



# SHIPMATES

Reardon Smith Seafarer's Newsletter

Issue No.2      March 1997.

Welcome to the second edition of the newsletter and we are pleased to note, that over 100 ex-sea staff have replied to the first edition. It is possible that you or your friends may not have received the first edition. The editor would be pleased to receive articles and details, including address's of any ex-sea staff who may wish to be included in this issue. Our Canadian Correspondent Tony Crowther, is looking after the North American readers, whilst our friends in Japan, Mexico, Dubai, Australia and Singapore are not forgotten.

A annual statement of accounts will be published in each December issue.

We have a Mr Charles Boyd who sailed onboard the "Leeds City"(3)Built 1927/Sold 1951)from June,1950 until May,1951 looking for information on shipmates who sailed with him -if anybody has a crew list for that voyage or address of any shipmate who was aboard during that period, please forward to the Editor.

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S E E I N G T H E L I G H T  
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The United States Navy is not exactly known for its sense of humour, but even they acknowledged one of their more glorious silly radio exchanges:-

Voice A) Please divert your course 15 degrees to the north to avert a collision.

Voice B) Recommend you divert your course 15 degrees to the south to avoid a collision.

Voice A) This is the Captain of a U.S. Navy Ship-I say again divert your course.

Voice B) No, I say again, you divert your course.

Voice A) This is the aircraft carrier ENTERPRISE - we are a large warship of the U.S. Navy- Divert your course now.

Voice B) This is a lighthouse - your call...

With apologies to all our American friends and readers but this reminded the editor of when he was third officer on the "Cornish City"(4) off Key West when the Cuba crisis was on - remember all the aldis work you had to do in those days -no VHF or radars then - a U.S. warship came alongside "Where are you bound" - "Baton Rouge" -"O.K., have a nice day" and steamed off, only to return at full speed 20 minutes later - "Where is Baton Rouge" by which time Dai Beynon had wandered up to the bridge and calmly said to the editor "Why did you not tell the idiots New Orleans - they might have worked that one out!!"

\* \* \* \* \*

Maiden Voyage - " Cardiff City " - Australia to Brazil 1975

**Cardiff City**

**Hereinafter** : be it known to all and sundry that on the 5th day **May** in the year of our Grace, 1975 one, **David Colin Griffith-Jones** did round **CABO DE HORNOS** through **Drake's Passage**.

**Whereas** : the person herein before specified Great Circle Sailed the Southern Ocean, circumnavigating the Antarctic, braving the roaring fourtes, ice-bergs and attacks from penguins, while in the company and guarded by the revered giant albatross, he will now qualify for a **Cape Horn**.

Signed by the  
**Guardian of the Horn**  
for and on behalf of  
Sir Francis Drake.

Latitude : 56°-19'S

Longitude : 67°-17'W

## A Likely Story ?

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John Cann has a rather interesting hobby...  
He is involved, in Nottingham, with over 700 pubs and a like number of off licences, which he assures the Editor he has to regularly visit.

There's a sting in the tail to this story

John is a Justice of the Peace and carries out these visits as he is on the licensing bench.

Look out Tom Jones !

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Wyn Evans is now a member of the Denbigh Male Voice Choir singing mainly in charity concerts but in April, his choir will be joining with 23 other choirs to form the Thousand Voices at the Albert Hall, London

We are indebted to Wyn for pointing out that Bob Peach passed over the bar in April 1995 - most readers would remember them as the "CAUSICAN CASSABS" as they wandered from ship to ship checking our spare gear...

## O B I T U A R I E S

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Captain Dennis T.D. Marks crossed the bar in September, 1996 at the age of 86.

Captain Marks joined the Company in October, 1929 aged 16 as an apprentice and at the age of 29, he took over temporarily as Master, when Captain Arkwright, had to leave his vessel due illness. He was promoted Master in March 1944, at the age of 34 on the 'JERSEY CITY'

In April, 1945, he joined the vessel "OCEAN PRIDE" which was built in Portland, Maine, U.S.A. and managed by Sir William Reardon Smith & Sons Ltd for the Ministry of War Transport.

His last command was the "BRADBURN" which he joined in September, 1947 and left in Cardiff, due illness in 1948.

He then joined the new British Steel Company, at Margam and became their Marine Superintendent at the Port Talbot terminal in the old dock, subsequently becoming Harbour Master at the new iron ore terminal constructed especially for B.S.C just outside the old dock system. He finally retired in 1976.

May we express our sympathy to his wife, Edna and all her family

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MEMORIES - SHIPS OF THE FLEET

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BRADFORD CITY (No:1)

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- 1910 Built by Ropner & Sons Ltd., Stockton for the Bradford Steamship Company.
- 1915 Taken over by the Royal Navy as a "Q"ship.
- 1917 Transferred to the St Just Steamship Company Ltd.
- 1917 Torpedoed and sunk by submarine in Messina Straits, during the month of August.

BRADFORD CITY (No:2)

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- 1919 Built by Craig, Taylor & Co., Stockton for the St Just Steamship Co. Ltd.
- 1928 Company changed to READON SMITH LINE LTD.,
- 1929 Transferred to Chargeurs Reunis, France and renamed FORT MEDINE
- 1940 Taken over by Ministry of War Transport and placed under the management of Sir William Reardon Smith & Son
- 1941 Struck mine and sunk in Bristol Channel - February.

BRADFORD CITY (No:3)

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- 1936 Built by Furness Shipbuilding Co. Ltd, Haverton Hill for Reardon Smith Line Ltd.
- 1941 Torpedoed and sunk by submarine off Walvis Bay during the month of February.

BRADFORD CITY (No:4)

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- 1943 Built by William Doxford & Sons Ltd, Sunderland for the Reardon Smith Line Ltd.
- 1962 Transferred to Vergocean Steamship Co. Ltd, London and renamed VERCHARMIAN
- 1968 Transferred to Jebshun Shipping Co. Ltd, Hong Kong and renamed SHUN WAI
- 1972 Broken up at Tadtsu, Japan during the month of May

O W N E R ' S B E W A R E !

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Not many people may remember that Mr John Reardon Smith was an apprentice with the company.

Part of his time at sea was on the "QUEEN CITY" where the mate was none other than the late Jake Vaughan.

After discharge of the grain cargo, the time came to clean out the bilges, which by now were humming a bit.

As was usual, this was the job of the apprentices, but this story really brings it home.

Jake called the apprentices and in his normal happy manner, said to Mr John "No complaints, clean out the bilges, John, You own them - You clean them"

Not many people know that story - We wonder what Mr John said ?

AND TO ALL THE OTHER APPRENTICES WHO SERVED THE COMPANY:-  
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When first I was apprentice, I often did pretend,  
that when I got promoted, I would be a seaman's friend

But in a little longer, I got to be a mate,  
and soon like many others, quite forgot my former state

When I became a Captain, I thought myself a King,  
and never did remember, the apprentice I had bin !

\* \* \* \* \*

Mike Bellamy is in command of the "SAUDI TABUK" which is managed by Mideast Shipping of Jebel Ali, which is a joint venture between Acomarit & National Shipping Company of Saudi Arabia. Mike actually relieved John Andrews.

Chris Kirton is Superintendent with Mideast and Chris Lee is Chief Engineer.

George Parker and Alan Thompson were last known to be Masters with World Wide Shipping, where Brian Draper, Dave Jennings and Dave Roberts were also.

If anybody has their home address, apart from Brian's, then please pass them to the editor.

John Mathews is enjoying his retirement.

Barry Everett is an Electrical Foreman at A & P Falmouth

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

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Sea Staff Appointments

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TERRY HAXELL is serving as Master on the "SAGA HORIZON" - an open-hatch type Gantry Bulker with a Sulzer 7RTA52 main engine running from Korea-BC-Europe-ECUSA. 47,000 dwt.

PETER EVANS is serving as Second Engineer on the "COTSWOLD"- a P&O Bulk Shipping 151,016 Tdw Bulker with a Sulzer 6RTA76 engine running from ECUSA-South Africa-Japan-Australia.

MIKE COX is onboard the container vessel "CHENGTU" sailing between Singapore & Australia.

ROBERT HALL is presently onboard the cross channel ferry,"STENA INVICTA" on the Dover-Calais service.

BOB MASTERS is serving as R/O on the "NOL STENO",a Bermuda Registered P&O Container ship with twin Sulzer RND90 engines on charter to N.O.L.Singapore on the ECUSA/Nova Scotia -Far East service.

BILL WOOD is presently Master on the "SEABOARD STAR".

IAN STEWART is presently serving on the semi-submersible floating production facility "NORTHSEA PIONEER",moored offshore Angola, having worked in the offshore oil industry since leaving the RSL in 85.

JEREMY COLEMAN is based at Felixstowe as Cargo Superintendent with Finanglia Ferries.

BOB BAKER is serving on the "TAMMONTA" which is another of the last of the Bank Line "Fish" type multi purpose cargo/container vessels trading world wide, managed by "V" ships (Better known to older seafarers as SILVER LINE).

JOHN GORDON is back in the U.K. after his stint in Guam and is now an independent surveyor in Swansea.

MEL PADDOCK is now serving as an ISM Code Auditor with the MSA in their Southampton Head office.

REG SMITH is Manager of a Data Capture Bureau, in London placing paper/card records on to computer disks for large companies. He has a staff of 8, mostly graduates and would be glad to hear from any ex R/O's who may be interested in this type of work.

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A fine coat is but a livery, when he who wears it discovers no higher talent than a FOOTMAN.



A U S T R A L I A N   C I T Y

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1964      Built by Fairfield Shipbuilding and Engineering Co.Ltd.  
          Glasgow for the Reardon Smith Line, and sailed from the  
          Clyde in the autumn of 64. This was the Company's first  
          Bulk carrier and at the time was the largest vsl in the  
          fleet.

The Engineer Superintendent was Alastair Gray

The Ships Company was :-

Master            :- Captain Danny Lloyd  
Chief Officer    :- Mike Thomas  
2nd.Officer      :- Brian Jones  
3rd.Officer      :- Woody Woodward  
Radio Officer    :- Dick Gibbons

Chief Engineer:- Tadeusz Sukienik  
2nd.Engineer    :- Wynn Evans  
2nd.Engineer    :- George Probert            (Dayworker)  
3rd.Engineer    :- Roger Shannon  
4th.Engineer    :- Reg Russell

Catering Off.   :- John Louden  
Deck Cadet       :- Lofty Cruttenden  
Engineer Cadet:- Rod Fawkes

During the first 18 months, the only changes were as follows :-

4th.Engineer    :- Peter Turnbull  
2nd.Engineer    :- Eric Poingdestre  
Junior Engr     :- Larry Williamson

It is possible that due to this being the first air conditioned  
ship in the Company, this accounted for officers remaining  
onboard more than their normal 12 months.

Roger Shannon was 24 when he joined this vessel and 26 when he  
left the vessel - seems like just last year !

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A request to the Spares Department - Candles please !  
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By the time you receive this edition of "Shipmates"  
Tom Major will be 80 years old - May we wish Mr Major many  
happy returns of the day and many more years to come from  
all ex seafarers and his friends.  
Readers may not know it but Mr Major has the longest living  
connection with the Company, as his father was superintendent  
before him. Tom Major retired as Technical Director before  
the demise of the Company.

Seniority List

CHIEF OFFICERS

January, 1947

Name		Age	Joined Co.	Promoted	Present Vsl	Ex-App.
Exton	C.E.	40	Jan.1922	Aug.1946	Samwinged	Ex-App.
Passmore	A.G.	46	Apr.1918	Aug.1930	Cornish City	Ex-App.
Sloan	J.	38	Oct.1925	Feb.1940	On leave	Ex-App.
Thornhill	J.H.J.	34	Oct.1929	Mar.1940	Atlantic City	Ex-App.
Shilstone	R.E.	38	July1926	July1940	Great City	Ex-App.
Harvey	G.A.	37	Apr.1928	Aug.1941	Anglo African	Ex-App.
Smith	T.J.	64	Feb.1942	Feb.1942	Imperial Valley	
Beynon	D.L.	34	May,1930	Feb.1943	Anglo Indian	Ex-App.
Jones	S.S.	31	Aug.1932	Mar.1943	Dallas City	Ex-App.
Lemon	J.B.E.	31	Apr.1932	Apr.1943	Madras City	Ex-App.
Chivas	J.W.	34	Aug.1930	June1943	Bradburn	Ex-App.
Davies	L.R.	35	June1943	June1943	Indian City	
Dodds	R.	32	Feb.1932	July1943	Paris City	Ex-App.
Young	D.J.	30	Dec.1932	Nov.1943	On Leave	Ex=App.
Potter	J.E.	31	Nov.1943	Nov.1943	Fresno City	
Justin	A.	30	Mar.1944	Mar.1944	Jersey City	
Arnold	W.R.	42	July1941	Apr.1944	Homer City	Ex-App.
Moffatt	B.	30	Dec.1941	May 1944	On Leave	
Parkhouse	A.B.	33	Apr.1932	Sep.1944	Orient City	Ex-App.
Higgins	M.J.	29	Nov.1934	Dec.1944	Bradford City	Ex-App.
Patterson	J.R.	32	June1942	Oct.1946	Leeds City	
Evans	H.L.	35	Jan.1941	Nov.1946	Vancouver City	
Ward	H.N.	33	Dec.1941	Dec.1946	Eastern City	

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CHIEF ENGINEERS:-			January, 1947		
Name		Age	Joined Co.	Promoted	Vessel onboard
Linton,	J.	63	Nov. 1909	Jan. 1912	On Leave
Gray,	T.	54	Aug. 1918	Dec. 1920	'Madras City'
Rees,	D.H.	55	May, 1922	June 1926	'Bradburn'
Richardson,	E.	59	Feb. 1921	Nov. 1926	'Anglo Indian'
Griffiths,	F.C.	50	Oct. 1920	May, 1927	'Indian City'
Willis,	W.C.	54	Mar. 1914	Mar. 1929	'Orient City'
Hogg,	H.	47	July, 1921	Oct. 1929	'Leeds City'
Orr,	H.	56	Apr. 1923	Oct. 1929	'Bradford City'
Wardropper,	S.	51	May, 1920	June 1932	On Leave
Wilson,	H.	48	Jan. 1930	Sep. 1933	'Atlantic City'
Bryan,	A.E.	47	Mar. 1923	Jan. 1934	'Houston City'
Vaggers,	G.H.R.	41	June, 1927	Feb. 1937	'Fresno City'
Griffiths,	T.L.	46	July, 1932	May, 1937	'Paris City'
Rowell,	F.	45	Mar. 1925	Sep. 1937	'Cornish City'
A'Court,	C.S.	43	Sep. 1925	Sep. 1937	'Dallas City'
Wainwright,	L.H.R.	36	Oct. 1932	Sep. 1939	'Eastern City'
Baldwin,	M.	54	Sep. 1939	Sep. 1939	'Jersey City'
Willis,	S.	43	Nov. 1928	Nov. 1939	On Leave
Herdman,	R.	46	May, 1932	Nov. 1939	'Great City'
Lashford,	B.F.	47	May, 1922	Mar. 1940	On Leave
Harrison,	E.C.	34	May, 1935	Oct. 1942	2/E 'Cornish City'
Lester,	A.F.	41	Sep. 1930	Jan. 1943	'Homer City'
Potter,	C.J.	47	Sep. 1939	Apr. 1943	'Devon City'
Fisher,	R.	56	Aug. 1943	Aug. 1943	'Samwinged'
Dugdall,	J.	46	Apr. 1941	May, 1944	On Leave
Murphy,	J.J.		Aug. 1944	Feb. 1945	'Imperial Valley'
Horsburgh,	W.	31	Dec. 1941	Mar. 1945	'Anglo African'
Thompson,	A.E.	31	Sep. 1940	Dec. 1945	'Fort Fork'
Svenson,	A.H.	34	Aug. 1934	Apr. 1946	'Vancouver City'

50 Years Ago - January, 1947 - Seniority Lists

MASTERS:-					
Name		Age	Joined Co.	Promoted	Vessel onboard
Thomas,	B.D.	55	Jan. 1915	Jan.1919	'Atlantic City'
Lawson,	R.A.	58	Apr. 1919	Feb.1920	'Dallas City'
Paul,	H.	61	May. 1920	May.1920	On Leave
Dixon,	T.S.	54	Mar. 1919	Sep.1922	'Eastern City'
Shotton,	N.	59	Apr. 1921	Dec.1922	'Madras City'
Potts,	J.W.	52	Dec. 1919	Jan.1924	'Bradburn'
Arkwright,	R.V.	59	June.1922	Jan.1926	'Samwinged'
Wilson,	T.R.	51	Dec. 1920	Mar.1927	'Devon City'
Harris,	W.J.	48	June.1915	Sep.1927	'Indian City'
Doughty,	W.V.	50	Aug. 1920	Oct.1927	'Fresno City'
Stirling,	F.J.	51	Jan. 1921	Nov.1931	On Leave
Sharp,	H.	41	Nov. 1919	Dec.1933	'Great City'
Marshall,	H.W.	44	Feb. 1920	July1935	'Houston City'
Ward,	A.E.	46	Nov. 1917	Feb.1937	'Homer City'
Thomas,	W.C.	44	July,1928	Sep.1939	'Braford City'
Dodman,	F.C.	43	Dec. 1921	Sep.1940	'Orient City'
Hooper,	A.J.R.	45	Jan. 1920	Aug.1941	'Imperial Valley'
Carnaffan,	B.	45	Oct. 1919	Sep.1941	'Vancouver City'
Hornsby,	G.	41	Nov. 1922	Dec.1941	On Leave
Davies,	T.W.P.	42	Aug. 1920	Jan.1942	'Anglo Indian'
Louttit,	M.D.	45	Nov. 1932	June1942	'Paris City'
Fisher,	H.	40	July,1931	Feb.1943	'Cornish City'
Williams,	I.	38	July,1925	Feb.1943	On Leave
Leebetter,	S.	40	Nov. 1925	May,1943	'Anglo African'
Robins,	M.J.	33	July,1928	Aug.1943	Study leave
Duffy,	G.E.	39	Feb. 1925	Dec.1943	'Fort Fork'
Cox,	J.M.	39	Mar. 1926	Jan.1944	'Jersey City'
Marks,	D.T.D.	34	Oct. 1929	Mar.1944	On Leave
Angle,	R.N.	41	June,1922	May,1944	'Empire Takoradi'
Boutcher,	D.W.	33	Sep. 1930	Apr.1945	'Barrgrove'
Lloyd,	J.D.O.	33	Apr. 1930	Apr.1945	'Leeds City'
Sugg,	C.P.	46	July,1917	Nov.1946	'Samhope'

O N C E U P O N A T I M E

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It was resolved to have a boat race between a Japanese team and a team representing the National Health Service. Both teams practised long and hard to reach their peak performance. On the big day, they were as ready as they could be. The Japanese won by a mile.

Afterwards the NHS team became very discouraged by the result and morale sagged. Senior Management decided that the reason for the crushing defeat had to be found and a working party was set up to investigate the problem and recommend appropriate action.

Their conclusion was that the Japanese team had eight people rowing and one person steering, whereas the NHS team had eight people steering and one person rowing.

Senior management immediately hired a consultancy company to do a study on the team's structure. Millions of Pounds and several months later, they concluded that too many people were steering and not enough rowing.

To prevent loosing to the Japanese next year, the team structure was changed to three Assistant Steering Managers, three Steering Managers, one Executive Steering Manager and a Director of Steering Services. A performance and appraisal system was set up to give the person rowing the boat more incentive to work harder.

The next year, the Japanese won by two miles. The NHS laid off the rower for poor performance, sold off all the oars, cancelled all capital investment for new equipment, and halted development of a new boat. The money saved was used to fund higher than average pay awards to senior management.

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Seafarers' Benefits Advice Line :- 0345 - 413318

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A new telephone service has been set up by the Seamen's Hospital Society with the support of the Ellerman Foundation and the ITF.

It offers immediate telephone advice to merchant seafarers, fishermen and their families on many subjects including :- Welfare benefits, housing, consumer problems, legal matters, matrimonial, credit, debit and Tax matters.

Calls are charged at local rate from anywhere throughout the

UK on 0345-413318 - London Area number 0181-850-0910  
The fax no is 0181-850-7774 and the admin tel:0181-850-3838

When in doubt, blame the "MATE"

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Brian Boyer recalls that whilst serving in the late 60's as mate on the "ATLANTIC CITY" with Capt. Joe Thornhill, they had completed loading around 27,000 tons of iron ore and were due to move out from the bulk loading terminal in Mormugao to the stream, when the serang reported a swarm of bees had taken up residence on the foc'sle head.

This delayed the sailing whilst Capt. Thornhill had the port agent send down the local beekeeping expert to remove them.

A rather thin Indian gentleman (Mr Battarcharjee) and his boy assistant duly arrived and asked for (1) a bucket (2) some paraffin and (3) a handful of cotton waste. Brian assumed that this was to smoke the bees and remove them in their comatose state. Onto the foc'sle, led by the expert, went Brian, the serang, and the boy assistant.

When about three foot from the black ball of bees, with numerous others in attendance, the "EXPERT" took out his american zippa lighter, lit the paraffin soaked waste in the bucket and threw the whole flaming mass over the swarm. Imagine the sight, Brian, the serang, Indian beekeeper and boy assistant breaking the record for the 150 metre dash from the foc'sle head to the after accommodation followed by thousands of rather singed and angry bees, who laid siege to the accommodation for over 24 hours, thus delaying the sailing.

Guess who we blame for this delay ! "THE MATE" who else !

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Brian is now Assistant Manager of a well known P + I club's Survey Department, so now it's his turn, to blame "THE MATE".

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TOAST : " I drink the health of often - who - came  
Who often comes not, I must also name,  
Who often comes not, I must also blame,  
That he comes not often as others came"

Memories are made of this:  
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The newly promoted Captain who joined an old cargo vessel and insisted on his second day, that all the officers wear ties in the saloon for meals. Everyone complied except the crusty old Chief Engineer - None of the Master's threats had any effect.

Then, one morning at breakfast, the master's day was made - there was the Chief wearing his tie, sitting at the head of his table. His joy was short-lived when the Chief left the table - wearing no trousers. NO NAMES Please !