



# SHIPMATES

Reardon Smith Seafarer's Newsletter

Issue No.15 June 2000.

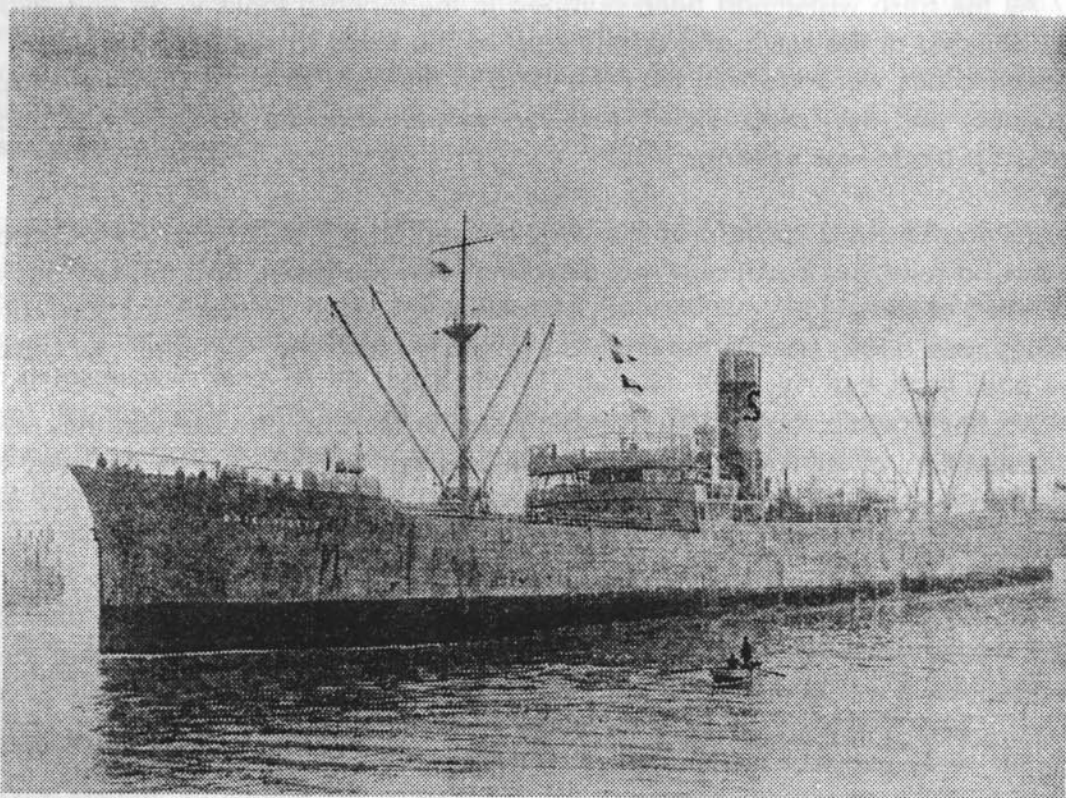
This issue is dedicated to the four ships called "Orient City".

S.S."Orient City"(1) Below is a photograph of the "Orient City"(1) which was built in 1911 for account of Pyman and Watson Shipowners of London, a vessel of 4,221 Gross Tons.

During April 1917, whilst in the Mediteranean, she was damaged by a mine but was successfully towed to a convenient port and repaired. That same year she was purchased by the St.Just Steamship Company Ltd. (R.S.L). In 1918 she was renamed "Orient City".

During the years immediately after World War one when tonnage was in short supply she was a welcome profit addition to the Reardon Smith Line fleet.

In 1935 after serving eighteen years in the fleet she was sold for demolition.



More "Orient City" stories continued on page N0.6.

Our member, Mr. Charles Boyd from Liverpool, writes about his experience when he was on the "Leeds City" (3) in 1950.

The Leeds City (3) was built in 1927 at William Gray & Co, Ltd., Shipyard, West Hartlepool, and was fitted with a chain and rod steering system. She served the Reardon Smith Line until 1951 when the ship was sold to a Japanese Company for further trading. In 1952 the vessel ran aground in the River Hoogli, then after a few days broke in two and sank, a total loss.

He remembers it was June 1950 when his journey commenced from the port of Cardiff with a cargo of coal, for that wonderful port of Port Said, they then went lightship to Poti - in Georgia in the Black Sea, to load a cargo of manganese ore for Baltimore USA. While in Georgia Mr. Boyd and the crew members on board the "Leeds City" experienced and saw life for a short period under Stalin's old U.S.S.R. After discharging the cargo of manganese ore in Baltimore they again went lightship around to Vancouver B.C. to load a full cargo of grain for Durban, South Africa.

His recollection of that portion of the voyage was the loosing of 'a blade' of the ships propeller when the ship had just cleared the Carribbean and started the long run across the South Atlantic to the Cape area. About opposite the Sariname country (French Guiana) the 'old man' and our Chief Engineer must have noted that we had began to loose mileage per day compared to the consumption of fuel oil. Then, if he remembers correctly, not long after the 8'o'clock breakfast, the vessel was brought to a stand still. It fortunately turned out to be a beautiful morning with the sea at the time looking like a park lake - not a ripple in sight and no wind at all.

All the fresh water had been pumped to the forward tanks in an endeavour to lighten the ship at the stern and tip the ship by the head to sight the propeller. Then two Bosun chairs were lowered over the stern to the right area, to sight the propeller and blades, and the 'prop' slowly revolved to see what the damage was and this confirmed a blade was missing.

As you know, a spare propeller was housed on the bulkhead of No. 4 hold, it could not be removed because it was surrounded by the grain, and anyway this could not be fitted at sea. However, instead of taking just over 30 days for this run, we practically took nearly double the time to eventually reach the "Old Bluff", at Durban.

Mr. Boyd recalls that during the ship's stay in Durban one evening they saw the total destruction of either a Norwegian or Swedish tanker due he believes to an electrical fault on deck, but there was a very large explosion and major fire in that city.

Mr Boyd would very much like to know if, by chance, there are any of our members who can remember that "Epic" voyage. It was a good thing that the war had ended, as it would not be a good place to remain stationary if the old "U-Boats" were still active at that time.

*Charles Boyd.*

Mr. Charles Boyd is the Hon. Secretary of the "T.S. Vindicatrix Association",

Further to the article, in **Shipmates** issue no. 14, on the grounding of the "New Westminster City (4), at Cardiff, the following comments were received:-

There is quite a Saga attached to the New Westminster City (4) and her grounding and serious damage entering the Port of Cardiff. Each of the 840 class vessels entering Cardiff were a tight fit in the locks, and each sustained damage, usually at the bow, with indented plating. Some of the damages were quite bad requiring expensive repairs

After the first few damages we started to send copies of the damage repairs and bills to the Dock Authorities, the Pilots and the tug firm. We had already suggested that two Pilots should be used for the docking, the extra one at the bow, to improve the vessel's position, entering the locks, and we would pay the extra Pilots cost. This was turned down flat.

Now the New Westminster is to enter the port. Four tugs were sent out to bring the vessel in, but before they were made fast, the pilot decided to bring the vessel in despite the fact that the tide was "making" strongly, and due to its speed the engines weren't used, so the vessel had no steerage way. Before the tugs could be made fast and hold the vessel in the the dredged channel, the ship was swept hard and fast ashore leaving the vessel high and dry off Penarth Head when the tide receded.

With the tugs properly organised and using overload engine power, the vessel was refloated on the next tide and safely entered port. All the compartments remained watertight, so it was possible to make a rough internal examination and make up a qualified specification for repairs. Lloyds issued a Seaworthy Certificate for the half loaded passage to Bremen. At Bremen a further Seaworthy for the part loaded passage to Antwerp, the final port of discharge. On the passage to Antwerp very severe weather conditions were encountered, so bad that at one stage Captain Thornhill took shelter behind an island with this damaged vessel, then making a safe passage to Antwerp.

Meantime Superintendent John Wheaton had approached the Antwerp ship repairers, with our rough estimate of the damage repairs, and had received an approximate cost and time estimate, and to reduce the time estimate he had persuaded them to use a small night shift. However when the vessel was drydocked the damage was seen to be much more extensive than we had been able to judge. Since, in any case, this would be the insurers liability, a number of varied Ship Repairers were now called in to quote on a cost and time basis. The Contract was won by Amsterdam Drydock by a handsome margin. It was arranged for the vessel to be undocked over the weekend, and the vessel to sail to Amsterdam on Monday.

Some time before this, R.S.L.'s Technical Department had received a visit from a Bureau Veritas representative who appeared to have a considerable knowledge of our computer based Planned Maintenance & Stock Control System. On the basis of this system B.V. if asked to class an R.S.L. vessel would base their Survey requirements entirely on this system, as its requirements were more exacting than the ordinary Survey system. Providing the vessel was up to class a telephone call would start the ship with B.V.

There was a Directors meeting in London on Monday morning, where information came through that the Lloyds Surveyor in Antwerp had refused to give the N.W.C. a Seaworthy certificate for the 60 mile inland journey to Amsterdam. We rang B.V. who agreed that if matters were as we described, then they would take the vessel into their class.

We then went across to Lloyds London Head Office, saw the Principal Surveyor and related events to him. He appeared very troubled by our story, but felt that his Antwerp Surveyor must have had good reason for his decision. He was told that if no Seaworthy had been issued by 4 p.m. that day, then the vessel would be transferred to B.V. class and a complaint made to Lloyds Committee.

We then went across to Mr Weirs of the Salvage Association, who must have had the information that the Lloyds Surveyor was trying to detain the vessel for the repairs to be done in Antwerp, perhaps with the Owners co-operation, for we received a very frosty reception, which melted completely when we described what had been done. He suggested we ignore Lloyds and with Salvage approval sail to Amsterdam on a (T.C.L.) Total Constructive Loss basis, the same as had been used many years ago on the Paris City (??) which had been very badly damaged in a heavy grounding in Spain. At that time there were no competent repairers in Spain, so the vessel was towed back on this T.C.L. basis. This meant that if the ship sank on the tow home then Salvage would pay the cost of a ship of equal size and condition. There was a reference to this in an early edition of Shipmates.

All this became unnecessary as Lloyds issued the Seaworthy by 2p.m, and the vessel sailed for Amsterdam

We had had to call John Wheaton away for an engine breakdown, so John Lee took over the repairs in Amsterdam, made a good job of them, and finished with only a minor extension on cost and time. If our recollection is right, the cost was about £400.000 in 1972 money.

While this costly damage was being repaired we interviewed all the parties concerned with the grounding of the vessel, and except for the Dock Board, they were surprisingly forthcoming. With the information acquired a meeting, with all the parties concerned was held, and the following points made:-

1. All the tugs should be made fast to the vessel before it enters the buoyed channel.
2. There should be more and proper buoys on the land side of the channel.
3. The Pilots weren't able to properly see the leading lights which they used to keep the vessel central in the buoyed channel, and this had been the case since the Dock Board had floodlit the entrance locks, (and when was this done ?? in 1908)

4. Two Pilots should be used when entering the locks , one on the bows.
- 5 The tugs were all called Barr--- something, so that unless the tug clearly heard the last part of the Pilots word, they couldn't be sure which tug was being referred to.
6. There were certain manoeuvres the tugs couldn't carry out, with out endangering themselves, of which the pilots seemed unaware, and if the tugs were instructed to do such a manoeuvre, they simply ignored it.
- 7 Our radio Superintendents found that on only one of the tugs they checked was voice instruction clear, the others varied in audibility almost down to zero.

Most of these points were rather dismissed by the senior Dock Authorities who attended the Meeting on the basis that ships were continually entering the port of Cardiff without trouble. One or two of the points they grudgingly conceded they would look into. We came away from the Meeting quite disheartened at the brush off after such a serious grounding and damage

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Some years later, travelling down by train from Liverpool to Cardiff, the train stopped at Ellesmere Port and one of the senior Dock Board functionaries who had attended the above Meeting came into my compartment and talked about the Meeting. The reason they were so unhelpful was that if they admitted they were so much at fault R.S.L. might claim against them for the damage to the vessel. He said that all the points we had raised had now been acted upon plus one which they were very anxious wouldn't be raised at the Meeting. The dredged channel was 450 ft wide on the sea side but only 180 ft wide at the dock entrance. They had now dredged it to 450 ft for its full length. And so ended the Saga of the New Westminster at Cardiff.

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*J. Major*

## New Members.

**Martyn Duke** from Newport, Gwent, was unaware that we are publishing the Reardon Smith Seafarers Newsletter, "**Shipmates**" until he was speaking to Richard Reardon Smith's wife Lynda. He mentioned he worked for the Reardon Smith Line. Lynda told him about "**Shipmates**". Martyn was an Engineer Cadet joining the company in 1975 and serving in the firm as an Engineer Officer until 1984.

**John Pagler** from Llantwit Major, has been reading Colin Hughes's "**Shipmates**" and now decided to become a member. John joined Reardon Smith Line as a deck cadet in 1972 and was Chief Officer on the "**Western Valley**", Jeff Birrell was master, when the company went into liquidation in 1985. John then joined one of Coe Metcalf Drill Ships and after two years he joined Denholm Offshore Dive Support Vessels and Drill Ships. He then went to the Department of Transport as their Mooring Officer. He then joined Associated British Ports, at Cardiff and Barry as an assistant Dockmaster, moving on to become an Authorised Pilot for Barry, Cardiff and Newport.

## **S S "Orient City " (2) Gross Tons 5,095**

Built by The Furness Ship Building Co. Ltd., Haverton Hill for the Leeds Shipping Co. Ltd. (RSL) of Cardiff. The building commenced in 1939 prior to the onset of hostilities with Germany. The propeller shafting having been ordered from Germany but not delivered before the war was declared, other arrangements with alternative manufacturers were made. The vessel was delivered to the owners in 1940 and chartered by the Board of Trade (Ministry of War Shipping).

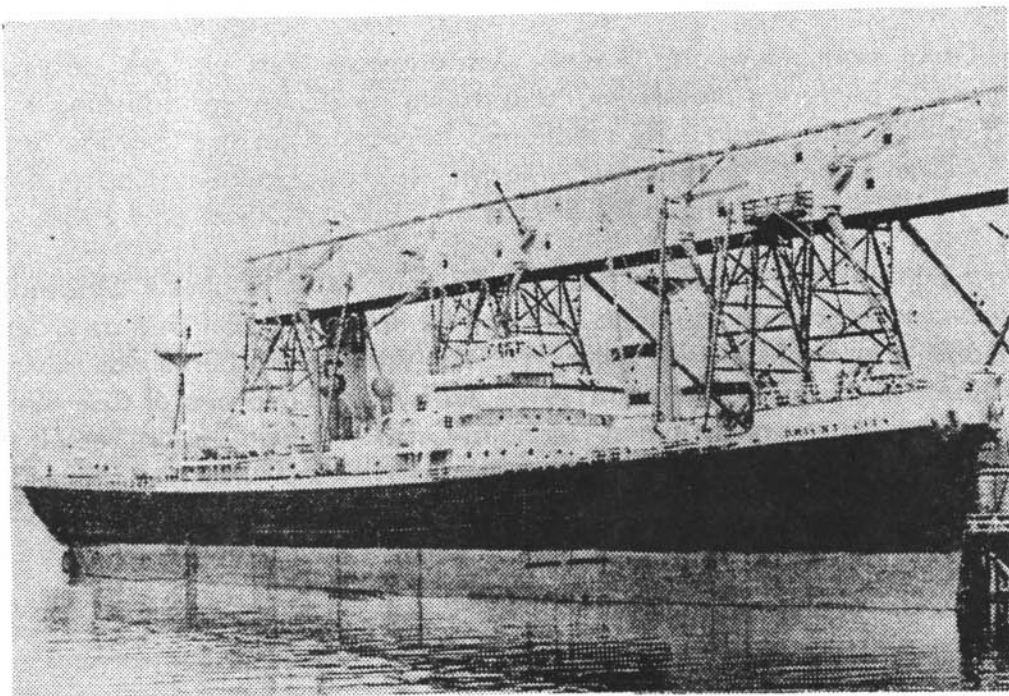
An open shelter deck ship of 9,040 long tons summer deadweight with 5 hatched/5 holds (see photograph), ten derricks of 5 tons S.W.L service speed of 10 knots on 17 tons of fuel oil per day with boiler furnaces suitable for coal burning. Propulsion was by a North Eastern Marine reheated 3 cylinder steam engine with poppet valves, super heated steam being supplied by two main boilers.

She was a ship, like her sister ship the S.S. "**Madras City**" (Newsletter No 14 ), ideally suitable for world wide tramping. October 1941 found her Commodore ship of North Russian Convoy PQ2 bound for Marmansk (a six convoy which included the "**Queen City**").

February 1943 she was in Bone, North Africa discharging military cargo. The port was subjected to dive bombing at dawn and dusk, several ships were sunk and others were on fire. On sailing from the port her berth was taken by the M.V. "**Houston City**" on which the writer was an apprentice.

On one occasion at night and sailing in convoy the "**Orient City**" was attacked by an enemy aircraft - it was assumed that the phosphorescent glow from the bow waves of the vessels in the convoy attracted the attention of the aircraft. Her gunners were successful in shooting down the plane. As it plunged into the sea the bombs intended for the vessel, detonated.

The photograph of the vessel, below, was taken late January 1949 at which time she was berthed at Le Point Terminal, Vancouver B.C., to load wheat for Hull.



At that time the personnel were: -

Master :- Captain F. Dodman	Chief Engineer:- William Willis
Chief Officer:- M. Hughes	2nd Engineer:- Peter Thomas
2nd Officer:- O. Lindsay	3rd Engineer:- Winters
3rd Officer:- J. Morgan	4th Engineer:- ?
Radio Officer :- Ex RAF/Ex Chindits(man)	Chief Steward:- B. Finlay
Deck Ratings:- from the Tyne Area.	Engineroom Ratings:-All from Cardiff.

The Crew Agreement was opened 10 November 1948, at which time she was completing repairs/modifications at the Redhead Dry Dock, South Shields. The attending Superintendent Mr T Major (Senior), a kindly gentleman of the old school.

The vessel was out of service for about 3 months at the end of 1951 to Spring 1952. A survey in Japan found that her boilers were suffering from caustic embrittlement. The vessel was reboilered in Shimonoseki, with suitable boilers having been located in the Himegi Boiler Works. The ship was attended by Superintendent Mr Frazer who was relieved by Captain Lionel Ford.

#### A Gallant Gentleman. The "Orient City" Radio Officer the Ex Chindits Man

With the passing of over 51 years, regretfully his name eludes me. He joined the S.S. "Orient City" as radio officer in November 1948 and served on the vessel for two or three voyages.

Apparently he spent the early years of World War 2 in the R.A.F. flying in bomber command. On a mission over Germany in a Whitley bomber one of the plane's engines caught fire - he bravely crawled out on to the wing with an extinguisher and successfully put out the fire, in doing so he suffered injuries and was found unfit for flying duties.

However, not for him was this to be the end of "his" war, he volunteered and was accepted for service in the Chindits and served behind the Japanese lines in Burma, transmitting radio reports of enemy numbers, equipment and movements to British H.Q. Burma. He remarked that his height, 4ft 4 ins, and slim build made him ideally suitable for life in the trees.

After the war he obtained his commercial radio qualifications and joined the Siemens Radio Company. During his period on the "Orient City", R.S.L. formed their own Radio Company, although he was offered a company contract, he declined preferring to remain with Siemens.

I remember him as a good shipmate and respected by all who knew him.

*Capt. Oliver Lindsay*

"A Chindits Man" was a member of the 77th Inidan Brigade, a long-range penetration infantry division, in Burma in 1943. They were a guerrilla force who operated beyond the River Chindwin and were initially successful in severing Japanese lines of communication but later, in danger of being encircled, were forced to return to India in small groups.

The "Orient City" 2 remained in the R.S.L. fleet until 1958 when she was sold to East and West Steamship Co of Pakistan and renamed "Feronia". Her new owners were very satisfied with their acquisition, and she entered their North European - Pakistan liner service. The vessel was to serve them well for twelve years and was eventually broken up in Pakistan in 1970.



**M.V. "Orient City" (3)** was built in 1960 by William Doxford & Sons Ltd of Sunderland for the Reardon Smith Line. It was a closed shelter deck vessel of 10,300 gross registered tonnage with a 1,072 nominal horse power engine. The engine was a Doxford 5 cylinder, type LB, 700 mm bore, electric power was supplied by three Bellis and Morcom diesel generators.

This vessel was principally engaged on long voyages, popular with Japanese Charterers and she spend some time on Mitsui North Pacific liner service.

In 1972 the vessel was sold by R.S.L. to Sigalex Shipping of Cyprus and renamed "**Alexander A.S.**". In 1973 the vessel became the "**Tong Jit**" of Kie Hock Shipping.

No further information is known about the vessel at this time

**M.V. "Orient City" (4)** was a gearless bulk carrier of 32,236 gross tons built by Sunderland Shipbuilders, Sunderland and entered in service for R.S.L. in March 1977 after sea trials in the North Sea and drydock at Southampton. The vessel lifted 68,516 tonnes of coal in Richards Bay the largest single lift for R.S.L. at that time. She averaged 16.92 Knots from Bishop Rock to Cape Ray Lighthouse, Newfoundland, in May 1977 burning 62 tonnes of fuel oil on that passage. Vessel was sold July 1978 and handed over to Hemisphere Shipping of Hong Kong and renamed **Sea Reliance** at Hamburg.

The vessel was fitted with an eight cylinder Doxford "J" engine 760 m.m. bore with four exhaust gas turbo-chargers. Installed were two Allen diesel generators running at 720 R.P.M and could produce 625 KW.. One Peter Brotherhood turbo-alternator running at 1,800 R.P.M. and could produce 650 K.W. When the main engine was on full power the "Greens" exhaust gas boiler could produce enough steam at 160 p.s.i to drive the turbo alternator to supply all the electrical power requirements in the ship thus no diesel generator and no diesel oil was used at sea. This also made a very quite engineroom when running at full power at sea.

Our member Mr. David Litson writes to say that M.V. "**Welsh City**"(4) the sister ship to the M.V. "**Orient City**" (4) has been broken up at the China National Shipbreaking Corporation. Beijing. Strangely enough David was the attending Superintendent on the "**Welsh City**" (4) when R.S.L. sold the vessel at Mitsubishi Drydock, Kobe in 1983. She went to a London Greek owner, part of the Livanos Group, and renamed m.v. "**Galene**". She was sold on in the early 1990's and renamed the m.v. "**Albacore**". David was speaking to a Chief Engineer who sailed on the "**Albacore**" just prior to the ship being broken up ,who said that the Doxford 8 cylinder "J" engine was going strong but the ships hull was in bad shape with a lot of cracking and wastage of the steel work. Getting main engine spare parts was a problem. The "**Albacore**" was accepted by the breakers on 15th January 1999.



This story was published by our member Captain Pitcher in May 1996.

### SMITH'S OF CARDIFF

I served my apprenticeship with Smith's of Cardiff in the 'fifties (1956-60). There was a marked difference in service between an Indian-crewed ship and those with all British crew. All newly-built post-war ships were Indian-manned. These were "King City" and "Queen City" (1950) and "Leeds City, New Westminster City, Welsh City and Victoria City" all commissioning 1955-56. The "Victoria City", was unfortunately lost as a result of collision in the North Sea within nine months of her entering service. "Homer City" of 1944 (ex "Empire Rangoon") was the only older ship with Indian crew. I served in her in 1959.

Life for apprentices in Indian-crewed ships was more akin to the style of cargo liner companies of that period with an emphasis on uniform and dining in the Officers' saloon. On British-crewed ships of older pre-war and war-built vintage, apprentices had their own separate mess-room. The Junior Apprentice 'peggy' drew the coffee, tea, sugar, condensed milk, etc weekly from the 2nd Steward and collected the daily meals direct from the galley in mess-kits. I recall 'borrowing' the keys from the well-dined Chief Steward of the "Bradford City" on numerous occasions and supplementing our provisions from the store with rarely seen tinned 'goodies'.

The Senior Apprentice normally reported directly to the Mate for daily duties, although some Mates took the line of least resistance and placed the apprentices under the Bosun. Apprentices working independently were valued by Mates particularly on the Japan-Australia ballast passages for the expert erection of grain shifting boards to the high standard required by the feared government surveyor in Fremantle, Captain Bruce. Many a weary hour was spent crawling through box-beams with a hand brush eliminating coal cargo residues.

'Turn to' was at 0700. My job as Junior Apprentice in "Cornish City" was to replenish the fresh water and sanitary tanks which served the Mates', Engineers' and crew's bathrooms/toilets by gravity. This was a thankless job as numerous toilet valves would be carelessly left open and I was frequently assailed mid-morning in broad Sunderland by an irate Second that there was "nee f.....n, b....d watter in the s... house".

Due to the unreliability of the ubiquitous Brown's Auto-Pilot, the older ships were frequently under hand-steering. The 4-8 watch was manned by the apprentices working the traditional 'First-wheel, second-wheel, farmer' rotation. Bridge watch-keeping training was not a feature of this system unless one had a young, enthusiastic Mate who would stretch our dopey early morning brains with star sights.

Smiths' approach to recruitment and training was not sophisticated. Interviews were not a feature of the selection process; however, a correspondence course was provided, diminishing devotion to which was directly proportional to the proximity of the flesh-pots of the Motomachi in Kobe (in the days when Japan was a cheap run ashore).

In compensation for the somewhat arduous and exploitive nature of the apprentices' lot, Smiths were indulgent regarding accommodation. All newly-built post-war ships had pleasant single-berth cabins for apprentices and many of the war-built ships were given excellent renovations, including the "Vancouver City" mentioned by Mr. Hughes. I joined the "Cornish City" (1943, ex "Empire Cheer") in

dry-dock at Rotterdam in March 1956 and the apprentices had been given a deck-house at the after end of the boat deck comprising four single cabins, messroom and bathroom. I have some good memories of that ship, particularly the long period at anchor in the Solent in the company of many other government-chartered ships during the Suez Canal crisis of 1956. This stay was highlighted by runs ashore into Cowes, much to the dismay of local residents who found it difficult to cope with the exuberance of 'jack ashore'. Behaviour was, I'm sure, no worse than that of some 'Hooray-Henry yachties' during Cowes week, but it provoked virulent 'anti-merch' comment in the press at the time. I can remember many of the other ships at anchor, including "Benannoch, Cedarpool, Sandsend, Parkgate, North Britain" and many others.

Smiths were also relatively indulgent regarding pay. We were initially on 1s 3d per hour overtime, rising to 1s 9d. In discharge ports we could loiter in the region of number 3 hatch at night in case the mate on duty wanted derricks topped or lowered giving us welcome hours overtime. All this was a long time ago and I've got no regrets. The ethos absorbed at the time has stood us all in good stead

*Captain V W Pitches.*

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**THE OVER FIFTIES RULES**  
**JOIN THE CLUB**

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|--|--|
| 1. Just a line to say I'm living,<br>That I'm not amongst the dead,<br>Though I'm getting more forgetful<br>And mixed up in the head.                | 2. I've got used to my arthritis<br>To my dentures I'm resigned,<br>I can cope with my bifocals,<br>But ye Gods, I miss my mind. |
| 3. Sometimes I cannot remember<br>When I'm standing by the stairs,<br>If I should be going up for something,<br>Or have I just come done from there? | 4. And before the fridge so often<br>My mind is full of doubt,<br>Now did I put some food away,<br>Or come to take it out?       |
| 5. If it's not my turn to write, dear<br>I hope you won't get sore,<br>I may think I have written<br>And don't want to be a bore.                    | 6. So remember I do love you<br>And wish that you lived near,<br>And now it's time to mail this<br>And to say goodbye! my dear.  |
| 7. At last I stand beside the mail box<br>And my face it sure is red.<br>Instead of posting this to you<br>I've opened it instead!                   |  |

Source Unknown.

Mr. Albert Williams from Radyr Cardiff. our 89 year old member writes another story about an incident which happened on one of his voyages which reads as follows. Quote:-

"After one more voyage on the "Buchanness" I joined the "Eastern City"(2) at Barry Docks on the 8th September 1930, under the command of Captain H.R.Thomas. I must say he was a fine captain.

My first shock on this vessel was when I went down to the engineroom. In addition to the piston rod on the L.P. cylinder she had what was called a tail-rod coming out of the top of the cylinder. It was a bit strange at first but I got used to it except now and again the vacuum gauge started to fall and then I had to rush up and tighten the nuts on the tail-rod gland.

We then proceeded on voyage to Cape Town to load maize for the continent, but when off the Gold Coast, in West Africa tragedy struck. The Chief Mate was supervising the erection of the "Shifting Boards" to stop the cargo moving in rough weather. He was near the top of the hold when one bell struck at a quarter to four and it was time for his watch on the bridge.

He then made a move but suddenly he was crashing to the bottom of the hold. The next hour was terrible we had to get a stretcher down to him, Captian Thomas went straight down to him to see what he could do. After making sure the ropes were safe, we started to haul him up on deck. The Captain stayed with him on the stretcher so we had to be very careful or we would have had more trouble, the poor fellow was in terrible state.

The only thing we could do was to ask by radio if there was a ship with a doctor on board. The ship that replied was the S.S."Ascanius" a Blue Funnel Liner bound for Australia with 400 emigrants on board. She altered course and steamed towards us and we did the same she was 100 miles away. They decided to send their lifeboat with a doctor who happened to be a passenger on board the "Ascanius" It was quite calm when we got them aboard except for a bad swell, which made it difficult.

They examined the Chief Mate and decided the only chance of saving his life was to take him back on board the S.S. "Ascanius". This was another difficult operation be we managed to do it. Sadly this was the last time we saw the mate as about four hours later we received a radio message to say that he had died. in the morning we received a radio message from the Captain of the S.S."Ascanius" to say they had buried him. He also said it had caused quite a gloom over the passengers.

On the next voyage I was promoted from assistant Engineer to 4th Engineer so I enjoyed this "Eastern City"(2)." Unquote.

*A. Williams.*

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**Obituary:-** Captain Richard Vanner crossed the bar on Thursday 27th April 2000. He served his apprentice with the Reardon Smith Line and went on to become master in the company. Richard's father was master of the S.S."Bradfine" a R.S.L. vessel which was sunk by German Submarine U100, 200 miles north west of Ireland in 1940. 38 crew members and Captain Vanner were lost. Our deepest sympathy goes to Richard's wife Caroline his wife and her two daughters.

Joe Gardner crossed the bar on 28th April 2000. Joe joined Reardon Smith's in 1971 as an estimator in the technical department. Our sympathy goes to Joe's family.

**Late Obituary** :- Our member Engineer Norman Nesbitt of Ballymure, Northern Ireland, formally from Belfast, crossed the bar on Friday 12th May 2000 at the age of 65, our deepest sympathy goes to his family. A full obituary notice will be in the September issue of **Shipmates**.

Captain Paul J Gallie has become a member of **Shipmates**, after his long standing friend and former R.S.L./CSM shipmate Jerry Coleman faxed him a copy of our newsletters **Shipmates**. Below is an extract from his letter sent to the editor detailing his career with R.S.L. quote: -

"In percentage terms I was one of the few from the north of "the country", The only other North Walians I remember were Captain Evan Walmsley from the Llyn Peninsula (last heard of in the Californian/Mexican desert?) and Captain W D Jones from Anglesey who had relations in Penmaenmawr, where I was born and brought up.

The ships I sailed on in RSL/CSM were: -

<u>Ship</u>	<u>Joined</u>	<u>Paid-off</u>	<u>Capacity</u>
Tacoma City	Vancouver 29/9/81	Houston 9/3/82	Dk/cadet
Port Alberni City	Vancouver 25/4/82	Cardiff 12/6/82	Dk/cadet
Welsh City	Baltimore 18/6/82	Singapore 19/12/82	Dk/cadet
Bibi	Hong Kong 15/8/83	Hong Kong 14/2/84	Dk/Cadet
Port Alberni City	Cardiff 21/3/84	Antwerp 29/3/84	Dk/Cadet
Re-named			
Northern Valey	Antwerp 29/3/84	Jeddah 29/7/84	Dk/Cadet
Yaqui	Dordrecht 26/3/85	Newport 16/4/85	Dk/Cadet

Then a break whilst I served as second mate on the ocean-going tug POINT SPENCER for Smit/Cory towing Victory Ships to scrap from Norfolk, VA to Castellon de la Plena, Spain.

Yaqui	Antwerp 13/11/85	Vera Cruz 11/12/85	3rd Officer
Sonia M	Malta 12/12/85	Hamburg 30/5/86	2nd Officer
Lacandon	Cadiz 18/8/86	Coatzacoalcos 21/9/86	2nd Officer
Lerma	Cristobal 27/9/86	Amsterdam 28/1/97	2nd Officer

After that I served on various ships and in various ranks with Seadive, Wallem (IOM). Columbia Shipmanagement, and Chiquita's Great White Fleet (GWF)> Other ex-RSL/CSM people I know of are: -

- Bob Rees - sailing with GWF as 2nd Engineer on the Brenda.
- Mark Lovibond - Last hear of sailing as Master with Columbia Shipmanagement.
- Jerry Badham - Presently permanent Master of the Chiquita Scandinavia for GWF.
- Nick Millward - Was sailing as Chief Engineer with GWF " unquote.

### Thanks

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*Editor.*

**More sea stories are required please send them to the Editor.**