

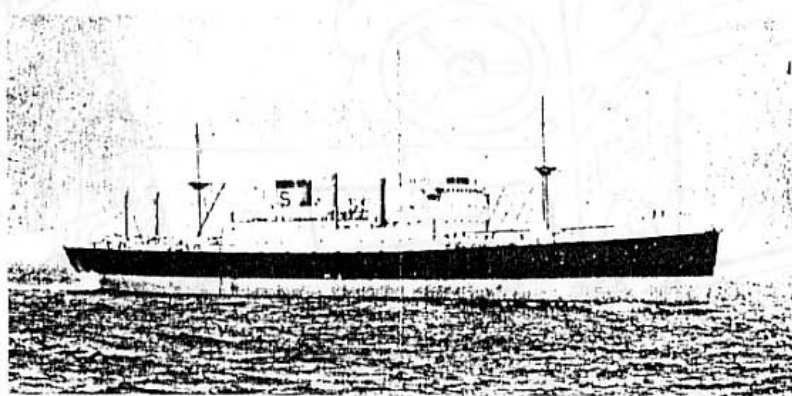


SHIPMATES

Reardon Smith Seafarer's Newsletter

Issue No.6 March 1998.

REARDON SMITH LINE



SIR WILLIAM REARDON SMITH & SONS

LIMITED

CARDIFF

COLUM BUILDINGS
MOUNT STUART SQUARE

Telephones: 511619 (lines)
Telegrams: Smitheraft

LONDON

CREECHURCH HOUSE
E.C. 3

Telephone: Ave 3551
Telegrams: Wlsmithl Ald

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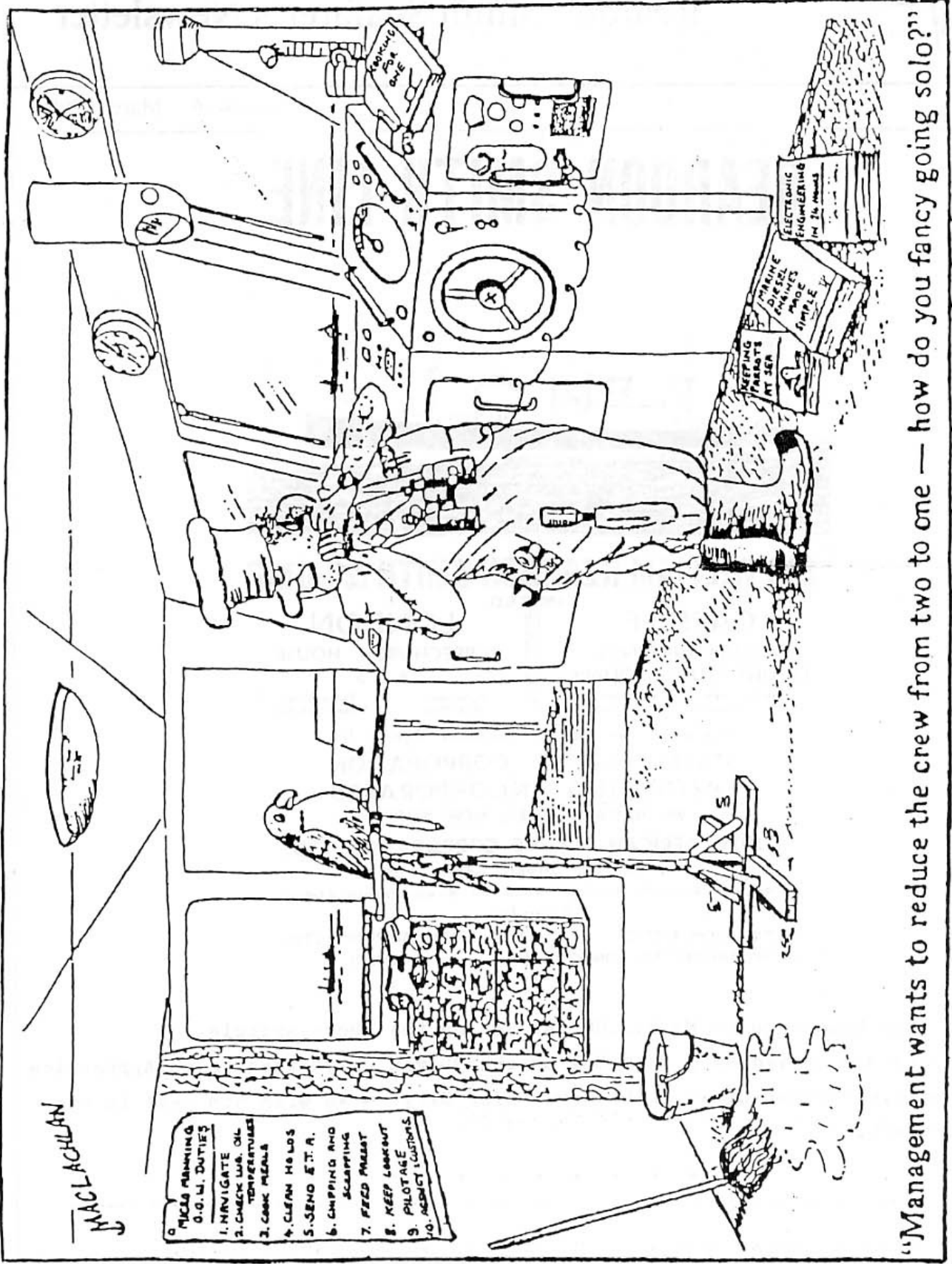
Brokers to:

BRITISH IRON & STEEL
CORPORATION LTD. LONDON

IRISH SHIPPING LTD.
DUBLIN

Our thanks go to Mr R.D.Christmas for the above article
Mr Christmas served as a Deck Boy on the "Devon City" then as an Apprentice
on the s.s."Dallas City" & the m.v. "King City" - We wish him well in his
retirement.

* * * * *



"Management wants to reduce the crew from two to one — how do you fancy going solo?"

10. MILES MANNING
O.C.W. DUTIES
1. NAVIGATE
 2. CHECK W.S. OIL TEMPERATURES
 3. COOK MEALS
 4. CLEAN HOLDS
 5. SEND S.T.A.
 6. CHIPPING AND SCRAPPING
 7. FEED PARABAT
 8. KEEP LOOKOUT
 9. PILOTAGE
 10. RECTIFY SITUATIONS

MACLACHLAN

30 Years ago on March 31st 1968 the statement below was issued by the Chairman and Directors of the company.

Reardon Smith Line Ltd.

DIRECTORS	ALAN J. REARDON SMITH, CHAIRMAN R. S. BURSTON D. M. LLEWELLYN R. W. A. REARDON SMITH	C. R. CHATTERTON T. W. MAJOR W. A. J. REARDON SMITH	L. E. HOWELLS J. P. REARDON SMITH A. F. WESTALL
SECRETARY	C. R. CHATTERTON		
REGISTERED OFFICE	DEVONSHIRE HOUSE, GREYFRIARS ROAD, CARDIFF		
AUDITORS	R. LEYSHON & CO., CHARTERED ACCOUNTANTS, 128 BUTE STREET, CARDIFF	PEARSON-GRIFFITHS & McLAY, CHARTERED ACCOUNTANTS, CADOGAN HOUSE, 7 FITZALAN ROAD, CARDIFF	
SOLICITORS	GILBERT ROBERTSON & CO., 33 WEST BUTE STREET, CARDIFF	BANKERS: BARCLAYS BANK LIMITED	

Report of the Directors

**To be presented at the Fifty-fifth Annual General Meeting
to be held on the Eighteenth day of November, 1968**

The Directors submit herewith their Report and Statement of Accounts of the Company and its wholly owned subsidiary, The Leeds Shipping Company Limited, for the year ended 31st March, 1968.

The Group is engaged solely in operating a fleet of tramp vessels throughout the World.

The Consolidated Accounts show that the trading profit for the year, including income received from investments and property and after charging contribution to Pension Funds, loan interest and Auditors and Directors' remuneration, amounted to ..

		£972,948	(1967)	£747,300
Less charge to Depreciation		395,241		412,792
		<u>577,707</u>		<u>334,508</u>
Out of which the following appropriations have been made:—				
Taxation Equalisation Account	256,000			—
Taxation	—			19,106
		<u>256,000</u>		<u>19,106</u>
Less over-provision for taxation in previous years		11,836		—
		<u>244,164</u>		<u>19,106</u>
Dividend totalling 5%	204,267		204,267	
Less Income Tax deducted and retained ..	—		40,131	
	<u>204,267</u>		<u>162,136</u>	
		448,431		181,242
Profit retained and transferred to General Reserve		<u>£129,276</u>		<u>£153,266</u>

Reference to Turnover is made in Note 1 on the Accounts and included in these figures are the following amounts in respect of foreign earnings.

Parent Company	£1,770,303
Group	£1,814,749

Statement of the Chairman

For the convenience of Stockholders, this statement is issued with the Accounts and will be in substitution for a speech by the Chairman at the Annual General Meeting to be held on the 18th November, 1968, the proceedings at which will be formal.

The Consolidated Profit and Loss Account shows that the profit of the Group, after charging depreciation of £395,241 but before taxation, amounted to £577,707 as compared with £334,508 for 1967. In the interim statement issued by the Board on the 20th October last year, reference was made to the low freight rates at the beginning of the year and also to the fact that two of the Company's bulk carriers were laid up for damage repairs for a material period. Improved trading results during the latter part of the year enabled the Company to pay a 5% dividend to Stockholders on 15th March, 1968.

Last year our Accounts were presented in a different form and I trust that, in complying with the requirements of the Companies Act 1967, the additional Notes on the Accounts and the information contained in the Directors' Report, will give Stockholders a better understanding of their Company's affairs.

FLEET

The recent additions to the Fleet, the "ATLANTIC CITY" and "INDIAN CITY", both geared bulk carriers with a deadweight of 45,800 tons, were delivered in April 1967 and October 1967 respectively and have made a substantial contribution to the improved trading results shown in the Accounts.

The demand for second-hand tonnage by foreign interests produced an attractive market towards the end of last year and, following our policy of disposing of the older, uneconomic ships of the Fleet as opportunity offers, the motor vessels "LEEDS CITY", built in 1955, and the "WELSH CITY", built in 1956, were disposed of in December 1967 and January 1968 respectively at satisfactory prices. With the exception of the motor vessel "NEW WESTMINSTER CITY", all vessels of the Fleet have been built since 1960.

The first of the cargo liners ordered in 1966, named "WELSH CITY", was delivered from Builders in July 1968 and a photograph of this vessel during her trials appears on the front cover. Her sister ship is expected to be delivered in June 1969. Both these vessels are of 16,300 tons deadweight.

I referred in my Statement last year to enquiries that were being made with a view to further expansion in the Company's Fleet and, as a result of very comprehensive market research, it was decided to invite tenders for two 25,000 deadweight ton vessels to be fitted with cranes and, with the assistance of a loan under the Shipbuilding Industry Act 1967, an order for these vessels has been placed with Upper Clyde Shipbuilders Limited and delivery is expected in October and December 1969. Subject to the granting of a loan under the Shipbuilding Industry Act 1967, an order for a further two 25,000 deadweight ton vessels, for delivery in 1970, has been placed with Upper Clyde Shipbuilders Limited.

The Shipbuilding Industry Act 1967 has certainly, through the credit facilities offered to British shipowners, assisted progressive companies in modernising their Fleets, but an Industry such as ours which, because of international competition produces such a low return on capital employed, would have appreciated a continuance of the 25% Cash Investment Grant which, as from 1st January next, reverts to 20%. In view of the substantial contribution made by the Shipping Industry to the country's economy through invisible exports, it is hoped that the Government, in their wisdom, will consider it prudent to continue the 25% Grant, particularly in view of the fact that vessels contracted for some while ago and paid for after the 31st December this year will not enjoy the benefit of the higher rate. It is interesting to note from the Directors' Report that the proportion of foreign earnings exceeded 57% of the total turnover.

Your Company continues to explore all avenues where improvements can be obtained in techniques involving the maintenance and operation of the Fleet and I am pleased to say that steps already taken in this respect are now beginning to show satisfactory results.

I would again refer to our consortium with Walter Runciman & Company Limited and The Sheaf Steam Shipping Co. Ltd. Useful discussions and conferences continue to take place on a variety of subjects to our mutual benefit.

DIRECTORATE

Reference is made in the Directors' Report to the appointment to the Board of my son, Mr. R. W. A. Reardon Smith and Mr. R. S. Burston. I have every confidence in the new Directors who have been appointed and I feel that their re-election will have the approval of Stockholders.

OPERATING COSTS

Operating charges and repairs continue their upward trend, but indications are that our employment of modern control methods are helping to arrest these tendencies.

TRADING PROSPECTS

The Chamber of Shipping Voyage and Time Charter Freight Indices for the financial year under review averaged 127.0 and 137.5 respectively, as compared with 108.2 and 125.7 for the previous year, which indicates the beneficial influences on freight rates which the closure of the Suez Canal exercised. It is impossible to forecast when this waterway will be re-opened, but where possible, we have fixed our vessels ahead and in the absence of unforeseen circumstances, we anticipate that the profit for the current financial year should be not less than for the year ended March 1968.

I should again like to pay tribute to the Office Staffs at Cardiff and London and to the seagoing personnel for their loyal service; and I extend this appreciation to the Company's regular agents and their staffs at home and abroad.

R E A R D O N S M I T H L I N E L I M I T E D
 A N D
 T H E L E E D S S H I P P I N G C O M P A N Y L I M I T E D
 at 31st March, 1968

	Year Built	D.W.T.
m.v. " ATLANTIC CITY"	1967	45,800
m.v. " AUSTRALIAN CITY"	1964	30,500
m.v. " CARDIFF CITY"	1962	14,700
m.v. " DEVON CITY"	1960	14,500
m.v. " EASTERN CITY"	1965	30,500
m.v. " HOUSTON CITY"	1963	14,700
m.v. " INDIAN CITY"	1967	45,800
m.v. " NEW WESTMINSTER CITY"	1956	10,500
m.v. " ORIENT CITY"	1960	14,500
Total Deadweight.....		221,500
Delivered June,1968	m.v."WELSH CITY"	16,300
Delivery June,1969	Cargo Liner	16,300
October,1969	Bulk Carrier	25,000
December,1969	Bulk Carrier	25,000
April,1970	Bulk Carrier	25,000
July,1970	Bulk Carrier	25,000

* * * * *

m.v."CORNISH CITY" (No.5) was the Cargo Liner delivered in June of 69 to The Reardon Smith Line Ltd and was sold in 1977 to Great Neptune Star Shpg S.A. of Panama and renamed NEPTUNE STAR, Renamed "NEPTUNE STAR 1" in 1992, Renamed "LONG KHANH" by Vietnam Sea Transport & Chartering Company, finally sold to Indian Shipbreakers in 1997, arriving Alang 2nd, November, 1997, having given over 28 years service carrying general cargo..

Ship Sales :-

m.s."PORT ALBERNI CITY" built 1972 ,
renamed 'Northern Valley' in 1984, renamed 'Vitaluck' in 1985,
then 'Abdul Rahman S' in 1994 was sold by Syrian Owners to the
Pyramid Shipping Co.Ltd of Belize and renamed 'AN DA' and
continued trading - 26 years on.

* * * * *

On a lighter tone:-

With a large number of our younger members still working as
ship's superintendents we attach a copy of the drydock bill for
the 'Great City'(No.2) in Kobe, Japan for the month of June, 1963.
Any Superintendent willing to work out the cost of the docking
in Japan based on today's figures ?

* * * * *

We have many " Golfers " as our members but this story is a
must for the 19th.hole !

Golfer slices a ball into a very expensive house alongside the
golf course and they hear great crashing of glass.

He and his very attractive wife go to the house, see broken
window and, indeed a guy lying on the ground with a broken
bottle beside him.

They revive him and he says " Thank you so very much - I'm a
genie and I've been kept in that bottle for five hundred years.
Now you've released me I'll grant you three wishes".

The husband asks that he wins the seventeen million pound
lottery - granted - said the Genie. The wife asks for a million
dollar home on the French Riviera - again granted but at this
stage the Genie says could he have the third wish for himself ?

The couple look at each other and then say well, we've got what
we want so why not ? "Right" says the Genie "Id like to take
your wife upstairs and make love to her".

Again, after deliberation, why not? So it happens.

After the act has been satisfactorily performed and they are
putting their clothes on the Genie says to the attractive wife:

"How old is your husband ? " "Thirty Seven" says the
attractive wife.

"And he still believes in Genies ?" says the inhabitant of the
house.



KAWASAKI DOCKYARD COMPANY, LTD.

K O B E J A P A N

Job No. 95703

Messrs. Mitsubishi Shipping Co., Ltd.

DATE: 26th June, 1963.

Kobe, Japan.

BILL (No. 1433) to M/S " GREAT CITY "

For Drydocking and painting etc. works carried out at Kawasaki Dockyard.

TYPE OF VESSEL :	Cargo vessel	GROSS TONNAGE :	7,381
FLAG :	British	HORSE POWER :	
SHIP'S OWNER :	Leeds Shipping Co., Ltd.	CLASSIFICATION :	IRS
OPERATOR :			

We submit here the bill against the work done on the ship in the caption and we shall be very thankful, if you would kindly settle the account at your earliest convenience.

Furnished necessary labor, material and equipment service to perform the following works at the request of Owner's Agent Messrs. Mitsubishi Shipping Co., Ltd.

Work commenced on 24th June, 1963.

Work completed on 26th June, 1963.

DECK DEPARTMENT:

1. Drydocking:
Vessel drydocked in our No. 1 Graving Dock for examination, cleaning, and painting of the underwater hull etc.
Docked in on 24th June, and Docked out on 26th June, 1963. (48hrs.)
Ship shifted to the Kawasaki "C" Buoy after undocking. ¥ 294,000.-

2. Painting:
Vessel's hull from keel to deep loadline cleaned off, scraped and washed down with fresh water.
Hull between keel and light loadline painted with one(1) full coat of Anti-corrosive and one(1) full coat of Anti-fouling.
Area between light loadline and deep loadline painted with one(1) full coat of Boottop-paint.
The rusted area touched-up with silver paint. 4,981 sq.ft. in total.
Draft marks and freeboard marks painted and necessary staging erected for access.
Rudder and stern frame area painted with one(1) coat of Anti-galvanic paint.
(All paints supplied by ship.) ¥ 308,700.-

3. Rudder:
Rudder pintles wear-down checked by wedge and record submitted to ship's engineer. ¥ 8,000.-

4. Ladder:

Accommodation ladder upper platform repaired in good condition.

Hinges and hinge-bolt renewed.

Bolt:- 1 $\frac{1}{4}$ " ϕ x 730mm x 1 pc. with nuts 2 pcs.Washer of hinge newly fitted. 50mm ϕ x 6mm thick. x 1 pc.

¥ 10,00

5. Fitting bed of log in way of aft. upper deck port side renewed.

12mm thick. x 120mm x 120mm x 1 pc. steel plate.

12mm thick. x 150mm x 15mm x 1 pc. brass plate.

¥ 5,00

6. One(1) sounding scale newly made and supplied.

 $\frac{1}{2}$ " ϕ x 4' x 1 pc. round bar type.

¥ 9,50

7. Suction pipe in way of No. 7 ballast water tank renewed.

3 $\frac{1}{2}$ " ϕ x 1,000mm x 1 pc. with flange.

Sludge of working area cleaned for access.

¥ 22,10

8. Zinc plates:

Zinc plates renewed in way of rudder and stern frame area.

300mm x 150mm x 20mm thick. x 9 pcs.

Fitting bolts and nuts renewed.

¥ 41,00

9. Shell rivets in way of aftpeak port side caulking and welded in good order.

2 pcs.

¥ 1,00

10. Port side bilge keel, after section, welded in good order.

400mm long.

¥ 2,00

11. Forepeak stem caulked and welded in good order.

200mm long in total.

Necessary staging erected for access.

¥ 10,00

 Sub. Total of Deck Dep't. ... ¥ 711,30

Job No. 95703

Bill No. 1433

M/S " GREAT CITY "

Page 3 of 4 Pages

ENGINE DEPARTMENT

1. Sea valves & Sea Chests:

All ship's side valves and cocks (17 in number) opened for LR survey.

Valves ground in, cleaned and painted with Owner's Apexior No.3. One (1) cock removed to shop, flange surface machined up, fastening nuts and packing renewed, joint surface cleaned, and replaced into position.

Six (6) gland stud bolts of sea valve and cock renewed.

Three (3) sea chests rose plate removed, cleaned, painted with Owner's Apexior No. 3 and replaced in good order.

¥ 185,400.-

2. Tail shaft:

Tail shaft wear-down checked by wedge and record submitted to ship's engineer.

¥ 6,500.-

3. Tail shaft gland packing:

Gland packing renewed with ship's spare.

Tightening bolts for steel patches of packing gland renewed.

Bolt 8 pcs. BC.

Bolt holes drilled and retapped for access.

Lower steel patch renewed.

¥ 13,900.-

4. One (1) distiller cooling water pipe renewed and painted.

2" ϕ x 800 mm with 2 flanges.

The above pipe removed and replaced by ship's hand.

¥ 8,900.-

5. One (1) $\frac{1}{2}$ " ϕ steam stop valve disc in condenser circulating pump steam line repaired by brazing and machining.

The above valve disc opened up and boxed up by ship's hands.

¥ 3,100.-

6. Damaged edge of propeller blade smoothed by grinder.

¥ 2,500.-

7. Shore current supplied during ship's drydocking period.

110 V. 250 Amp.

¥ 20,000.-

Job No. 95703

Bill No. 1433

M/S "GREAT CITY"

Page 4 of 4 Pages

Stern light circuit checked and Electric cable newly fitted between joint boxes of galley store and No. 4 hold. 20 H The work commenced in drydock and completed at C - Buoy after undocking. Marine transportation plying between Dockyard and C - Buoy included.

¥ 36,300

SUB. TOTAL OF ENGINE DEP'T. ¥276,600.

TOTAL BILL AMOUNT ¥ 987,900.--

KAWASAKI DOCKYARD CO., LTD.

H. Uyeda
H. Uyeda
Manager, Ship Repair Sect.,
Marine Business Department.

We, the undersigned, certify that the work above mentioned have been satisfactorily completed.

J. Cann
Chief Officer, Ms. "GREAT CITY"

C. J. Osborne
Chief Engr. Ms. "GREAT CITY"

Master Ms. "GREAT CITY"

On 14th April 1912, when the S.S."Titanic" struck an iceberg in the north Atlantic Ocean, the international distress signal transmitted from her radio room was "CGB". Shortly after this the distress signal was changed to "SOS" (save our souls). Now 86 years on the Morse code signal "SOS" is to be discontinued as instructions below from the Marine Safty Agency. (MSA).

Discontinuation of 500KHz Morse Distress Watch with effect from 31st December 1997.

1. The Morse telegraphy distress listing watch currently provided by British Telecommunications PLC provides continuous listening cover for distress, urgency and safety calling as defined by International Radio Regulations.
2. On 1st February 1992 The International Maritime Organisation introduced a worldwide network of automated emergency communications for ships at sea. This system known as The Global Maritime Distress and Safty System (GMDSS) uses satellite and Digital Selective Calling (DSC) equipment. The Coastguard Agency have installed the new equipment around the UK coast. All ships covered by the provisions of the International Convention for the Safety of life at Sea, 1974 (SOLAS) will be required to convert to GMDSS by 1st. February 1999.
3. The Morse Distress Watch has become obsolescent, superseded by current communications facilities and the introduction of GMDSS by 1st February 1999. Therefore, the Morse Distress Watch on 500KHz will be discontinued in the United Kingdom from 31st. December 1997.

So, attention all Raidd Officers you will now, not, have to worry about the following fault finding instructions below.

Information taken from the handbook of wireless telegraphy 1938. Volume No.1.(Admiralty).

Amplifier Noises :- If the process of amplification is carried too far, or if an amplifier is badly designed, it will be found that many interfering noises will be heard in the telephones.

These noises may be classified as follows :-

Sympton.	Cause.
(1) Valve Noises.	
(a) Frying noises.	Soft valve.
(b) Intermittent noises like atmospherics.	Bad filament.
(c) Clicks.	Loose contacts.
(2) Bad Design.	
(d) External noises easily picked up.	Unscreened transformers and leads.
(3) Howling, Etc.	
(e) Howling in case of a note magnifier.	Continuous oscillation of an audio-frequency circuit due to cross-coupling.
(f) Howling in case of a radio frequency amplifier.	Generation of two radio-frequency oscillations giving an audible beat.
(g) A steady succession of clicks.	The result of using a grid leak of too high resistance. A self-oscillation piles up a negative charge on an insulated grid faster than the leak can drain it away. The oscillation then stops momentarily and starts again as soon as the negative charge has drained off.
(h) Motor boating in A/F amplifiers. The "phut-phut" noise resemble the exhaust of a motor boat.	A low frequency oscillation produced by interaction in A/F stages.

(4) Battery Troubles :-

Crackling noises.

Loose contact, or defective cell in H.T. battery.

(5) Induction From Mains.

Continous hum.

Imperfect smoothing in the power rectifier unit, or faulty adjustment of the hum dinger or hum bucker control.

Now we have had our little joke with the "RO's", and going back to the "SOS". American painter Samuel Morse invented the morse code in 1832, and they say the first "SOS" call, using the Morse code was from the S.S."Titanic, the distress signal was received by four ships. When T.M.M.'s vessel M.V."Puebla" caught fire and burnt out the accommodation, and the top part of the engine the crew abandoned the ship. When the fire had burnt itself out the crew returned and stayed aboard until rescued. On the poop deck they painted the letters "SOS" in white paint, on the green deck about three meters long, hoping to be spotted by an overhead aircraft, they were rescued by a ship . How modern technology have changed the Wireless Telegraphy world over the past 60 years, new ships do not have a radio room anymore. Communications to and from ships is done by satellite, telefax messages, and telephone calls are connected in seconds. The telefax is so convenient where cargo plans, cargo weights, and dimensions can be given to ship or office as required. Sketches of engine spare parts, etc, from the manufacturer's books can be sent to the office avoiding unnecessary mistakes. Sketches of parts to be repaired can be forwarded long before the vessel arrives at the port.

Its a great pity that this satellite form of communication was not available in the 1960's, poor old Oliver John would have had a whale of a time, arguing the toss on the telefax with the masters, over their last portage accounts , especially if it was two old pence out. Note the telex is still the official method used for charter parties and business agreements in the marine world.

The Jolly Captain.

It was Tuesday, 28th December 1954, when the "Fresno City" tied up alongside the quay in Split, Yugoslavia, with a cargo of grain from New York. The Master was Dai Beynon, the Chief Engineer was Arthur Thompson. Marshal Tito, was in power in Yugoalavia, and the people of Split were a pretty peaceful lot, but, like all communist countries there was the usual guard at the foot of the gangway, who would check your pass for going ashore, and check that you did not have more than one packet of cigarettes. This idea of the guard was very good, he would stop unwanted visitors coming aboard. A new hotel had just been built in Split. Dai and Arthur had found this to be a nice watering hole, and with their refined personality, got friendly with the manager and staff. The official opening of the hotel was imminent. Dai, and Arthur, were invited along with a few V.I.P's, for the opening ceremony. The party was held in the nice new decorated lounge, which had a very elegant fireplace. The guests were standing around the fireplace, with their drinks held in their hand. The manager, and the mayor gave a little speech, which Dai, and Arthur could not understand. Dai thought it only right and fitting to say a few words, standing, there with a full wine glass in hand, Dai thanked the manager for his kind invitation, and wished him, and all his staff, all the very best and that they, and the hotel have a successful further. Then Dai drained his glass dry and threw it in the fireplace. Arthur did likewise. Crash , crash, tinkle, tinkle. The honoured guests not knowing very much about opening ceremony's, thinking this was the done thing, all drained their glasses and followed suit chucking the glasses in the fire place, everyone was happy and jolly, and it was a nice party. The following day at 11.40 a.m., Dai and Arthur were having a pre-lunch drink in the captain's room , chatting about the nice time they had, the night before, when there was a knock on the door. It was the hotel manager, he was invited in without hesitation and asked what he would like to drink. The drink was produced, and when everyone was settled down the manager took an an envelop from his pocket, and gave it to Dai . The paper knife was on the table, Dai picked it up, and slit open the envelop, it contained the bill for all the glasses that were broken the night before. Dai paid up in full without hesitation, and they all had a good laugh.

MEMORIES - SHIPS OF THE FLEET

=====

FRESNO CITY (No:1)

=====

- 1929 Built by William Doxford & Sons Ltd,Sunderland for the Reardon Smith Line.
- 1940 on the 5th.November she was attacked and shelled by the German Battleship "ADMIRAL SCHEER" south of Greenland, with one member of the crew killed.The vessel actually sank on the 6th.November in Lat. 51 -47 N,Long 33-29 W.

=====

FRESNO CITY (No:2)

=====

- 1942 Built by William Doxford & Sons Ltd,Sunderland for the Reardon Smith Line.
- 1943 Torpedoed and sunk by the German submarine U168 on the 12th.April of Cape Farewell,whilst part of convoy HX232

=====

FRESNO CITY (No:3)

=====

- 1945 Built by William Doxford & Sons Ltd,Sunderland as the "EMPIRE SINGAPORE" for Ministry of War Transport and managed by Sir William Reardon Smith & Sons Ltd.
- 1946 Transferred to the Reardon Smith Line and renamed "FRESNO CITY"
- 1964 Sold to Vergocean Steamship Co.Ltd of London and renamed " SEA CAPTAIN"
- 1970 Reported broken up in China.

and

=====

GREAT CITY (No:1)

=====

- 1914 Built by Ropner & Sons Ltd,Stockton as the "GREAT CITY" for the Great City Steamship Co.Ltd.
- 1917 Transferred to the St Just Steamship Co.Ltd.
- 1928 Company restyled Reardon Smith Line Ltd.
- 1936 Sold to the Richmond Hill Steamship Co.(Counties Ship Management)London and renamed " RICHMOND HILL"
- 1937 Sold to Adamos Steamship Co. Ltd of Greece and renamed "ADAMASTOS"
- 1937 Sold to Johs.Fritzen & Sohnvorm W.Kunstmann,Stettin and renamed "DORA FRITZEN"

GREAT CITY (No.1) Cont....

- =====
- 1944 On the 20th January, the vessel was wrecked near the port of Flekkefjord but was later salvaged.
- 1945 Was sunk by motor torpedo boats on the 6th January in Stavangerfjord.

GREAT CITY (No:2)

- =====
- 1945 Built by William Doxford & Sons Ltd, Sunderland as the "EMPIRE TAVOY" for Ministry of War Transport and managed by Dood, Thomson & Co. Ltd.
- 1945 Management changed to Sir William Reardon Smith & Sons Ltd
- 1946 Transferred to the Leeds Shipping Co. Ltd and renamed the "GREAT CITY"
- 1964 Sold to Taiship Co. Ltd of Hong Kong and renamed the "SHIPWIND"
- 1968 Sold to Southern Shipping & Enterprise Co. Ltd of Hong Kong and renamed "WING KWONG"
- 1970 Sold to Poon Shun-Po of the Somali Republic
- 1975 Arrived Shanghai for breaking up on the 15th. January.

* * * * *

The Editor well remembers the "FRESNO CITY" (No 3) and those who taught him well :-

Master : Capt Dai Beynon Chief Engr : Len Taylor
Ch. Officer : Mike Thomas (M.G.B.) 2nd. Engr : Brian Veitch
2nd. Officer : Ally Prasser 3rd. Engr : Jack Barnes
Radio Officer: Eddie Willocks

Mainly because of the prowess of the above at Darts which was played each night outside MGB's cabin.

* * * * *

CONGRATULATIONS are due to Mr John Reardon Smith who was married on the 21st. December on a tropical island called Amburgers Key in Belize. We wish Mr John & his bride all the best for the future.

Boatswain G.W.Briscoe, Merchant Navy
=====

The editor recently spotted an article in Spink Medal Circular relating to the above Seaman - his medals were up for sale and included the following :-

Sea Gallantry Medal, G.V.R., silver, (George William Briscoe, "Bradboyne", 6th. February 1920)
British Empire Medal, G.VI.R., Civil Division, (George W. Briscoe)
Shipwrecked Fishermen and Mariners Royal Benevolent Society Medal, silver, (G.W. Briscoe, Bosn, S.S. Oxonian, February 6th 1920) with dolphin riband fitment.

Now who was Bosun Briscoe : Boatswain George William Briscoe, S.G.M., B.E.M., was one of seventeen men of the S.S. "OXONIAN" to receive the silver Sea Gallantry Medals for rescuing, in company with the S.S. "MONMOUTH", 25 crew members from the stricken Cardiff-based steamer S.S. "BRADBOYNE". The incident took place in the North Atlantic, a survivor of the Bradboyne describing events this : "We were in the midst of a terrific storm, when, to our horror, the steering gear broke, and the vessel swung over into the trough of boiling sea. Very soon she turned over on her side and many of us gave up hope of being saved. In the meantime. I had sent out messages by wireless for help, and we received a number of replies, the first being from the 'Oxonian'. We made no attempt to launch our own boats, but, to our joy and amazement, two boats were lowered from the 'Oxonian' and came steadily towards us. All the members of the crew, with the exception of the Captain and Chief Officer, were got into these two boats. Unfortunately one of them was dashed against the 'Bradboyne' and overturned. Most of the men managed to scramble on to the upturned boat, only to be washed off again. Four men again scrambled on the boat keel, and these were eventually picked up. The others made an attempt to swim to the 'Oxonian', including the Chief Officer of that vessel, but none of them succeeded. The other boat was more successful, although at one time she looked like being swamped. She had got away from the doomed vessel, which had then onboard the Captain and Chief Officer. She was driven back on to the 'Bradboyne', and came so close as to enable the Captain and Chief Officer to jump into her'.

As recorded in the subsequent minutes of the Shipwrecked Fishermen and Mariners Society, which body elected to present Briscoe and other crew members with their Silver Medal, six men from the 'Oxonian' lost their lives whilst gallantly assisting in the above operations.

The BRADBOYNE was built in 1918 by Ropner & Sons, Stockton as the WAR PANTHER for the Shipping Controller - in 1919 changed to The Leeds Shipping Co, renamed 'BRADBOYNE' and foundered on 6th. February, 1920 on passage New York to Dunkirk with cereals.

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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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JULIAN YORK is serving as Master on Commodore Ferries on the Portsmouth-Channel Islands service

TERRY DAVIES is now the Business Development Manager for the port of Harwich.

LEIGHTON SEABROOKE is now Manager of the Marston's "COPT OAK" in Whitwick Road, Markfield, Leicester and offers a warm welcome to all his friends who may wish to drop in for a pint & a meal

JOHN COTTON is now employed as Personnel Manager with Wijsmuller Bros - U.K. based in Greenhithe.

KEITH HART is a partner in Aquarius International Consultants with their offices on the HQS Wellington down on the Victoria Embankment. Keith previously worked for London Offshore Consultants based in Dubai.

IAN STEWART is now working as a Bargemaster on a jack-up rig offshore Nigeria and asks if anybody can beat his mixed nationality crew of 112 which consists of Brits, Italians, Indians, Croatian, Nigerian, French, Argentinian, Chilean, Tunisian, German, Polish & American.....

MIKE JONES is working on repairing & building PC's - turning a hobby into a business.

TONY CROWTHER is working hard - Down in Trinidad & Tobago -he insists he is working but with the cricket & carnival who knows

PETER (BLOOMERS) BLOOMFIELD is still based in Houston with Noble Denton

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We still have available a small supply of RSL 1998 Calendars with photographs of old & new vessels of the Fleet - nicely priced at £ 4- each including postage.

BETTY JOHNS (Wife of the late Capt Dan Johns) broke her hip recently in a fall but is now recovering well at home - here's wishing you a speedy recovery from all at SHIPMATES

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