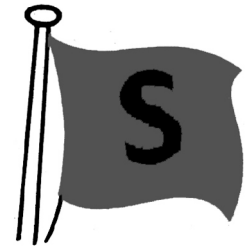


W.R.Smith and Sons Limited

# NEWSLETTER



December 1920

## Introduction

Even though we have had Wireless Telegraphy Operators aboard the fleet for several years now, and we all know how important they were during the war years between 1914 and 1918, we have, for some considerable time now, wondered how best we could keep the ships informed of each others' movements and to advise upon the companies activities and of the trading situation of the fleet as a whole. To this end, we have come up with the idea of an occasional bulletin, giving details of each ship's movements and also listing the company Officers, by name, who are serving aboard those ships. We have decided to call this publication, the "W.R.Smith & Sons Newsletter".

As well as including articles and items of interest from the Head office at Merthyr House, we would like to see contributions from our sailing staff. Even though it can take several months for mail to reach us from foreign parts, it would be most interesting to receive your stories and suggestions, along with the Masters voyage Reports.

The Chairman, Mr William Reardon Smith, personally conveys his best wishes to the Newsletter and hopes that with the co-operation of all concerned, this publication will be a means of developing a better understanding between the various sections of the Companies.

At the beginning of 1920, the Company, and associate companies, operated a total of 20 ships, and the newly completed Indian City, Paris City, Atlantic City and Jersey City were soon to join them. And, by the end of the year, we had acquired a further five vessels. The Alness, Buchaness, Dungeness, Oakwin and Royal City. The company advertisement, dated 7<sup>th</sup> January 1920 makes a fine impression.

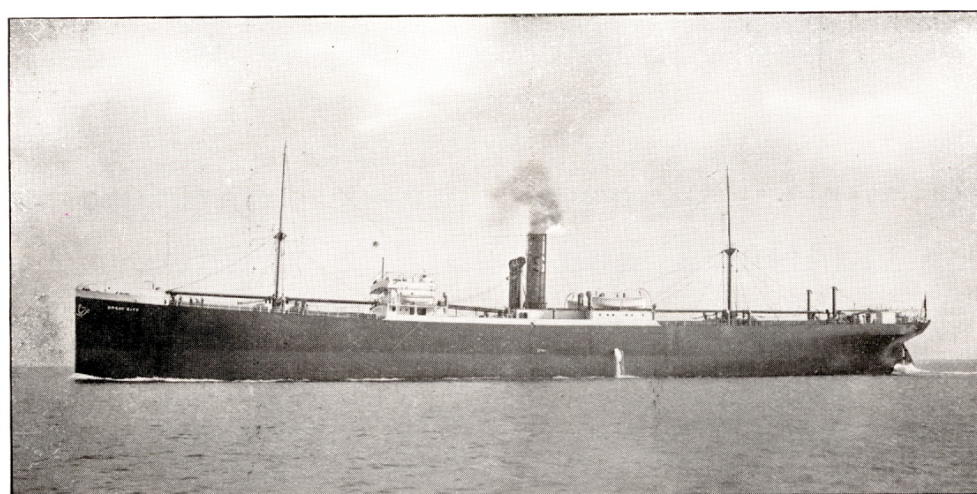
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# W. R. Smith & Sons,

LIMITED,

- Steamship Owners, -  
 Ship and Insurance Brokers,  
 Coal and Coke Exporters,  
 - Bunker Contractors. -

*The Cardiff "City" Line.*



S.S. "GREAT CITY." Deadweight 11,000 Tons.

Steamers.	Tons.	Steamers.	Tons
ATLANTIC CITY	- - 8,100	INDIAN CITY (building)	- - 9,700
BRADAVON	- - 8,250	JERSEY CITY	- - 9,700
BRADBOYNE	- - 8,250	KING CITY	- - 5,200
BRADCLYDE	- - 8,950	LEEDS CITY	- - 9,100
BRADFORD CITY	- - 8,250	MADRAS CITY	- - 7,600
CORNISH CITY	- - 8,250	NETHERPARK	- - 7,400
DEVON CITY	- - 8,150	NORWICH CITY	- - 7,600
EASTERN CITY	- - 9,150	ORIENT CITY	- - 7,600
FALLS CITY	- - 8,100	PARIS CITY (building)	- - 9,700
GREAT CITY	- - 11,000	SKEGNESS	- - 4,650
HOMER CITY	- - 8,200	WATSNES	- - 5,150
HURLINESS	- - 5,118	YARBOROUGH	- - 5,080

**Merthyr House, James Street,  
 CARDIFF.**

Codes: SCOTT'S 10th Edition; A.B.C. 5th Edition; WATKINS.  
 Telegrams: "SMITHCRAFT." Telephone: 5117-5118.

And at . . . 28, St. MARY AXE, LONDON, E.C. 3.

Telegrams: "WRISMITHLI. LED. LONDON."

Telephone: AVENUE 3036.

During 1920, in recognition of his efforts during the Great War, William Reardon Smith was raised to the Baronage, at which point the company title became Sir William Reardon Smith and Sons, Limited whilst the fleet itself became known as Reardon Smith Line.

Under the mantle of the new name are the following Shipping Companies.

SIR WILLIAM REARDON & SONS, LIMITED

THE ST. JUST STEAMSHIP COMPANY, LIMITED

THE CORNBOROUGH SHIPPING LINE, LIMITED

THE LEEDS SHIPPING COMPANY, LIMITED

We have mentioned the additions to the fleet in 1920, but we are all still saddened of the loss of s.s. Bradboyne, so soon after all the other losses that the companies suffered during the Great War.

The Bradboyne went down in mid Atlantic, on 6<sup>th</sup> February 1920, foundering after a shift of grain cargo, on passage from New York to Cherbourg. Despite the heroic efforts of the Officers and crew, and the magnificent rescue valours of the men of s.s. Oxonian and s.s. Monmouth, thirteen men of the Bradboyne were lost together with six men of the Oxonian.

This tragic loss, may best be described by the following Notice issued by the Board of Trade, in July this year.

"On the 6th February last, during a strong gale, the Steamship Bradboyne, of Bideford, was in distress in the North Atlantic Ocean, and in response to wireless signals of distress, the Steamship Oxonian, of Liverpool, immediately proceeded to her assistance.

On her arrival it was decided to abandon the Bradboyne but owing to that vessel's heavy list and the state of the weather, her boats could not be lowered. The Master of the Oxonian called for volunteers to man the boats which he had previously got ready for lowering, and No. 2 boat, under the command of Mr Williams, and manned by Steele, O'Gorman, Rodger, Owen, Sheldon, and Starkey, was lowered and rowed towards the Bradboyne, with a special warning not to go alongside.

Half an hour later No. 4 boat, under command of Mr Watson, and manned by Mr Malabar, Briscoe, Unthank, Owen, Fitzgerald and Simms was sent off. This boat went alongside the Bradboyne, and with considerable difficulty took off twenty men, who were safely conveyed on board the Oxonian.

Meanwhile, No. 2 boat went alongside the Bradboyne, and fourteen members of the crew jumped in, leaving on the wreck the Master, two officers and a fireman, who was in a highly nervous state. With great difficulty the fireman was got into the boat, which, however, was washed away before the Master and Second Officer could get in. In a further attempt to get the boat alongside, she capsized. Some of the occupants clung to the capsized boat, but were washed off by a heavy sea and only four regained her, being afterwards rescued by the



Oxonian, which in the meantime had been brought to windward. Others attempted to swim to the Oxonian, and ropes, bouys and rafts were thrown overboard from that vessel, Mr Wilkinson, Mr Watson, Mr Malabar, Mr J.T. Owen, Fylton and H. Owen going over the side of the vessel with ropes, attempting to rescue the men in the water, but Mr Williams, O'Gorman' Rodger, Steele, Sheldon, and Starkey, together with thirteen members of the crew of the Bradboyne were drowned.

The Master and Second Officer of the Bradboyne afterwards managed to get into a boat and were rescued by the American Steamship Monmouth.

The Emile Robin Award was made to Captain John Wilkinson and Mr Stephen Wilkinson. In addition to the rewards given under the Emile Robin Trust, the S.F.M.R.B.S. awarded the Captain an Aneroid Barometer and the Chief Officer, the Society's Silver Medal. The men manning the boats (above) were each awarded the Society's Silver Medal and a sum of money."

The sinking was reported in several newspapers in Canada and America, including this report in the New York Times.

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*The New York Times*

Published: February 9, 1920 Copyright The New York Times

. HALIFAX, N. S., Feb. 8.—The British steamer Bradboyne, from New York for Cherbourg, is believed to have foundered in mid-Atlantic, and loss of life is feared, according to radio messages received here tonight. The British steamer Oxonian, from New Orleans for Liverpool, reported that she had rescued twenty-three of the crew, and the British steamer Monmouth reported picking up two of the crew.

The Bradboyne registered 3,190 tons.

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SELECTED FLEET TRADING FOR THE YEAR ENDING  
1920

s.s."Atlantic City" arrived New York 26th November from Rotterdam. Loaded a cargo of grain and sailed for Lisbon on 6<sup>th</sup> December at 7am.

The 44 Officer and crew members, who sailed from Rotterdam, were made up of eleven different nationalities. Three crew deserted in New York and were replaced at that port.

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s.s."Bradavon" arrived New York 27th May from Antwerp. Loaded a cargo of grain back to Antwerp, departing New York 5<sup>th</sup> June.

41 Officers and crew aboard, comprising thirteen separate nationalities. No desertions in the US.

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s.s."Bradboyne" arrived New York 24<sup>th</sup> Jan, from Dartmouth. Loaded grain at the Erie Elevator and sailed for Cherbourg at 4pm on 29<sup>th</sup> Jan.

38 Officers and crew aboard. 14 different nationalities. 5 deserters in the us were replaced for the return passage.\*\*\*

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s.s."Bradclyde" arrived New York 15th December from Legohorn. Thence load a general cargo at Pier4 Army Base for Bremen and Hamburg, departing on 24<sup>th</sup> December.

Captain Popham and his Officers and Crew numbered 42. They were made up of six nationalities. There were no desertions during the voyage.

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s.s."Bradford City" arrived New York 21<sup>st</sup> Aug from Barry, then called New Orleans and Newport News where loaded coal for Antwerp, sailing 11am 9<sup>th</sup> Sept.

There were six nationalities amongst the compliment of 41 and there 4 desertions on the US coast.

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s.s."Cornish City" arrived New York 29<sup>th</sup> July from Barry. Sailed 9<sup>th</sup> August. Key West FO.

There were eleven nationalities amongst the compliment of 42 and there were no desertions in the US.

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s.s."Devon City" arrived New York 3<sup>rd</sup> Feb, from Genoa. Loaded grain and sailed for Bordeaux 11th Feb.

An all English compliment of Officers and the crew were split between English and Greek. No desertions from the compliment of 37, which included Mrs Zillah Story, wife of the Master.

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s.s."Eastern City" arrived Brooklyn 15th December from Cardiff. Departed for Bremen and Danzig 29<sup>th</sup> December.

The vessel had a compliment of Officers and crew of 43, from eight nationalities. There were no desertion from the vessel in America, but Capt Owens was hospitalised there, being relieved by Capt. William McLeod.

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s.s."Falls City" arrived New York 24th May from Calcutta. Then called Newport News. One Somali stowaway onboard, from Berbera. Same man had also tried to gain entry into USA in 1914 but had been caught in Buffalo.\*\*\*

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s.s."Great City" arrived New York 3<sup>rd</sup> Feb.\*\*\*

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s.s."Homer City" arrived New York 19<sup>th</sup>.November from Rotterdam. Loaded at Pier 4 Brooklyn and sailed for Bremen on 24<sup>th</sup> November.

38 Officers and crew onboard made up from five nationalities. No desertions. One man hospitalised.

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s.s."Hurlingness" arrived New York 24<sup>th</sup> April, from Hull and Barry. Sailed for Bremen and Danzig on 1st May, calling Louisburg, Nova Scotia en route.

Total Officers and crew, twenty nine from seven nations. 3 Scandinavian seamen deserted.

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s.s."Indian City" arrived New York, 17th Aug from Antwerp

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s.s."Jersey City" arrived New York 28<sup>th</sup> December 1920, from Rio-de-Janeiro. Vessel did not finally leave New York until 8th Feb 1921 for Costa Blanca.

45 Officers and Crew, eleven nationalities and no desertions.

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**s.s."King City"** arrived New York 1st Dec. 1919, from Newport, Dakar, Secondi and Barbadoes. Sailed for St.John, N.B. 15th Dec.

31 Officers and Crew, mostly British and Greek.\*\*\*

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**s.s."Leeds City"** arrived New York, 23<sup>rd</sup> Dec 1921, from St,Vincent. Loaded at Pier 4 and sailed for Hamburg 8th Jan 1921.

39 Officers and crew. 12 different nationalities. One desertion

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**s.s."Madras City"** arrived New York 26<sup>th</sup>.October 1919.

36 Officers and Crew from 6 countries.

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**s.s."Netherpark"** arrived New York 16th May 1918 from Barry via Gibraltar.

12 British Officers and 29 Chinese Crew. 2 crew deserted.\*\*\*

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**s.s."Norwich City"** arrived New York 26<sup>th</sup> March 1920, from Genoa. Loaded grain and sailed 2<sup>nd</sup> April for Dunkirk via Louisberg, N.B.

A total of 37 Officers and Crew. British, Arab and Indian.

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**s.s."Orient City"** arrived New York 18th Jan 1920 from Leith. Loaded grain and sailed for Dunkirk 29<sup>th</sup> Jan.

36 Officers and Crew.

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**s.s."Paris City"** arrived New York 8<sup>th</sup> August 1920 from South Shields. Berthed Pier 2 Eirie Elevator and loaded grain for le Havre, for where she sailed on 9<sup>th</sup> Sept.

Out of a compliment of 44 Officers and crew, 12 crew members deserted and were replaced in New York. The original list consisted of British Officers whilst the crew consisted of British, Malay, Arab, Mauritian, Indian, Japanese and East African seamen.

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s.s."Skegness" arrived Broolyn 8<sup>th</sup> November 1920 from North Shields. Loaded a graincargo and sailed same day for Manchester.

26 Officers and Crew from 12 different nations. 1 desertion\*\*\*

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s.s."Watsness" arrived New York 15th Jan 1922 from Hamburg. Loaded grain at Baltimore and Philadelphia back to Hamburg.

30 Officers and Crew from 9 nations. No desertions.\*\*\*

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s.s."Yarborough" arrived New York 3<sup>rd</sup> March 1923, Accra, via Bermuda. Loaded grain at Brooklyn for Hamburg and sailed 21<sup>st</sup> March.

26 Officers and Crew. British and Irish only.\*\*\*

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It will be noted that all of our vessels made at least one voyage during the year to New York. This reflects the importance of the East Coast ports of the US, in helping to build up the health and prosperity of Britain and Europe after the terrible years of the Great War.

Significantly, also, we have to report a continuing decline in the export of coal from South Wales, and several of our ships are now bringing that commodity into the United Kingdom and Europe from the US.

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Editors Note:-

For the sake of completeness, some additions have been made to the original Newsletter for 1920. This has been done so as to include the whole of the fleet. For those marked with a treble asterisk, we did not have sufficient information for their voyages made to the US in 1920 so we have therefore included such detail for the nearest available dates.

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Vessel	Atlantic City	Bradavon	Bradhoyme	Bradclyde	Bradford Cit
Master	G.Wilton	R.Day	G.D.Rees	G.Popham	W.Griffiths
1st Officer	T.Grieg	W.Brooks	T.B.Dunster	G.Miles	M.Mcleod
2nd Officer	G.A.Laird	D.Rees	B.Ellis	G.Hudson	W.M.Symons
3rd Officer	W.Salmon	T.Jones	E.W.Rose	A.McCausland	J.Shannah
WT Operator	L.Moore	A.Bowine	R.Witty	C.Lane	W.Jones
WT Operator		G.Greir	J.Calder		
1st Engineer	J.Linton	D.Macker	J.Crawford	H.Fortune	J.Smith
2nd Engineer	I.T.Topham	T.Grey	G.Topham	D.Griffiths	J.Kelly
3rd Engineer	G.Renwick	C.Gellately	T.Jagoe	W.Kirwan	J.H.Chapman
4th Engineer	D.M.Roberts	B.Rowlands	G.Balharrie	W.Sheridan	G.R.Hastie
Ch. Steward	E.Harrison	J.Letson	H.Huby	A.Sacule	S.Blythe
Apprentice	P.W.Josse	Jewson	L.Smith	H.Gibbs	J.R.Thomas
Apprentice	H.West	H.Sharp	D.J.Walton	D.Gee	C.F.Foxwell
Apprentice	A.Todd	F.Osler	F.J.Bennett	B.Canaffan	A.G.Passmore
Apprentice	W.Lawday	G.Criekmore	J.W.Botterill	A.Bell	E.Crouch
Apprentice	C.P.Sugg	H.Hatherly		W.Thomas	W.Humphreys
Apprentice					
Apprentice					
Vessel	Cornish City	Devon City	Eastern City	Falls City	Great City
Master	A.E.Tamlyn	J.Story	W.E.Owens	F.H.Gething	A.Lodge
1st Officer	A.Connelly	S.G.Mortimer	T.B.Dunster	D.James	H.B.Henricks on
2nd Officer	L.J.Jones	T.B.Jones	H.Roberts	D.J.Davies	G.Sams
3rd Officer	?	H.W.Crabtree	A.Ford	W.A.Hann	W.Salmon
WT Operator	J.Donaghy	T.E.Capel	F.McNally	W.I.Castello	H.Mitchell
WT Operator	E.A.Bill				
1st Engineer	H.Rundle	W.G.Rearson	N.Henderson	W.E.Gerrish	J.Lindon
2nd Engineer	G.A.Goldsmith	J.Bruce	L.F.Flaherty	T.J.Lock	J.Parker
3rd Engineer	S.H.Quinnell	D.H.Nicholas	W.A.Caven	F.G.Hutchins on	F.Forde
4th Engineer	J.E.Clay	C.Owens	E.Webbin	J.H.Turnbull	E.Clode
Ch. Steward	P.Lorm	E.Rogers	J.T.Wood	S.A.Blythe	A.Luken
Apprentice	H.E.Dawas	A.V.Furneaux	P.Waters	L.T.Alexander	W.Lawday
Apprentice	M.Evans	G.H.Wilson	W.Picton Davies	R.P.Baxter	A.Hait
Apprentice	T.Paull	A.S.Williams	J.H.Fish	L.R.Venn	A.Ford
Apprentice	J.S.Wilson	J.C.Box	A.J.Porter	M.L.Jolliffe	
Apprentice	L.C.Smith			W.J.Harris	
Apprentice	G.A.Johnston				
Spnary		Zillah Story			

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<b>Vessel</b>	<b>Homer City</b>	<b>Hurliness</b>	<b>Indian City</b>	<b>Jersey City</b>	<b>King City</b>
<b>Master</b>	<b>J.Story</b>	<b>J.Sneller</b>	<b>S.Davies</b>	<b>C.K.Cox</b>	<b>A.Sydenham</b>
<b>1st Officer</b>	<b>H.Smith</b>	<b>A.Connoly</b>	<b>H.Shotton</b>	<b>T.J.Richards</b>	<b>R.S.Hewitt</b>
<b>2nd Officer</b>	<b>W.Hamilton</b>	<b>W.I Whittacker</b>	<b>T.Dyson</b>	<b>E.Price</b>	<b>W.Harvey</b>
<b>3rd Officer</b>			<b>J.Ward</b>		
<b>WT Operator</b>		<b>E.W.Collina</b>		<b>C.Quinnel</b>	<b>H.P.Browning</b>
<b>WT Operator</b>					<b>A.Preedy</b>
<b>1st Engineer</b>	<b>C.Drummond</b>	<b>J.Henderson</b>	<b>G.Donald</b>	<b>R.Marsh</b>	<b>W.Clafihan</b>
<b>2nd Engineer</b>	<b>W.H.Ray</b>	<b>W.J.Wilson</b>	<b>G.Parkes</b>	<b>T.Raine</b>	<b>W.J.Cox</b>
<b>3rd Engineer</b>	<b>H.J.Chapman</b>	<b>C.I.Carlson</b>	<b>T.Donald</b>	<b>R.S.Lennet</b>	<b>S.H.Robinson</b>
<b>4th Engineer</b>	<b>C.Clackett</b>		<b>R.Pownall</b>	<b>J.Waddell</b>	
<b>Ch. Steward</b>	<b>W.Jowett</b>	<b>J.C.Lilley</b>	<b>T.Roberts</b>	<b>J.Turner</b>	<b>P.Loric</b>
<b>Apprentice</b>	<b>A.Ward</b>		<b>L.Johnsto-Smith</b>	<b>D.Walton</b>	<b>J.Watkins</b>
<b>Apprentice</b>	<b>W.Pearson</b>		<b>D.James</b>	<b>H.J.Hill</b>	<b>D.Turner</b>
<b>Apprentice</b>	<b>A.Cook</b>		<b>J.Frederick</b>	<b>W.A.Conway</b>	<b>J.Petley</b>
<b>Apprentice</b>	<b>C.Wright</b>		<b>J.Popplewell</b>	<b>W.A.Edwards</b>	<b>K.Raper</b>
<b>Apprentice</b>	<b>P.Coole</b>		<b>J.Jenson</b>	<b>C.Tivinam</b>	
<b>Apprentice</b>				<b>S.J.Livings</b>	
<b>Apprentice</b>					
<b>Vessel</b>	<b>Leeds City</b>	<b>Madras City</b>	<b>Netherpark</b>	<b>Norwich City</b>	<b>Orient City</b>
<b>Master</b>	<b>H.Paul</b>	<b>J.Veakins</b>	<b>T.J.Howes</b>	<b>W.Davies</b>	<b>D.Davies</b>
<b>1st Officer</b>	<b>J.C.Smith</b>	<b>R.S.Davies</b>	<b>D.Macfarlane</b>	<b>P.Murphy</b>	<b>R.Lawson</b>
<b>2nd Officer</b>	<b>S.G.Peakes</b>	<b>W.Murray</b>	<b>G.Sutherland</b>	<b>W.R.Thomas</b>	<b>J.Potts</b>
<b>3rd Officer</b>	<b>J.Griffiths</b>		<b>A.Storm</b>	<b>J.Kendal</b>	<b>J.Troliffe</b>
<b>WT Operator</b>	<b>T.Sharpe</b>		<b>A.Dane</b>	<b>H.B.Kynaston</b>	<b>G.Peel</b>
<b>WT Operator</b>				<b>A.B.Cheffers</b>	
<b>1st Engineer</b>	<b>J.R.Wardhopper</b>	<b>W.A.Bailey</b>	<b>J.Park</b>	<b>H.Fortune</b>	<b>T.Major</b>
<b>2nd Engineer</b>	<b>F.Griffiths</b>	<b>H.Marsh</b>	<b>P.Kay</b>	<b>T.Birch</b>	<b>B.Smith</b>
<b>3rd Engineer</b>	<b>P.H.Thomas</b>	<b>A.Alexander</b>	<b>J.Ferris</b>	<b>O.Roche</b>	<b>R.Asplet</b>
<b>4th Engineer</b>	<b>F.Wardhopper</b>	<b>I.C.Galie</b>	<b>J.McGonigal</b>	<b>C.E.Hoddinot</b>	<b>H.Fraser</b>
<b>Ch. Steward</b>	<b>P.Lewis</b>	<b>S.Roderick</b>	<b>?</b>	<b>W.Donaldson</b>	<b>?</b>
<b>Apprentice</b>	<b>W.F.Terry</b>	<b>C.C.Tyson</b>	<b>P.Hunter</b>	<b>H.Niblet</b>	<b>S.Wilson</b>
<b>Apprentice</b>	<b>W.A.Davies</b>	<b>W.J.Boddy</b>		<b>H.Hodge</b>	<b>J.Thomas</b>
<b>Apprentice</b>	<b>R.Mackey</b>	<b>E.L.Walther</b>		<b>W.Trithoran</b>	<b>K.Lukey</b>
<b>Apprentice</b>	<b>E.Wreangham</b>	<b>C.J.B.Cornwell</b>		<b>T.F.Holman</b>	<b>E.Harrison</b>
<b>Apprentice</b>		<b>W.A.C.Evans</b>			
<b>Apprentice</b>		<b>A.W.Tarling</b>			
<b>Spnary</b>					

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Vessel	Paris City	Skegness	Watsness	Yarborough	
Master	E.Vooght	R. S.Hewitt	H.Smith	H.Fellingham	
1st Officer	H.G.Mortimer	G.Hudson	J.Varney	J.Forrester	
2nd Officer	H.Binham	W.M.Rogers	W.Hall	G.Colson	
3rd Officer	W.Doughty				
WT Operator		J.Maughan	S.E.Cag	G.W.Smith	
WT Operator					
1st Engineer	Pile	W.Willis	A.Hughes	W.Pearson	
2nd Engineer	Hildreth	W.Cox	T.Webb	J.Davidson	
3rd Engineer	Coombs	J.Fraser	D.Nicholas	C.Kingshorn	
4th Engineer	Allenby		D.Rowland		
Ch. Steward	Sako	F.Spence	C.Johnson	M.S.Vowles	
Apprentice	Finmeant	J.Hooper	K.Greenway	R.Mackey	
Apprentice	Banfield	J.Beaton	J.Wilson	T.Erringham	
Apprentice	Fillbrook				
Apprentice	Smith				
Apprentice	Niblet				
Apprentice	Hodge				
Apprentice					

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Some items of interest reported by the staff at Merthyr House, during the year.

Several of the musical devotees attended a concert at Park Hall, Cardiff, given by the Herbert Ware Orchestra, which was conducted by the celebrated Sir Henry Wood.

Cardiff City Football Club, having been formed in 1899, when they were known as Riverside AFC, were this year elected to the Football League, and were proud to move to their new ground at Ninian Park. One of their favourite players, Len Davies, looks set to make his mark at the Club.

On Christmas Eve this year, the Cardiff Corporation introduced the new Motor Bus to the City, and staff are looking forward to making use of the new services to reach Head Office.

Merthyr House 1st January 1921

Edited 1st January 1924

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