahern, J.C.A. Richards, R.A. Wilkins, W. Hevern, G. Moore, P. Jones, M.J. Evans, P.J. Mules, P.F. Miller, D.A. Phillips, K.J. Shire, P.R. Shears.

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: R.K. Stuart, P.J. Boroughs, R.E. Skinner, J.J. Birrell, T.R. McNulty, R.I. Crawford, J.C. Lee, L.R. Staines.

Chief Officers: P.M. Baverstock, E.W. Walmsley, A. Thomson, B.T. Hernaman, D.H. Aubrey, J. Dunk, B.R. Hopper, T.H. Jowett.

Second Officers: N. Jerrum, M.R. Lovibond, P.C. Coles, M.J. Clarke, P.C. Roberts, C. Swindells, J.M. Smith, D.P. Kirley.

Third Officers: M. Cox, I. Cowan, A. Williamson.

Chief Engineers: H.C. Convery, R.E. Diamond, R. Chambers, D. Henry, J. Scott, L.M. Williamson, D. Harrison, D. Archbold, W. Gill, P. Evans.

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

Third Engineers: R. Thomas, A.C. Coombs, M.G. Evans, R.M. Stead, R.H. Reed, A.P. Brandram-Jones, R.M.B. Jenkins, J.A. Akhurst, M.G. Evans, K.R. Negele.

Fourth Engineers: A. Keast, A.J.F. Tuck, D.B. Evans, M.R. Penny, A.R. Parker, P. Collins, A.J. Salter, G.E. Ashton.

Radio Officers: N.C. Sanders, P. Bradley, D.S.H. Thomson, I.F. Bullock, E.G. Bromham, R.H. Smith.

Electricians: J.P. Crawford, D. Osborne, D.C. Fernandes, N. Whitfield, K. Hampton, D.J.C. Harnett, E.M. Bennington.

Catering Officers: R.G. Pierce, A. Fox, J.A. Patrick, L. Slawinski, L. Hayward.

Officers on sick/study leave: N. Davies, R.W. Davies, M.B. Perrott, P.D. Slade, A.P. Morris, M.J.C. Lockwood, N.G. Herod, J.C. Pagler, P.A. Bullard, M.L. Frazer, A. Abel, D.E. Simons, K. Baines, M.P. Owens.

Cadets at home on sick leave, study leave or voyage leave: D.B. Williams, A.P.J. Gaskell, R.A. Bracken, D.A. Welch, M. Taylor, M.G. Moore, N.J. Griffiths, M.G. Moore, J.C.E. Pink, D.P. Lockett, T.A. Broughton, S.A. Hembury, D.A. Littler, M.R. Penny, M. Martyn-Johns.

SHIPS POSITIONS

As at 20th October, 1983.

m.v. "EASTERN VALLEY" This vessel, presently operating under Time Charter account Furness Withy, sailed Philadelphia 0055 19th October with a cargo of 26,031MT Soyabeans for discharge Japan. Vessel is presently proceeding to the Panama Canal, arriving Cristobal pm 25th and after transitting, will sail Balboa 26th October. Vessel then proceeds to Japan for discharge, port not yet declared, but will be Kashima/Kagoshima Range, arriving 20th November, and completing/redelivering about 25/30th November. Vessels future employment has not yet been arranged.

m.v. "PORT ALBERNI CITY" Operating under Time Charter account Wardley Shipping, this vessel sailed Samarinda 2230 14th September with a cargo of 9,889MT Forest Products for discharge Long Beach, New Orleans, Charleston and Camden. Vessel arrived Long Beach 0549 6th October and after discharging and bunkering, sailed 1914 8th October. Vessel arrived Balboa 0835 17th October, and after transitting the Panama Canal, sailed Cristobal 1909 18th October. Vessel is, at present, proceeding to her second discharge port, New Orleans, where she is due to arrive am 22nd October, and after discharging 2,467MT Forest Products, sails 24th October for Charleston 27/28th and finally, Camden, where she is due to arrive 30th October and complete/redeliver around the 2nd November. Her future employment has not yet been arranged.

m.v. "TACOMA CITY" This vessel, presently operating under Time Charter account Norbulk, sailed Port Kelang 2012 18th October, after loading a cargo of 2,692MT Ply/Timber. Vessel then berthed her second load port, Kuantan, 0840 20th October and is due to sail pm 21st October for Telok Ayer 24/27th; Tanjong Mani 28/30th; Kota Kinabalu 31/3rd November; Singapore 5/8th, and her final load port, Port Kelang, where she is due to arrive around the 9th November and sail the 15th, after which vessel is scheduled to call Jeddah for bunkers, arriving 27th November, sailing same day. Vessel then transits the Suez Canal through 30th November/1st December, after which she proceeds to her first discharge port, Rotterdam, arriving 11th December, sailing 15th; Antwerp 16/18th and finally, Avonmouth, arriving 20th and completing/redelivering, around the 28th December.

m.v. "WESTERN VALLEY" Operating under Time Charter account Finncarriers this vessel sailed Casablanca 1000 15th October with a cargo of 26,697MT Bulk Phosphate for discharge Immingham. At the request of Charterers, vessel is proceeding to Immingham at full speed and is due to arrive around Noon today, 20th October. Vessel will possibly berth Immingham 20th October and complete/sail 24/25th October, but dependent on another vessel proceeding to the same berth, if this vessel berths first, our vessel will berth at the Phosphate discharge berth around 0700 24th October, commence discharge an hour later and complete/redeliver pm 27/28th October. Vessels future employment has not yet been arranged.

m.v. "SKEENA" This vessel is due to complete discharge of her present cargo at San Francisco today, 20th October, after which vessel loads a cargo in Vancouver, Nanaimo and Vancouver for discharge Japan. Vessel is expected to arrive Vancouver 23rd October, and sail 25th for Nanaimo 26/27th and her second call Vancouver 28th October. Vessel then proceeds to her first discharge port, Sendai, arriving 13th November, sailing 14th, for Chiba 15/17th; Tokyo 17/19th; Kawasaki 19/20th; Nagoya 21/22nd and her final discharge port, Osaka, arriving 23rd and completing/sailing same day.

m.v. "AMPARO" This vessel, presently operating under Voyage 7 Westbound is, at present, at her final load port, Bilbao, where she arrived 19th October and is due to sail around Noon 20th, depending on cargo availability. Vessel then proceeds to Browns-ville, where she arrives 4th November and sails 8th. Vessel then proceeds under Voyage 8 Eastbound, arriving Vera Cruz 10th November and sailing 15th, for Tampico 16/18th and Coatzacoalcos 20/20th, after which vessel proceeds to Antwerp, arriving 5th December.

m.v. "BIBI" This vessel completed discharge Hong Kong 1545 11th October, anchored off Drydock 1825 11th and drydocked 0954 12th October. Vessel undocked 1533 19th October, and anchored off Drydock to prepare holds for loading. She berthed Layby Berth 2130 19th October and commenced under Voyage 19 Eastbound. After completion of loading, vessel sailed Hong Kong 0554 20th October for Keelung, where she is due to arrive 0800 21st October and sail 22nd for Busan 24/25th; Osaka 26/26th and Yokohama 27/27th. Vessel then proceeds to USWC, arriving Oakland 7th November, sailing 8th for Long Beach 9/9th and Manzanillo 13/13th. She then proceeds under Voyage 19 Westbound, arriving Salina Cruz 15th, sailing 17th for Mazatlan 20th; Long Beach 23/24th; Oakland 24/25th and then proceeds back to Japan, arriving around the 9th December.

m.v. "LACANDON" This vessel anchored Dunkirk 1202 7th October, and commenced loading 0600 8th October. She sailed Dunkirk 0530 14th October, after loading a cargo of Pipes for discharge Vera Cruz. Vessel is expected to arrive Vera Cruz pm 31st October, and after completion of discharge will sail around 4/5th November. We are awaiting further itinerary from T.M.M.

m.v. "OLMECA" This vessel undocked Amsterdam 1800 22nd September and berthed Layby Berth 1909 22nd for further repairs. She is expected to complete and sail Amsterdam, after sea trials, around the 22nd October. Vessel is then fixed to operate under Time Charter account Euram Lines, delivery arrival pilot station Flushing 22/28th October, where she loads several Continental ports, and one call North Spain, for discharge USEC and USWC. We are still awaiting vessels itinerary.

m.v. "SILVIA SOFIA" This vessel, operating under Voyage 16 Eastbound, sailed Yokohama 12th October after completion of loading, and is due to arrive Oakland 0800 22nd October to discharge 69 x 24ft/77 x 40ft Containers, sailing 23rd October for Long Beach 24/25th and Manzanillo 28/28th. Vessel then proceeds under Voyage 16 Westbound, arriving Salina Cruz 30th October, sailing 31st, for Long Beach 5/6th November and Oakland 6/7th, after which vessel proceeds to Japan, arriving Yokohama 19th November, sailing same day, for Osaka 20/21st; Busan 22/23rd. Vessel then proceeds Japan, through 25th November/1st December.

m.v. "YAQUI" This vessel sailed Guaymas 1000 4th October with a cargo of 23,558T Copper Concentrates and 561T Molybdenum in drums, a total cargo of 24,119T. Vessel then arrived Manzanillo 1330 6th October to bunker to capacity and sailed 1630 7th October. She arrived Balboa 0812 13th October and after transitting the Panama Canal, sailed Cristobal 2018 13th. Vessel is presently proceeding to her discharge port, Hamburg, at 105 rpm. Arrives Hamburg around 30th October and after completion of discharge, sails 3/4th November, then drydocks, but port, as yet, is still unknown.

POT POURRICHANGE OF FLAG - CHANGE OF NAME:

With the change in Flag from British to Singapore relating to the m.v. "CARDIFF CITY" and m.v. "DEVON CITY", it has been decided to change the names of both vessels. The m.v. "CARDIFF CITY" has been re-named "EASTERN VALLEY" and the m.v. "DEVON CITY" re-named "WESTERN VALLEY". Both names will soon be familiar ones in our Fleet.

THOUGHT FOR THE MONTH

God made the world simple;
It is man who has complicated
it!

CROESO MEXICANA

A true telephone conversation with American Agent:

Personnel Dept. "This is Reardon Smith, Cardiff"
American Agent. "Will you please spell "Cardiff".
Personnel Dept. "C A R D I F F"
American Agent. "Is that in Mexico?"

OLE - The Personnel Dept. have now been issued with suitable hats!

From Lloyd's List Casualty Report (Lloyd's List correspondent).

HONEY BADGER (Australian)

SYDNEY, July 17th - The skipper of the Western Australian trir "HONEY BADGER" ran amok in Darwin Harbour after drinking twelve whiskies in a seamen's club and hotel and caused about \$20,000 damage to vessel and a wharf, a Darwin Court was told. The Court heard that the skipper backed the "HONEY BADGER" into a pilot boat "MATTHEW FLINDERS", then collided with wooden pilot boat "LARRAKIA" before becoming wedged under a wharf. The trir then hit "LARRAKIA" again, crushed pilot boat "GOYDER" against the wharf, ran into the Fisheries Department vessel "BROWN-EL", then hit the Federal Quarantine vessel "BEAGLE" before running onto a mudbank, where the Harbour Master and three police caught up with her. The skipper pleaded guilty to ten charges of malicious damage, one of reckless navigation and one of using insulting and abusive language to the police. He was fined \$500 on each of the first two malicious damage charges and sentenced to three months jail on the others, with sentences suspended on entering into a \$500 two year bond.

Ah, well! Perhaps that's what you get for taking the "America's Cup". Well done, Australia.

(Thanks to Mr. J.R. Mathews, who gives acknowledgment to Mr. David Mockett).

DOES ANYONE KNOW.....? what is a "trir"? Having made enquiries and drawn a blank, we - at Head Office - would be interested to know the type of vessel it is.

SPORTS PAGE

RUGBY

Winter has come so cricket has had to take second place to a rather rare activity for Reardon Smith, if not for the players, Rugby - sevens at that.

Reardon Smith had the privilege and pleasure of representing the shipping companies in the AURESCO City Sevens, and while not winning certainly performed well.

The early stages of the competition were organized on a pool basis and in failing to qualify for the main knockout rounds, did reach the second round of the Plate.

The Reardon Smith Squad was:-

Colin Mundell (Captain) - he is in everthing!
David Phillips - who scored two excellent tries.
Paul Colwill - who also scored a try and took the conversion kicks.

John Lewis
Paul Beattie
Morton Llewellyn
Paul Tiley
David Stone

"If invited next year - we will do better" a quote from our Captain.

This event was held at the Old Cranleighans Ground, Nr. London.

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REARDON SMITH INVITATION LEAGUE AWARDS EVENING

NOVEMBER 11TH 1983 AT LLANDAFF RFC CLUBHOUSE.

Tickets for this event are available for this evening from John Jones - Price £2.00.

CRICKET

You can hardly open a copy of the Newsletter without reading about Cricket.

THE 1983 AWARDS DINNER

This enjoyable annual event was held in the Bideford Suite on October 5th, the night when Cardiff beat Bridgend 9-7 at the Arms Park - a bad piece of timing by Colin Mundell, almost as bad as his timing when batting!

The John Williams Cup for the Player of the Year was awarded to Brian Nicholls, who had performed well with bat and ball in a disappointing Season.

The Clubman of the Year went to John Lewis another deserving award, no doubt clinched by a couple of stumpings late in the Season off a very underrated bowler.

The Golden Duck Award, normally a close run contest, was won this year by Gary Hayes, thank goodness he can bowl.

In his brief response to the toast of "The Guests", Mr. Chatterton referred to the Gower Cup. Alas yet again, this Cup was not competed for in 1983 and as this correspondent has suggested such a Cup should not be neglected. With sufficient individual awards this is a matter for the Club to resolve, together with opening the Club to outsiders on a regular basis, certainly for League Matches.

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A BOOK FOR CHRISTMAS READING:-

GEOFF BOYCOTT - my team mate - an appreciation by
Ray Illingworth.