

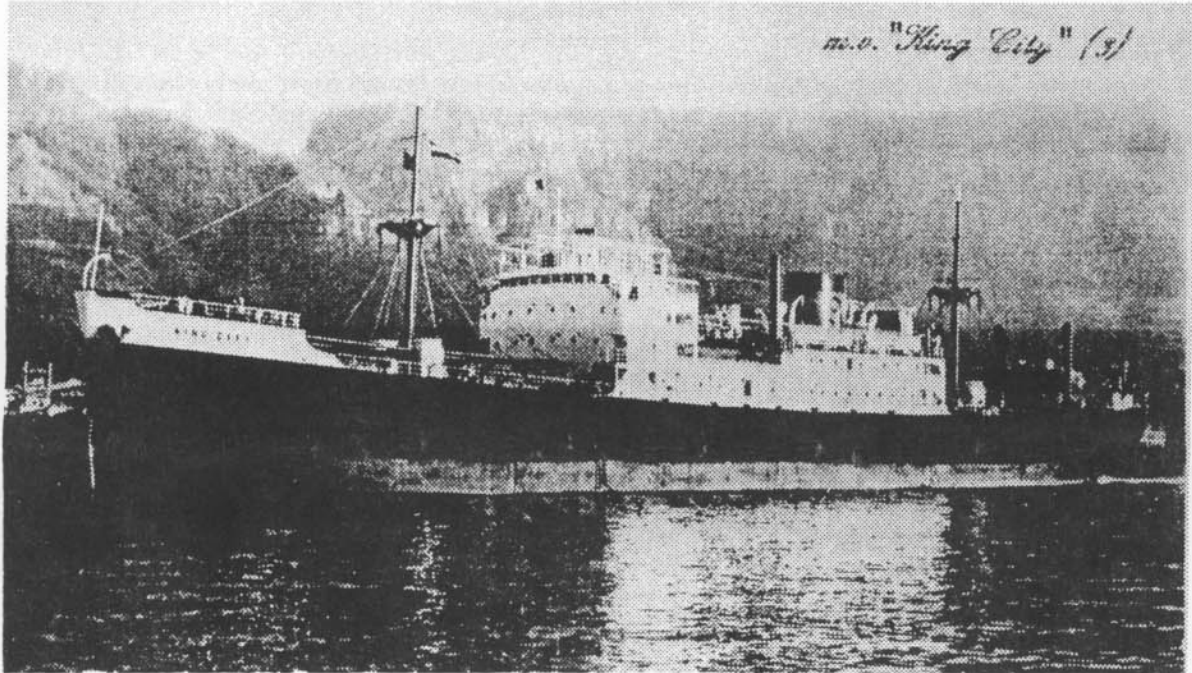


SHIPMATES

Reardon Smith Seafarer's Newsletter

Issue No.11 June 1999.

This issue is dedicated to all the ships that were called "King City".



The Reardon Smith Line was founded in 1905 and the name "King City" first appeared in the company fleet in 1918 (built 1905 as the "Quarrydene" and purchased by R.S.L. 1917) . She was to serve the company until 1927 when she was sold for further trading. In 1928 the second "King City" (2) entered the company built by William Gray and Co. of West Hartlepool, she served the company well until August 1940 when she was sunk by the German armed merchant cruiser "Atlantis". The third and final "King City" was built by William Doxford & Sons Ltd., Sunderland, in 1950 and traded profitably until sold for further trading in 1966. During the sixteen years in the company she traded worldwide and was frequently to be seen in ports on the Pacific Coast of the U.S.A and Canada.

Many ships of Reardon Smith between 1905 and 1985 when the company ceased trading were called after Canadian and U.S.A ports , and there were also a few named after U.S.A. West Coast Valleys, e.g. "Sacramento Valley". For years the company operated a liner service from the Pacific Coast Canada/ U.S.A to the U.K./ Continent.

The City of King City (California) is situated on U. S. Highway 101, about 125 miles S.S.E. of San Francisco and about 30 miles from the coast.

The writer served on "King City" (3) as Chief Officer and later as Master.

Comm. O. Lindsay

See inside for more stories of the "King City's ".

In the last issue of "Shipmates" (No.10) we included the Programme and Menu for the 21st Anniversary of the R.S.L. Company which was held on Saturday 8th December 1926. Unfortunately we had a bit of a copier problem and could not include the programme for the Dances and Tunes which are now shown below. I wonder which one was the top of the pops, can you remember any of them?

DANCING

9.0 P.M. UNTIL Midnight.

THE "DIARKS" DANCE BAND will play.

1. GRAND MARCH - Selected.
2. PAUL JONES - "With some Devon Songs."
3. FOX TROT - "Somewhere."
"That certain party."
4. WALTZ - "Algonette."
"Babette."
5. ONE STEP - "Cittrants."
"Valencia."
6. FOX TROT - "Lonely Acres."
"When it's June down there."
7. FOX TROT - "Foot Papá."
"What can I say after I say
I'm Sorry."
8. ONE STEP - "Let's talk about my Sweetie."
"Could I, I certainly Could."
9. FOX TROT - "Hard to get Gertie."
"I'm lonely without you."
10. PAUL JONES - "So is your old Lady."
"And others."
11. FOX TROT - "Waiting for the Moon."
"Static Strut."
12. FOX TROT - "Roses remind me of You."
"Hallo Alloá."
13. WALTZ - "Am I wasting my time."
"I love the Moon."
"Always."
14. FOX TROT - "Good night."
"Perfect Day."

And Extras.

Loyalty?

Further to the article in Shipmates (No.4) regarding Sir William Reardon Smith's Appledore connections, it is a fact that he did do much good for the community and was very well regarded by the locals.

Probably less well known is the fact that a second shipowner originated from the Appledore area. Lord Glaneley, (Tatem Steamship Company) was a local boy made good and he also contributed to the welfare of Appledore.

Legend has it that, so well were these gentlemen regarded in Appledore that in the old schoolroom, on one wall was a very large portrait of Sir William, and a very large portrait of Lord Glaneley and sandwiched in between was a rather small mediocre of the then King and Queen! Making it abundantly clear where the allegiance of the people of Appledore really lay.

Sent by Captain Johnny Cann.

Another anecdote on the original Sir William.

By the late 1920's Lloyds Register of Shipping had a worldwide monopoly of Ship Classification and like all monopolies had become lackadaisical in keeping up to date with ship design. One very bad feature of their Rules was the requirement to have a forest of pillars in the tween decks to support the weather deck, and this posed serious problems for cargo stowage.

As a result some ship owners and naval architects got tougher and brought out a design which did away with tween deck pillars altogether. It also suggested improvements in many other Lloyds rules. To get all this into being they started another Classification Society and called it British Corporation.

Reardon Smith vessels were trading worldwide making very long voyages sometimes as long as two years and with very limited drydock facilities were often not drydocked for that period, so that if there were places underwater where the paint had rubbed off the plating underneath could be extensively corroded and the corrosion could be extensive that plates had to be renewed.

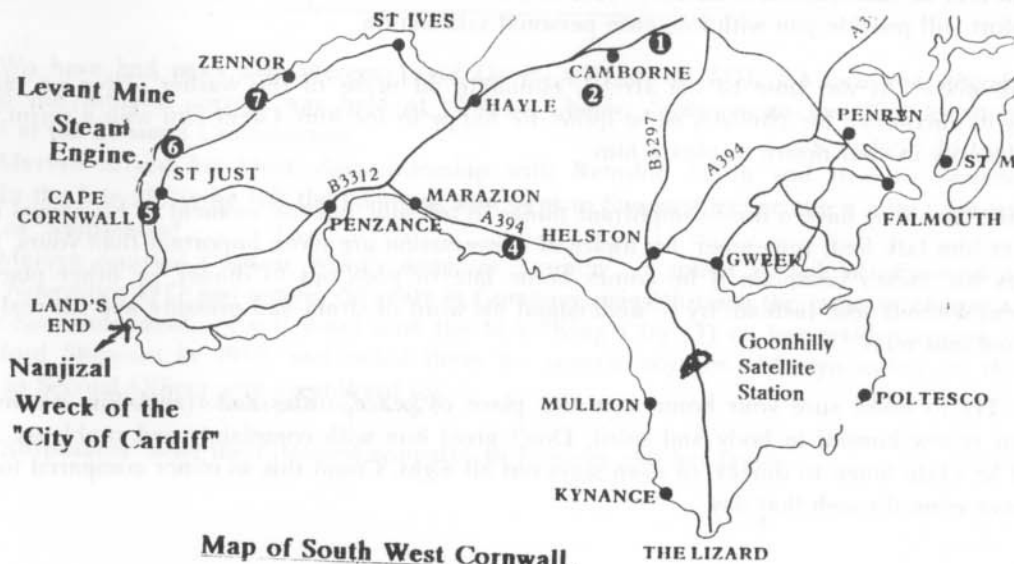
An R.S.I. vessel was drydocked in Cardiff after one such voyage, and large areas of corrosion were noted, in some plates were extensive, and others not too much. Under Lloyds Rules all 18 plates had to be renewed. The Superintendent and a British Corporation Surveyor were sharing a taxi back to their offices, when the B.C. Surveyor jokingly asked the Superintendent why they didn't belong to an up to date Society, and they would be allowed to weld some of the lesser corroded plates. They immediately went back to the ship, and after examination the B.C. Surveyor said that six plates could be welded, the other twelve would have to be renewed, a big cost saving. Back at the office the Superintendent put this to Sir William, who put a single call to B.C. and changed the whole fleet of about 30 odd ships to B.C. registration.

There is quite a sequel to this. The writer rejoined R.S.I. after two years in London as a Lloyds Surveyor on the 1st January 1949, a Saturday morning and five days later was sent to Glasgow to look after an extensive refit of the "Homer City". attending was a British Corporation Surveyor who advised that a merger had now taken place between Lloyds and themselves, and that now Lloyds prevailed. When the refit was finished I helped the B.C. Surveyor fill out all the Lloyds documentation, with which he was totally unfamiliar, and for which he was immensely grateful.

Tom Major.

St. Just Steamship Company Limited.

The total eclipse of the sun is taking place on August 11th, if the sky is clear, one of the best places to see this is at Nanjizal, situated about two miles southwest of Lands End, the place where Sir William Reardon Smith's first ship the "City of Cardiff" was wrecked in March 1912. It is difficult to get to Nanjizal Bay, there is no roadway to the bay, and you have to walk through fields. I am told the farmer who owns them is not a very happy farmer and dislikes people walking across his fields.



Map of South West Cornwall.

The nearest town to Nanijal is St. Just which lies 7 miles to the north, it is a small town, the shops and pubs are all situated around a square. When you approach St. Just coming from Lands End going through Fore Street and entering the square, on the left hand side is the Commercial Hotel. This was the hotel that Sir William Reardon Smith stayed when he visited the wreck at Nanijal.

Entering the hotel at the main entrance, on the right hand side was a room, and still is, but it has changed now to become a longer lounge bar. In 1912 and up to the eighties in the evenings all the local business men used to congregate in this room for their bottle of stout or whatever (no young man would dare enter that room they would be told very smartly to get out). For the few days Sir William stayed at the hotel he would go to this room in the evenings and have a chat with the business men, i.e. local doctors, builders, butchers, bank manager, shopkeepers and tin mine managers etc..

Sir William returned to Cardiff, and gave his visit to St. Just some thought and realized that after talking with the men at the Commercial Hotel they were quite interested in ships and the money that could be made out of them. So in the same year 1912 he went back to St. Just again to the Commercial Hotel met up with the business men and put forward his proposal to start up a St. Just Steamship Company. The local business men and women ploughed in their money and bought shares and so the company was started. I was told this story by an old St. Just shareholder.

By the way if you are in that area, for the engineers and other, there is an old preserved steam engine at Levant Mine, steam is raised at 11.00 clock all week expect one day.. Price was £3 per head. Goonhilly Satellite Station on Goonhilly Downs is worth a visit on the A3083 road to the Lizard.

A..O.

TO THE 60's.

This is an actual extract from an Home Economics textbook, printed in the early 60's. Absolutely unbelievable. I tried to send it to as many women as possible but didn't get the chance so please spread the good word!

The Good Wives Guide.

Have a dinner ready. Plan ahead, even the night before, to have a delicious meal ready on time for his return home from work. This is a way of letting him know that you have been thinking about him and concerned about his needs. Most men are hungry when they come home and the prospect of a good meal (especially his favourite dish) is part of the warm welcome needed. Prepare yourself. Take 15 minutes to rest so you will be refreshed when he arrives. Touch up your make-up, and put a ribbon in your hair and be fresh looking. he has just been with a lot of work weary people. be a little gay and a little more interesting for him. His boring day may need a lift and one of your duties is to provide it.

Clear away the clutter. Make a one last trip through the main part of the house just before your husband arrive. Gather up school books, toys, papers, etc. and then run a dust cloth over the tables. Over the cooler months of the year you should prepare and light a fire for him to unwind by. Your husband will feel he has reached a haven of rest and order and it will give a lift too. After all catering for his comfort will provide you with immense personal satisfaction.

Minimise all noise. At the time of his arrival, eliminate all noise of the washer, dryer or vacuum cleaner. Try to encourage the children to be quiet. Be happy to see him. Greet him with a warm smile and show sincerity in your desire to please him.

Listen to him, You may have a dozen important things to tell him, but the moment of his arrival is not the time. Let him talk first, remember, his topics of conversation are more important than yours. Make the evenings his. Never complain if he comes home late or goes out to dinner, or other places of entertainment without you. Instead, try to understand his word of strain and pressure and his real need to be at home and relax.

Your goal: Try to make sure your home is a nice place of peace, order and tranquillity where your husband can renew himself in body and spirit. Don't greet him with complaints and problems. Don't complain if he's late home to dinner, or even stays out all night. Count this as minor compared to what he might have gone through that day.

Make him comfortable. Have him lean back in a comfortable chair or have him lie down in the bedroom. Have a cool or warm drink ready for him. Arrange the pillow and offer to take off his shoes. Speak in a low, soothing and pleasant voice. Don't ask questions about his actions or question his Judgement or integrity. Remember , he is the master of the house and as such will always exercise his will with fairness and truthfulness.

Presented by Comm. C. Lindsay.

OBITUARIES.

Mr. Pierce Wynne Evans Chief Engineer **CROSSED THE BAR** on 25th January 1999.

The funeral cortege arrived at Pentre Bychan Crematorium , Wrexham at 11.00 hrs on Wednesday 3rd February. It was a glorious day spring like day, full of sunshine and birdsong. The gardens were full of colour and it was a fitting day to say farewell to an old friend and Shipmate.

There had been an earlier service at Wynne's home and the service at Wrexham was attended by a large number of Wynne's family , neighbours and from his days in Reardon Smiths there was Captian Brian Boyer and his wife Marian, Mr. Roy Burston, Captain Johnny Cann and his wife Marian, Mr. John Cullen and Captain Ray Skinner.

Wynne's widow, Freda, was very composed as were his two daughters Menna and Rhian. Menna a local midwife is due to be married in June. Rhian arrived home from South Africa a week or so before Wynne's passing, she has now returned to Cape Town , where she is principle harpist with the Cape Town Orchestra.

The service was conducted in Welsh.

Wynne was a member of a Welsh male voice choir and the choir members sang heartfully in Welsh concluding the service with the beautiful hymn "The Old Rugged Cross".

Wynne, Freda and their two daughters were all very well known and respected in Denbigh and an extremely close family.

The foregoing has been composed from letters from Mr. Roy Burston and Capt. Brian.

"Shipmates" members send their deepest sympathy to Freda, Menna and Rhian.

Capt. Brian Boyer as a first trip Apprentice sailed with Wynne on the M.V. **"Houston City"** and over the years sailed together on a number of Reardon Smiths Ships, both rising through the ranks, finally Wynne as Chief Engineer and Brian as Master on the T.M.M. ship **"Gela"**.

Wynne did his first trip with me the Editor on the M.V. **"Houston City"** sailing from Liverpool March 1955 with a cargo of general cargo for New Zealand, then Australia, Japan, and to Vancouver Washington , U.S.A. to load grain for Rotterdam. Wynne sailing as Junior Engineer and I was the 3rd Engineer. He was a good **"Shipmate."**

He will be missed by all who knew him.

We have had news that Mervyn Tegid Davis **CROSSED THE BAR** on the 14th February 1999 and the furneral service was held at Siloan Chaple, Swansea on the 23rd February, then cremated at the Swansea Crematorium.

Mervyn served his Deck Apprenticeship with Reardon Smith and rose to become Chief Officer. In the late 1950's he left the company and went to Swansea to become a pilot. He was not a member of **"Shipmates"**.

Mervyn married Captain Ward's daughter Dorothy. Captain Alfred Ward joined Reardon Smith in November 1917 and served 50 years in Company rising through the ranks to Master and then as Deck Superintendent. Capt. Ward took the M.V. **"King City"(3)** on her maiden voyage from the Wm.Doxford Shipyard in 1950, and sailed there for several voyages.. Mervyn sailed on the **"King City"(3)** as Second Officer with Capt.Ward.

"Shipmates" send their deepest sympathy to Dorothy and her family.

Its nice to read about peoples first trip to sea, here is one from Captain Cann.

"Eastern City" (3)

A Tale Of Two Bottoms.

In June 1949 I joined the "Eastern City" (3) as a first trip apprentice. She was in Greenwell's Drydock, Sunderland for extensive repairs to her bottom after having grounded in the West Indies on a voyage from British Columbia to the U.K.. The Master when I joined was Blake Carnaffan, Chief Engineer Lionel Wainwright and Chief Steward Charlie Allen. The bosun was Bob Frazer-affectionally know as "Pegleg" for obvious reasons.

Our first voyage was out to Galverston to load grain to Hamburg. The next voyage was from the Tyne with coal to Alexandria, thence Salt to Japan and grain from Vancouver to Glasgow where we arrived 7th December 1949.

From Glasgow, we were ordered to MOGODOR, French Morocco to load grain. We duly arrived and anchored off. However, as a result of a freak storm and being in ballast, we dragged anchor and grounded on rocks off the breakwater.

Captain Lawday was despatched from U.K. to supervise the refloating operation and two salvage tugs from Gibltalar, the "RESCUE" (British) and the "FRITIOF" (Swedish) soon arrived. Ground gear was laid out and on a suitable high tide, the vessel was successfully refloated. We were towed to Casablanca where the vessel entered a floating drydock for survey and to make her seaworthy to return to U.K..

In those days shifting boards were fitted from the tank top up and due to the distortion of the bottom, the hatch beams at No.3 were lifted about four inches above the coaming. Whilst in dock we commenced dismantling the shifting boards which resulted in one A.B. falling to his death whilst inside a feeder.

Eventually the ship was refloated and taken in tow towards Lands End. It transpired that despite extensive bottom damage, the engine and shaft had suffered no distortion and we therefore able to proceed under our own power with the tow line attached.

Off Lands End, the "RESCUE" relinquished the tow to the "TURMOIL" (of "FLYING ENTERPRISE" fame) and we finally arrived off Sunderland on 5th March 1950.

I paid off on the 6th March- back in Grenwell's Drydock- the vessel getting her second bottom within nine months!

Fifteen days later I was to join the S.S."Jersey City" in Birkenhead but thats another story.

Capt. John Cann.

In the last Newsletter (No.10) we had the Master of the Barque "Barnanaci," Captain Shaw writing to the owners about his problems in Australia in 1892., Strangely enough 91 years later a letter was sent to Sir William Reardon Smith & Sons Ltd., Devonshire House, Cardiff, from the Master of M.V. "Victoria City" a Captain "S"about his problems. Received at head office 2nd March 1983.

It read as follows:-

Victoria City,
Date:- 25.4.83.
At Sea.
Voyage No. 32.

Technical Dept.,
Cardiff.

Dear Sirs,

I must apologise for an inaccuracy in the report I submitted to you from Corinto in which I stated that No.2 channel buoy had struck the vessel. However, with a good nights sleep and Corinto astern of me I will now submit a fuller report of the incident.

We anchored at 06.02 on 23rd April 83 with No.1. buoy to the South East by 4 cables. The pilot Snr. Berry, boarded us at 21.50 that night along with two other men who were there to fumigate us. Apparently before the Panama Canal was built a ship brought yellow fever to Nicaragua in the form of infected mosquitos so now before every ship berths it must be fumigated. So berthing was delayed for a further 30 minutes whilst these two men, with tears streaming from their eyes, sprayed anti mosquito vapour from their well used flit guns. Finally the ship was 'cleared' and we weighed anchor. Visibility had closed in to about a mile by now but the lights of the first buoy could be seen. The pilot took charge and we swung toward the buoys. Corinto has a very strong tidal flow and it was evident as we approached the buoys, with the vessel crabbing. We passed too close to No.2. buoy and I heard the vessel's stern make contact with the buoy somewhere aft very near to where the propeller is situated. Immediately I stopped the engines and noticed from the course that we were now heading North. The pilot didn't seem to know where he was and in the mist he had completely lost his bearing. I put the wheel to port, away from the shoals and went back on slow ahead with No.1 buoy on the port side. We were drawing 8M60 at that time. Calming things down a bit the pilot and I had a chat after lining up the buoys using radar we tried again. However we came in at 062 and the transit should be 077. Taking bearing and distances from the mainland using radar and noting the echo sounder it was obvious we were to the North of the Channel. We edged South and the Morro Cardon light loomed through the mist and the pilot was OK after that, realising his surroundings and we came into the Channel. On the way outbound a close scrutiny of these buoys revealed "C" buoy 3 cables to the SE of its charted position, No.4 buoy to the NW of its position and No.3 buoy missing completely.

We berthed at 0030 on 24th and here the pilot did very well in getting control of the ship and parking in a very tight space using his one tug and a strong flowing ebb tide to full advantage. The officials boarded plus a contingency of Sandinista Army and at 0330 they departed telling us to be ready at 0700 hours for the first of our searches. Cargo started at 0130 hours. 0700 came but no searchers. The Senior Officers and I decided to have an early breakfast and launch the starboard lifeboat to see if we could see any propeller damage. It was pointless asking permission to lower a boat so we lowered the starboard lifeboat and the Chief Engineer, Mr. "C", and myself went to the propeller area. Scuffing of paint could be seen from below the gangway and again inway of the two sets of after draft marks, but no large dents or anything to rouse alarm. We tried to see the propeller using a large watertight lamp, peering down through its glass bottom, but the water was too murky. As we were hoisting the boat the 'Searchers' arrived and someone reported that our lifeboat was down. I apologised to the Sandinista Officer for putting the boat down but stated that in British Ships it was law that the boat had to be exercised at 0830 every Sunday. He accepted my apology and said if I wanted to put the boat down again for more exercise he would personally decree this OK.

We had two searches. The first was carried out by the Customs, the second by the Sandinistas. The Customs Officials were, I thought, a nice bunch of officials who were embarrassed by their younger militia, and tried to warn us that having two of everything was taboo, that two bottles of shampoo meant one confiscated, six cassette tapes meant five confiscated. All this at a whisper, looking at my door in case anyone was listening. The second search produced the Army and they found two of the crew with dollars and yen. By saying that Japanese yen was worthless I managed to retrieve that back but the Yankee dollar brings sixty times on the black market and they were not going to retrieve that to its rightful owner. We had known all about the severity of the present regime and we had all our personal effects well declared and put under sealed conditions. The money was all they attempted to take. Indeed, it appears when they opened empty drawers they seemed to loose interest, as if knowing that we were well prepared.

At 1400 hours that day I visited the local Sandinista headquarters to note protest against the channel buoy incident. Outside, with sandbag gun emplacement's surrounding their hut the two youngsters on sentry duty rhumbaad to the loud distorted music coming from their cheap transistor radio. Their commanding officer had been watching John Wayne, judging by the way he had two pistols jammed in his belt. On the wall opposite to where I sat were portraits of Castro and an old fashioned photo of a man I took to be Sandinista. Paper back books around the room were works of Lenin, Marx plus others and curiously an aerial photograph of a port I recognised as Acajutla. A truck pulled up and a bunch of squadies jumped out, kids with guns. Always guns, everywhere. The note of protest was duly signed by John Wayne and I was let out of the compound. On the way of visiting various people the Agent had picked up the statement as submitted by the pilot to the authorities, a copy of which I have sent to TMM as well as your goodselves. I did broach the subject of P and I as regards the damage to the buoy but the Agent didn't show enthusiasm and could not arrange for one to visit the ship in the time available.

We sailed at 1630 and on the way out I had a good look at number two buoy. It was still maintaining position inclined and lower in the water.

Of my sixteen hours I spent in that unhappy place two things I found highly amusing. The Customs officers had recently returned from conscripted service. They had 3 months on active service and a Sandinista decree had stated to be ready at all times in case of attacks by the Contras. The Commanding Officer had forbidden his men to remove their boots in case of these attacks and they kept them on for 92 days. But the sight of the Sandinista Officials, whom I suspect could barely read or write, pouring intelligently over the wonderfully written lists of the crew as they wrestled to put down on paper, eight times, all their personal possessions. I have enclosed a copy of the Bhandaris.

English as she a spoken.

Yours faithfully,
Captain "S".
Master.

S.S. "King City" (2) Reardon Smith Line Ltd..

15th May 1939 the S.S. "King City" (2) having completed discharge of cargo in Japan proceeded in ballast to Dairen to load for the account of Mitsubishi Shoji Kaisha Ltd., of London, a full cargo of soya beans in bags. Charters binding themselves to ship not less than 7,600 Long Tons but not exceeding 8,400 Long Tons, quantity in Owners option.

And being so loaded therewith proceed with all possible speed to Port Said, via Suez Canal, for orders (unless ordered divert on signing Bills of Lading) which are to be waiting steamers arrival. Discharge Port or Ports, as specified below :-

"A"	£1 4s 0d	per Long Ton	if at Rotterdam or Hamburg (one port only).
	£1 4s 9d	" " "	" if two ports as above.
"B"	£1 5s 3d	" " "	if at Hull, Esbjerg, Aarhus, Copenhagen, Karlakamn or Stetin (one port only).
	£1 6s 8d	" " "	if two ports as above.
	£1 6s 6d	" " "	if one port out of section "A" to be combined with one port out of section "B".

In full of all port charges and pilotage.

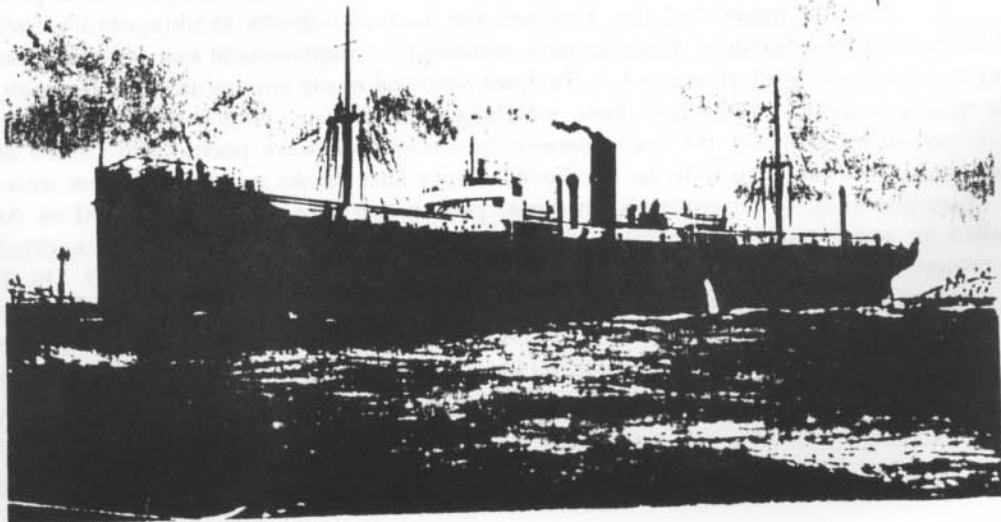
Commission of 5% on gross freight payable to Charterers.

Brokerage of 5% being due to Sir William Reardon Smith & Sons, Ltd..

The above being a few of the salient points of Charter Party covering this commitment signed in London 18 April 1939.

By A. Hodgkins for and on behalf of Sir William Reardon & Sons, Ltd..
By F. Ohira for Mitsubishi Shoji Kaisha Ltd., of London. p/p Manager.

S.S. "KING CITY"
1928



The loss of the S.S."King City" (2).

The events leading to her sinking.

The 3rd of September 1939 found the German Hansa Liner "Goldenfels" in a layby berth at Bremen, she was to be taken over by the German Navy. On being taken over she was renamed "Atlantis" and placed under the command of Captain Bernhar Rogge . At Bremen conversion to an armed cruiser (A.M.F.) commenced She sailed on the 28th December 1939 for Kiel where her heavy guns were installed, stores shipped and operation exercises performed. It was on the 12th March 1940 that she sailed out of Suederpiep where she remained until 1st April 1940 prior to making a breakout into the Atlantic Ocean via the Denmark Strait.

The "King City" under the command of Captain Harry Marshall was the sixth vessel to be sunk by the "Atlantis", she met her fate a few hundred miles to the North West of Rodrigues Island in the Indian Ocean, six of the crew of fortyfour were to die, four of which were Apprentices, there were also some injured, amongst which one was the 3rd Officer Fred Johns (later years Capt. Fred Johns).

The early hours of the 24th August 1940 the "Atlantis" was in the Indian Ocean searching for another victim. The night was black, an unpleasant tropical night , overcast with light rain, murky, the dampness making the tropical night chilly. Her lookout reported a ship - on the bridge the Captain and Officers carefully observed and were mystified by the strange movements of the unknown vessel , finally coming to the conclusion she may well be a British "Q" ship. In dawns early light, on a miserable morning, the "Atlantis" opened fire with her 5.9 guns, the first salvo scored direct hits, from the victim flames roared skywards from amidships, engulfing the bridge housing - the fire spread rapidly - it could then be seen that the supposed "Q" ship was a cargo ship whose only gun was an anti submarine gun. The crew could be seen abandoning ship. Captain Rogge ordered a boat away to save survivors - the heat from the burning vessel could be felt a half a mile off. In the dawns light the sea reflected the red inferno of the fire. Apart from the killed, all of the survivors were taken aboard the "Atlantis" where they were treated kindly by Captain Rogge and his crew, the injured received medical and surgical treatment.

The unknown vessel was the "King City" (2) and at the time of the "Atlantis" opening fire her Chief Officer was endeavouring to contact the strange vessel with a bridge signal torch. She was bound from Cardiff to Singapore with a cargo of Welsh coal. The reason for the erratic movements was due to mechanical problems.

Eventually some of the prisoners of the "Atlantis" were transferred to an Italian supply vessel and landed in Italian Somaliland, but that is another story.

The "Atlantis" after the sinking of the "King City" went on to sink another sixteen allied ships before being sunk in the South Atlantic by H.M.S. "Devonshire".

Comm. Oliver Lindsay.

Mr. John Reardon Smith (Director) served his first trip on the "King City"(3) when he started his Deck Officer's Apprenticeship and the voyage went as follows :-

22/9/58	South Shields	to	Antilla & Puerto de Vita.
24/10/58	Puerto de Vita	to	Shimazu, Kawasaki & Tokyo.
3/12/58	Tokyo	to	Portland.
23/12/58	Portland	to	Vizagapatan & Calcutta.
5/ 2/59	Calcutta	to	Geraldton & Bunbury.
27/ 2/ 59	Bunbury	to	Hamburg.

Bunkering Ports Panama, Singapore and Cape Town. Left vessel Hamburg 10/04/59
Lenght of service on King City (3) 6 months and 22 days.

Memories --Ships of the Fleet.:-**King City (No.1).**

- 1905 Built by Bartram & Sons, Sunderland as **Quarrydane** for London and Northern Steamship Co. Ltd. (Pyman Brothers Ltd), London.
 1916 Managers restyled as Pyman, Watson & Co..
 1917 To St. Just Steamship Co. Ltd.,
 1918 Renamed **King City**.
 1928 To Livanos Bros. (N.G.Livanos), Greece renamed **Anastassia**. 1930 to J.G.Livanos.
 1932 To P. Protopapas, Greece. 1936 Sold to C. Chorenia (Panos Protopapas). Greece.
18th December 1940, torpedoed and sunk South West of Rockall.

King City (No.2).

- 1928 Built by William Gray & Co. Ltd., West Hartlepool, for Reardon Smith Line Ltd
24th August 1940 shelled and sunk by German raider Atlantis a few hundred miles North of the island of Rodrigues in the Indian Ocean. 6 of the crew of 44 were lost.

King City (No.3).

- 1950 Built at William Doxford & Sons Ltd., Sunderland for the Leeds Shipping Co. Ltd.,
 1966 Sold to Rinnes Cia Nav. S.A. Greece renamed **Panagiotis Xilas**.
 1972 Sold to Vigli Maritime Co. Ltd., Cyprus, renamed **Leon**.
 1978 Sold to Ricardo Vilanovo Co., Spain and broken up at Villaneuva y Demolicion Naval.

Mr. R.D. Christmas one of our members sailed on the "**King City**" (3) during Voyage No. 4 as Deck Apprentice Officer and kindly sent us the the crew list and the ports visited during that voyage in 1953.

Master:-	Capt. A. E. Ward.	Chief Engineer:-	Mr. A. Bryan.
Ch.Officer:-	Mr. H. Lloyd-Evans.	2nd. Engineer:-	Mr. P. Ward.
2nd Officer:	Mr. A. W. Milward.	3rd Engineer:-	Mr. A. F. Howell.
3rd. Officer:-	Mr. E. J. Hatcher.	4th. Engineer:-	Mr. N. Stanley.
Radio Officer:-	Mr. P. Sleightholme.	Electrician:-	Mr. J. Moore.
Apprentice:-	Mr. G. Roberts.	Junr. Engineer:-	Mr. R. Gahagan.
Apprentice:-	Mr. R. D. Christmas.	Junr. Engineer:-	Mr. G. Griffiths.
Apprentice:-	Mr. M. Longbottom.	Junr. Engineer:-	Mr. T. Petch.
Apprentice:-	Mr. G. Garlick.	Chief Steward:-	Mr. J. Louden.

Plus 44 Lascars who's names can be forwarded if requested. **Voyage went as follows :- 1953.**
 Feb 24th dept. London for New York arr. 12th Mar Sailed New York 19th for Durban via Trinidad.
 Mar 26th dept. Trinidad after bunking for Cape Town (New orders) Arr. Cape Town 16th April.
 May 1st dept. Cape Town for Durban. 4th May arr. Durban. 5th May dept. Durban for B.A.
 May 21st arrived Buenos Aires. June 1st dept. Buenos Aires for San Lorenzo (Venezuela).
 June 3rd arr. San Lorenzo from B.A. June 17th dept. San Lorenzo for Buenos Aires.
 June 19th arrived Buenos Aires. June 24th dept. Buenos Aires for Bombay via Durban
 July 8th arrived Durban for bunkers. June 9th sailed Durban for Bombay arriving July 23rd
 Aug. 7th departed Bombay. Aug 22nd arrived Lourenco Marques (Mocambique).
 Aug 26th departed Lourenco Marques. Sept 6th arr Aden for bunkers and sailed for Port Sudan.
 Sept 8th arrived Port Sudan. Sept 15th dept Port Sudan for Saleef (Yemen)
 Sept 16th sailed Saleef for Japan. Oct 8th arrive and sailed Pula Bukom (Malaya) for bunkers.
 Oct 19th arrived Osaka (Japan). Oct 22nd sailed Osaka for Austalia.
 Nov 9th arrived Geelong (Victoria) Nov 14th sailed Geelong (Victoria,Australia) for U.K.
 Dec 25th 1953 arrived Barry, South Wales. (In time for Christmas dinner. Ed.)

Accident Report From Lloyds.

King City. Cape Town, May 1st - Motor Vessel King City was surveyed here on April 16th and subsequently in respect of damage stated to have been sustained through heavy weather on March 11th and 12th while on voyage from London to New York. Bulwark capping bar was found to be cracked with rivets loosened, rivets of amidships deck house coaming angles and deck beam loosened and welding of deck house coaming cracked. Repairs were effected to Surveyor's satisfaction. (P.D.V.)

The sights and sounds of her golden days
have long since passed their ways,
but I've heard tell that when seas run high
and low black clouds scud the sky,
that sometimes - if you are very still -
echoes from the past float by and fill
the mind with a port that once stood proud
and high.

But, do *you* know why?

No! Well let me tell you!

Because it was once *a port of ports....the
biggest and busiest coal exporting port
in the whole wide world!*

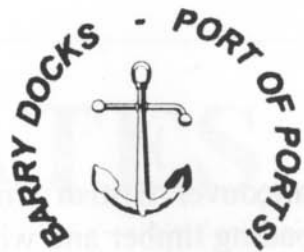
So, listen - very quietly.....

To the swans and the ducks on the Sully moors,
cavorting and splashing about their chores.
The bark of the fox, the hoot of the owl,
where rabbits frolic and badgers growl.

The clippety-clop of the milkmaid's mare.
The leisurely gait of the coalman's 'pair'.
The cockerels that crow to the morning dew.
(Then there were many - now, just a few)

The high pitched whistle of the old 'steam' trains
as they rattle along their 'valley lanes',
laden with coals for the forty odd tips
which ceaselessly pour it in waiting ships.

Shunting and clanging as 'buffers' slam tight.
Tippers and trimmers at work - day and night.
The rumble of coals, The great palls of dust.
Houses engulfed 'midst a windswept black 'rust'!



Whilst way out at sea, embedded in fog
the Breaksea moans like a tethered dog;
warning the ships from all over the world
that Barry Roads is completely enswired.

The hatches are full and the 'Plimsol Line'
can scarce be seen through the dust and the grime.
Toots from the tugs! Blasts from the ship!
Ropes splash away - and they're off on their trip.

Seas of black faces fan out from the dock
at the close of each shift - 'dead on the clock'.
Trains to the 'The Island' are sights to behold,
jammed tight with those who 'hew the black gold'.

High tide on 'The Island' Beaches packed tight.
The sand and the seaweed all hidden from sight.
Yet, by train and bus, they come - more and more,
just to paddle and 'bake' where sea meets shore.

Hush, less you miss the last echoes that say,
school bells for lessons and church bells to pray.
Whilst down on 'The Square' in its lonely tower
the old 'town clock' strikes each quarter hour.

Alas, the illusion fades softly away
to leave us facing a different day,
and as the sun shatters the early dawn
those of us left are glad we were born
in time to have shared in a golden age
when *Barry was the port of ports!!!*

SMALL WORLD.

Back in Vancouver British Columbia on Lynn Terminal, the ship is the Star Hoyanger loading timber and wood pulp. Yes the Lynwood Hotel is still there, the bar is smaller and has been revamped, still the same as ever though.

The Supercargo is an ex Irish Shipping Captain Jerry Farrel who during lunch realises we had met before, when I was with Irish Shipping, he even worked out what ship it was and where, Liverpool, unloading timber. The Star Superintendent Capt. Terry Bailey listening to this commented that I must know Jim Sandbridge, who helped him a lot when he first came out to BC and who is still going strong in retirement.

Next we moved to the Seaboard Terminal and Western Stevedoring and there came across a Supervisor who remembered the Reardon Smith ships and said that Capt. Frank Renton was happily retired and living in Surrey.

Waste oil to dispose of and two people came aboard, being English on a Norwegian ship wanted to know the history. Remember 'The Salmon Man' Alan Price, also retired but still visiting ships.

Ships and personnel are still remembered up there but there is a great change now. Standing in 'The Bay' on Boxing Day, one could be forgiven for thinking you were in Hong Kong instead of BC especially when you meet a Chinese Electrician you have sailed with and last saw in Hong King.

Tom Newell

Year 2000 Calendars.

We are aiming to supply year 2000 Calendars and are now looking for suppliers, if any "Shipmates" know of any such people who can undertake this work at a reasonable price please send the printers name and address or telephone number to the Editor. The Calendar would consist of six photographs of Reardon Smith Line ships with two months dates on one sheet.

Enclosed with this newsletter is a form and anyone who would like to purchase any Calendars please complete the form giving the number of calendars they require and send to Mr.A.F.Osborne. (Shipmates) 24"E" Heol Hir, Llanishen, Cardiff. CF4 5AF.

Please note the official order form will be sent with the September Newsletter No.12. when the cost per Calendar will be given.

We still have a few 1998 Calendars left if anyone is interested in the pictures of 12 R.S.L ships old and modern, cost £2 each..

We welcome aboard the following new "Shipmates" since the last issue.

Mrs. B.Lester (Southampton).

Squadron Leader R.Britton (W. Australia).

Mr. W.J.Osborne (Plymouth).

Mr. A. Williams (Cardiff).

Mr. T. Noro (Tokyo).