

## Captain Douglas Forrest and the s.s.Braddovey

The s.s.Braddovey was built in 1927, being launched on Thursday 29<sup>th</sup> September of that year. Possibly, she was originally laid down as the Bradtamar, and together with her identical sister ship, the Bradesk, they were unique inasmuch as until the launch of the Australian City, in 1964, they were the only vessels commissioned directly by Smiths, to be built away from the North East yards. But like the later tonnage, however, they too, were built on the Clyde, at the small yard of Napier and Miller of Old Kilpatrick, and apart from the City of Cardiff herself, they were the smallest vessels that the company ever had built; the Braddovey being just 3359 gts. They were also remarkably cheap, costing a little over £55,000 each.

Unfortunately, we do not know who took command of the Braddovey on her maiden voyage in late 1927. However, we do know that by 1930, Reardon Smith Line Ltd., The Oakwin SS Co.Ltd. and the Leeds SS Co.Ltd., owned and operated a total of 35 vessels, which was more than enough to have to seek out and employ many new officers and men. Amongst this recruitment was Douglas Forrest. Born in Cardiff in 1895, his parents were originally from South Shields, where his father was a well respected Marine Engineer. No doubt as a result of his occupation, the family appear to have switched residences between the North East of England, and South Wales on more than one occasion. Douglas, together with four other brothers, all embarked upon seafaring careers, and in the case of Douglas, he chose the hard way up the ladder by serving his time on deck. As with many who took that road, he passed his three certificates in the minimum of time, acquiring his Masters FG in July 1919.

As late as October 1925, Douglas was serving aboard the WW1 built War Redtail, but in what capacity is uncertain. Sometime between early 1926 and September 1928 he joined Reardon Smiths, and by 4<sup>th</sup> September of that year, he had taken command of the Braddovey. Two months later, on 6<sup>th</sup> November, the ship left Barry, in ballast, on passage to Galveston. With indications that November 1928 would prove to be one of the stormiest of the 20<sup>th</sup> century, Captain Forrest set the recommended admiralty great circle course from Bishops Rock to the Azores and then a rhumb line to Turks Island passage.

Actual weather forecasts for the United Kingdom describe severe storms hitting the UK on 16<sup>th</sup> and 17<sup>th</sup> of November and more followed between 25<sup>th</sup> and 27<sup>th</sup> of the month. It can only be assumed, that endeavouring to steam in a general west southwesterly direction, the Braddovey's progress was much impeded by the weather conditions that she experienced.

On 23<sup>rd</sup> November, 17 days out from South Wales, Captain Forrest cabled his owners, at Merthyr House, Cardiff, that as a consequence of the violent weather and sea conditions, the ship had lost her rudder. Doubtless, during the coming days, there were many more messages that passed between ship and owners with the latter presumably giving both orders and advice. Unfortunately, as with so much of Reardon Smiths history pre 1946, little recorded data remains as a result of the devastating fire that destroyed Merthyr House on 17<sup>th</sup> March 1946.

There are however, a handful of Newspaper reports, written both at the time of the Braddovey casualty, and at later dates. The following is a compilation and transcription of the most informative and revealing of these reports, and tells the story of an amazing voyage.

Western Mail and South Wales News, Thursday December 6 1928.

***“CARDIFF CAPTAIN'S FEAT.  
REACHES PORT WITH  
RUDDERLESS SHIP.***



*After battling with the elements for eleven days, Captain Douglas Forrest, of Cardiff, has succeeded in reaching Bermuda with the rudderless steamer Braddovey, of which he is in command, without the assistance of other vessels.*

*Since it was reported on November 23 that the rudder coupling of the Braddovey, which was on passage from Barry to Galveston, had broken, and that efforts were being made to rig a jury rudder, the South Wales shipping community have watched with considerable interest the news of Captain Forrest's efforts to reach Bermuda, 500 miles distant from where the rudder was lost. The efforts of the crew, and Capt. D Forrest, will be gathered when it is mentioned that two jury rudders and two drags had to be rigged before Bermuda was reached on Tuesday. Owing to deviations from her course the Braddovey steamed a distance of some 600 miles with makeshift rudders, and though the vessel was escorted for the greater part of the distance by the Bradburn, belonging to the same owners, no assistance was received.*

*A telegram of congratulation was on Wednesday sent to Captain Forrest and the crew of the Braddovey by Sir William Reardon Smith and Sons (Limited), the managing owners of the Leeds Shipping Company (Limited), to which the Braddovey and Bradburn belong.*

*Captain G. Breckon, agent of the Imperial Merchant Service Guild, at Cardiff, has also written to the headquarters of the Guild, saying that the work of Capt. Forrest has been freely discussed in nautical circles.*

*Captain Forrest, who lives at 129, City Road, Cardiff, carried a crew composed entirely of Britishers, including Mr Stuart Wilson, South Shields, chief mate; Mr J. Moffat, Gloucester. second mate; Mr T. H. Webb, Guthrie Street, Barry, chief engineer; Mr J. E. Griffiths, Whitchurch road, Cardiff, second engineer; Mr E. Bailes. Amble, third engineer; Mr L. Baker, Barry, assistant engineer, and four local apprentices.”*

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It was because of the interest shown by the Imperial Merchant Service Guild, that Captain Charles H Brown F.R.S.G.S included the description of the Braddovey's Jury Rudder in his classic Nicholl's Seamanship and Nautical Knowledge. It became known as Forrest's Jury Rudder, and the description would be forever embedded in the memory of candidates sitting for their 2<sup>nd</sup> Mates, 1<sup>st</sup> Mates and Masters Oral examinations.

Article printed in the Galveston County Daily News:-

**“News of Ships and Shipping  
Ship Bests Western Ocean By Rigging Jury Rudder in Sea Whipped By High Gales**

**BY JULIUS W. JOCRUSCH JR. December 6<sup>th</sup> 1928 (Galveston Newspaper)**

*Winter in the North Atlantic and a cargo ship, rudderless rolling and wallowing in the trough of a gale-driven sea. Time for "sparks" to send out an SOS, almost any seaman would say. But the master and officers of the British steamship Braddovey, which a few weeks ago was in this luckless plight, thought differently. They undertook to do a thing which has possibly never been done successfully before. And this was to rig a jury rudder, a rudder which would be effective despite the gales which make the North Atlantic in winter the most turbulent of oceans. This the crew of the Braddovey did, bringing their crippled ship into port safely and saving her owners salvage, a high percentage of the value of the ship.*

*Jury rudders have been rigged before, but usually in the calm reaches of the Indian or Pacific oceans. But successful rigging and use of a jury rudder in the Western ocean in winter is practically unheard of. The Braddovey, which arrived in port two and a half months out of Barry, Wales, is now here loading a full sulphur cargo for Australia. She lost her rudder in mid-Atlantic 600 miles off the Bermuda Islands, which are some 700 miles due east of the North Carolina coast.*

*Sailing from Barry on Nov. 6 in ballast for Galveston, the Braddovey had her first troubles when she was beset by a series of wintry gales. This was not at all un-expected, although it makes for anything but comfort on a light ship bound for the westward at this season of the year. On Nov.22, sixteen days out, a rudder coupling broke and on the following day, in the midst of a howling gale from the northward, temporary repairs failed and the rudder carried away. Swinging helpless, beam-on, the ship soon was rolling terribly in the trough of the sea. The order, strange as it sounds on a steamer came soon enough, "set sail."*

*Capt. D. Forrest, master of the Braddovey, seconded by G. Wilson and John Moffatt, first and second officers, solved a difficulty presented by the fact that there were no sails. Try-sails were soon fashioned out of tarpaulin and a sail set aft to steady the ship and hold her up into the wind.*

*Capt. Forrest then hit upon the plan for a jury rudder which has often been used, with indifferent success, before—namely, a drag. This scheme is to tow a derrick broadside on, with the derrick attached to other derricks rigged out athwart the quarter for outriggers and controllers by wire lines. This makeshift scheme, as usual, was of little or no value and had to be abandoned as the vessel could not be brought to her course—now changed for St. George, Bermuda, the nearest port for refuge and permanent repairs.*

*Capt. Forrest then struck upon what might be termed a heroic idea—a scheme which many might have termed foolhardy. Refusing to send for aid by radio, the master called all hands on deck and for two days and nights everybody,*

*engine room crowd and all, stuck to a seemingly impossible task. "The crew's British to a man or else we could never have accomplished what was finally done," Chief Officer Wilson declared.*

*A forty-three-foot steel cargo boom, one used for No. 4 hold, the second from the stern, was unshipped and, secured at both ends to other booms with wire ropes, was lowered over the side. Then, with infinite care, the boom was allowed to drift astern. By means of a topping lift secured to the end of the boom and leading to the main masthead tackle, the head of the boom was lifted clear of the water while the gooseneck end was fitted to the uppermost gudgeon of the stern post. This left the boom trailing astern of the vessel.*

*But before the boom was put over the side, two spare steel doors, five by three feet each, were secured to its end fin-like. This work, of boring holes and securing the doors to the booms took many hours, with Chief Engineer Thomas Webb directing. Captain Forrest and his officers were lowered over the side on stages when the boom was put into the water and they finally succeeded, after hours of effort, in attaching the boom to the stern-post.*

*After two days of heart-breaking work the jury rudder was complete, with the fin end submerged some forty feet astern of the ship. The topping lift line to the mast head kept the boom's end from sinking too deep, while two and a half inch steel mooring wires, leading through chocks on either quarter, were attached to the fin. These wires led to a cargo winch, and by taking up the slack in either port or starboard line the boom was swung and the ship steered. Spring lines reduced the strain on the wires.*

*At only slightly reduced speed, the Braddovey headed for St. George and in three days' steaming covered the 600 miles. She anchored off the harbour and in charge of tugs towed in, using her rudder to aid in manoeuvring through the well-known "hair-pin" bend leading to St. George. At St. George the vessel lay from Dec. 4 until Jan. 10, while a new rudder was being shipped from Great Britain. The Braddovey was escorted part of the way to St. George by a sister vessel, the Bradburn, which was in the vicinity and which was notified of the trouble by the Braddovey's radio operator, G. W. G. Pyle. Although the Braddovey was supposed to be in distress, she steamed faster with her jury rudder than the Bradburn.*

*Captain Forrest had high praise for his men and mentioned especially Second and Third Engineers J. Griffiths and Erick Bailes. En route to St. George, the two mates stood watch and watch by the steering compass on the poop and called directions to the donkeymen manning the steering winch. Captain Forrest took the bridge the entire time, with his apprentice lads standing by. While in St. George a cable was received by Captain Forrest from Sir William Reardon Smith, the owner, who complimented the entire crew for their efficient work.*

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Article printed in a British Newspaper about July 1929:-

**“SHIP'S 500 MILES WITH "JURY" RUDDER.**

*Tributes to Cardiff Captain's Heroism. (Newspaper Article circa July 1929)*

*The story of a Cardiff sea captain's resourcefulness and heroism under extreme difficulties at sea was recalled on Tuesday at a presentation of an inscribed gold watch made to Captain Douglas Forrest, of 46, Monthermer Road, Cardiff, at the Salvage House, by Mr D. K. Roberts, principal surveyor to the Salvage Association (Bristol Channel).*

*The watch was given by the under-writers (Lloyd's) in recognition of the captain's service when, on November 23 of last year, his ship, the steamship Braddovey, lost her rudder in heavy seas while on a journey from Barry to Galveston. The captain and crew rigged up a "jury" rudder and the ship was able to proceed for 500 miles to Bermuda without assistance. Captain Forrest refused to be towed by his boat's sister ship, the Bradburn.*

*The Lloyd's silver medal has already been presented to Captain Forrest, together with a cheque for £150 from the under-writers and a cheque for £500 to be divided between the crew, numbering 33.*

*Letters of appreciation were read from Sir Joseph Lowrey, K.B.E., on behalf of the underwriters, and from the Board of Trade. In recognition of his services to his company Sir W. R. Smith and Sons (Limited) Captain Forrest has been promoted from the steamship Braddovey to the Indian City.*

*Among those who attended the presentation were Mr. Willie Smith (representing the company); Captain Breckon, Messrs. W. W. Evans, A. J. Popham, W. G. Liley, together with Mrs Forrest, the captain's wife and their little daughter.”*

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It will be noted from the above reports, that no actual position is given for the instance that the Rudder was lost; 500 to 600 miles from Bermuda is as close as the information reveals. In an effort to try and make a more accurate assessment of her position, a few assumptions have been made based upon the vessels likely course and speed, and of the weather conditions she experienced. This has then been incorporated with the estimated distance from Bermuda. Working back from this approximation, it would appear that by 23<sup>rd</sup> November, the ship had steamed some 3100 miles from Bishops Rock, at an average speed of something just over 8kts. This puts her position at around 25N: 60W and that the course she would have had to steer to St.George, Bermuda, would have been 333 degrees.

As one of the reports states, the Braddovey was in radio contact with the Bradburn (1), who would have been homeward bound with a cargo of timber and forest products from the West Coast, but it is most likely that it was Cardiff Head Office that directed her to link up with the disabled Braddovey. Whether the intention was to take her in tow or just stand by is not known, but it appears that Captain Forrest was not in favour of such an option, and perhaps there was an understanding to this effect between himself and Captain John Thomas of the Bradburn (1). It should be

remembered that Bradburn (1) had originally been Atlantic City (1) having been built in 1912, and it is noted in one of the newspaper reports that as both vessels made their way to Bermuda, Braddovey had the edge in speed over the Bradburn, though this could have been accounted for by the fact that the latter was a laden vessel. In this respect, it would have been interesting to have read the entries in the respective Official Log Books of both ships. Unfortunately, none of the archive depositories, including the National Museum of Newfoundland, possess these documents.

It would also have been interesting, to have read the mountain of Charter Party correspondence that would have been written in respect of the incident. Well before departing from Barry, the ship had been fixed to load a cargo of sulphur for Port Lincoln and other Australian ports, so it is somewhat surprising, that despite the ship's problems, including her extended stay in Bermuda awaiting the despatch from the Clyde of a new Rudder, Braddovey still fulfilled her contract, and arrived in Newcastle, NSW, on or about 11<sup>th</sup> March 1929.

After arriving in Bermuda on 4<sup>th</sup> December, it appears that she remained there until 10<sup>th</sup> January 1929, before continuing on to Galveston. There is no detail available as to how long it took to fit the new Rudder, nor is it known if it was done in situ or not; possibly a floating drydock was available. Eventually, she arrived in Galveston about 17<sup>th</sup> January, loaded her sulphur cargo, and sailed at the end of month. Passage from there was by Panama, and she took on water and coal bunkers at Pitcairn Island on 17<sup>th</sup> Feb. After taking in other Australian ports, she completed her discharge run at Port Lincoln in mid April 1929.

It is not surprising, that whilst on the Australian coast, her exploits were well reported, and during her stay in Port Lincoln, a local ladies group hosted a dinner and concert for the ship's company, with music being provided by the Port Lincoln Popular Orchestra.

From Port Lincoln, Braddovey moved westwards to Bunbury where she loaded a full grain cargo for the UK and Europe. She departed Bunbury, routing by Suez, on 1<sup>st</sup> May, eventually arriving back in the UK by mid-June.

Following his eventful voyage on the Braddovey, Douglas Forrest was appointed Master of the Indian City (2) on the 5<sup>th</sup> November 1929, and some time after that, he took the ship to the West Coast of the US and Canada where a cargo of timber and forest products was loaded. However, whilst in New Westminster on 2<sup>nd</sup> April, it would appear that he was taken ill and left the ship, and command was passed over to the 1<sup>st</sup> Mate, Bernard Edwin Duffield. Thereafter, Captain Douglas Forrest becomes something of an enigma. It is known that he remained in the Vancouver area for some years, and took command of locally registered vessels. In 1934 he was joined on the West Coast by his wife and family.

Less than a year into WW2, on 10<sup>th</sup> June 1940, the Italian vessel, s.s. Barbana G, was captured by the allies off the east coast of Scotland, and taken to Methill Roads. The Barbana G had already had a chequered career. Specifically built in Trieste in 1916 for the Austro/Hungarian Empire Navy, as their fleet collier Teodo, she was handed to the Italian Navy as a reparation at the end of the WW1 hostilities. In 1923, she was renamed Barbana, but she continued in her original role, instead, servicing the Italian

fleet. In 1926, she was taken over by the Genoan based commercial concern, Grimaldi Brothers (the current owners of ACL), when she was renamed Barbana G. As the photograph shows, she was both big and ugly. She was quickly renamed as the Empire Airman, registered in Newcastle, and handed over to the old Bristol company of Mark Whitwill to manage. It would appear that it took but a matter of weeks to carry out any required maintenance, and to engage a British Crew of 37 Officers and Men to man her; Douglas Forrest filled the berth of Chief Officer.

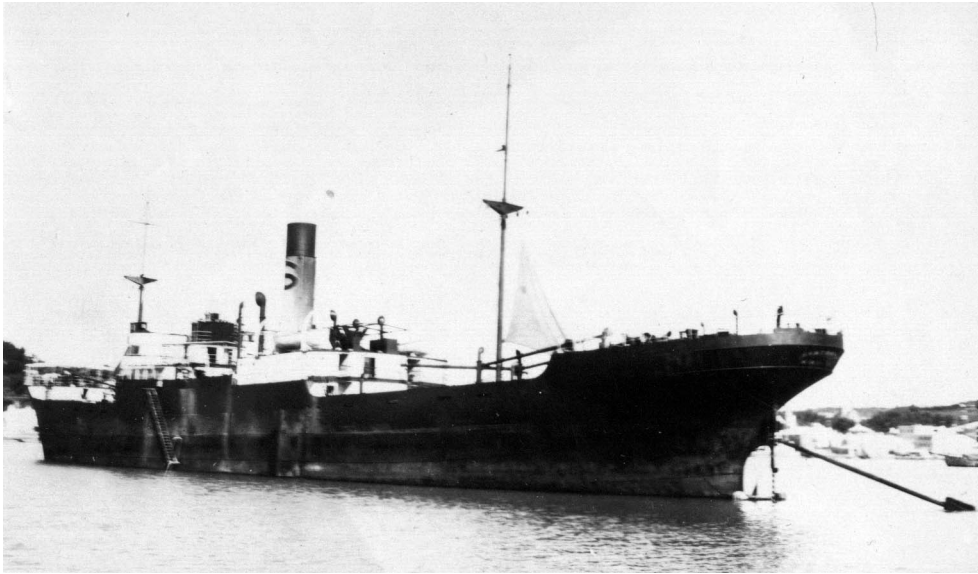
Having loaded a full cargo of iron ore, at Wabana, in Conception Bay Newfoundland, the Empire Airman joined 41 other allied Merchant Ships, that would line up for Convoy HX-72, which would be notoriously remembered for being the first Atlantic Convoy of WW2 to be seriously attacked by German U-boats in Wolf Pack formation. The convoy departed Halifax on 9<sup>th</sup> September 1940, accompanied by 11 escorts, the Jervis Bay being the largest of the protection vessels. Some reports state that there were more than 42 Merchant ships initially, but 5 or six of them were summoned back to port. On the 20<sup>th</sup> September, Jervis Bay left to meet a westbound convoy.

HX-72 was laid out in 5 rows, 9 abreast, and the Empire Airman took up station at 91, which was the starboard extremity of row 1. Despite her age she reputedly had a top speed of 14kts. Twenty-four hours after the departure of Jervis Bay, six u-boats had been quickly assembled to attack the convoy, and between 21<sup>st</sup> and 22<sup>nd</sup> September, 11 merchantmen were sunk. Empire Airman was one of the casualties, being one of the seven hits by U-100, under the command of U-boat Ace, Joachim Schekpe. All but 4 members of the crew of the Empire Airman were lost, including Douglas Forrest.

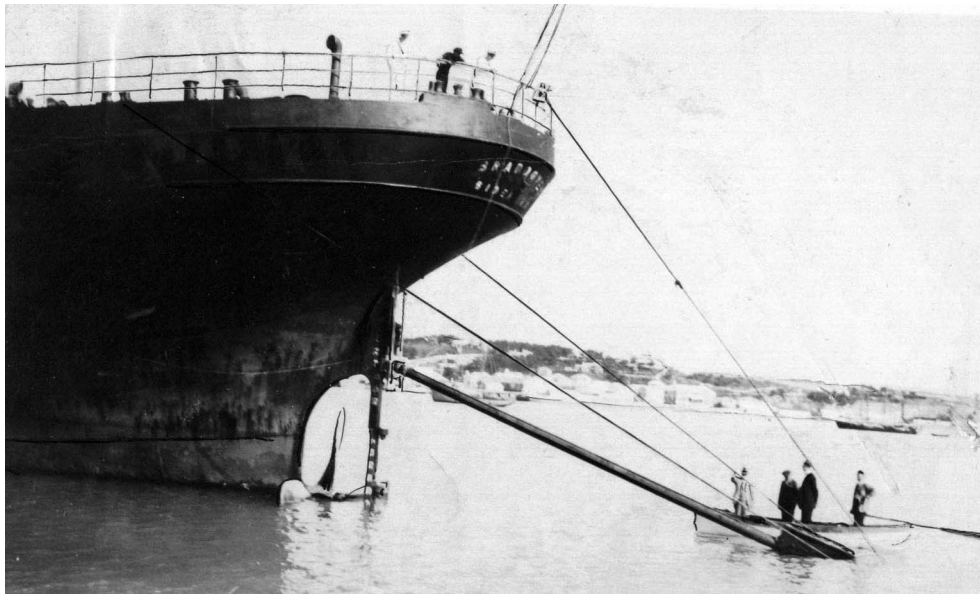
A memorial plaque is displayed at Tower Hill.

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Photographs and Scans



s.s.Braddovey at anchor St.Georges Bay, Bermuda  
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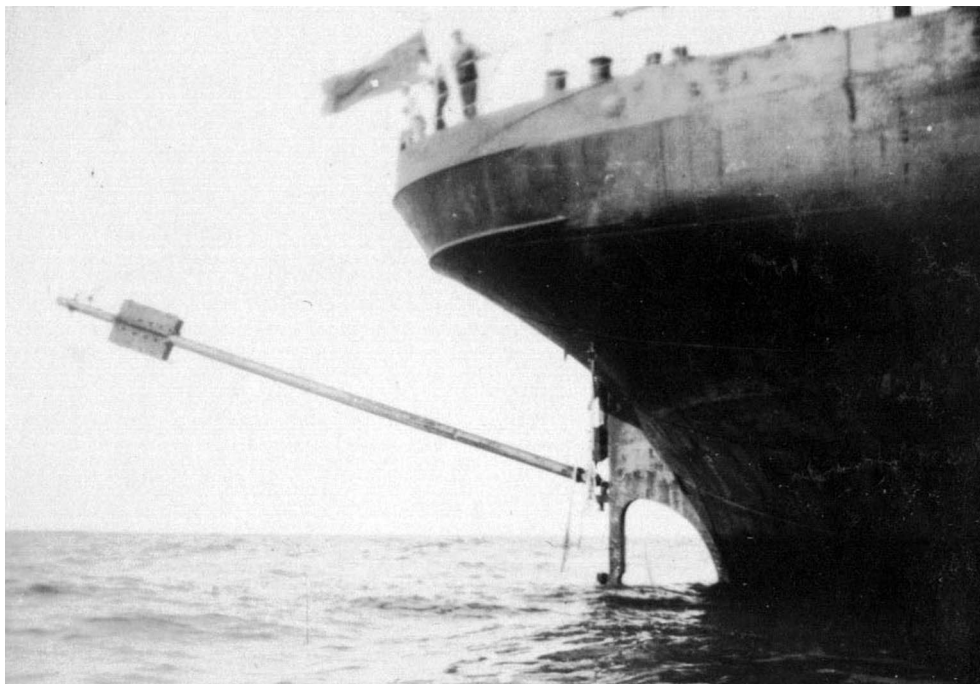


Jury Rudder down, from port side.  
Copyright@Richard Forrest

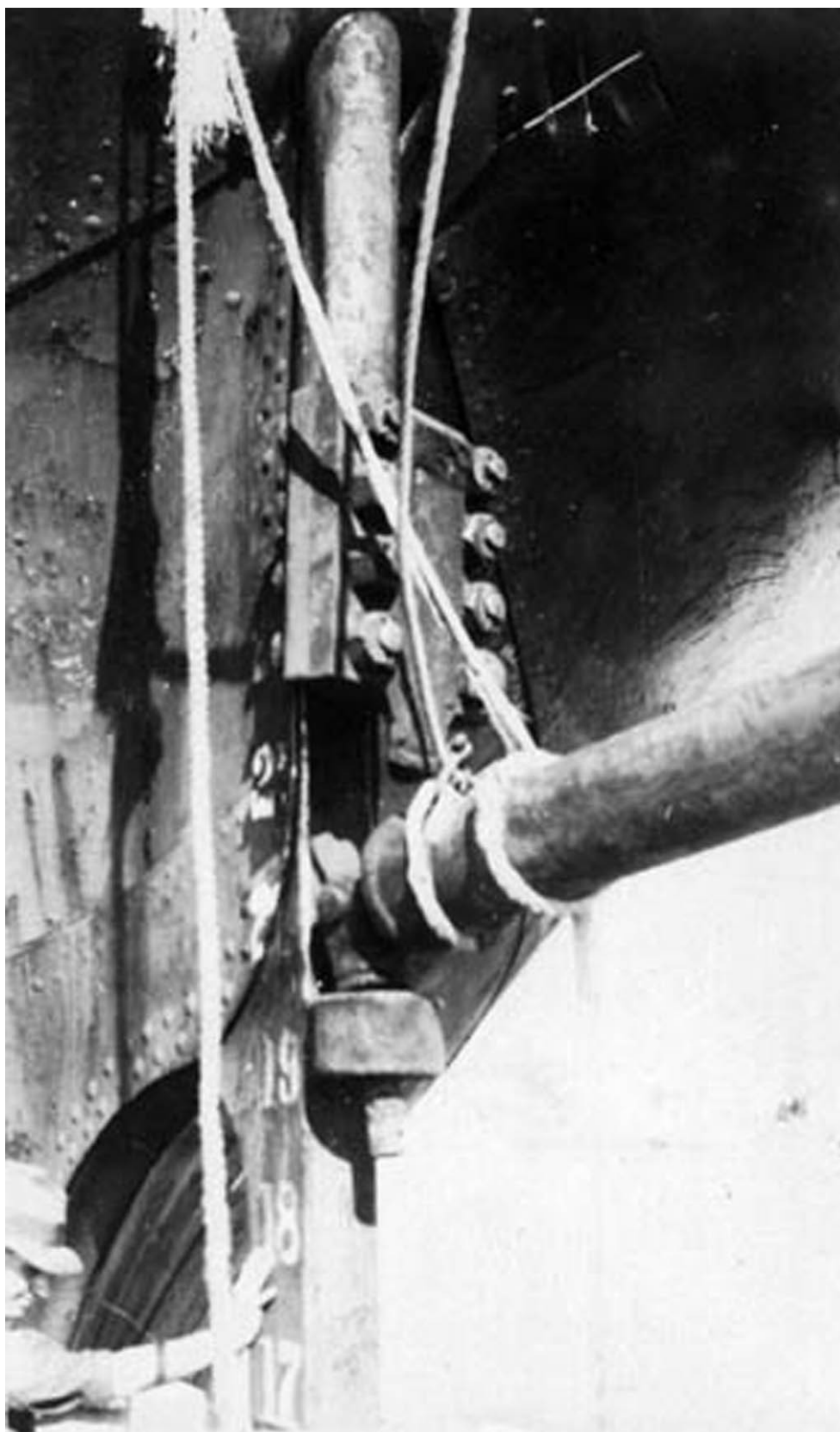




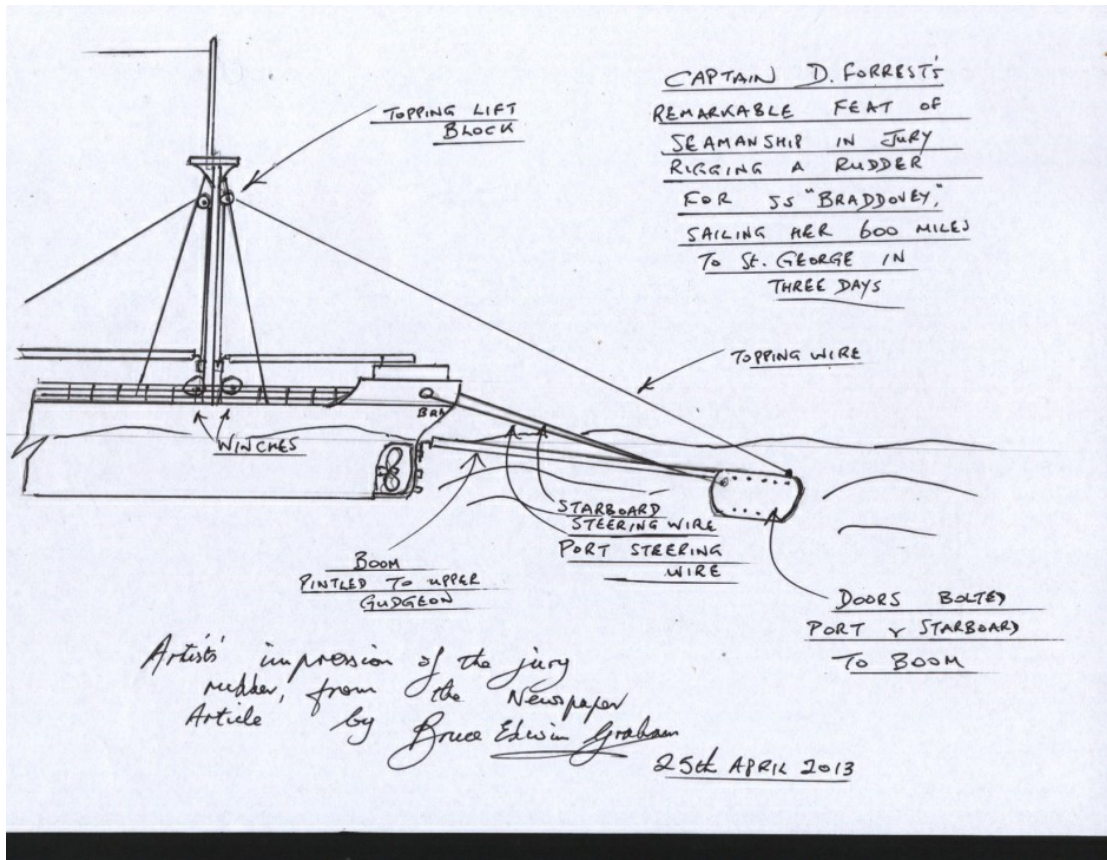
Jury Rudder up, from port side  
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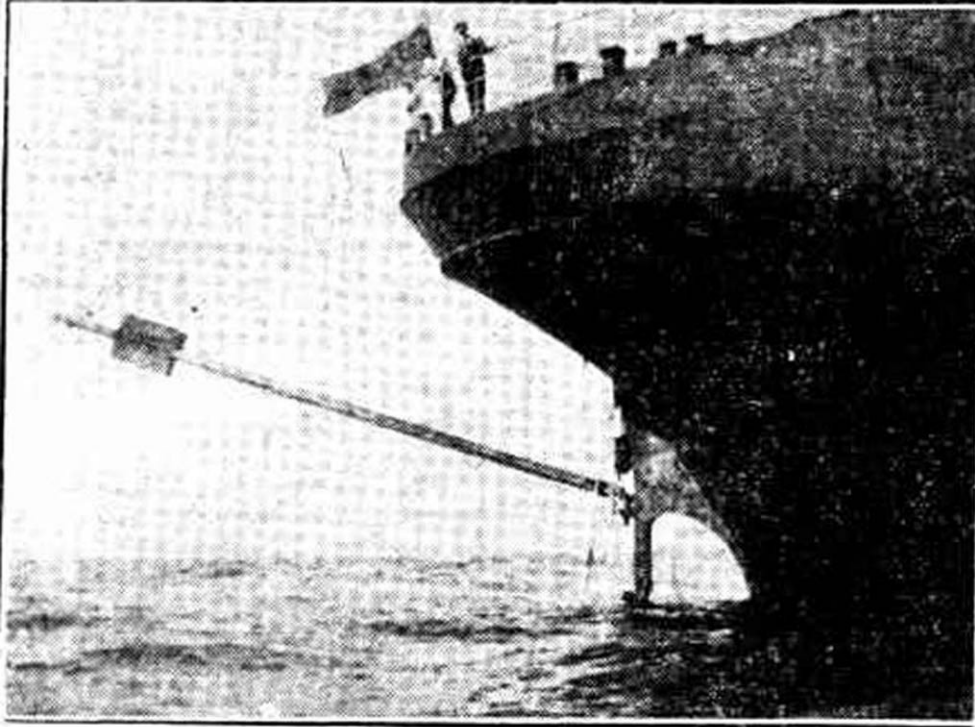
Jury rudder up, from starboard side  
Copyright@Richard Forrest



Close up view of the derrick attachment to the rudder gudgeon  
Copyright@Richard Forrest



Drawing of the Rudder arrangement made by Bruce Edwin Graham  
 Copyright@Bruce Graham



### **JURY RUDDER RIGGED ON STEAMER BRADDOVEY**

The vessel encountered heavy weather in the Atlantic Ocean when bound for Galveston in ballast, and a rudder coupling broke. A jury rudder was fixed and sails set on the steamer. In three days 600 miles were covered, and the vessel limped into St. George (Bermuda) after defying the Atlantic Ocean. The Bradlovey is now at Port Adelaide.

Printed in the Adelaide News April 1929

**SIEMENS**

**RADIO-TELEGRAPHIC SERVICE.**

TELEGRAM RECEIVED.

Regd. Form  
No. R.102

Prefix	Handed in at	Serial No.	No. of Words	Date	Time	Service Instructions
	Bradburn	4	64	30	2155	

RECEIVED		VESSEL: <u>Braddovey</u>
From	Bradburn	
Call Sign	APJ	
Date	30-11-28	
Time G.M.T.	2210	
By	<i>[Signature]</i>	RECEIVING SHIP DUES: <u>NIL</u> (IF ANY)

To Captain Forrest Braddovey

*your stem light is good we are on two  
watches and you will need have no anxiety  
that we shall approach too close I congratu-  
late you on your very successful performance  
in case other matters arising I take this  
opportunity request you send to me partic-  
ular with sketch of rudder you have  
made for my education at your conven-  
ience thank you good night*

*Thomas*

THIS FORM MUST ACCOMPANY ANY ENQUIRY RESPECTING THIS TELEGRAM, AND SHOULD  
BE ADDRESSED TO SIEMENS BROTHERS & CO., LTD., WOOLWICH, LONDON, ENGLAND.

Ship to Ship Telegram sent by Captain John Thomas, Master of the Bradburn (1) to Captain Douglas Forrest, Master of the Braddovey, as both ships were setting course for Bermuda.

Copyright@Richard Forrest

NICHOLLS'S  
Seamanship and  
Nautical Knowledge

FOR

Second Mates', Mates' and Masters'  
Examinations

BY

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Frontpiece to Nicholls's Seamanship and Nautical Knowledge

I am indebted to numerous friends and colleagues for advice and guidance in the preparation of this work and gratefully acknowledge their assistance, also the kindness of many firms in granting permission to reproduce illustrations from their publications, and particularly to Mr. William M. Gray, B.Sc., M.I.N.A., for criticism and many of the drawings which illustrate the chapter on Ship Construction, also to—

Messrs. Allan Whyte & Co., Glasgow Wire Rope Manufacturers  
*Brassey's Naval Annual.*

The British Mannesmann Tube Co., London. Derricks.

Messrs. Brown, Lennox & Co., London. Anchors, Cables and  
Buoys.

Messrs. Bruntons (Musselburgh), Ltd., Musselburgh. Wire Ropes.

Messrs. The Bergius Co., Ltd., Glasgow. Kelvin Motor Engines.

Messrs. Chadburn's (Ship) Telegraph Co., Ltd., Liverpool. Ship  
Telegraphs.

Messrs. Davey & Co., London. Blocks and Tackles.

The Electric Submerged Log Co., London.

Messrs. Emerson, Walker Ltd., Gateshead-on-Tyne. Steam  
Capstans and Windlasses.

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Messrs. Henry Hughes & Son, Ltd., London. Echo Sounding  
Machines.

Messrs. John Hastie & Co., Greenock. Steering Engines.

The Imperial Merchant Service Guild. Forrest's Jury Rudder.

The Radio Communication Co., Ltd., London. Direction Finders.

Messrs. Kelvin, Bottomley & Baird, Ltd., Glasgow. Sounding  
Machines; Pneumercator Tank and Draught Gauges.

Acknowledgement Page of Nicholls's Seamanship and Nautical Knowledge

## JURY RUDDER.

When the rudder carries away at sea it will bang from side to side with the motion of the sea, unless it is possible to secure it hard over to one side or the other, and very probably the gudgeons and rudder post may be damaged, but even after getting rid of it considerable ingenuity will need to be exercised in devising and rigging up a jury rudder from the material on board capable of steering the ship. Much will depend upon the state of the weather, the size of the vessel, her draught and the practicability of working under her counter at sea. It would be a pretty hopeless task trying to rig up a working apparatus to steer a ship with a cruiser stern, but with an elliptical stern and the ship not too deeply laden an efficient jury rudder can be fitted at sea by the exercise of patience and perseverance as proved by the successful effort of Captain D. Forrest in the ss. *Braddovey* when her rudder was lost in the North Atlantic. The figure and explanation are from the *Dolphin and Guild Gazette* of January, 1929, by kind permission of The Imperial Merchant Service Guild, and will give an idea of the job when finished, but not of the strenuous and anxious time put in by those on board during the dangerous and tedious operation.

### EXPLANATION OF PLANS, Etc.

The wire used was  $2\frac{1}{2}$  inch flexible steel, and by using thimbles in the eyes and movable fairleads and blocks no chafe or wear was encountered. The derrick used was a 43ft. steel cargo derrick, the spider-band at the head being used for the topping lift and steering wires. The goose-neck being fitted into the gudgeon on the stern post, packed with a brass bush and secured by using a washer and two collars each with two  $\frac{5}{8}$  inch

Nicholls's reference to the Braddovey's Jury Rudder (1)



screw locking bolts. Again no chafe or wear was encountered and the gudgeon remained undamaged. The two 5 ft. by 3 ft. iron doors were fitted on each side of the derrick 4 ft. from the spider-band (to clear topping lift) and bolted with twelve  $\frac{7}{8}$  inch bolts, six on either side of the derrick. Between the doors the space was packed with wood to make

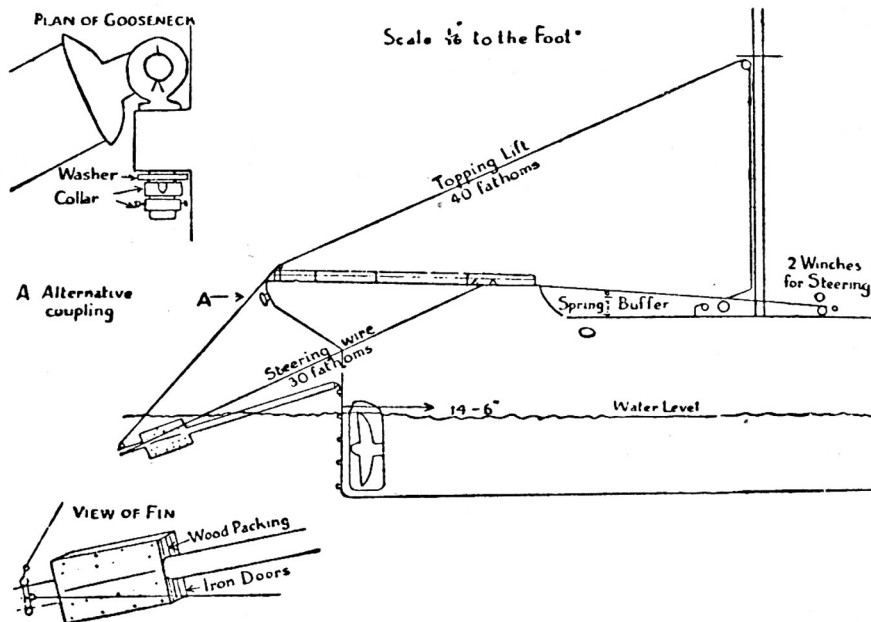


Fig. 13.

the whole firm and solid, and the edges of the doors were again bolted. The long leads for the steering wires were used to allow any jerks to be taken up and a spring buffer was also used for this purpose. Length of derrick, 43 ft.  $\times$  10 in. (diam.); dimension of doors, 5 ft.  $\times$  3 ft.; height of goose-neck above water line, 5 ft.; wires and topping-lift,  $2\frac{1}{2}$  ins. (steel mooring wire).

Nicholls's reference to Braddovey's Jury Rudder (2)



Barbana, (Empire Airman) berthed Genoa sometime in the 1920's  
Copyright @ Sandro Nardini

### Postscripts

1) Bernard Edwin Duffield, who had taken over command from Douglas Forrest on the Indian City, resumed his career in the company, as Chief Officer at the end of the voyage, and sailed aboard several company ships in that capacity, until 1940, when he was promoted to master of the Empire Caribou. Sadly, he, together with 31 crew members and two gunners were lost when the ship was torpedoed and sunk by U-556 on 10<sup>th</sup> May 1941 450 miles south west of Iceland. The ship had been loaded with bulk chalk, and was westbound from London to Boston. She had been dispersed from Convoy OB-318. There were 11 survivors who were subsequently picked up by Escorts.

2) U-100, under the command of Joachim Schekpe was also responsible for the loss of the Bradfyne on November 22, when Captain R G Vanner and thirty eight crew members lost their lives.

3) It should be noted, that it was only six years earlier, in 1922, that the Jersey City (2) had successfully towed her sister ship, the Indian City (2) 3000 miles across the Pacific.

4) Richard Forrest has recently informed me, that at the time of his grandfather's death in 1940, much of his personal possessions were lost to his family, including the gold watch presented to Douglas by Lloyds in 1929, that bore the following inscription:-

***“Presented to Captain Douglas Forrest By the Underwriters on the S.S Braddovey in recognition of his resource & and good seamanship in fitting a jury rudder in bad weather and safely navigating his steamer to Bermuda Nov Dec 1928”***

However, about 30 years ago, Richard's grandmother was contacted by Lloyds of London informing her that someone had come into possession of the watch, and having read the inscription, returned it to Lloyds who then returned it to Mrs Forrest. A very nice gesture.

5) The Braddovey was to enjoy another ten years with the company, and several well known officers served aboard her. One in particular of note, was a voyage to South America in March 1937 when Captain Greville Vanner was in command, Syd Wheaton 1<sup>st</sup> Mate, Jack Reardon Smith 2<sup>nd</sup> Mate, and Danny Lloyd 3<sup>rd</sup> Mate. And in 1933 Blake Carnaffan was 1<sup>st</sup> Mate on a voyage to Boston; several of our members would have known and sailed with these officers.

6) From the day the Braddovey was launched, she remained under the ownership of the Leeds Shipping Co. Ltd, and a year before the outbreak of WW2, in 1938, she was sold to the Turkish company Muhip Ozyigit/Sosyetesilep Turk AS of Istanbul and renamed Krom. Finally, in 1942, she was requisitioned by the Turkish Government, still remaining as Krom.

Two different versions describe the demise of the Krom. One states that on the 30 March 1944, she struck a mine somewhere between Marmaris, Turkey, and Rhodes, in the Aegean Sea, on passage from Iskenderun to Istanbul with grain. The second version, somewhat controversial, was that she was sunk by the Greek submarine Nereus, some 8 miles NNE of Rhodes. The Logs of the Nereus, however report no such encounter.

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References and Acknowledgements.

All the photographs of the Braddovey are the copyright of Richard Forrest, and we are extremely indebted to him for allowing us to use them. Together with the original Newspaper cuttings, they have remained in his family for over 85 years.

The hand drawing and description of the Jury Rudder arrangement are the work of Bruce Edwin Graham who has communicated with Richard Forrest on the subject.

Messrs Brown, Son & Ferguson for the extracts from Nicholls's Seamanship and Nautical Knowledge, Glasgow, 1950 Edition.

The photograph of the Barbana (Empire Airman), is the copyright of Sandro Nardini.

## NOTES