

REARDON SMITH LINE

newsletter

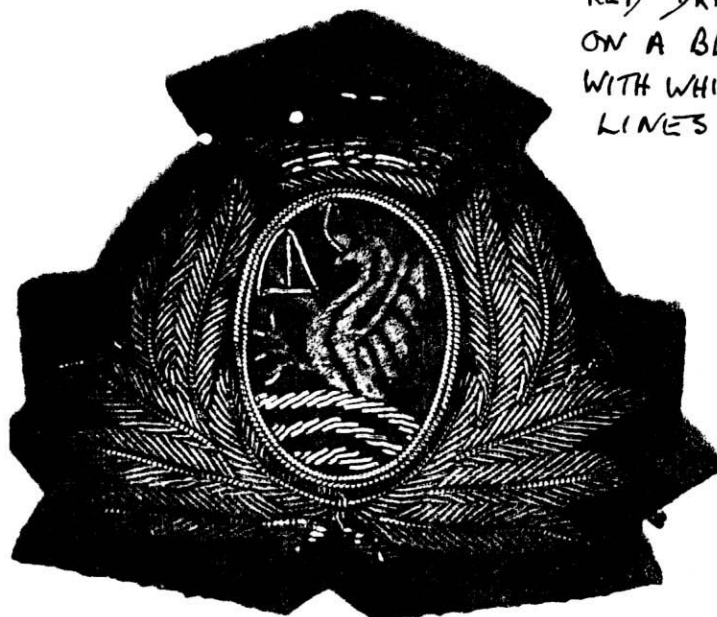


NO. 181

MARCH, 1985

DOES ANYONE KNOW THIS BADGE?

RED DRAGON
ON A BLUE FIELD
WITH WHITE WAVY
LINES.



A short while ago we had a letter from Mr. William Hawkins, who served on our seagoing staff in the early 1950's, asking if we could identify the cap badge depicted above. All our enquiries have so far failed to produce an answer, so we are asking our readers if anyone knows this badge. If so, please let us know and we will pass the information to Mr. Hawkins, who has quite a comprehensive collection numbering some 300 (now including a Reardon Smith badge). Mr. Hawkins also sent us a copy of an article which appeared in "The Telegraph", which we thought would be of interest and which is attached to this Newsletter.

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SHIP AND SHORE NEWS

BIRTHS: We offer our congratulations and best wishes to **Mr. Paul Beattie** (Personnel Department, Head Office) and his wife **Linda**, on the birth of their first baby - **Alan David**, on 1st March (St. David's Day). **Alan** weighed 7 lb. 3 ozs. at birth and has already paid a visit to Head Office.

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MARRIAGES: We extend congratulations to **Miss Sandra Jenkins**, Company Secretary's Department, Head Office, on her marriage to **Mr. Mike Hewitt** at Carmarthen, West Wales, on 29th March.

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INDISPOSED: We were very sorry to hear that **Mr. John Crockett** (retired Director) met with an accident recently, which resulted in a broken skull. **Mr. Crockett** spent a few days in hospital, but we are pleased to report that he is now at home and progressing well, although we understand he must have complete rest for a few weeks. We send our very best wishes to him for a good recovery.

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RETIREMENT: For some years **Mrs. Pat Cottrell** has kept the "wheels of commerce" turning at Head Office by supplying daily refreshments. Her cheerfulness and pleasant manner has brightened the day for many of us here and we shall miss her now that she has decided to retire. Unfortunately, her retirement date was brought forward a little by the news of a serious family illness and, in sending her our best wishes for her retirement, we do hope that **Mrs. Cottrell** might receive better news during this anxious time. We extend our thanks to her for her services to the Company.

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CHEERIO AND GOOD LUCK: At the end of the month we say "Cheerio" to **Mr. Ron Sweetland** (Office Driver, Head Office). **Mr. Sweetland** joined the Company in November 1967 and during his period of service, personally served our late Chairman, **Mr. Alan Reardon Smith** and latterly, for some time, our present Chairman, before assuming other duties. We thank him for his services to the Company over the years and wish **Mr. and Mrs. Sweetland** all the best in the future.

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EXAMINATION SUCCESSES: Many congratulations to **Mr. C.B.C. Jones** on obtaining Class 2 Engine Certificate.

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WATCH IT! ROBIN!

Peter Dent (17) Postal Clerk/Messenger in London Office, has been an Archery enthusiast since the age of 15. As a member of the Grays Archery Club, he has gained the Club Championship Medal (Junior Section); has won four medals through the Scouts Association and an Award through the Southend Archery Open Tournament. We are delighted to congratulate **Peter** on his latest achievement of a Silver Medal attained on 10th March when he entered the Essex County Championships. We wish **Peter** good luck in the coming months, as he will be "shooting" in various Tournaments during the Summer season. Well done, **Peter** - and good shooting!

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DONATIONS TO CHARITY

We have received a letter from the Cornwall County Council, on behalf of Vyvyan Homes, Helston, acknowledging with thanks a generous donation of £62.00 raised by **Captain Milburn** and **Officers of the m.v. "YAQUI"**. The Officer-in-Charge said the money will go towards the Barbecue and Tables they are going to build with - and for - the children. Not only will this be a very good exercise, it will also give them and future children placed there, many years of pleasure. We also add our thanks to **Captain Milburn and his Officers**.

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LOBBYING M.P's

We continue to receive letters from readers enclosing replies they have received from their M.P. on the subjects of the British Merchant Navy and possible taxing of Pension Funds. We feel sure that the feelings of so many people have had a bearing on the Chancellor, as in the recent Budget Speech, no taxation of Pension Funds or the lump sum payment on retirement has been included. We do hope that the lobbying carried out on behalf of the decline in the British Merchant Fleet will have some effect and letters to M.P's on this subject can only do good. Once again, we would extend our thanks to everyone who has written - or is writing - to M.P's. At least our voices have been heard!

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ANOTHER MANAGEMENT SHIP FROM T.M.M.

We are pleased to report that T.M.M. (Transportacion Maritima Mexicana) have given Reardon Smith the management of the m.v. "LERMA" (ex "Nissan Silvia"). Built in 1978, with a length of 180 metres and a tonnage of 10601 deadweight, Gross 9260, the "LERMA" is a Roll On/Roll Off pure Car Carrier with eleven fixed decks. She has a car carrying capacity of 3810. Other details are:-

Main Engine - Hitachi B. & W. 7L67GF
Service speed 18 knots
Generators 3 x Daihatsu 6 PSHTb - 26D

The "LERMA" will ply with cars from Japan to either U.S.A. West Coast or U.S.A. East Coast as far north as Newark and ballast back to Japan. On the East Coast run, she will bunker at Manzanillo West-bound. It is anticipated the ship will be taken over in Japan in May.

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ATTACHMENTS TO NEWSLETTER

"CAPTIVATED".... Article on his collection of Maritime Officers' Uniform Cap Badges by Mr. William Hawkins.

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THOUGHT FOR THE MONTH.....

When you get to the end of your rope, tie a knot and hang on.

ALL AT SEA.....

AMPARO

Captain
Deck Officers
Radio Officer
Engineer Officers
Electrician
Catering

J. Pearsall
I. Stutt, A. Morris,
D. Gonzalez
B. Everett
P. Evans, R. Rees, M. Penny,
D. Guevara, I. Garcia
D. Harnett
N. Frost

BIBI

Captain
Deck Officers
Radio Officer
Engineer Officers
Electrician
Catering

A.D. Lightfoot
T. Haxell, M. Fraser, A. Baker
C. Macey
R. Chambers, T. Graham-Russell
M. Williamson, H. McLundie
R. Bracken.
K. Hampton
R. Peach

SILVIA SOFIA

Captain
Deck Officer
Radio Officer
Engineer Officers
Electrician
Catering Officer

B. Boyer
P. Baverstock, P. Roberts
D. Bidmead
D. Henry,
K. Negele.
D. Williams, K. Bean
C. Harry

OLMECA

Captain
Deck Officer
Radio Officer
Engineer Officers
Electrician
Catering

P. Boroughs
A. Field, R. Davies
R. Crozier
B. Carter
R. Diamond, J. Hocking,
A. Keast, A. Parker,
P. Collins.
P. Willmott
J. Sequeira

YAQUI

Captain
Deck Officers
Radio Officers
Engineer Officers
Electrician
Catering

T. McNulty
E. Walmsley, P. Coles
J. Townsend
V. Cullen, P. Short
J. Scott, R. Thomas, C. Jones
A. Gaskell
K. Baines
D. Pereira

LACANDON

Captain
Deck Officers
Radio Officer
Engineer Officers
Electrician
Catering

L. Staines
D. Toon, M. Sealey, I. Cowan
P. Bradley.
K. Morgan, N. Nesbitt
M. Owens, K. Warner
M. Hopewe!
M. Burns
D. Fernandez

EASTERN VALLEY

Captain
Deck Officers
Radio Officers
Engineer Officers
Electrician
Catering

J. Porteous
K. Jones, G. Eyles,
D. Williams.
D. McCrohan
C. Burton, K. Rowney
C. Lee, S. Rawlings
E. Bennington
M. Dias

WESTERN VALLEY

Captain
Deck Officers
Radio Officer
Engineer Officers
Electrician
Catering

J. Birrell
J. Pagler, P. Codd, G. Provis
E. Bromham
W. Gill, W. Bruce,
N. Millward, W. Heyman
F. Brown
O. Rebello

NORTHERN VALLEY

Captain
Deck Officers
Radio Officer
Engineer Officers
Electrician
Catering

W. Jones
D. Aubrey, D. Kirley,
D. Littler
R. Masters
R. Trigg, I. Exton,
A. Brandram-Jones, N. Griffiths
B. Batey
T. Lobo.

TACOMA CITY

Captain
Deck Officers
Engineer Officers
Electrician
Catering

J.C. Lee
W. Wood, P. Bullard.
A. Prosser, R. Chugg
P. Evans, M. Powell,
D. Simons, C. Broughton.
J. Crawford
R. Pierce

m.v. "SKEENA"

Ships Company:-

Captain R. Stuart, Captain R. Baker,
J. Hudson, J. Moore, P. Eastham, D. Thomson,
G. Hughes, R. Reed, I. Morgan, T. Broughton,
M. Evans, J. Grainger, A. Gouldie, M. Watts,
P. Leonard, S. Hembury, E. Neale.

The disposition lists were correct at the time of printing.

SHIPS POSITIONS

As at 21st March 1985

m.v. "EASTERN VALLEY" This vessel, presently operating under Time Charter account British Steel Corporation, arrived Hong Kong 1000 16th March and after discharging 12,774MT Steel sailed 2308 18th. Vessel is presently proceeding towards second and final discharge port, Shanghai, to discharge 10,148MT Blooms. Vessel has been instructed to anchor at Changjiang Kou Anchorage, Shanghai to await advice re berthing. Present ETA this Anchorage is 2100 21st. As berthing date is as yet unknown we can only estimate completion of discharge and redelivery to be around 25/30th March, but it has been known that berthing delay can be between 10/30 days. No future business has yet been arranged.

m.v. "NORTHERN VALLEY" This vessel, presently operating under Time Charter account R.M.Z., sailed second discharge port, Jeddah, 0218 8th March after discharging 2614MT Timber and Ply. Vessel then arrived Suez 0245 10th March and after transiting the Suez Canal sailed Port Said 2245 same day. Vessel then arrived Monfalcone 0800 15th March to discharge 9808MT Timber and due to rain is now expected to complete and sail pm. 25th for final discharge port, Valencia, arriving around the 30th and after completion of discharge will redeliver from Time Charter dropping outward pilot Valencia around the 1st April. No future business has yet been arranged for this vessel.

m.v. "TACOMA CITY" This vessel, presently operating under Time Charter account Burdekin Shipping Co., sailed Townsville 1600 24th February with a total cargo on board of 25,040.5MT Zinc Concentrates/ Marble Slabs/Copper Cathodes and Lead for discharge Catania, London and Antwerp. Vessel is presently proceeding towards the Suez Canal where she is due to arrive 1600 21st and after transiting will sail Port Said 22nd for first discharge port, Catania, where she is due to arrive 25th and after discharging 989MT Marble Slabs will sail 26th. Vessel then proceeds to London, where she is due to arrive 1st April to discharge 13,878MT Lead/Cathodes, sailing 4th April for third and final discharge port, Antwerp, arriving 5th April to discharge 10,173MT Zinc Concentrates and complete discharge and redeliver from Time Charter dropping outward pilot Antwerp 6th April.

m.v. "WESTERN VALLEY" This vessel, operating under Time Charter account British Steel Corporation, sailed Teesport 2135 26th February with a total cargo of 24,915MT Steel Products for discharge Port Kelang, Singapore, Hong Kong and Busan. Vessel arrived Port Said 1430 11th March and after transiting the Suez Canal sailed Suez 2030 12th March. Vessel then called Jeddah for bunkers, where she arrived 2100 14th March and after shipping 900T IFO - B.S.C. account, sailed 1918 15th March. Vessel is presently proceeding towards first discharge port, Port Kelang, where she is due to arrive 2200 29th March and after discharging 3000MT Beams, sails 31st for Singapore, arriving 1st April to discharge 5000MT Beams, sailing 2nd for Hong Kong, arriving 9th to discharge 1000MT Beams, sailing 11th for fourth and final discharge port, Busan, where she is due to arrive around 15th April to discharge 14,000MT Billets and Coils and complete discharge and redeliver about 20th April. No future business has yet been arranged for this vessel.

m.v. "SKEENA" This vessel sailed Vancouver 2200 14th March with a total cargo of 31,350MT Lumber Products for discharge Japan. Vessel is presently proceeding towards Japan, where she is due to arrive first discharge port, Tomakomai 0600 29th March and sail 30th for Kawasaki, 1/1st April, Chiba 2/2nd April, Tokyo 3/4th, Nagoya 5/5th and finally Osaka, arriving 6th and completing and sailing same day. Vessel then loads Cars in Japan, 7/8th April, possibly at Kawasaki and Chiba (Funabashi) and if so discharges at Los Angeles and Tacoma. We are presently awaiting confirmation and dates reference this business.

m.v. "AMPARO" This vessel, presently operating under Mediterranean Service, sailed Tenerife 1600 12th March and arrived Las Palmas 2112 same day. After cargo operations vessel sailed Las Palmas 1845 13th and arrived Arrecife (Lanzarote) 0700 14th. Vessel sailed 1330 15th and arrived Motril 2015 17th and sailed 1900 18th. Vessel then arrived Algeciras 0900 18th and after cargo operations is due to sail am. 22nd for Naples 23/25th March, Bar (Yugoslavia) 27/31st March and possibly Genoa 2/4th April, and Barcelona 5/6th April. We are awaiting confirmation from T.M.M. as to whether vessel will call these last two ports, also of any future business.

m.v. "BIBI" This vessel, presently operating under Voyage 26 Westbound, sailed Oakland 0215 15th March and is presently proceeding towards Japan at 17K, where she is due to arrive first port, Yokohama 2400 27th. After cargo operations vessel will sail 28th for Osaka, arriving 29th and sailing 30th for Hong Kong, where she is due to arrive 2nd April. Vessel then proceeds under Voyage 27 Eastbound sailing Hong Kong 3rd April for Keelung 4/5th April, Busan 7/8th, Osaka 9/10th and finally Yokohama, arriving 11th, sailing same day. Vessel then proceeds back towards U.S. West Coast, arriving Oakland 23rd and sailing same day for Long Beach 24/25th, Guaymas 28/30th and finally Manzanillo 2/4th May.

m.v. "LACANDON" This vessel sailed Destrehan 1700 4th March with a full cargo of 21,000MT Yellow Soyabeams for discharge Guaymas. Vessel called Vera Cruz for bunkers, where she arrived 1330 7th March and after shipping 320T IFO, sailed 0500 8th. Arrived Cristobal 1747 12th March and after transiting the Panama Canal sailed Balboa 2200 13th March. Vessel then arrived Guaymas around 1730 20th March and after discharging the cargo of Soyabeans will complete around the 24th March. Vessel then loads a cargo of Copper Concentrates Guaymas for discharge Hamburg, sailing 27th March for Panama Canal 3/4th April and arriving Hamburg around the 20th April. Vessel's expected completion date Hamburg is around the 23rd April.

m.v. "OLMECA" This vessel sailed Coatzacoalcos 0700 8th March with a cargo of Urea and Ammonium Sulphate for discharge Mazatlan. Vessel then arrived Cristobal 1642 12th March and after transiting the Panama Canal sailed Balboa 1600 15th March. Vessel is presently proceeding towards discharge port, Mazatlan, where she is due to arrive 1600 21st March and complete discharge around the 25th. We are awaiting information re future business from T.M.M.

m.v. "SILVIA SOFIA" This vessel, presently operating under Voyage 23 Eastbound, sailed Long Beach 0330 18th March after discharging 245 TEU. Vessel then arrived Manzanillo 2100 20th, sailing 23rd for Lazaro Cardenas 24/25th March. Vessel then proceeds under Voyage 23 Westbound arriving Salina Cruz 26th March, sailing 28th for Mazatlan 31/1st April, Long Beach 3/4th and Oakland 5/6th April. Vessel then proceeds back to Japan, arriving Yokohama 19th March, sailing same day for Osaka 20/22nd April and then Hong Kong, arriving 25th April. Vessel then proceeds under Voyage 24 Eastbound, sailing Hong Kong 26th April for Keelung 27/29th, Busan 1/2nd May, Osaka 3/4th May and finally Yokohama 5/6th May. Vessel then proceeds back to U.S. West Coast, arriving Oakland around the 18th May.

m.v. "YAQUI" This vessel sailed Tampico 0039 6th March with a full cargo of 19,884MT Zinc Concentrates and Fluorspar for discharge Antwerp and Dordrecht. Vessel is presently proceeding towards Antwerp, where she is due to arrive 2300 21st March to discharge 3060MT Zinc Concentrates. Vessel will berth at the S.G.M. berth - No. 508/512, but due to congestion it may not be available until pm. 22nd/am. 23rd March. If this is the case vessel will sail Antwerp afternoon 25th March for second and final discharge port Dordrecht, arriving am. 26th March to discharge 16,824MT Fluorspar and complete and sail around the 28th March. We are awaiting confirmation on the above dates, also information re future business.

Captivated . . .

By William Hawkins

SOME people collect expensive works of art, for pride of possession, prestige, or monetary value. Others accumulate minor items of no value to anyone except themselves, purely for pleasure, interest, or — as in my case — to wallow in nostalgia.

Into this second category comes my own hobby of acquiring maritime officers' uniform cap badges, which started when I saw a Bibby Line badge for sale on a bric-a-brac stall somewhere.

It brought back a flood of memories and I just had to buy it even though, in my sea-going days, the fact that my badge was different than others never even crossed my mind; a badge was a badge, just another item to be bought out of my meagre salary. Today they give me a great deal of pleasure.

Most collectibles have volumes written about them, making research easy and readily available, but little or nothing has been published about maritime cap badges. The only means of identification are by personal knowledge and occasional clues derived from books showing shipping company flags and funnel markings, which are sometimes the same as, or similar to, the badge.

Being now a land-based office worker makes collecting a difficult task. Never a day passes without my wishing I had started when I was at sea, in the days when ships berthed two abreast in congested ports, and every dock was a hive of activity.

I have been searching for badges for the last eight years. They are not easily obtained but locating them is a pleasurable task made easier if one has a maritime background, sympathetic friends and contacts, the nose of a bloodhound, the skills of a detective, the cheek of 'old Nick' and the thick skin of a scrounger.

In my quest I have written, and still write, hundreds of letters, and I visit every flea market and militaria fair that comes to my notice.

Rarely can a badge be bought new as they are usually only made to order, so they must be acquired from second-hand sources, and frequently look the part. Personally, although a new badge looks very bright and attractive, I treasure the old

tattered ones with years of unknown service; they are totally fascinating to me, each with its own origin and history: if only they could talk!

Inevitably, unidentified ones are occasionally discovered: I have several. Sometimes a name can be found by relating to a flag or funnel marking but another way is having them recognised by others through exhibiting at public venues such as libraries, where there is always the disappointing possibility of having one identified by an airline pilot as one of his.

Being an ex-Merchant navy man, my first love is for my British shipping company section of well over two hundred, ranging from present day lines (not too many of these left now) to those dating back to the turn of the century and the days of sail.

British companies

Usually they consist of a gold wire wreath surrounding a company flag or emblem. The notable exception was the old P&O Line whose badge was an angled anchor beneath a rising sun but even these 'came into line' in 1973 with a wreathed badge depicting the company flag.

When the Merchant Navy was awarded its own badge in 1917 in recognition of its outstanding war service, many ship owners preferred to use it. Fortunately, others decided to keep their own distinctive emblems; some even enhancing them by adding what has become known as the 'merchant navy crown'.

Between the wars there were hundreds of small companies, each with its own badge; regretfully over the last thirty years most of these have ceased to exist, or have been amalgamated with others. It is these that are so hard to find: success is rewarding. Today, there are probably no more than a few dozen fleets using their own badge, and most of these are ferry operators.

My oldest confirmed badge is that of the British & Colonial Steam Navigation Company which existed from 1891 until 1900 so it must be eighty plus years old. I have several others of companies that originated in the early to middle 1800's but as they continued in business until well into the twentieth century —

and indeed some still operate today — who can say how old the badge is? It could be 100 years old or relatively new.

One thing is certain, my newest badge is Townsend Thoresen's which has altered its design this year by dropping the letter 'F' from the earlier version, which bore the legend TTF.

Looking after every individual badge, and displaying the collection as a whole, is one of the great joys of my hobby. As each badge is obtained I brush it gently with an old toothbrush and this frequently reveals colours long since covered with grime.

If any of the gold wire threads are broken they are sewn back into position. I never wash a grubby badge with water as this invariably causes the colours to run, or leaves a stain. Generally I leave 'as is' to preserve the aged look.

I display them in wooden frames — about 30 x 24 inches — which I then stain and fit with clear plastic facing. The badges with their company names are mounted on a backing sheet of hardboard covered in red felt. The board is then fitted into the frame with a half-inch separation strip to keep it away from the plastic facing. The finished product is very attractive and gives total protection to the collection.

Many officers have kept their badges — understandably, for sentimental reasons — and these are now tucked away, long forgotten, in an old sea-chest, drawer or ditty-box, lost to the world. But may I appeal to any *Telegraph* readers who have been interested enough to struggle thus far through this article?

If you have a badge, or can help me to obtain one, please contact me, I will be pleased to hear from you, or from anyone who has, or has now acquired, an interest in the subject matter.

One day, when I have taken the 'deep six', I hope my collection will be on permanent view to the public and to this end it is at the moment under offer to a maritime museum. Did you know that our maritime heritage is represented by fewer than 20 company cap badges in the world famous Greenwich National Maritime Museum? Help me to redress this. My address is 2 Redcar Avenue, Copnor, Portsmouth PO3 6LE.