



SHIPMATES

Reardon Smith Seafarer's Newsletter

Issue No.4 September 1997.

HISTORY ON HOLIDAY

By now most of you will have been on holiday, but some of you may wish to stop and think of where you may go next year. William Reardon Smith was born at Appledore on August 7, 1856. His father, Thomas, went to sea and rose to the rank of Master, unfortunately Thomas Smith and Philip Green Smith, William's brother, were both lost at sea and in the church at Lacharne, near Burry port, there is a plaque that reads as follows :-

" In Loving Memory "

* of *

Captain Thomas Reardon Smith and his son,

Philip Green Smith who were lost on the Burry Port

Bar in the wreck of the schooner " H A Z A R D " .

* - *

The body of Captain Thomas Reardon Smith was interred
in Lacharne Churchyard - December 10th 1859

*

Erected by his son, William Reardon Smith, (Of Cardiff)

Sir William Reardon Smith, Baronet, died in his eightieth year on the 23rd December, 1935. His memory lives on in the Church in his home town where there exists a stained glass window and a plaque with his coat of arms and the words :-

" To the glory of God and in memory of Sir William

Reardon Smith, Baronet D.I.J.P. (1856-1935) and Ellen his

wife (1857-1939) both of Appledore. This tablet was erected

by their sons & daughters in love and affection & to

commemorate gifts made to this church in remembrance of

them"

John Cann knows the whereabouts of this church - Do You ?

" W H A T I S A F R I E N D "
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A friend is a person of great understanding,
Who shares all our hopes and our schemes,
A companion who listens with infinite patience,
To all of our plans and our dreams,
A true friend can make all our cares melt away,
With a touch of a hand or a smile,
And with calm reassurance make everything brighter,
And life always seem more worthwhile,
A friend shares so many bright moments of laughter,
At even the tiniest thing ---
And what memorable hours of lighthearted gladness,
And pleasure this sharing can bring,
But I still remember, my best friend owes me 50p, that he
borrowed in 1964 and yet, so what, he's still my friend today.

MEMORIES FROM THE NORTHERN DAILY MAIL

Whilst reading this article, you may note that two vessels were completely crewed on deck by officers with Master's foreign going certificates. The Editor remembers well that Jack Lemon once told him about the time when the family firm in the depression crewed these two vessels and that he sailed as an A.B. in the company of Barney Parkhouse, Joe Thornhill, Dai Beynon and other well known names who became Masters with RSL.

It was the Company policy to try and retain their apprentices and even though, most of them had by this time obtained their master's certificate, the only way was to hire them as A.B's.

Jack Lemon was a firm believer in the role of apprentices on vessels and many of "US" youngsters owe our experience to the likes of Jack Lemon and his kin !

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Extracts from the NORTHERN DAILY MAIL - WEST HARTLEPOOL

Tuesday, August, 11th, 1931

S H I P S M A N N E D B Y O F F I C E R S

Some idea of the extent to which officers in the mercantile marine are suffering as a consequence of the present slump in shipping is strikingly conveyed in the half-yearly report, just issued by the Officers (Merchant Navy) Federation, Ltd. Inevitably, with so much tonnage idle, the amount of unemployment among all classes of seafaring people must be very considerable but it comes as something of a shock to read of the shifts to which experienced certificated officers are put in order to make a livelihood.

For instance, the Federation state in this report that they have information of at least two ships which are entirely manned on deck by certificated officers, and that there is a considerable number of officers who have signed on in the forecabin in ships ordinarily manned. Again, one master mariner with an excellent record (including a decoration for war services) is glad to earn a few shillings at occasional work of scene shifting and augments such earnings by the sale of newspapers. Others are cleaning windows, working as waiters, and selling goods by door to door canvassing. Several are living in London in destitute homes and are definitely known to be walking London daily diligently seeking honourable employment. In his weary recently, one officer collapsed exhausted near St Paul's Cathedral. Indeed, to quote the report "It is impossible to use words of exaggeration in describing the plight of some officers" It may be added that the Federation which claims to represent 12,000 certificated officers, has, according to its report, knowledge of 1,048 unemployed captains and navigation and engineering officers in the United Kingdom, and doubtless, this figure by no means represents the total. Incidentally, a point that is emphasized is that, in spite of the acute unemployment among British Officers, no change has yet been made in the regulations which permits ships flying the British flag to carry foreign masters and officers when trading between foreign ports. From inquiries we learn that, although undoubtedly there is a certain amount of unemployment locally there are, at any rate as yet, no reported cases of so serious a nature as those indicated above.

At present the Officers' Federation is investigating the possibilities of a scheme of pensions. Some of the leading liner companies - including Messrs. Furness Withy & Co. - have already regular pension schemes in existence, whilst others make it a practice to grant pensions varying in individual cases, but there are large numbers of officers, including many serving in ordinary cargo boats, who cannot at present look forward to a definite pension in their old age as a result of their employment. Of course, one can see now that the proper time for instituting a pension scheme such as that contemplated was

when trade was booming. At the present moment shipping, like most other industries, is hard put to it to meet existing charges. There can, however, be no objection to a discussion being opened on the question of establishing some definite scheme immediately circumstances make this possible.

Tuesday, 11th. August, 1931 - South Wales Freight Rates

 Outward Chartering was very restricted and tonnage offered readily at recent rates to meet a limited inquiry.

Coal cargoes:-

| | | |
|-----------------------|-------------------------|-------------------------|
| Cardiff to Oslo | 5s 6d | 1,400 tons prompt |
| Cardiff to St Servan | 3s 3d | 1,400 tons prompt |
| Cardiff to Palamos | 9s (Coal) 10s (Fuel) | 1,450 tons prompt |
| Cardiff to Corfu | 9s | 3,500 tons prompt |
| Cardiff to Casablanca | 7s 1½d | 1,200 tons August 15th. |
| Cardiff to Alexandria | 6s 6d | 5,500 tons August 17th |
| Cardiff to Algiers | 6s 9d | 2,000 tons August 17th |
| Cardiff to Santa Fe | 11s | 5,000 tons August 18th |
| Cardiff to Venice | 9s | 5,750 tons August 21st |
| Cardiff or Newport | | 2,900 tons August 13th |
| to Copenhagen | 4s 4½d | (100 delivery) or |
| | 4s 6d | (800 delivery) |
| Cardiff or Newport | | 7,500 tons Prompt |
| to Alexandria | 6s 3d | |
| Newport to Bordeaux | 4s | 2,200 tons August 18th |

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A U S T R A L I A N C I T Y
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- 1984 Sold to Panamanian Flag, Greek Owners (Mistral Line Inc.)
 Universal Glow Inc. and renamed "MIRANDA"
- 1986 Sold to Chinese Shipbreakers and delivered to a Chinese
 port prior to 26th. April, 1986.

BETTER LATE THAN NEVER
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We have pleasure in using an article that was sent in by Kunio Terauchi, who is also a reader of "Shipmates"-the article is as written 19 years ago:-

OSAKA : 15th. July, 1978

Messrs. Sir William Reardon Smith & Sons Limited,
Attention : Capt. Lee.
P.O. Box 90, Devonshire House, Greyfriars Road,
Cardiff CF1 1RT.

Dear Captain Lee:

Enclosed please find an article entitled "The Master's Comb". I hope you remember us talking about it in Kobe last winter.

The story is about one of my good memories with the red and black RSL Flag. After reading the story I am sure you will realise how much I enjoyed my business at the water front with RSL.

I sincerely hope that is article is not against the company's policy.

Please be kind enough to send me each copy of the RSL Newsletter if it is at all possible. Enclosed please find enough air mail postage to cover the cost of mailing.

Thank you very much for your kind consideration in these matters.

Please give my best regards to everybody in your office.

Yours very truly,

Kunio Terauchi

Well, we all owe "Terauchi-San" a vote of thanks for the very good service he gave all our vessels, not only as an agent but as a friend and on behalf of all readers of "shipmates" we hope that he is enjoying a well earned retirement.

" T H E M A S T E R ' S C O M B

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It was snowing heavily at Kawasaki, Japan.

M/V Atlantic City had been unloading iron ore for two days. When she arrived at the Yokohama anchorage, the Indian crewmember's replaced. Despite the snow and cold weather, the crews were changed without any trouble at both the seaport and the airport. The sailing time was fixed at 0730 the next morning as the first pilot. After obtaining the Master's permission, I lay down in the pilot's cabin around midnight.

An Indian crew member knocked on the door and came in "Eigent...Agents, please use this comb, Captain says...."he said

The next morning was bright and chilly. After washing my face, I carefully combed my dirty hair with the Master's black comb. Because I had had no time to go back home for nearly four days, I had not washed my hair. There was some coloured sand on my head, possibly iron ore. The Master had understood my situation. I tried and tried, but I could not arrange my hair.

Then I put the comb into my breast pocket. After taking a good hot breakfast with the ship's officers, I took care of my business in the Master's cabin. Then the ship swarmed with activity. After shaking hands with the Master, I took a big post envelope and shore passes. I came down to the wharf which was covered with white snow. The sun had risen. The last line was cast off. Tugs began to pull the big ship out of wharf.

The Master came to the starboard side on the bridge and said "Good-bye" to me while waving his hand. The vessel sailed away through the channel under her own power while the Reardon Flag fluttered in the wind. Everything is finished at this port, I thought.

When I jumped into the launch boat, the Master's comb accidentally dropped into the sea. I tried to catch it, but the comb fell deeper and deeper in the cold water. Through the porthole of the boat, I could see Mt. Fuji shining silver under the morning sun. This was the last ship I could attend. Afterwards I retired as an agent. However I can never make my apologies to the Master for the lost comb.

The Master was Captain Thornhill

Kunio Terauchi

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B U L L E T P R O O F
=====

We have always wondered - We have always speculated
Somebody had to be responsible over all those years -But who ?
Now we know - All those years and we only find out by chance !
The other day, "Ollie" Lindsay came into the editor's office with
a load of documents, and there it was - for all to see !
We now know who bears that great responsibility for teaching
"Ollie" how to fire all those "Bullets" - It actually goes back
to the days when he was an Apprentice - 1942 in fact ! "Blimey"
Over 50 years experience. Now before you all write in to the
editor, "Ollie" is aware of this article and has taken it all in
good fun - What else would he do !. Next time we see Mr John
Reardon Smith, he has some explaining to do - It was the family
firm that sent him on the course and the Navy that actually
trained him in the firing of rapid fire "Bullets" - We actually
show the proof below - We also wish Oliver happy retirement and
no doubt this is going to cost the editor a meal, or maybe two !

As to those "Bullets" they are probably aimed at the "Editor" !

2585

MERCHANT NAVY A/A GUNNERY COURSE.

CERTIFICATE OF OFFICER IN CHARGE

D. E. M. S.

18 MAR 1942

TRAINING CENTRE
SOUTH SHIELDS

Date stamp of Training Centre.

Name O. LINDSAY

Rank or Rating Apprentice - "BOTAVON"

B. of T. or D.B. No.

has completed the Merchant Navy A/A Gunnery
Course and is qualified in the firing and
Cleaning and Oiling
~~of a~~ of a Oerlikon
machine gun.
2 day Course.

M. M. Clure
Rank Lieutenant Commander. R. N.
D. E. M. S. SOUTH SHIELDS
Training Centre

WHY IS A SHIP CALLED SHE ?

A ship is called a SHE because there is always a great deal of bustle around her; there is usually a gang of men about; she has a waist and stays; it takes a lot of paint to keep her good looking; it is not the initial expense that breaks you, it is the upkeep; she can be all decked out; it takes an experienced man to handle her correctly; and without a man at the helm she is absolutely uncontrollable.

She shows her topsides, hides her bottom and, when coming into port, always heads for the buoys.

MEMORIES - SHIPS OF THE FLEET

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D A L L A S C I T Y (No:1)

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1936 Built by Furness Shipbuilding Co.Ltd.Haverton Hill for Reardon Smith Line.

1940 Bombed and sunk by German aircraft in the English Channel South east of Portland Bill, on the 4th. July, 1940 in the Position 50 Degr.09 mins North, 02 Degr.01 mins West.

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D A L L A S C I T Y (No:2)

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1944 Built by William Gray and Co.Ltd.West Hartlepool for Reardon Smith Line Ltd.

1956 Transferred to Government of South Africa (South African Railway and Harbours Administration) and renamed "HANGKLIP"

1966 Transferred to First Freighters (Pty)Ltd of Cape Town and renamed " JEANIE K"

1967 Arrived at Shodoshima, 15th. November, 1967 for breaking up.

We are able to print the crew list of the S.S."DALLAS CITY" for the voyage 15/10/51 to 23/3/52 from Mr R.D.Christmas who was serving as an Apprentice on the voyage.

| | | | |
|------------|-----------------|----------------|---------------|
| Master | D.W.Boutcher | Chief Engineer | T.Griffiths |
| 1st.Mate | W.Cross | 2nd.Engr. | L.Monks |
| 2nd.Mate | R.Duggan | 3rd.Engr. | L.G.I.Taylor |
| 3rd.Mate | C.R.McCluskey | 4th.Engr. | J.H.Wilkinson |
| Apprentice | P.J.Bird | Jun.Engr. | W.C.Brown |
| Apprentice | J.Cope | Jun.Engr. | R.Dawson |
| Apprentice | R.D.Christmas | D/Greaser | W.Obeng |
| Radio Off. | V.Worton | D/Greaser | F.Clement |
| Carpenter | W.Jones | Fireman | S.X.Napoleon |
| Bosun | A.Williamson | Fireman | A.Trapp |
| A.B. | D.J.Strangewood | Fireman | J.X.Roberts |
| A.B. | N.Carpenter | Fireman | M.X.Camara |
| A.B. | A.B.Brown | Chief Steward | H.F.Webb |
| E.D.H. | S.Powell | Asst.Steward | R.Buchanan |
| E.D.H. | T.Doyla | Asst.Steward | P.G.Ottomer |
| E.D.H. | N.Roderick | Catering Boy | R.Foley |
| S.O.S. | B.Johnson | Ship's Cook | John Louden |
| S.O.S. | K.R.Greenaway | Asst.Cook | J.A.Boyd |
| J.O.S. | G.Browne | | |
| Deck Boy | D.Woodruff | | |
| Deck Boy | C.Bale | | |

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How do you communicate with a fish ? Drop it a Line !

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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TONY EDWARDS is a Chief Engineer with the Great White Fleet on modern reefer vessels.

MIKE RIDLEY worked with P + O ferries, since leaving RSL and was another one who remembers Xmas on the "Prince Rupert City"

TOM NEWELL is presently Chief Engineer with World Wide Shipping

MIKE BARRAL is presentl B.V. Surveyor for the Bristol Channel

JEFF BIRRELL can be found lecturing at Fleetwood Nautical College.

DAVY GRANT is electrician on large Anchor Handling /Tug Supply vessels in the North Sea.

PHIL DESCHAMPS is a pilot with the Port of London Authority

HARRY GALE is Port Meteorological Officer for S.E.England

JON J. MOORE - "J.J." dropped in on his U.K. Vacation and is Operation Manager for Northland Stevedoring Services in Whangarei, North Island, New Zealand, where he now lives.

TIM FULLER is a Director of Tindall Riley (P+I)Ltd, Managers for the Britannia Steamship Insurance.

ERIC BROMHAM, holder of a yachtmaster's certificate is employed on the Canadian Flag, "EASTERN STAR", a 48ft Sailing ketch operating passenger cruises from Lunenburg, Nova Scotia.

FRED TAYLOR is now employed as an Instrument Technician.

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INFORMATION REQUEST ?

DANIEL BROSNAN sailed as an A.B. on the "SANTA CLARA VALLEY" between the March of 1940 and up to when the vessel was sunk in the Nauplia Gulf, Greece on 23rd. April, 1941. One crewmember was lost.

Mr Brosnan is looking for information on any survivors from that sinking - All replies to the Editor, please.

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