

S H I P M A T E S

R E A R D O N S M I T H S E A F A R E R ' S

N E W S L E T T E R

A number of ex Reardon Smith Line Sea Staff have expressed a desire for the publication of a newsletter, to be of interest to the ex-seafaring members of the Reardon Smith Line.

We would therefore welcome any suggestions from the ex-sea staff to ensure that their newsletter becomes a successful and worthwhile venture.

It is the intention to publish four editions per annum. Should any ex-members of the Reardon Smith Line Office Staff request a copy, then we would be pleased to enter their name on the mailing list.

The editor wishes to thank Ollie Lindsay, Alec Osborne, Tom Major and Mike Slayman for their contributions to this first edition.

December, 1996

No. 1



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L E S S W E F O R G E T

REMEMBRANCE DAY

for many people today, means the sale of poppies by the Royal British Legion and the Nations Homage at the Cenotaph service and services at similar War Memorials up and down the country.

For many others, however, it is re-living memories of the loss of loved ones - Some very young indeed, who gave their lives during two World Wars.

On Sunday, 10th. November, '96, the annual Remembrance Service was held at the War Memorial in Cathays Park, Cardiff.

I, As Chairman of the Merchant Navy Association (Wales) was honoured to lay a wreath on behalf of the Merchant Navy Association. During the ceremony, I thought back to the years 1938-1941 when I attended the Reardon Smith Nautical School, which was established in the Technical College, the College faces Cathays Park from across King Edward Seventh Avenue.

The Reardon Smith Nautical School was founded by the first Sir William Reardon Smith for the training of boys for a sea career in the Merchant Service. The usual age for the boys to enter school was 13 years where they embarked on a full sea training course of 3 years. The final year being a 'CADET YEAR' during which the young men wore a standard M.N. Uniform with red tabs on the lapels. On completion of the course, at the age of 16 or thereabouts, they usually joined Shipping Companies as 'DECK APPRENTICES'. About 40 percent joined Reardon Smiths.

Many of the young men, within weeks of leaving the school, were killed (On one occasion nearly all the class) and I thought it would be fitting in this, the first edition of the Reardon Smith Seafarer's Newsletter, not only to remember with gratitude, the boys of the Reardon Smith Nautical School, but all members of the Reardon Smith Seagoing Staff who lost their lives in the two World Wars.

The Reardon Smith Line lost 10 Ships in the 1914-1918 War and 23 in the 1939-1945 War, but their Officers & Crews who died are not forgotten - but live on in our memories.

O.J.Lindsay,

Commodore Master/Reardon Smith Line

J O I N T H E C L U B

Just a line to say I'm living, that I'm not amongst the dead,
Though I'm getting more forgetful and mixed up in the head.

I've got used to my arthritis, to my dentures I'm resigned,
I can cope with my bifocals, But ye Gods, I miss my mind.

Sometimes I cannot remember when I'm standing by the stairs,
If I should be going up for something, or have I just come down
from there ?

And before the fridge so often my mind is full of doubt,
Now did I put some food away, or come to take it out ?

If it's not my turn to write, dear, I hope you won't get sore,
I may think I have written and don't want to be a bore.

So remember I do love you and wish that you lived near,
And now it's time to mail this and to say goodbye 'my dear.

At last I stand beside the mail box and my face it sure is red.
Instead of posting this to you, I've opened it instead...

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With Christmas coming near, We wondered if you were there:-

25th. December, 1971 Christmas Fare M.V. Prince Rupert City

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L U N C H E O N

Cream of Tomato, Consomme Julienne,

Fillet Steak & Garnish

Roast Turkey & Cranberry Sauce,

Asparagus Tips, Brussel Sprouts, Cauliflower,

Croquette, Straw & Cream Potatoes,

Cold Ham, Tongue, Beef, Green Salad,

Christmas Pudding & Brandy Sauce,

Chesse & Biscuits, Assorted Nuts,

Mince Pies & Fresh Fruit, Tea, Coffee & Beer

Did you sign the Menu Card - if so let's hear from you soon

All stories appreciated....If you can remember.....

T h i r t y Y e a r s A g o

In 1966 plans were being drawn up for the building of the m.v. "ATLANTIC CITY"(4) at the Fairfield Shipbuilding and Engineering Co. Govan, Glasgow. Up to that time, this was the largest ship to be built for the Reardon Smith Line. It was to be 27,029 tons gross which would carry 45,000 tons of cargo. Fairfields was having a shake up in their company, they had not long disposed of the Rowan Engineering Works on the north side of the River Clyde at Elliott Street. They also closed down their engine works at Govan and renamed the Company Fairfield (Glasgow) Ltd.

The main engine for the "ATLANTIC CITY"(Ship No:831) was to be a Sulzer RD with 6 cylinders 900 mm bore. The diesel shop at Fairfield had commenced building the bedplate for the engine. About that time, the RD Sulzer engines were suffering from cracks in their bedplates, the cracks running away from under the main bearing pockets. Because of this, on newly built RD engines, Sulzer changed the welding procedure for making the bedplates so there was some doubt about the Fairfield bedplate.

George Clark & Co, the Sulzer Engine Builders of Sunderland were contracted to build the main engine for the ship (It was to be engine No:1645). Fairfield's was hoping that Clarks would use their bedplate for the new engine, but they would not accept it because it was not manufactured in the latest welding method. This massive piece of machinery was scrapped. As time progressed and the ship and engine were being built, the Fairfield Engine Design Dept. started to do their calculation for hull/engine vibrations. After a careful study, it was found that the out of balance forces were well beyond the recommended limits. Sulzer Engineering, Switzerland were brought in on the act, who confirmed that the Fairfield calculations were correct. To iron out these out of balance forces, a "Lanchester Balance" had to be fitted to the engine. This consisted of two casings which housed revolving weights driven by a chain off the main engine crankshaft. One casing was fitted at the forward end of the engine and one at the after end. A reshuffle of the machinery around had to be made to fit the balancers in the engineroom.

The moral of this story is that it cost Fairfield more money to fit the "Lanchester Balancer" to the engine than the cost of an extra cylinder which would have produced more power and the out of balance forces would have been within the limits.

Another story about this "Balancer", Sulzer Switzerland issued the settings for the balance weights to be set at, but John Adams of Fairfield Engine Design Department had calculated a different setting to Sulzer. Sulzer was adamant their settings were correct. Sea trials days came (2 days) and when full power trials came, the trial had to be abandoned. When the engine power got to full power, the ship shook and vibrated so badly it could be felt throughout the ship.

The ship returned to Greenock and big discussions were held between Fairfield and Sulzer Switzerland who agreed to set the balancer weights to John Adams setting. Full power trials were carried out again and completed without incidents and normal ship vibration. By the way, John Adams had done all his calculations by hand - no computers - a very clever man, one of the Back Room Boys.....

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Real friendship consists not in the multitude of Friends.....
but in their WORTH and CHOICE..

TO WILMINGTON SHIPPING COMPANY DR.

STEAMSHIP AGENTS AND STEVEDORES
P. O. BOX 1809 TELEPHONE 763-7333

INVOICE No. _____

MSG FOR MASTER: MV CARDIFF CITY

ONCE AGAIN I AM SORRY TO SAY THAT I AM SNOWED UNDER WITH WORK THIS MORNING, THE TELEPHONES WON'T QUIT RINGING, THE TELEX WILL NOT STOP SENDING, BOSSES WON'T STOP WANTING, SOME OF MY CAPTAINS WILL NOT STOP REQUESTING, CARGOES ARE CHECKING SORTA SHORT, EVERYONE WHO ENTERS MY OFFICE, ENTERS WITH A SNORT. SO IF YOU WILL ACCEPT MY EXCUSE FOR NOT VISITING, AND FEEL FREE TO COME TO MY OFFICE WHEN IT IS CONVENIENT FOR YOU.

THANK YOU


JOE WORNOUTSKI

BILLS DUE WHEN RENDERED

S O U N D S F A M I L I A R

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Sea Staff Appointments

BILL GILL C/Engineer relieved DAVE HARRISON on the container vessel, m.s. "KITTY" ex "EASTGATE" which is a converted Lash vessel now running containers back and forth between Hong Kong and Kaohsiung. This vessel is powered by twin Asea Pielstick 6pc 2.5L engines

Bill's previous vessel was one of the last of the old Bank Line multi-purpose cargo vessels powered by a Doxford 67J6 engine whilst both Bill & Dave had served with twin Lindholmen Pielstick 18pc 2.5v 400 engines on a previous container vessel.

KEITH MORGAN C/Engineer relieved LARRY FLETCHER on the "ATOYAC" whilst also leaving with Larry was Captain MIKE SLAYMAN. This vessel is a 14month old 45,600 dwt geared bulk carrier operated by Nimex Mexico, which is owned by the Rojas family, the previous owners of T.M.M. Mexico. This vessel is the sister ship of the "AZTLAN" which was delivered at the end of September, 1996.

The vessels are powered by a M.A.N. B+W 6S50MC engine at 114rpm giving a service speed of 13.5kts when fully loaded, with average consumption of 26tons IFO. The vessel has 5 hatches with 4-25ton cranes complete with their own 12 ton hydraulic grabs. "ATOYAC" is presently on route from Gresik, Indonesia in ballast to Bunbury, West Australia, to load a full cargo of Alumina for discharge Ferndale, U.S.W.C. "AZTLAN" loaded full cargo of Sulphur from Vancouver, B.C. to Manzanillo, then loaded full cargo of cement in Manzanillo to discharge in Chile.

Captain PETER BOROUGHS now resides in Manzanillo where he has set up in business as Surveyor with Captain SUAREZ who will be known to RSL Staff as T.M.M.'s ex Resident Super/Manzanillo.

Whilst it is with regret that T.M.M. closed down the operation of Cardiff Ship Management & Services on the 31st. October, this year, it of course had some benefits. Captain JOHN LEE was at last able to retire and take things easy. GOFF GRIFFITHS now remains as the only survivor working for T.M.M.

One large employer of RSL Superintendents is Acomarit, the Glasgow based ship management company that now boasts CHRIS BURTON, GRAHAM GRIFFITHS, DAVE LITSON and now ROGER SHANNON. Roger has recently joined them and has been posted to Venezuela to carry out ISM work with the national line.

Captain DAVE TOON plys back and forth from Singapore to Fremantle on the feeder container vessel "SWAN REEFER" which is part of the Maersk West Australian service. This vessel carries reefer containers as well as normal TEU's.

GEOFF HODGSON, ex 3rd. Engineer is employed with the Isle of Man Steam Packet Company as 3rd. engineer of the freight ferry vessel "PEVRIL" in the Irish Sea when not running his corner shop.

PETER D. SMITH, ex Catering Officer moved over to the cruise liners and is now working as Deputy Purser on the P + O Australian passenger ship "FAIRSTAR" which operates from Sydney. This vessel is due to be withdrawn from service in December this year and replaced by the more modern passenger vessel "FAIR PRINCESS" to which Peter will transfer.

JIM DUNK is still based in Dubai, working for SGS Dubai as a surveyor, occasionally returning to South Wales when the weather is good.

JOHN HEWSON, Ex Chief Engineer is also based in Dubai working in the drydocks as a repair manager.

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The worst thing about a bore is not that he won't stop talking, but that he won't let you stop listening.....

Modern Day Shipping - Beware

I found myself joining a ship in Port Arthur, Texas owned by a Greek, owner of a fleet of ships. This ship was a 23,000 dwt bulker and we all joined together. The previous crew had been on strike for the proceeding two weeks, the Chief Officer and Second Engineer having already jumped ship. The ship had been discharging Pet Coke, the A.C. had failed in the heat of the Texas summer, every door and window on the ship left open. Pet Coke layered everywhere. We knew we had a difficult task ahead of us but as seafarers we set about the job, keen to get things up and running. However, after 3 years of sheer neglect, we made it round to New Orleans and no further. There followed a period of several months where the new crew tried in vain to overhaul the wrongs, but there was no money to provide for spares. We then found that there was no money for salaries either from the Greek or his associates and we were forced to seek help from the I.T.F.

A long drawn out legal wrangle ensued with I, as the Master, regularly appearing before a Judge and Lawyers. By now I had a car and was travelling between New Orleans and Baton Rouge to attend legal meetings. Seven months after joining, the vessel was auctioned for 2.4 million dollars and all crew members received their back log of wages.

Sounds like years ago but this was May, 1995 up to December, 95 so beware.

The good old days are back.....

MEMORIES - SHIPS OF THE FLEET

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A T L A N T I C C I T Y (No:1)

- 1912 Built by Ropner & Sons Ltd., Stockton for the Bradford Steamship Company.
- 1917 Transferred to the St Just Steamship Company Ltd.
- 1920 Transferred to Leeds Shipping Company Ltd. and renamed BRADBURN
- 1929 Transferred to Anglo-Celtic Shipping Company Ltd of Cardiff and renamed BRYNMEL.
- 1935 Transferred to Costis E.Lemos of Greece and renamed the MARIA L
- 1950 Wrecked of Cape Vilano during the month of November.

A T L A N T I C C I T Y (No:2)

- 1920 Built by Ropner Shipbuilding for St Just Steamship Co.
- 1928 Company changed to READON SMITH LINE LTD.,
- 1936 Transferred to Brynmor Steamship Co.Ltd of Cardiff and renamed PENYBRYN
- 1937 Transferred to HO SIEN CHING, China.
- 1939 Transferred to Matsuda Kisen K.K.Japan and renamed MATUYAMA MARU
- 1940 Transferred to Nissan Kisen K.K, Japan and renamed HIYAMA MARU
- 1942 Sunk by torpedoes off Caroline Islands during the month of February.

A T L A N T I C C I T Y (No:3)

- 1941 Built by William Doxford & Sons Ltd, Sunderland for the Leeds Shipping Co.
- 1962 Transferred to Achillet Cia.Nav.S.A.Lebanon and renamed ACHILLET
- 1971 Foundered off South Africa in Heavy Weather during the month of February

A T L A N T I C C I T Y (No:4)

- 1967 Built by Fairfields(Glasgow)Ltd for Readon Smith Line
1976 Transferred to Aquarius Ltd.- Liberia and renamed ATLANTIC
1979 Transferred to T.M.M.S.A. and renamed OLMECA
1980 Transferred to Libmar Five Inc.- Monrovia and renamed ORIENT CORAL

Now you tell us what happened next - also any stories on the 4 versions of the "ATLANTIC CITY" which you may wish to share with your SHIPMATES in the next issue .

The moral of the story : Illegal to sell but not to buy
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Under Singapore law, everybody has to use Singapore Telecom for long-distance calls. But it is an open secret that many companies make use of the services of call-back vendors, which offer calls at sharply lower rates. Using these services is not illegal, according to a senior executive of a major firm. "It is illegal for the vendors to sell the services, but not for us to buy them" he said. This is somewhat akin to British Law on prostitution. While it is illegal for a prostitute to solicit business, it is perfectly okay for her (or him) to provide the service/So would you call an illegal vendor of SingTel services a call girl ?

Finally, in this first edition, an income is what you can't live without or within

or should we say the reading of most men is like a wardrobe of old clothes.....Seldom used

O B I T U A R I E S

We are sorry to report that the following have crossed the Bar

Captain Flash Thomas Captain Donald Jack 1995

Maurice Green (Mo) July, 1996 Mrs Parkhouse October, 1996

Mrs Porteous

Merry Xmas to all our readers, The Editor