

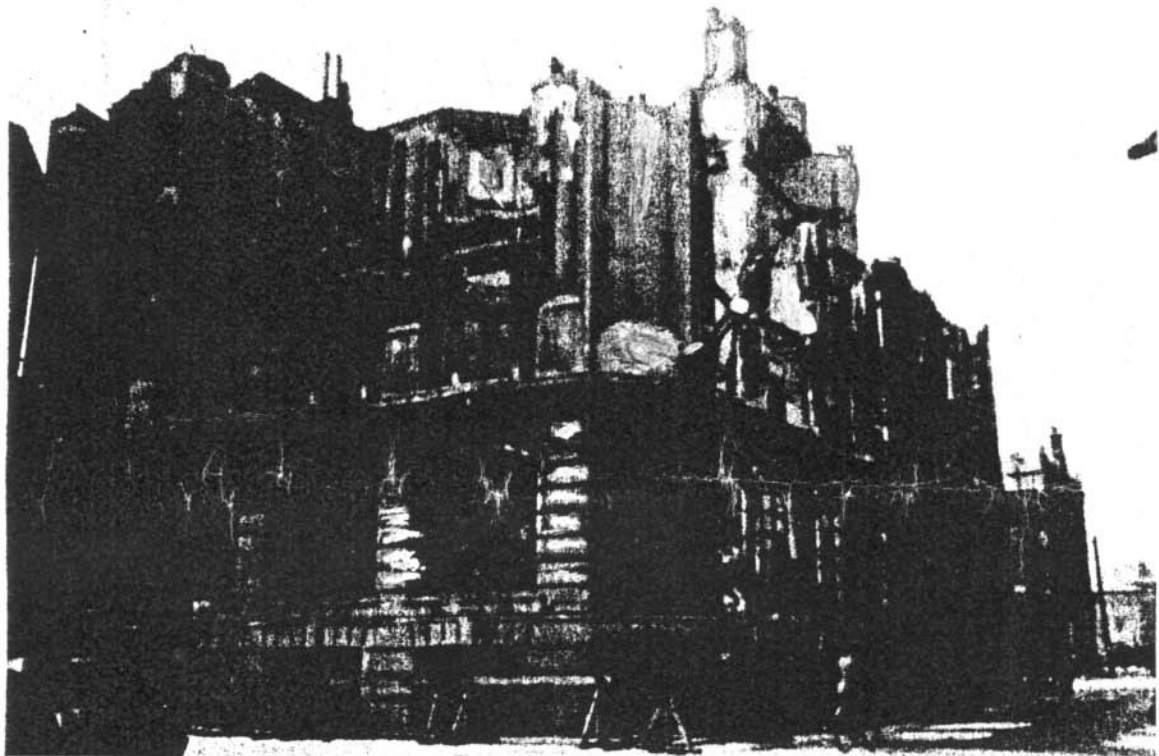


SHIPMATES

Reardon Smith Seafarer's Newsletter

Issue No.37 December 2005.

Merther House



See story on page No. 2.

I apologize for the reproduction of the photo it was taken from an old slide.



A Happy Christmas
and New year
to all readers
and their families



Merther House.

In 1905 when Sir William Reardon Smith formed his own company the office was at Pier Head Chambers, Bute Street, Cardiff. In 1919 the company moved office to Merther House, James Street, Cardiff. Unfortunately on the 17th of March 1946 fire broke out at Merther House and destroyed the building together with most of the 41 years company records. The directors at that time were:-

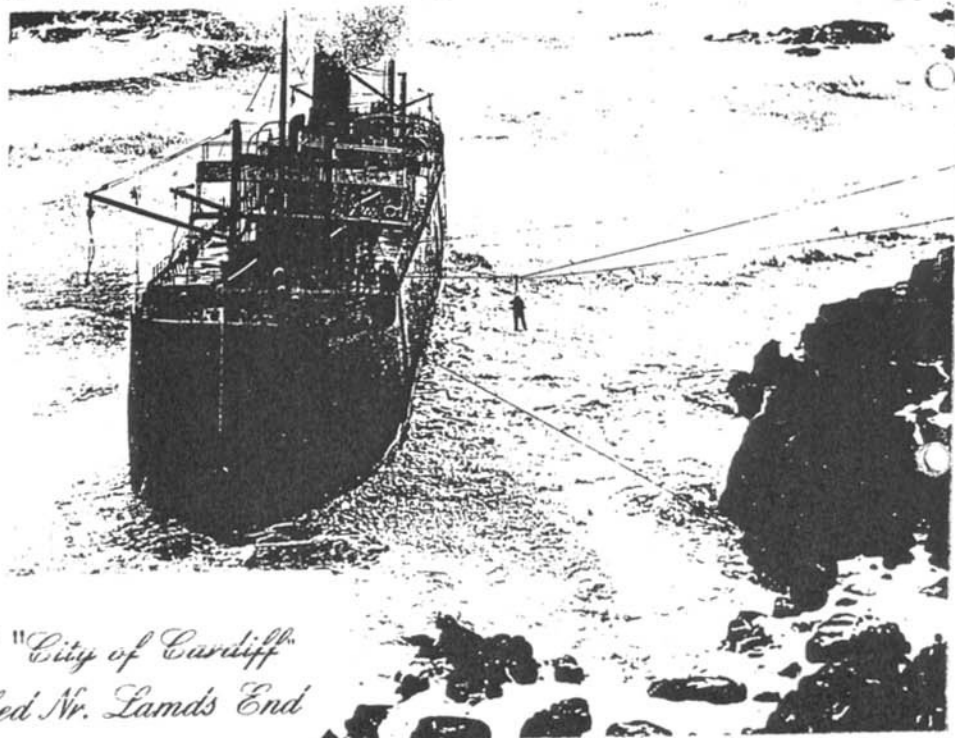
Sir William Reardon Smith Bt, Douglas Smith, A.J. Popham,

W.G. Liley, D.A.Low, W.R.Reardon Smith, and A.J.Reardon Smith.

The company then moved office to Colum Building, Mount Stuart Square, Cardiff, and remained there until 1958 when they moved to their newly built office at Devonshire house, Greyfriars Road, Cardiff and remained there until 1985 when the company went into liquidation.

S.S. "Cardiff City"

100 years ago on the 19th May 1905 the contract for the 1st Reardon Smith vessel was signed to build the steamship "Cardiff" City" at Ropner, Stockton on Tees. The vessel sailed on her maiden voyage in 1906 from Cardiff to the River Plate. The Master was Captain John Smith, Sir William Reardon Smith's brother, the 2nd Office was Harry Smith (the Master's son). The vessel was wrecked on the 12th March 1912 at Nanjizal Bay 2 miles southwest of Lands End. The 27 crew were saved by life saving equipment by the Sennen Life Saving Crew, you can see a survivor being rescued with the breeches bouy..



*S.S. "City of Cardiff"
wrecked Nr. Lands End*

The document on page No.3 was published in an old RSL newsletter submitted by Antony Reardon Smith showing a statement of account for voyage Nos.1 & 2.

NAT. TEL. 0790. 124, Bute Street,
Cardiff, 23rd October, 1906.

THE INSTOW STEAMSHIP COMPANY, LIMITED.

S.S. "CITY OF CARDIFF."

LADIES AND GENTLEMEN,

Voyage Account No. 1, from March 15th to July 18th, 1906.

"INSTOW STEAMSHIP COMPANY, LIMITED."

We have great pleasure in handing you Statement of Accounts for voyages 1 and 2 of the "City of Cardiff" s.s., covering a period of 188 days, and showing a profit of £2,709 18s. 3d., out of which we have divided 16s. per £10 share, equal to 8%.

Steamer left here on October 6th for the River Plate, with a good outward rate, and everything looks favourable for a more profitable voyage than either of the last two.

We have still some shares to dispose of, and intending shareholders will get the benefit of the Dividends already paid, less a small charge for interest.

This steamer is one of the cheapest of her class in the Kingdom, costing only £5 13s. 0d. per ton, including a first-class outfit, with no extras.

Our long experience in the different trades enables us to compete successfully with any of our shipowning friends.

Another advantage to our Shareholders is that the Insurance Money, if steamer was lost, would be returned to them and not invested in another steamer without their consent.

The Managers hold more than one third of the shares, and this alone is a guarantee of good faith.

Yours truly,
W. R. SMITH & SON.

Dr.		Cr.	
	£ s. d.		£ s. d.
To Working Expenses—		By Freight—	
Port Charges:		Cardiff to La Plata	2,931 17 10
Stockton	136 19 0	San Nicholas to	
Cardiff	336 13 8	Genoa	3,435 5 6
La Plata	606 14 6	Sundry Rebates,	
San Lorenzo	40 12 8	returned premiums,	
San Nicholas	559 13 0	etc.	46 19 9
St. Vincent	14 14 3		<u>6,414 3 1</u>
Gibraltar	6 15 8		
Genoa	299 17 8		
Provisions	149 0 7		
Stores	61 8 11		
Bunkers	949 0 0		
Wages	532 8 0		
	<u>3,693 17 11</u>		
Management			66 13 4
Insurance (Lloyds and			
Clubs)			604 1 2
Balance (profit)			2,049 10 8
			<u>£6,414 3 1</u>
			<u>£6,414 3 1</u>

Voyage Account No. 2, from July 19th to September 19th, 1906.

Dr.		Cr.	
	£ s. d.		£ s. d.
To Working Expenses—		By Freight—	
Port Charges:		Danube to	
Constantinople	55 18 5	Rotterdam	2,849 18 11
Braila	332 4 0	Sundry Rebates,	
Sulina	289 19 6	returned premiums,	
Benderekli	10 18 8	etc.	97 6 9
Rotterdam	291 9 11		<u>2,947 5 8</u>
Sundry Expenses	20 0 0		
	<u>1,000 10 6</u>		
Wages			268 2 7
Provisions			87 11 0
Stores			30 13 2
Bunkers			561 1 6
Insurance			304 8 11
Management			34 10 5
Balance (profit)			660 7 7
			<u>£2,947 5 8</u>
			<u>£2,947 5 8</u>

I have examined the above Accounts with the Books and Vouchers of the Company, and find the same in order.

(Signed) R. LEYSHON, F.S.A.A., Incorporated Accountant,
12, Mount Stuart Square,
Cardiff, August 15, 1906. Auditor.

100th Anniversary
of
Founding of the Reardon Smith Line

Man of the Sea-----Captain William Reardon Smith (1856-1935).

On the 14th September, 2005 a reunion of ex sea staff was held at the "Queens Head" hotel, Ockbrook, near Derby to celebrate the founding in 1905 by Captain William Reardon Smith in partnership with his son Willie, the private firm of W.R. Smith and Son, with offices at Pier Head Chambers, Bute Street, Cardiff. Shortly afterwards William founded the Instow Steamship Co. Ltd., a public company. Without delay the company ordered from the well known shipbuilders Ropner and Sons Ltd., of Stockton upon Tees, a steamship of 5,500 tons deadweight, delivered in 1906 she was named "City of Cardiff" and was Registered in Bideford, Devon. The command of the company's first ship was entrusted to his brother JJohn.

From these early beginnings developed the Sir William-Reardon Smith Group of companies and the Reardon Smith Line.

William was a man of foresight, enterprise, determination and the character to meet the challenge of the time, his time. In 1920 in appreciation of his contribution to the war effort during the war of 1914 to 1918 he was created a Baronet.

Twenty years after the foundation of the company the ships of the fleet numbered 42, truly to have amassed such a fleet was a remarkable achievement and became Cardiff's largest ship owner, trading Worldwide with offices in Cardiff, London, New York and San Francisco.

In 1926 The Worshipful Company Of Master Mariners was formed. Later the title 'Honourable' was bestowed on the Company. Being one of the Founder Members Sir William is included in a large portrait in oils of the Founders which now hangs in the Court Room of their Head Quarters Ship "Wellington", berthed at Temple Stairs on the Thames Embankment.

It was in the early twenties that to meet the challenge of falling freight rates the Company under his guidance decided to convert, where practical, their steamers boiler furnaces to burn coal or oil as and when required to effect greater economies. Also that all Reardon Smith's new building steamers should be so fitted. In this he was a pioneer and a number of British shipping companies sought guidance from Reardon Smith's experience.

Sir William having been convinced in 1927 that the diesel engine was the marine propulsion of the future decided to order two motor vessels of about 4,700 Gross Tonnage each. One to be named "West Lyne" was fitted with a B.& W. 6 cylinder engine and the other named "East Lyne" to be fitted with a Doxford 4 cylinder opposed piston engine. Built and paid for by Sir William himself. Both were delivered in 1928, the first being the "West Lyne". A prudent decision, the performance of both types of diesel engines could then be studied under operational condition.

His was probably the only shipping company in Great Britain, who, in 1928 founded a Pension Fund, The Reardon Smith Pension Fund, exclusively for his seagoing staff. This was extended at a later date to include office staff. Many "Shipmates" reading this are the grateful beneficiaries of the fund.

In 1921 W.R. Smith & Sons was instrumental in the forming of the THE SMITH JUNIOR NAUTICAL SCHOOL in CARDIFF. At a later date the Cadet Training Schooner "Margherita" was presented to the school. Sir William holding a Square Riggered Master's Certificate and having been Master in sail himself believed that pre-sea training in sail for cadets was beneficial. The "Margherita" made passages as far as the Channel Islands and the

Certificate and having been Master in sail himself believed that pre-sea training in sail for cadets was beneficial. The "Margherita" made passages as far as the Channel Islands and the Outer Hebrides. Sir William took a keen interest in the school and the academic success of the students. After his death in 1935 he was succeeded by his eldest son Sir Willie who continued the close connection and interest in the school and its pupils.

An excellent short history of this fine establishment was submitted by one of our members, Captain Terry Rooney, this appeared in "Shipmates 33.



Photograph taken in 1944 of Sir William presenting an inscribed leather bound, silver telescope awarded to RSL Apprentice O.J.T. Lindsay by the Royal Society of Arts Thomas Grey Memorial Trust together with a cheque from the firm for merit in the MNTB examinations of 1942

Left to right: Captain Theyer Senior Examiner of Master & Mates; R.S.L. Apprentice O.J.T. Lindsay; Captain Johnson, Head Master Reardon Smith Nautical School; Sir Willie Reardon Smith, Chairman RSL; Mr. W. J. Liley, Director RSL.

Sir William was a benefactor of the City of Cardiff and the National Museum of Wales on to which an extension was built and named the Reardon Smith Lecture Theatre. A bust and portrait of him is to be found in the City Hall.

The celebration held at Ockbrook was attended by 130 persons which included ex sea staff, a few of the Cardiff office staff, some accompanied by their partners, past Directors attending were Sir William Reardon Smith, Mr. John Reardon Smith, Mr Richard Reardon Smith and Mr Burston'. The ex. Seastaff came from afar as Australia, USA, Oman and Colombia. From Japan came RSL ship chandler, Mr Nakajima well known to us all as Miki. They came in regard to the company which they served and evidently thought so much of.

Good food and wine, meeting of past Shipmates in comradeship and lamp swinging made for a very enjoyable and unforgettable day.

Surely, the founder, Sir William Reardon Smith, looking down from on high on this hundredth anniversary celebration of the founding of his company must have been smiling, pleased at how his achievements in life were being remembered and proud of his descendants attending the reunion.

Finally, credit and thanks must be given to the organisers of the reunion "Shipmates" Captain M.E. Jones, Captain Boyer and Catering Officer L. Seabrooke. (The latter now being the Landlord of the "Queens Head" hotel), for the excellent arrangements and catering.

O.J.T.L.



LINE'S DEMISE ENDS RICH ERA

The news that the Reardon Smith shipping line is to cease trading brings to an end a rich era in the history of Cardiff and South Wales as a whole.

The line was at the forefront of Cardiff's boom years as a port earlier this century, and the family among the most generous benefactors the capital city has known. The last 80 years have seen the rise of the line to a peak in the 1920s and 30s when it had a fleet of 40 ships, and its fall to yesterday's collapse with just four – three of those sailing under the Singapore flag.

Present chairman Mr Charles Chatterton said yesterday. "This is a very sad day for all of us. I was born in Cardiff and I'm in my 56th year with the company so I feel it particularly. But the family and company have made many contributions to the city – a lot of things to remember us by so we will not be forgotten". And Mr Chatterton stressed that the ties would not be completely severed because the private company Reardon Smith Management Ltd which manages seven Mexican ships and a Canadian vessel, will continue to operate.

Today two members of the Reardon Smith family remain on the board of governors – John and Richard. They are grandsons of Sir Williams Reardon Smith, who founded the firm S R Smith and Son in 1905, with offices at Pierhead Chambers, Bute Street.

The line continued to grow quickly on the success of the River Plate trade, with their steamships carrying coal to South America and returning with grain. It expanded with the growth of coal and timber trade between Wales and America's North Pacific Coast, and by 1922 the fleet totaled 39 ships.

Sir William made a baronet in 1920, died in 1935 to be succeeded by his eldest son Sir Willie, who was succeeded upon his death in 1950 by his eldest son Sir William Reardon Smith.

Mr Chatterton became the line's first non-family chairman in 1970, having joined the board seven years earlier. Yesterday's announcement means he will also be the last.

The firm's founder Sir William's fame as a successful businessman was matched by his reputation as a philanthropist. He is said to have given more than £150,000 to various institutions and the results of his generosity are still evident in Cardiff. In the years immediately following World War I he founded the Reardon Smith Nautical College to provide boys with a complete training for careers at sea. It has since been absorbed into the maritime studies department of South Glamorgan Institute of Higher Education, but the family has maintained the tradition of providing a training vessel – named Margherita – to this day.

Sir William was president of the court of governors of the National Museum of Wales and as treasurer of five years, collected more than £100,000 for the museum building fund. The Reardon Smith Lecture Theatre there is a fitting tribute to him. And at the Cardiff Royal Infirmary Chapel, a stained-glass window is yet another reminder of the family's kindness and importance to the city.

"From the Western Mail. June 1985"

The RSL Centenary Reunion 2005

On Wednesday 14th September 2005, the third RSL Reunion was held at the Royal Oak Inn at Ockbrooke, near Derby. Once again, we were in favour with the Gods, and they gave us fine weather for our gathering. This allowed us make good use of both the inside of the hostelry and the outside gardens.

As on the previous occasions, people had made special efforts to attend, travelling in from Australia, New Zealand, USA, Columbia, Greece, and the Channel Isles as well as from many parts of the United Kingdom.

There were several faces missing from the previous Reunion at Ocbrooke, mostly through pressure of work and other engagements. Tony Crowther had been looking forward very much to coming over from Vancouver to meet up with old shipmates, and to distribute his 2006 Calendar but, sadly, he had to cancel at the last minute. There were, however, some new faces this time, including several people who had been with the company before WW2 and during the early fifties.

We had the pleasure this time of three members of the Reardon Smith family: Anthony, John and Richard, and John spoke a few words on their behalf, expressing their pleasure at seeing so many shipmates at the Reunion.

Bryan Boyer, on behalf of the organising committee, welcomed and thanked all those who had come along, and wished them good health for the future and hoped that the Reunions would continue.

The RSL Shipmates editor, Alec Osborne, was active in signing up some more subscribers to Shipmates. Both he and Oliver Lindsay have been busy this year, researching data and information relating to the founding of the company one hundred years ago. Hopefully, the Reunion will have prompted Shipmates subscribers to forward articles on to Alec for publication in the coming months.

Our host, Leighton Seabrooke, Landlord of the Royal Oak, again provided us with an excellent buffet lunch, and during the evening, many of us dined at his new restaurant annex where we enjoyed a variety of dishes from his large and varied menu.

I would like to thank Bryan Boyer for all his assistance, particularly for the many telephone calls he made in order to dig out faces from the past. Thanks also to Reg Smith, who despite being immersed in the final formalities of his emigration to New Zealand, and the selling of his house, was still able make contact with several people for us. On behalf of all shipmates, I would wish Reg and Marian all the very best in their new home down under.

Special thanks go to Leighton Seabrooke and his family and staff for all the effort they put in to ensure we were magnificently fed and watered. Sadly, Leighton is soon to retire to smaller premises and it will remain to be seen whether future Reunions can be held there.

And, finally, but by no means least, a big thank you to the following one hundred and twenty nine people who made the effort to get to the Reunion.

*Indicates, wife, partner or guest

	NAME		NAME
John *	Andrews	Oliver*	Lindsay
Bob *	Baker	Dave*	Litson
T D	Bennet	Dave *	Mockett
Brenda	Bidmead	Edward *	Morgan
Peter	Bird	Micky	Nakajima
Jeff	Birrell	A F	Osborne
Peter	Bloomfield	P J*	Price
Bryan *	Boyer	Malcom *	Rayner
Mr R	Britton	Anthony	Reardon Smith
Steve *	Broderick	Richard	Reardon Smith
Ian*	Bullock	John	Reardon Smith
R S*	Burston	W R	Shannon
R*	Butcher	Leon *	Slawinski
John * *	Cann	Mike *	Slayman
W. *	Carr	Reg *	Smith
Robert *	Chambers	Ian*	Stutt
Mike*	Cox	Richard	Sumner
Ian *	Crawford	Len * *	Taylor
R W	Davies	Mike*	Thomas
Terry *	Davies	R J (Danny)*	Trigg
Paul*	Deschamps	Philip *	Vanner
Phillip	Deschamps	Joe*	Wagner
Jim *	Dunk	Pamela	Ward
Tony *	Field	John	Williams
Tim	Fuller	Ralph	Woodward
Harry	Gale	David *	Yool
Paul	Gallie	Leighton***	Seabrooke
Brian*	Godfrey	Keith*	Velda
Mr (Tex)*	Graham-Russel	Mike*	Ridley
D C (Griff)*	Griffith-Jones	Tom	Jowett
Graham *	Griffiths	Pete*	Morris
Terry *	Haxell	Andy	Gaskell
Peter	Hemnell	Mike*	Evans
Brian*	Hernaman	Total	130
Jon *	Hewson		
Bill*	Hopper		
John	Howell		
Terry*	Hunter		
Mike (MEJ)*	Jones		
D P *	Jones		
Bill (WD) *	Jones		
J C	Lee		
Tony *	Lightfoot		
Mike	Bellamy		

Mike Jones

9
NEW MEMBERS

Following our recent reunion we have gained the following new members:

Ian Bullock, who was a radio officer on board Reardon Smith ships for many years. Ian is now working in the Sultanate of Oman where he is a Lieutenant Commander in the Royal Yacht Squadron at Ruwi.

K Nakajima (Micky) from Kobe. Many of you will remember Micky as the Ship Chandler in the port of Kobe who attended and stored the Reardon Smith ships since the 1950's. – Micky came all the way from Kobe to be at the reunion.

Sir Antony Reardon Smith, the great grandson of the Founder and director of the Reardon Smith Group.

Keith Roberts from Burry Port. Keith was an electrical Superintendent with Reardon Smith. He left the company to take over his father's shops in Burry Port, but is now working for a distributor in Chester. Keith's wife Julie manages her own flower shop in Burry Port.

Ian Stutt from Clitheroe, Lancs. Ian was Chief Officer and Master with Reardon Smith and CSM.

Keith Velda of Cardiff. Keith was an electrician with Reardon Smith.

The following members have rejoined us:

Jim Coleman from Felixstowe. We lost touch with Jim when he changed addresses.

Paul Gallie was working in The Gambia but now runs his own business in Santa Barbara, Bogota, Columbia.

Richard Reardon Smith, the great grandson of the Founder and a director of the Reardon Smith Group.

All the above members joined us at the reunion at Ockbrook in September 2005. It was good to see you all there.

Peter Bird is now a member of "Shipmates". Peter served in Reardon Smith as a Deck Apprentice on the following ships:

Dallas City from February to May 1952; Paris City from May 1952 to June 1953; Tacoma City from June 1953 to August 1954; Orient City from October to May 1955.

Peter writes to say that when he left RSL he went to the Union Castle Line and then to the Standard Vacuum Transportation, which was later absorbed into Esso Petroleum. In 1964 he joined J. Lyons & Co. Ltd and became a director of their subsidiary company Lyons Computer Services, until he retired in 1990. Peter has written two books "The First Business Computer" and "The First Food Empire". The former describes the building of the world's first programmable electronic computer designed for business use and the history of J. Lyons & Co. from 1887 until 1978. It was then taken over by Allied Breweries.

Derek Jones writes about a trip on the bulk carrier "Atlantic" owned by Transportation Maritime Mexicana (TMM). The ship was built in 1967 at the Fairfield (Glasgow) Ltd, shipyard in Glasgow for the Reardon Smith Line. It was sold to TMM in 1976 and managed by RSL.

THE M V "ATLANTIC"

With the exception of my first trip with Smiths, all my journeys started at Newport station, being waved off by my wife and three daughters. Thence to Reading and a coach to Heathrow, where I met up with the joining crew.

On this occasion we flew to Brussels and spent the evening and the night in a hotel. I shared a room with "Pat" the catering officer (the grocer). Next morning I complained about his snoring. He retorted "Snoring! You were farting all night". We seemed to get on well after that and became friends.

We flew the next morning to Bombay, arriving very late in the evening, and found that our connecting flight to Madras was not until noon the following day. We spent that night in the airport! There was an airport hotel quite close so we took turns in looking after the luggage, and went for a few drinks, as the bar was open all night.

We left Bombay and arrived in Madras just as it was getting dark. We went directly to the ship where Captain Kalins insisted that we take over that night. You can image how tired we were, the upsetting thing was that the officers we were relieving did not leave the ship until the next morning. I believe we sailed late evening or the following morning to Japan with a Bulk cargo.

After we discharged our cargo in Japan we sailed for Seattle to load a cargo of grain. The captain on this voyage was "George Ellerby," who was doing his last voyage. The chief was "Joe Fitzsimmons". On the way to Seattle Sunday bar lunches were a regular feature with plenty of banter and sport videos to finish the afternoon.

On arrival in Seattle our grain cargo was not ready, so the Port Authorities declared that our upper wing tanks were not clean enough to carry grain. Half way through the cleaning process our cargo was available so our wing tanks miraculously became clean enough.

We were alongside for sometime loading, so we decided to do some engine maintenance. We opened up three units and found that we needed to change three Piston Crowns. As we didn't have the spares Joe phoned Cardiff. Apparently Joe spoke to Tommy Major and when Joe told him we had three units on the plates. Tommy Major exploded and said "Three units! There's only six in the engine put them back, you can have one". So one we had.

After the engine repairs had been completed we had a chance to watch Seattle Sounders Football Team (soccer) play. Their team included Mike England, Harry Rednapp and several other ex internationals. I went with Joe who was a fervent Wonderland!! supporter. The American supporters were very well mannered until Joe started hollering "come on Harry," the locals around us picked up the shout and it became more like a British match. After the match we went to the local bar where the players were congregated, needless to say the evening did not finish there.

After loading for Korea we set sail for Inchon, we went North about the Aleutian Islands where the mate reckoned we were being followed by a submarine! On arrival in Inchon we had several days discharging, this gave us time to go ashore for some R&R (rest & recuperation).

We spent a few happy nights in "Whiskey Mary's" where we managed to drown out the resident band with our melodious singing. It was in Inchon that one of the Junior Engineers earned his nickname Basher. The name came about because he thought a pound was the same as the local currency and thought the Taxi Driver was over charging so he bashed him.

After Inchon we set sail for Pusan to complete discharge.

As we had been told that we were to take full bunkers on our return to Mexico we had to test the heating coils for the fore peak, as they were leaking. A shore contractor was brought in to do the repairs. At one of the lunch times with Joe the contractor was there feeling very upset, he said "he was fed up" as every time he repaired a section of pipes another one would leak. I told him I didn't know what he was worried about as it was us who had to sail the thing.

After completion in Pusan we sailed to Ulsan for the Hyundai dry docks.

After the first day we realized the Koreans were not up to most of the repairs, so most of the work was done by ourselves. The Koreans took about

3 or 4 days to do the sea valves. My instruction to the store keeper was that no one was to have spanners or spares unless I authorized it. Joe got a bit upset one day as the store keeper wouldn't allow him to have anything.

The Koreans were to put in a new lubricating oil system for the Turbo chargers, they pressure tested the header tank that it became not square but bulbous.

On deck they had quite a few minor problems which the supers weren't very happy with.

At one lunch time meeting I remarked that I liked the new ballast line they were fitting up the deck, the supers said "what ballast line" it was in fact the new airline that was being fitted but the pipes were well over sized. I had never ever before seen a superintendent throw his hard hat on the deck and jump on it with sheer rage and frustration.

A year or so later whilst on the "Welsh City" I told Malcolm Rayner that the first thing he should do when going into Hyundai dry dock is to weld up the engine room doors and sky lights and keep them out!

After leaving Korea we set sail to load in Japan for Mexico.

Our first port in Mexico was Manzanillo where we part discharged and took maximum bunkers. We left then for Acapulco. Although we only had a small amount of cargo the rain kept us there for 3 nights. We took advantage of the rain and watched the divers of Acapulco where I believe we got wetter than the divers.

On one of the other nights we went to a place of ill repute where the "nameless one" got up to ask a woman for a dance. He came back most upset after she refused him. I pointed out that it might have been because she only had one leg!

We left Acapulco for the Panama Canal.

The first night out, while talking in the bar, some one asked how the ship got into the locks. We said "The Mules" pulled us in. There was a guttural cry of horror from "Basher" who said you "cruel Bastards." All eyebrows went up and we thought oh aye" So the pretence was carried on to the canal. On arrival at Panama Basher was told, as he was a first tripper, it was his job to

feed the mules" he went to the galley and got 2 loaves of bread and went forward. I swear when he found out you could hear the word "Bastards" from the Forecastle.

On leaving the Panama Canal we headed for Tampico and pay off, we were told that we could not payoff alongside but had to take the ship out to the Bay. Captain George Ellerby protested to the agent, Pancho, that we wanted to pay off alongside, but Pancho threatened George with jail so we had no alternative. After cargo completion, whilst waiting for standby, the pilot came on board and said the weather was bad out in the bay and he would not be taking the ship out.

So in the end we paid off along side Captain Tim Lawson was the relieving Master.

Derek P Jones (2nd Engineer)

Worldly Gentlemen

It was the 31st August, 1942 when the M.V. "Houston City" under the command of Captain Henry Paul arrived and berthed at Greenock where she was to be fitted with anti torpedo nets. The next three weeks was spent between the Gareloch and Loch Long having combined operations with the fleet air arm Swordfish aircraft evaluating and testing the recently fitted anti torpedo nets. After successful trials the vessel proceeded up the Clyde to berth on the 29th September at the King George Wharf, Glasgow to load her maiden cargo of high explosives including 1000 lb bombs, military equipment and stores for Gibraltar.

Loading commenced on the 6th October and was completed on the 17th October and vessel sailed on the 18th October to join an ocean convoy to Gibraltar.

The attending Marine Superintendent was Captain Lionel Ford a friend of many a year of Captain Henry Paul. Each morning these two gentlemen, sometimes accompanied by the Chief Engineer MR. Fraser, visited the office of the Agents, Messrs Hugh Hogarth's at their Glasgow Office and over coffee would chat together discussing ship's business, phoning R.S.L. etc. However, it soon became apparent to these worldly gentlemen that the Agent on overhearing part of their conversations would report what he thought he heard to RSL Head Office. This became obvious from the Master's and Superintendent's phone calls to Head Office and so a plan to stop eaves dropping was consequently decided on. Shortly afterwards at the Agent's office the Superintendent said to the Captain Paul " Captain, after shifting to the loading berth did you report the incident with that barge, fortunately only minor damage occurred". Captain Paul was alleged to have replied " Considered it too small to worry them" That afternoon both gentlemen were called to the wharf phone and they were astounded to hear Head Office accusing them of covering up and not reporting the incident. What incident? There was no incident to report, they protested. The two gentlemen looked at each other, scratched their heads, one said to the other I remember what it must have been about, we did discuss a minor incident involving a Junk that occurred some ten years ago when berthing in Shanghai. Thereafter, the worldly gentlemen experienced a chill in the Agents office.

The details of conversations as mentioned in the above paragraph were as reported from a reliable source by a correspondent of the M.V. "Houston City" Galley Radio.

O.J.T.L.

Some Observations on the Sinking of the Fort Mumford

The loss of the *Fort Mumford*, documented in the September 2005 issue of *Shipmates*, caught my eye not only because of the appalling fate of her crew but because I have an interest in war casualties. For several years I have been one of those volunteer Field Researchers documenting, for the Imperial War Museum, the war memorials throughout the UK. Something in excess of 40,000 have now been catalogued and, if funds can be found, there is a desire to make this database available online; but this is another story.

The loss of the *Fort Mumford*, and in particular the inhuman cruel behaviour of the Japanese Naval Authorities, has been well documented – thanks to sole survivor, Gunner H. Bailey. However, the story raises one or two ambiguities which I hope some reader may be able to put me right on. From my research carried on the crew of the *Fort Mumford* it appears that there were four Canadian Merchant Seamen on board who presumably joined at Vancouver in January 1943. Five New Zealanders joined later and were deemed part of the 'Merchant Navy' and as such are listed on the Tower Hill Merchant Navy Memorial. The Canadians on the other hand are listed on the Halifax Memorial, Nova Scotia. In other words the *Fort Mumford* was not manned by an all British crew! The *Dictionary of Disasters at Sea*, and well-informed internet sources, concur with the *Shipmates* account that 46 crew were lost plus four naval Gunners. Surprisingly the gunners' obituaries do not appear under the *Fort Mumford* casualties in the Commonwealth War Grave Commission database but under HMS *President III*, the naval drill-ship on which they presumably did their training. Their service numbers indicate that three were based in Plymouth and one in Portsmouth. However, the explanation of the *Fort Mumford's* crew – 46 crew plus four Gunners – do not equate with the war dead statistics recorded by the Commonwealth War Graves Commission which show that 44 souls were lost (excluding the Gunners). Needless to say this total includes the four Canadian and five New Zealanders. The engagement of the New Zealanders leads one to conclude that the ship sailed shorthanded from Vancouver unless five crew members were 'paid off' in New Zealand. Listed below, in alphabetical order, are the forty-four 'official' known casualties of the *Fort Mumford* and I would appreciate any names which do not appear on this list but are known to have been on board the *Fort Mumford* when the ship met its fate in the Indian Ocean.

On quite a separate issue, can anyone tell me if there are any war memorials to the war dead of Reardon Smith staff (both World Wars) and where they might be located. If not, is there any interest in compiling such a list, belated though that may be?

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Reardon Smith Apprentice 1951–1955

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S.S Fort Mumford – Crew Names 20 March 1943

1 AYRES, Fireman and Trimmer, WILLIAM, *Fort Mumford*. Merchant Navy. 20 March 1943. Age 30. Son of Mr. and Mrs. Robert Ayres; husband of Vera Mary Ayres, of Shepherd's Bush, London.

2 BALFOUR, Trimmer, ERIC, *Fort Mumford*. Merchant Navy. 20 March 1943. Age 17. Son of Charles Gerald Balfour and of Constance Helen Balfour (nee Gamble), of Christchurch, Canterbury, New Zealand.

3 BEATTIE, Ordinary Seaman, ANDREW BERNARD, *Fort Mumford*. Merchant Navy. 20 March 1943. Age 19. Son of Joseph Andrew Aichison Beattie and Elizabeth Mary Beattie, of Shirley, Christchurch, New Zealand; husband of Elizabeth Mary Beattie, of Shirley.

4 BLACKLEY, First Radio Officer, WILLIAM, *Fort Mumford*. Merchant Navy. 20 March 1943. Age 31. Son of William and Mary Alice Blackley; husband of E. Blackley, of Preston, Lancashire.

5 BLAKELY, Third Engineer Officer, ALAN, *Fort Mumford*. Merchant Navy. 20 March 1943. Age 29. Husband of Winifred Grace Blakely, of Hendon, Middlesex.

- 6 COOKE**, Trimmer, KENNETH, *Fort Mumford*. Merchant Navy. 20 March 1943. Age 20. Son of Albert Victor and Amelia Jane Cooke, of Oamaru, Otago, New Zealand.
- 7 COOPER**, Greaser, RICHARD DANIEL, *Fort Mumford*. Merchant Navy. 20 March 1943. Age 29. Son of Spenser Jonathan and Elizabeth Mary Cooper; husband of F. M. Cooper, of Gidea Park, Romford, Essex.
- 8 COTTRELL**, Fireman and Trimmer, THOMAS HENRY, *Fort Mumford*. Merchant Navy. 20 March 1943. Age 37. Husband of Kathleen Cottrell.
- 9 CRIPPS**, Fourth Engineer Officer, TOM, *Fort Mumford*. Canadian Merchant Navy. 20 March 1943. Age 32. Brother of Alaric J. Cripps, of Toronto, Ontario.
- 10 CUNNINGHAM**, Fireman and Trimmer, GEORGE, *Fort Mumford*. Merchant Navy. 20 March 1943. Age 31. Husband of L. Cunningham, of Hackney, London.
- 11 DAWSON**, Second Radio Officer, JOSEPH, *Fort Mumford*. Merchant Navy. 20 March 1943. Age 36. Son of Joseph Crabtree Dawson and Fanny Dawson, of Halton, Yorkshire; husband of Doris Dawson, of Leeds, Yorkshire.
- 12 ERSKINE**, Sailor, MATTHEW, *Fort Mumford*. Canadian Merchant Navy. 20 March 1943. Age 53.
- 13 FARRAGE**, Chief Engineer Officer, EDWARD, *Fort Mumford*. Merchant Navy. 20 March 1943. Age 40. Son of James and Elizabeth Farrage, of South Shields, Co. Durham; husband of Minnie Farrage, of Stanhope, Co. Durham.
- 14 GERAGHTY**, Carpenter, FRANK PATRICK, *Fort Mumford*. Merchant Navy. 20 March 1943. Age 41. Son of F. P. and Rose Geraghty; husband of Minnie Louisa Geraghty, of Ilford, Essex.
- 15 GLENIE**, Fireman, WILLIAM, *Fort Mumford*. Merchant Navy. 20 March 1943. Age 31. Son of James William Henry and Elizabeth Agnes Glenie, of Green Meadows, Hawke's Bay, New Zealand.
- 16 GOSS**, Fireman and Trimmer, THOMAS HENRY, *Fort Mumford*. Merchant Navy. 20 March 1943. Age 39. Son of George and Edith May Goss; husband of Gladys Mercia Everall Goss, of George Green, Buckinghamshire.
- 17 GRAHAM**, Greaser, RICHARD LAWRENCE, *Fort Mumford*. Merchant Navy. 20 March 1943. Age 35. Son of Richard and Maude Graham.
- 18 HAYWARD**, Assistant Steward, IAN CYRIL, *Fort Mumford*. Merchant Navy. 20 March 1943. Age 22. (served as BELL), Son of Cyril G. and Minnie F. Hayward, of Palmerston North, Wellington, New Zealand.
- 19 JAY**, Able Seaman, BRUCE CASTLE, *Fort Mumford*. Canadian Merchant Navy. 20 March 1943.
- 20 JONES**, Greaser, HERBERT, *Fort Mumford*. Merchant Navy. 20 March 1943. Age 51.
- 21 LIDDY**, Fireman and Trimmer, HENRY EDWARD, *Fort Mumford*. Merchant Navy. 2nd March 1943. Age 42. Son of Henry Edward and Nell Liddy; husband of Annie Liddy, of Upton Park, Essex.
- 22 LORD**, Assistant Cook, HARRY, *Fort Mumford*. Merchant Navy. 20 March 1943. Age 21. Son of Arnold Lord, and of Esther Lord, of Bootle, Lancashire.
- 23 LUCK**, Second Engineer Officer, PERCY CHARLES, *Fort Mumford*. Merchant Navy. 20 March 1943. Age 27. Son of Alfred J. Luck, and of Flora L. Luck, of Dartford, Kent.
- 24 LUGG**, Ordinary Seaman, RAYMOND, *Fort Mumford*. Merchant Navy. 20 March 1943. Age 16. Son of Olive Lugg, and stepson of William Pratt, of Jarrow, Co. Durham.
- 25 MAIDEN**, Able Seaman, HERBERT VICTOR, *Fort Mumford*. Merchant Navy. 20 March 1943. Age 23.

- 26 **McELROY**, Third Radio Officer, HUGH, *Fort Mumford*. Merchant Navy. 20 March 1943. Age 24.
- 27 **MERRY**, Chief Cook, JOHN GEORGE ANTHONY, *Fort Mumford*. Merchant Navy. 20 March 1943. Age 32. Son of George Anthony and Margaret Reed Merry; husband of Edith Merry, of Islington, London.
- 28 **MONK**, Ordinary Seaman, FREDERICK, *Fort Mumford*. Merchant Navy. 20 March 1943. Age 21.
- 29 **PALMER**, Able Seaman, ALFRED, *Fort Mumford*. Merchant Navy. 20 March 1943. Age 21. Son of Thomas Henry and Ivy Palmer, of Perry Barr, Birmingham.
- 30 **REA**, Third Officer, WILLIAM THOMAS, *Fort Mumford*. Merchant Navy. 20 March 1943. Age 21.
- 31 **REYNOLDS**, Fireman and Trimmer, JACK EDGAR, *Fort Mumford*. Merchant Navy. 20 March 1943. Age 36. Husband of Olive L. Reynolds, of Walworth, London.
- 32 **ROTHMAN**, Fireman and Trimmer, ISRAEL, *Fort Mumford*. Merchant Navy. 20 March 1943. Age 23.
- 33 **SAMPSON**, Sailor, MELVILLE, *Fort Mumford*. Canadian Merchant Navy. 20 March 1943.
- 34 **SELFE**, Fireman and Trimmer, PHILLIP JAMES, *Fort Mumford*. Merchant Navy. 20 March 1943. Age 19. Son of Albert and Kate Selfe, of Moulseccomb, Brighton, Sussex.
- 35 **SICELY**, Able Seaman, WALTER, *Fort Mumford*. Merchant Navy. 20 March 1943. Age 57.
- 36 **SMALL**, Chief Steward, HUGH ALOYSIUS, *Fort Mumford*. Merchant Navy. 20 March 1943. Age 42. Husband of Elizabeth Small, of Nitshill, Glasgow.
- 37 **SMITH**, Master, JOHN HENRY REARDON, O B E, *Fort Mumford*. Merchant Navy. 20 March 1943. Age 58.
- 38 **STEVENS**, Fireman, ALBERT EDWARD, *Fort Mumford*. Merchant Navy. 20 March 1943. Age 41. Husband of P. V. Stevens, of Tooting, Surrey.
- 39 **STUDART**, Second Officer, EDWARD JOSEPH, *Fort Mumford*. Merchant Navy. 2nd March 1943. Age 30.
- 40 **TABER**, Able Seaman, GEOFFREY HERBERT, *Fort Mumford*. Merchant Navy. 20 March 1943. Age 22. Son of Mrs. L. Taber, of Maldon, Essex.
- 41 **THOMAS**, Donkeyman, CYRIL, *Fort Mumford*. Merchant Navy. 20 March 1943. Age 41. Son of Daniel and Catherine Ann Thomas, of Hayes End, Middlesex.
- 42 **THOMAS**, Chief Officer, DAVID GRAHAME, *Fort Mumford*. Merchant Navy. 20 March 1943. Age 29.
- 43 **THOMASEN**, Assistant Steward, JOHN ELLSWORTH, *Fort Mumford*. Merchant Navy. 20 March 1943. Age 37. Son of John and Julia Thomasen; husband of Margaret Thomasen, of Liverpool.
- 44 **VICKERS**, Boy, NATHANIEL EDGAR, *Fort Mumford*. Merchant Navy. 20 March 1943. Age 17.

S.S Fort Mumford – Naval Gunner Names 20 March 1943

- 1 **BERESFORD**, Able Seaman, SIDNEY, D/JX 337476. HMS *President III*, Royal Navy, lost in *Fort Mumford*, 20 March 1943. Age 20. Son of Arthur and Annie Beresford, of Newton-le-Willows, Lancashire.
- 2 **KERNICK**, Able Seaman, RICHARD, D/JX 336104. HMS *President III*. Royal Navy, lost in *Fort Mumford*, 20 March 1943. Age 20.
- 3 **NUTTER**, Able Seaman, EDWARD, D/JX 271391. HMS *President III*. Royal Navy, lost in *Fort Mumford*, 20 March 1943. Age 31. Son of Frederick and Florence Nutter, of Blackpool, Lancashire, husband of Amy Nutter, of Blackpool.
- 4 **MOON**, Able Seaman, WILLIAM, P/JX 338043. HMS *President III*. Royal Navy, lost in *Fort Mumford*. 20 March 1943. Age 20. Son of William James Moon and Nelly Moon, of Headingley, Leeds, Yorkshire.

Notes:

The Canadians, Nos. 9, 12, 19 and 33, are commemorated on the Halifax Memorial, Nova Scotia.
 The British and New Zealanders (Nos 2, 3, 6, 15 and 18) are commemorated on the Tower Hill Merchant Navy Memorial, panels 50/51.
 Gunners 1, 2 and 3 are commemorated on the Plymouth Naval War Memorial
 Gunner 4 is commemorated on the Portsmouth Naval War Memorial.

“Pilot on board, Sir.”

During my career at sea, I had occasion just once to employ the services of a North Sea Pilot. The ship I was Master of at the time, the m.v. “LERMA”, was under charter to the Nissan Motor Car Carrier Company and had been sub-chartered by Nissan to the Honda Car Company. Honda cars are considered to be the Rolls Royce of the Japanese car manufacturers. The Honda representatives who boarded the “LERMA” at our loading ports of Hiroshima and Nagoya, made it very clear that they expected their chartered vessels to proceed on the voyage from Japan to Europe along company designated routes. This pre-ordered system of Company Routeing was very similar to that practiced by Alfred Holts of Liverpool, (the Blue Funnel Line), in the years before and after the Second World War.

In our voyage instructions from the sub-charterers, there were clear orders that on approaching the English Channel, I was to order a North Sea pilot, who would embark off Brixham and assist us in navigating the Channel, Dover Strait and Southern North Sea to our discharge ports of Rotterdam and Bremerhaven.

All went according to plan and a British N-Sea pilot joined us some 4 miles east of Brixham and began his duty once we passed the Greenwich Buoy inbound. It was during this pilotage, that I first became interested in the possibility of becoming a N-Sea pilot myself.

A number of years passed and in December 1993, I left the m.v. “Azteca I” after what I decided was to be my last voyage as a shipmaster with CSMS and TMM. I had no regrets in taking early retirement (I was 57 years of age), and was determined to take on a new career in the Trinity House pilot service. It was not as easy as it sounded.

When I first approached Trinity House, London at its Tower Hill HQ in January 1994, the Elder Brethren were not very supportive. They said that there were enough deep sea pilots already and anyway I would be required to undergo a long refresher course both ashore and afloat to bring myself up to speed in respect of the sea areas around the U.K. and NW Europe.

The first task was to equip myself with about 150 Admiralty charts, and all the Pilot books for the sea areas that I wanted on my pilotage certificate. I also had to buy the relevant Admiralty List of Lights, Tide Tables, Tidal Atlases, and Admiralty List of Radio Signals. All in all, over £450 worth of navigational documentation etc.

I then had to take an ARPA course at Southampton, (CSMS never having seen the need to send their Masters on such courses), a limited radiotelephony course and later a GMDSS course. All at my own expense. However, I was told that these expenses would all be tax deductible!

It was also necessary to equip myself with a 'Bridge Book.' This book contains all the necessary approved courses and routes for all the sea areas that I would be qualified to guide ships through. In this I was lucky, as such a manual was available from a serving N-Sea pilot at a reasonable price.

Then began the laborious job of drawing in the recommended courses on all my charts. This took over three months. I had to keep my charts corrected of course. Kelvin Hughes offered a service whereby they would forward each Notice to Mariners (published weekly), to me, at a price. And Tuesday was usually chart corrections day in my home.

Once equipped with all the required charts etc., I had to get some sea-time in understudying a qualified N-Sea pilot and the Greenhithe firm of Deep-Sea & Coastal Pilots Ltd., was very helpful. An ex RSL 2nd Mate, John Cotton, is manager there and he arranged for me to join ships taking one of his pilots and travel with them on their inward and outward voyages to and from Brixham and Cherbourg

I spent April to September 1994 travelling on various classes of ships with qualified pilots in the capacity of an apprentice pilot. I joined ships offshore at Brixham usually after travelling down from London by National Express coach. I did trips on tankers, large bulk carriers, container ships and car carriers. It was interesting to note that the well-found companies like the Japanese NYK Line and the American President Line always took N-Sea pilots. Whereas the, what I called the 'Mickey Mouse' outfits did not. It was somewhat alarming at times to see how dangerous their navigation became in the close confines of the Dover Strait.

All this time, I badgered Trinity House London to examine me for my pilot's license until finally in early November 1994, I received the summons to present myself at Tower Hill.

I took a selection of my charts, books and seagoing records with me and duly presented myself to the Clerk to the Elder Brethren at 1000 hours. (Shades of sitting the Second Mates Examination at Dock Street came to my mind while waiting) I was left to stew for a while and then the Clerk ushered me through to a very comfortable windowless room where three gentleman sat waiting. I was introduced to them in turn. They were two Elder Brethren, Captains Mac D. Turner and Stewart and an assessor who mumbled his name. His job was to check all my charts, books etc.

The examination was purely an oral exam but it lasted nearly three hours with one short break for a cup of tea (kindly provided by the Clerk). Captain Turner did most of the questioning and it soon transpired that his other job was Principal Examiner of Master and Mates at London! I really did feel that I was being re-examined for my Master's Certificate. Captain Turner tried a number of trick questions. For example, he asked me which of the International Collision Regulations applied to Traffic Separation Schemes in the English Channel, Dover Strait and N-Sea. I thought, "You cunning old fox." Now all you deck officers out there, reading this do not need to be told the answer so I won't tell you! Anyway, I answered correctly and Captain Stewart laughed and said to Turner, "You are not examining for 2nd. Mates now you know."

Anyway, by about 1300 I think that they had exhausted themselves and me and I was asked to wait in the Samuel Pepys Room. If anyone has been to the Tower Hill Trinity House building and has had the good fortune to be shown that room, you will know what a splendid place it is.

After about ten minutes, Captain Stewart came out and asked me to go back into the Board Room, where I was told that I had passed the examination for all sea areas and as of that day I was a Trinity House licensed Deep Sea pilot. I was licensed to guide ships all around the U.K. and Irish coasts, the North Sea as far as the Skaw off northern Denmark. The Baltic pilots took over from there. I could not pilot vessels past Ilfracombe unless the Bristol Channel pilots gave me permission, then I could take ships up to the Breaksea Pilot station.

I could also pilot vessels as far south as Gibraltar if required and I did that only once in my pilotage career.

So now in possession of a brand new Pilotage Certificate (it came a few days later and very ornate it is too), I looked around for work. In the U.K. two agencies were responsible for supplying deep-sea pilots. Hutchinson of Dover and Deep Sea & Coastal Pilots of Greenhithe. The pilots themselves were in brotherhoods, self employed and hired out their services to the agencies Pilotage fees which were set by Trinity House were all pooled and each pilot took an equal share of the pot. Because I was a 'new' pilot, I had to wait for a vacancy in one of the pools when a pilot retired. I got my first pilotage job from a pilotage agency in Antwerp. The E.U. allowed equal job opportunities and so I could canvas pilotage agencies on the Continent for work.

I was ordered to take an inbound tanker from the Brixham pilotage grounds to the London District Pilot station at the Sunk light vessel off Harwich.

I spent a sleepless night at the Brixham pilot house before boarding the pilot cutter for the long six mile journey out to the tanker boarding station. The weather was foul with a southerly force eight blowing. The tanker was an American flag 55,000 ton deadweight vessel laden with jet fuel for the U.S. Air Force bases in the U.K.. I boarded the "Pearl S. Buck," at about 0600 hours on the morning of the 4th December 1994. I was met at the top of the pilot ladder by the American 3rd. Mate and climbed the six decks up to the bridge.

The officer opened the wheelhouse door for me and as I walked onto the bridge I heard him say, "Pilot on board sir." How often I had heard those same words said to me and now I was the pilot and I must admit that it gave me quite a thrill. The passage to the Sunk pilot station by way of the deep water route west of the Sandettie light vessel was uneventful in really bright clear weather after the passage of the storm

My career in the pilot service lasted only two years but it was a very interesting period. Most of the work involved bringing ships through the English Channel and Dover Strait and delivering them to their respective port pilots. The largest ship I piloted was a 108,000

tons deadweight Japanese bulk carrier for Ijmuiden. Her draft was 18.5 metres and passage through the shallow parts of the North Sea had to be carefully calculated to pass over the shallow spots at high water.

I once had to take a small Russian flag fish factory vessel from the Tail of the Bank in the Clyde to Ullapool during the height of winter. The weather was very bad with storm force westerly winds blowing in from the Atlantic. So I elected to use the various Sounds for the trip north to gain as much shelter as possible. From the Mull of Kintyre we shaped a northerly course to pass between the islands of Islay and Jura, through the Sound of Islay. Then north east to the Firth of Lorne leaving the infamous Great Race of Corryvecken well to the east and through the Sound of Mull between the island of Mull and the mainland to pass into the sheltered waters of the Sound of Sleat. Through the Kyle of Loch Aish. Through the Inner Sound north through the North Minch and a easterly course to Loch Broom to Ullapool. We had a relatively comfortable passage which pleased the Russian captain. He however elected to proceed further north without pilotage assistance to the Pentland Firth and back to Russia.

My pilotage days ended with a final voyage on board a fast NYK container ship to various European ports, and I finally disembarked after 10 days off Brixham, just a few days short of my 60th. birthday, the statutory retirement age for deep sea pilots.

During my short career as a deep sea pilot, it never ceased amaze and worry me how poorly trained some of the officers were on the ships that I piloted. On some FOC vessels with multinational crews, I would often be left alone on the bridge except for the helmsman. I would remonstrate with the Masters when this happened and they were most surprised that I required an officer of the watch and a look-out to be present while I was on the bridge.

Bryan Boyer.

New Member who Joined in November.

Garry Watts from Swindon is now a member of "Shipmates"

Obituary

Terry Haxell sent me the sad news that Mrs. Elsie Chambers from Whitley Bay, Chief Engineer Bob Chambers's wife crossed the bar on 10th August 2005, Elsie had a fall and broke some bones at her home, she was taken to the hospital where she passed away. She was intending to come to the Reardon Smith Seafarers Reunion. Our deepest sympathy goes to Bob, his daughter Susan and Family.

I thank all the members who contributed stories to Shipmates,
we need more stories to keep the newsletter going.

Editor.