



SHIPMATES

Reardon Smith Seafarer's Newsletter

Issue No.9 December 1998.

Captain
William
Reardon
Smith
(Baronet)



Born
August, 7th.
1856

Died
December, 23rd.
1935



A happy Christmas
and New Year
to all readers
and their families

All notes, articles, or short stories should be forwarded to Royale House, 2 Palmyra Place, Newport, Gwent NP9 4EJ

S.S."Indian City"(3)

You will have noticed by now that "Shipmates" is gradually going through the ships in alphabetical order and we have now got to the "I"s. I would like to write about the "Indian City" (3). She was built in 1944 during the second world war at Bartrams Shipyard, Sunderland, and was engined with a North Eastern Marine triple expansion steam engine about 1200 IHP.. There were three Scotch boilers all the same size, fitted with superheaters, two Sunderland Forge steam Generators 110 volts D.C. and with steam winches. Jimmy Jackson the 4th Engineer, who came from Sunderland, and, who served his apprenticeship at North Eastern Marine Engine Works, maintained that the Indian City was a very strong ship, the deck plates were treble riveted, whereas the other war time built ships were double riveted, anyway, I took his word for this. "Indian City"s speed was about 9 Knots with a bit of luck. Only one steam generator was used at a time, for lighting, and the three electric motors onboard, the frig machine, the gyro compass and engineroom lathe. She was a dry ship no beer, etc..

I joined the ship at Hull on the 12th April 1950 as an Assistant Engineer for £25 per month.
 Captain:- Willie(Ginger) Harris from Appledore. Chief Engineer:- Trevor Griffiths from Dartmouth.
 Ch.Officer:- Jack Lemon from Exeter. 2nd Engineer:- George Probert from Northampton.
 2nd Officer:- Donald Jack from Edinburgh. 3rd Engineer:- Peter Graham from Cardiff.
 3rd Mate:- Michael Thomas from Cardiff. 4th Engineer:- Jimmy Jackson from Sunderland.
 Radio Off:- Mr.Easterling from London. Junr Engineer:- Johnny Gill from Stockton-on-Tees.
 Ch.Steward:- Bob Beasy from Newport. Ass.Engineer:- Alec Osborne from Penzance.
 Apprentic:- Mc Clusky. 2nd Cook:- Les Smith. (Bob Peach 2nd Steward left the vessel at Hull.)

The voyage went like this:-

<u>From</u>	<u>To</u>	<u>Cargo</u>
Hull	San Frando (Trinidad)	Lightship
San Ferando	Baseterra (St.Kitts)	Part sugar
Baseterra	Vancouver BC (via Panama Canal)	Sugar,
Vancouver	Cape Town (via Panama and Port of Spain)	Grain
Cape Town	Durban	Lightship
Durban	Buenos Aires	Coal
Buenos Aires	Rosairo	Lightship
Rosairo	Buenos Aires	Part grain
Buenos Aires	Bahia Blanca	Part grain
Bahia Blanca	Navalaka (India)	Grain
Navalaka	Port Oaka (India for bunkers)	Lightship
Port Oaka	Aden	lightship
Aden	Moji	Salt
Moji	Vancouver BC	Lightship
Vancouver	Hull	Grain

We paid off on the 10th June 1951 and the voyage was 14 months.

Captain Harris left the vessel at Cape Town in September 1950 and sailed to the U.K . on one of the Castle Liners to join the M.V."Queen City" which was being built at Doxford Shipyard, Sunderland. He went Master of the "Indian City" when she sail from the builders yard in 1944. Captain Todd Sloan relieved Captain Harries at Cape Town..

Mike Thomas paid off at Aden and went into hospital at Aden for a hernia operation .

Engineer Frank Griffiths joined the vessel when she sailed from Bartram's yard and he left the vessel at Hull in June 1951. Prior to my joining the Indian City he had done a 10 month voyage and he did not go home on leave, his wife and two daughters came to the ship while discharging at Hull. he then continued for another 14 months. Sadly, one of his daughter's died from polio during the middle of the long voyage, most likely that make his decision to leave the vessel. Seven years service onboard.

While the ship was discharging cargo at the buoys at Moji, Johnny Gill, Jun.Engr., my partner, went ashore alone, it was my night aboard. He had a few drinks, and also purchased a large suitcase. Coming back Johnny got on the Sanpan to come to the ship, he was on the outboard side of the boat when a bunch of stevedores jumped on the boat from the quay, the boat rolled heavily and Johnny end up in the water, hanging onto his suitcase. Another Sanpan passing by full of Japs pulled Johnny out the sea and took him to a Greek ship they were bound for. He spent the night in Greek boiler room drying his best suit. Next morning he came sheepishly aboard the "Indian City", with his suitcase, he had to explain to the Chief Engineer what happened, his suit told the story, it needed pressing.

The ship discharged the full cargo of grain and also drydocked at Hull, so this gave me 10 days leave, which included 2 days travelling time. I signed on as 4th Engineer at £27. 10. 0. per month. The voyage went as follows:-

Master Capt. Todd Sloan from Liverpool.

Ch. Officer:- Huges

2nd Officer:- Vernon Harries from Appledore
(son of Captain Harris).

Chief Steward :-Norman Parsell Chief Cook :- Seften.

Ch Engineer:- Charlie A'Court from Cardiff

2nd Engineer:- George Probert.

3rd Engineer: - Peter Graham

4th Engineer :- Alec Osborne.

Junr.Engr.:- Willie Willoughby from Cardiff.

<u>From</u>	<u>To</u>	<u>Cargo</u>
Hull	Houston	Lightship.
Houston	Bombay (via Suez Canal & Aden)	Grain
Bombay	Aden	Lightship
Aden	Otaru	Salt
Otaru	New Westminster BC	Lightship.
New Westminster	Nanaimo BC	Part Timber
Nanaimo	Avonmouth (via Panama Canal).	Timber.

Length of voyage 7 months 3 days. This was a bad feeding voyage I lost more than one stone in weight.

Second Engineer George Probert also joined the Indian City at the builders yard in 1944 and he sailed for another 7 month voyage, he left the ship in January 1952, serving onboard the "Indian City" for about eight years. He did have leave in between voyages.

During the passage across the north Pacific the coupling bolts in the tailshaft worked loose (badly fitted in drydock at Hull). At New Westminster coupling bolt holes were reamed out and new bolts made, this was the first time I had seen bolts shrunk by dry ice and pushed in the bolt holes.

My final voyage on the Indian City, change of officers were as follows:-

Master :- Captain Jack Lemon first trip master.

2nd Engr:- Mr. Pritchard Jones from Bargoed.

2nd Officer:- Marshall.

<u>From</u>	<u>To</u>	<u>Cargo</u>
Avonmouth	Newport News	Lightship
Newport News	Kawasaki (via Panama Canal)	Coal
Kawasaki	Vancouver BC	Lightship
Vancouver BC	Hull (via Panama Canal)	Grain.

Length of voyage 4 months 24 days. The passage from Avonmouth to Newport News took 21 days the weather was atrocious, no matter what course was taken were were always head on to the weather.

During the 2 years 3 months I served on the Indian City (3) the main engine was never stopped at sea for a breakdown or repair. On one occasion a steam joint in the main steam line was leaking and had to be rejoined, Second Engineer Probert bypassed the steam lines so the engine could be supplied by an auxiliary steam line and run at slow revolutions.

While at Avonmouth Cardiff Office had arranged with ICI Chemical Company Representative to visit the vessel and place onboard "Alfloc" chemicals to treat the boiler water. (The name "Alfloc" changed to "Nalfloc" later). This was in the aftermath of the S.S."Orient City" (2) who's boilers were replaced at Shimanaka, Japan, in 1951, due to the boiler shells becoming cracked and leaking at the riveted joints, due to caustic embrittlement, caused by using caustic soda in the boiler water.

Treatment commenced on leaving Avonmouth, and due to the condition of the boilers (8 years old), great difficulty was experienced in maintaining the recommended alkalinity limits of the water in the boilers. Large amounts of chemical was fed into the boilers, and blowdown was carried when possible, because fresh water was limited on steam ships. During passage from Kawasaki to Vancouver. one afternoon the 3rd Engineer came off watch and reported to the Chief Engineer that one of the boiler furnaces was leaking water. At the end of my 8 to 12 watch there was another boiler furnace leaking water. Within a few days all nine furnaces were leaking water.

On arrival Vancouver the vessel went to Bullard's Drydock to a layby berth for repairs to be carried out to the boilers. All or most of the boiler tubes were leaking, and had to be expanded into the tubeplates. This was a major job whereas all the superheater tubes at the boiler front had to be dismantled from there headers, and superheater tubes withdrawn and replaced to expand the boiler tubes. The tube ends in the back of the boiler could be expanded with out any problems. The repairs took one week before ship went to the grain loading berth. ICI chemicals did there job *Alec Osborne.*

The "BRITISH APPRENTICE CLUB" was established in the winter of 1921 in a suite of rooms in the Hotel Chelsea, 22 West 23rd Street, for the exclusive use of British Apprentices on British ships in the port of New York.

The suite consisted of a large, well finished lounge/ entertainment room, in which dances were frequently held, a room for table tennis and billiards, also a well equipped Kitchen.

The club opened daily, from early afternoon until about 11.30 P.M., on special occasions such as Christmas parties, dancing continued until 1.00 A.M.

All Apprentices (and ex apprentice club members) were made most welcome, the hospitality of the club was renowned. The club was presided over by a kind and greatly respected Mrs. Spalding, ably assisted by charming lady directors, one of which would be hostess each day.

Afternoon tea and supper was available daily and also on dance nights there was a late supper. If an apprentice had a birthday whilst in port, a party was arranged complete with birthday cake and candles and a present. If an Apprentice had a free weekend, occasionally he would be invited to visit and stay with a friend of the club at their Long Island or Staton Island home. Free tickets to New York shows were available. There was no rules. No apprentice spent any money whilst being entertained. At the end of the day the Club Log was written up by the last Apprentice in the Club. I quote from one such entry made in 1930.

"Mrs. Spalding comes to receive us. Who was it who wrote "Soft as a smile that welcomes a wanderer"? . Much water has flowed under the bridge. but Mrs.Spalding still welcomes us as of old."

Many Apprentices spent four years (or more)away from home on ships whose voyages commenced and terminated in New York and never called in European ports. New York became their home port and the nearest thing to home was the B.A.C. to which they looked forward to, knowing that they would be welcomed.

Captain Oliver Lindsay was a member of the BAC club and has entered this article in "SHIPMATES", he own's one of the " Review's". This book is so fragile it is not possible to copy so a typed version is printed below, naming the Officials, Directors, and rules of the club.

Officers of the
BRITISH APPRENTICE CLUB
INCORPORATED
WALTER H. PAGE MEMORIAL

Honorary PresidentMrs. Walter Page. President.....Miss M.Moyca Newell. Treasure...Mr. Aurthur W. Page
Assistant Treasurer.....Mrs.D.E.Phelps Resident Secretary.....Mrs Hol'ou C.Spaulding.

Directors.

Mrs.James H. George Miss M.Moyca Newell Miss Katherine Mayo Mrs. Aurthur W. Page
Mrs.Lewis R.Morris Aurthur W.Page Mrs.Clarence M.Wolley.

*Open to all Apprentices of
the British Merchant Navy.*

TELEPHONE
Chelsea8-4811

222 West 23rd Street,
NEW YORK

CABLE ADDRESS
"BAC CLUB NEW YORK"

**THE
B.A.C
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Vol. I.

Katherine Mayo, Editor

No. 8

Name and Membership

The club self-named the "British Apprentices Club" consists of all Midshipmen, Cadets and Apprentices of the British Merchant Navy who,while calling at the Port of New York, choose to register themselves as members.

Rules

This Club being run by its own members, there are no rules except such as may be devised and enforced by the majority of members present on any occasion. Up to the present no rules have been made.

Dues and Charges

None

Purpose

The Club was originally opened in the winter of 1921, by Miss Newell and Miss Mayo, to be a welcoming home for cadet officers of the British Merchant Navy during their visits to the port of New York. Their reason for doing so was stated as follows in the first announcement:-

"Americans who were in England during the war or in the winter after Armistice remember with deepest gratitude the boundless hospitality practical friendship lavished by the British of all conditions and classes upon Americans in uniform on their soil. That hospitality was from the heart. That friendship counted no cost. Both were given the utmost limit of individual power.

"The memory of it, precious as it is, imposes upon us of America a strong desire to show our answering mind".

One means lies close at hand-an opportunity with the British Merchant Marine, to whom our debt can never be paid. Forty-seven thousand of the gallant service were killed or wounded by submarine attack alone, in common cause in the Great War. Over half of all the American Expeditionary Force was carried by the British Merchant Marine to France. And that the American Expeditionary Force after its arrival in France possessed means to live and to do the work it came to do was again, to an overwhelming degree, due to the sleepless gallantry and sacrifice of British Merchant sailors.

British Merchant ships, in times of peace, lie in New York longer than in any other port in the world. Many of them carry cadet officers- "apprentices". Practically every British Merchant Marine officer has been an apprentice. Sir Ernest Shackleton was such- Sir James Charles, Sir Herbert J. Haddock.

Therein lies the opportunity.

An opportunity to renew, again the pledge of gratitude to Those who gave us the utmost gift.

"An opportunity to show the real American through outstretched hands of welcome to their young sons and brothers now standing in their stead."

For its first two years of existence, the B.A.C. was testing its own usefulness. Then, sure at last that it had come to stay, the founders decided to nail its flag to the mast, so that no one in the future should question the colours. But, how best to do this so that all the world should understand? Now it happened that America's representative in England, during all the awful years of the Great War, was truly one of her finest citizens. And his attitude and service were such that, at the end, the Government of Great Britain paid him the most distinguished tribute in its power to bestow :- It placed in Westminster Abbey a tablet bearing this inscription ;

*"To the glory of God and in memory of Walter Hines Page, 1855-1918,
Ambassador of the United States of America to the Court of St. James's
1913-1918, the friend of Britain in her sorest need"*

"*The friend of Britain*" - to be such was and still remains the whole aspiration for the B.A.C.

So this is how our B.A.C. came to be legally incorporated as a Walter H. Page Memorial.

OUR NUMBERS

The British Apprentice Club now possesses an enrolled membership of about seven thousand, steadily growing, sailing on every sea and drawn from every part of that great Empire on which the sun never sets.

Letters to "Shipmates" Editor :-

The following letter was received from Mr. Major regarding the story about the M.V. Atlantic City (3).

"Further to Alec Osborne's excellent article on the "Atlantic City" (3), an article in this month's Marine Engineer's Review on engine damage statistics says, --- engine connecting rods were a big problem for many years until proper means of tightening of bottom end bolts were developed.

This reminds me that we had a similar accident on another Doxford engine, to that on the "Atlantic City" where a perfectly sound bolt broke causing extensive damage. Checking through the engine we found that the spanner was a very poor fit on the nuts making them very difficult to tighten properly and a number of side rod nuts could be tightened appreciably with a different design spanner which was supplied for the job.

Chief Officer Tickner did an excellent job in fleeting the 10 tons of spares down through the engineroom skylight using only a small stores derrick on the "Atlantic City".

Regarding corruption self was kept waiting 4 hours until passed 2 a.m. on arriving Cairo Airport as the high ranking immigration office would not stamp my passport. When finally he did, the agent waiting at the otherside was furious," if you'd given him a £1, he would had passed you straight through".

Second Engineer Sheers was sent through to Cairo Airport to see the 20 tons of spares transferred safely from the plane to the low loader. He said he and the agent started off with a large roll of notes, and as they got the necessary documents stamped, the roll of notes gradually vanished."

T.W.Major.

The following letter was received from Mr. E. G. W. Powell. Date 22/9/98.

Dear Sir,

It was with much pleasure that I read the September issue of the "SHIPMATES" especially the newsletter concerning the "Homer City" (2). She was my first ship as a Smiths apprentice, and I joined on 4th October 1950, at Victoria docks, London. I seem to remember the mate was a Mr. Arnold who was relieved by a Mr. Oliver Lindsey. The apprentices were "Stinker" Murray, Dicky Corbett, Dave Chick and me. We sailed from London to Casablanca where we loaded phosphates for Durban, bunkering at Dakar. I saw my my first whale off the Cape.

Whilst in Durban we played a game of cricket with one of the Rangitiki ships. They turned out resplendant in a full kit of whites, and a bag full of pads, balls, etc. We of, course, had the usual grey flannels and white plimsoles. I seem to remember that they had a leather-bound score book that had recorded only wins - then they met us! The Padre who arranged this game was the Rev. Precious, known and respected by all seamen at that time. Some years ago I was having a yarn and a pint in the "Coleot Arms" with, many others, Capt'n Terry Rooney who told me that our win at Durban had gone missing from the said score book. They were happy days.

We left Durban for Laurence Marques where we loaded coal for Melbourne. It was there that I saw the bulk of the barque "Lawhill" in the "Motola" river. I wonder if she's still there.

I remember sailing through the forties and seeing my first albatross - what a sight !. We also had bad weather : it must have been hard in the days of sail.

We arrived at Melbourne on Christmas Day and as Cap't Lindsay recalls, we worked cargo. We apprentices were employed cleaning tween decks, the work was dirty but the pay was great. We must had been the riches apprentices in Melbourne that week. We did see the Test Match and I still have one of the tickets. Capt'n Ward indeed a kind and generous man, there weren't many like him in Smiths.

From Melbourne we went to Freemantle where we loaded grain for the U.K.. On passage home I was transferred in Aden to the "Indian City" to await the arrival of the "Atlantic City" enroute for Japan with salt from Port Said. One of the apprentices on the "Atlantic City", I believe his name was D. Saunders, was out of his time and this was the reason for the transfer.

Whilst in Australia I like many others, purchased a hamper of food - at home rationing was still in force Capt'n Ward, at his own expense, kindly sent the parcel home to my mother.

Yours faithfully,

Signed..... E. G. W. Powell.

From the Newspapers:-

Letters to the Editor in The Daily Telegraph. From Christopher Morgan-Giles, Devon.

Astor answered.

SIR--Cristina Odone's article on New Labour attitude to their women politicians (Aug 8) reminds me of when Lady Astor was canvassing in Plymouth when she was first running to become an MP.

An admiral friend was horrified at the thought of a lady roaming the streets by herself, and insisted accompanying her. Accordingly he donned his frock coat, cocked hat, epaulettes, sword and medals, and marched along a few feet behind her.

All went well, until they arrived at the top end of Plymouth's Union Street. At the first house, a small girl answered the knock at the door. "Is your mother in my dear" asked Lady Astor.

"No ma'am, she's gone round the corner for a bottle of stout," said the child, adding, as Lady Astor turned away, "but she did leave a message for you".

"Oh how nice" cooed Lady Astor, "what did she say"?. Came the reply, "she said if a woman comes along with a sailor in tow, tell 'em they can have the front room for 10 bob".

From "Monitor", Lloyd's List :- Engineer gives hell a good airing.

Lord Mayor of London, Sir Richard Nichols, has been a keen supporter of the City's maritime community during his term in office. So it is not, perhaps surprising that his enthusiasm for matters nautical should extend to his sense of humour.

At a lunch held in his honour by Lloyd's Register chairman Patract O'Ferral, Sir Richard amused everyone with the following tale :- A marine engineer died and made his way to the pearly gates, only to be told he wasn't booked in and would have to go to the other place.

Hell wasn't much to his liking, however, and he set about to make some improvements. He had air conditioning installed, put in flush toilets and even made the pumps work. As you can imagine, this made him a particularly popular chap down below.

Soon after, God decided to call Satan to see how things were going.

"Great" replied the Devil. "Ever since that marine engineer arrived, we've got air conditioning, flush toilets and now the pumps are fixed, even the showers are working". "Hang on" said God "you shouldn't have a marine engineer. There must have been a mistake. Send him back here immediately".

"No way" Satan responded. "we'll need him if things go wrong, and beside we've got other improvements lined up".

"If you don't send him back, then I'll sue," threatened God.

Satan smirked, "Oh yeah ?. And where are you going to get a lawyer ?".

From Reardon Smith Line Ltd. "NEWSLETTER" dated June 1977.

A story by John Reardon Smith.

Have you heard this one:-

A man and his wife were talking to a friend saying that they had not been on holiday for ten years, when the friend asked why. Tom said, because his mother -in -law would not be separated from her cat, and she would not put her cat into a kennel and hotels do not take cats. Tom's friend then said " I get on well with your mother -in-law, and I like cats, so why don't I look after them both for a week to enable you both to go on holiday ?". Tom thanked his friend very much, and soon after he and his wife went on holiday.

The first night they were away, Tom rang up his friend and asked how the cat was, where upon his friend informed him that the cat had died. Tom was very upset indeed, and told his friend that he had been most undiplomatic in the way he had broken the bad news, saying that he should have said something like " the cat was playing on the lawn today and sprained her leg ", and the next night that he had called the Vet in, the following night that the Vet had taken the cat away, and the night after that he was very sorry pussy had passed away". Tom then said, " by the way, how is my mother-in-law ?", and his friend replied, "your mother-in-law was playing on the lawn this afternoon.....".

J.P.R.L.

CHIEF ENGINEER'S PRAYER

I thank Thee for my health this day, which You've been pleased to grant,

Since You and I alone O Lord, can understand this plant.

It would be most unfortunate if either one should be Confined to bed: yet if one must, t'were better You than Me !

My Second, Lord, is a pleasant chap. Pray help him comprehend The fundamental principles to which he must attend.

Then, when he transfers fuel again, he'll check yon three way cock,

And thus perhaps he'll never more pump fuel oil in the dock.

These things which he can't understand are very plain to me;

Still, there's not many of Us left Dear Lord, as You'll agree

Guide O Lord, the Captain's feet when he walks on the deck,

But don't feel bad if he should trip and break his blasted neck!

And grant me Thy sweet nature Lord, when next the Super's here;

Forgive my sins if I perchance, should punch him in the ear,

With trials and tribulations Lord. You know my path is fraught,

So grant me now assistance to accept my humble lot,

But just one word of warning Lord, I hope it's clear to Thee,

Don't touch my Boiler Float Controls: they're only set by Me !

THE- PROBLEMS- WITH- SHIPPING

An Operations Manager, having escaped from the ship-board learning system at an early stage, can speed-up the process to know nothing about everything earlier, mainly due to being without the distraction of Chief Engineers.

The Broker is the Man-in-the-middle who knows exactly what you want, even if you don't, who can't say "NO", hopes nobody reads the fine print, prays nothing goes wrong, and if it does, takes his phone off the hook until his commission is in the bank.

The Marine Surveyor also escapes from the ship-board learning process at an early stage of deterioration, but in the absence of experience, must obtain shore-based qualifications to prove that he knows nothing about everything, and can speak with authority on the subject: and does so, with or without invitation.

XMAS CARDS

Due to the lack of support, Xmas cards were not available this year due commercial viability, however we intend to produce another calendar, with modern ships of the fleet for the year 2000

We still have some 1998 calendars available at £ 2.00 including postage for those who may wish to consider framing the prints.

Trepidation at Sailing Foreign Flag - December, 1982

A Hong Kong Company, and a ship in Taiwan, what next, at least the ship would be a familiar 840 Cardiff Class vessel built in Govan.

The long flight out to Hong Kong via Dubai seemed endless. The Hong Kong hotel made up for that and a night's sleep before meeting the Chinese gentlemen for whom I would be working.

A discussion with a pleasant happy faced Mr Chow, the superintendent was shorter than expected when I asked a question and he replied "Ha! I was told you knew these ships"

The next morning, a flight to Taipei and what I thought would be a short taxi ride to Sua Chen. This was the most hair raising ride I have ever taken. The run along the coast was pleasant enough followed by a steep climb on a narrow twisty road kept the heart racing especially when a truck appeared coming in the opposite direction taking up most of the road and only a steep gully on our side. How we escaped death I do not know as by that stage I had thrown myself across the back seat of the taxi. The rest of the journey was still at a breakneck pace but thankfully not as eventful.

The hotel for that night spoke no English but I managed to get a chicken dinner and a bottle of beer, the only drink that was available, by now I wondered what I had let myself in for. There was no breakfast in the hotel, but a salvage crew removing a ship from the rocks outside the harbour entrance showed me the best open air stall for scrambled eggs and conge.

An agent appeared at last and off to customs and immigration where I was presented with my first glass of tea for 24 hours. The agent could not understand that I was not going to move until I had finished this.

It was then on to the "STAR ORIEL" with its Haggaland cranes and a very familiar engine room.

The Master, Mate and Second Engineer were British with the rest of the officers and crew Hong Kong Chinese.

So started sixteen years of working "FOREIGN FLAG" far east style

Tom Newell.

* * * * *

All or any articles would be appreciated no matter how short or long

List of "SHIPMATES" Members for 1998.

147 total.

Mr. T. H. Amhum.	Mr. D. G. Grant.	Mr. N. Nesbitt.
Mr. R. Alford.	Mr. G. T. Griffiths.	Capt. R. L. Newbury.
Mr. L. P. Allerton.	Capt. D. C. Griffiths-Jones.	Mr. T. J. Newell.
Mr. C. C. Anderson.	Mr. A. H. Hamilton.	Mr. D. J. A. Nicholl.
Capt. J. P. Andrews.	Mr. K. W. Hampton.	Mr. K. O'Donoghue.
Capt. R. F. Baker.	Capt. E. B. Harrision.	Mr. A. F. Osborne.
Mrs. S. Baker.	Mr. D. Harrision.	Mr. P. W. Owens..
Mr. J. Barnes.	Mr. K. Hart.	Mr. M. Paddock.
Mr. R. U. Bell.	Mr. D. R. Hartshore.	Mr. W. S. Parks.
Capt. M.J. Bellamy.	Mrs. P. Harvey.	Capt. J. S. Pearsell.
Mr. E. M. Bennington.	Capt. T. Haxwell.	Mr. A. Phillips.
Capt. J. Birrell.	Capt. B. T. Heraman.	Mr. R. G. Peierce.
Capt. B. Boyer.	Mr. P. Heyman.	Capt. V. W. Pitcher.
Mrs. C. Boyer-Besant.	Capt. M. J. Higgins.	Mr. E. W. Poingdestre.
Mr. C. Boyd.	Mr. D. Hilton.	Capt. J. Porteous.
Mr. R. Burston.	Capt. B. Hodges.	Mr. F. G. W. Powell..
Mr. C. Burton.	Mr. G. Hodgson.	Mr. M. Rayner.
Mr. D. Brosnan.	Capt. B. Hopper.	Mr. C. Reardon Smith.
Mr. C. Broad.	Mr. Cyril Hudson.	Mr. J. P. Reardon Smith.
Mr. F. K. Brown.	Mr. C. Hughes.	Mr. P. Reardon Smith.
Mr. K. L. Brown.	Mr. W. J. Hughes.	Mr. R. A.W. Reardon Smith.
Capt. J. Cann.	Mr. P. Hunt.	Capt. B. G. Rees.
Mr. W. Carr.	Capt. M. Hurst.	Mr. J. Scott.
Mr. R. Chambers.	Mrs. P. Jack.	Mr. L. Seabrook.
Mr. R. D. Christmas.	Mr. M. Jenkins.	Mr. R. Shannon.
Mr. M. Clark.	Mrs. B. John.	Capt. H. Shenton.
Mr. J. M. Coleman.	Mr. C. Jones.	Mr. P. D. Smith.
Mr. H. Convery.	Mr. D. Jones.	Mr. K. Smith-Jaynes.
Capt. D. H. Cogley.	Capt. D. O. W. Jones.	Mr. R. Smith.
Mr. M. Cox.	Mr. I. Jones.	Capt. M. Slayman.
Capt. R. J. Crawford.	Mr. K. Jones.	Capt. I. Stewart.
Capt. A. J. H. Crowther.	Capt. M. E. Jones.	Mrs. J. Shilstone.
Mr. P. Curtis.	Capt. W. D. Jones.	Mr. P. Tate.
Mr. T. Davies.	Mr. T. Jowett.	Mr. L. Taylor.
Mr. W. D. Davies.	Mr. T. Lawarance.	Mr. K. Terauchi.
Mr. R. Day.	Capt. K. Lee.	Mr. Y. Teshiba.
Mrs A. Deal.	Mr. A. C. Lewis.	Capt. D. Toon.
Mr. P. G. Deschamps.	Capt. A. D. Lightfoot.	Capt. J. A. Thomas.
Capt. J. Dunk.	Capt. O. J. Lindsay.	Capt. M. G. B. Thomas.
Mr. P. H. Evans.	Mr. D. Litson.	Mrs. V. Thornhill.
Mr. P. W. Evans.	Mr. P. Mabbett.	Mr. J. Vincent.
Mr. G. Fyles.	Mr. T. W. Major.	Mr. G. Walker.
Capt. T. Field.	Mr. R. C. Masters.	Mr. A. Westall..
Mr. L. Fletcher.	Mr. C. McCarthy.	Mr. C. P. White..
Mr. T. J. Fuller.	Mr. N. Millward.	Mr. D. S. Williams.
Mr. H. Gale.	Mr. D. J. Mockett.	Mr. H. Williams.
Mr. W. J. Gill.	Mr. J. J. Moore.	Capt. W. G. Wood.
Mr. S. B. Gilliant.	Mr. K. Morgan.	Mr. D. W. Yool.
Capt. J. Gordon.	Mr. S. Morgan.	Capt. J. York.

I wish to remind you if any Shipmate wishes to contact another Shipmate, then please write in c/o the Editor who will forward the letter onward.

MEMORIES - SHIPS OF THE FLEET

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INDIAN CITY (No:1)

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- 1915 Built by William Doxford & Sons Ltd., Sunderland
For Instow Steamship Company Ltd.
- 1915 Torpedoed 12th.March, by Submarine U29 10 miles south of
St Mary's, Scilly Islands

INDIAN CITY (No:2)

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- 1920 Built by Ropner Shipbuilding & Repairing Co., Stockton
for St Just Steamship Co.Ltd.
- 1928 Company restyled to Reardon Smith Line Limited
- 1935 Broken up at John Cashmore Ltd., Newport. Monmouthshire

INDIAN CITY (No:3)

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- 1944 Built by Bartram & Sons Ltd., Sunderland for Reardon
Smith Line Limited.
- 1957 Sold to Atlanska Plovidba, Yugoslavia and Renamed "GRUZ"
- 1969 Sold to Aurora Borealis Shipping Co., Cyprus and renamed
"DIAMONDO"
- 1972 Broken up during month of May at Istanbul

INDIAN CITY (No:4)

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- 1967 Built by Fairfields(Glasgow)Ltd.for Reardon Smith Line
- 1977 Sold to Eastport Shipping Ltd., Greece and renamed
"EASTPORT"
- 1981 Arrived Argostoli - 23rd.December and laid up - if
readers know what happened next, we would be pleased to
hear from them.

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