



NO. 175

SEPTEMBER, 1984

LAUNCHING OF T.M.M.'s NEW SHIP

Last month, space did not permit the inclusion of a report on T.M.M.'s new ships, building at Sunderland Shipbuilders. The first of these, the m.v. "COLIMA", was launched at Sunderland on 30th July by Mrs. Maria Elisa Rojas, wife of the President of T.M.M., Mr. Enrique Rojas. Our own Chairman, Mr. Chatterton, was at the Launching. We received a few Press cuttings of the occasion from Chief Engineer, Mr. D. Harrison, who lives on the North East Coast and to whom we are grateful for the information provided.

The "COLIMA" is the biggest ship built in Britain for Mexico. At 45,800 tonnes she is a container bulk carrier. To meet her launching date, the work-force worked throughout their holiday period to honour the contract which had been won against stiff international competition. The second ship, the "MITLA", has been laid down on the same berth and is due for completion later in 1985.

The ships are the first to be built in this country for Mexico since the mid-1970's and are also two of the most versatile cargo carriers yet built in Britain. Sunderland Shipbuilders developed the design after long and intensive discussions with the Shipowners, Consultants and Model-testing Establishments. The aim was to produce an economical ship with the flexibility to compete for a great variety of cargoes. The "COLIMA" and "MITLA" are the first open container bulk carriers to be built in this country, with an economical performance at maximum speeds when carrying containers and at lower speeds when carrying bulk cargoes.

The "COLIMA" has a seven-deck superstructure. This was built separately as a complete unit and has now been lifted on to the ship by a giant floating crane. It was reported that it was probably the biggest ever - and most spectacular - heavy lift. Dimensions of the superstructure are 105 feet by 52 feet 5 inches, almost 61 feet high and weighs 550 tons. Both ships have eight open-type holds with large hinged hatch covers and a total container capacity of 1590 units, with up to 220 refrigerated containers carried on deck. They will be able to carry all types of bulk cargoes, containers, packaged timber and standard pipe lengths, or a mixture of all four. Cargo handling gear consists of five 36-ton cranes enabling 40 foot containers and unit loads of up to about 100 tons to be handled. When fitted with electro-hydraulic grabs, rapid discharge of bulk cargoes will be provided. Powered by B. & W. SL80 GB engines, the ships will have speeds of 17 knots with containers and 16.5 knots with bulk cargoes.

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SHIP AND SHORE NEWS

BIRTHS: Congratulations to **Eric and Hazel Diamond** on the birth of a son, **Michael**, on 29th August, 1984. **Mr. Diamond** is a Chief Engineer with the Company.

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EXAMINATION SUCCESSES: Many congratulations to **Mr. M.J. Evans**, on obtaining Class 4 Motor Certificate.

Chartered Shipbrokers' Exams: We have read from a list of successful candidates that one of our ex-Second Officers, **Mr. T.J. Fuller** has passed the Associate Examination of the Chartered Shipbrokers, with Distinction. Although **Mr. Fuller** is no longer employed by the Company, it is pleasing to read of his success and offer our congratulations to him on his achievement.

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GOLD AWARD

We have heard from **Captain Baker**, m.v. "SKEENA", that whilst in Vancouver, B.C., on 24th August, the vessel was presented with a framed Certificate of Achievement Gold Award from the Atmospheric Environment Service of Canada, in appreciation of the high level of excellence which had been achieved by the Master and Officers of the "SKEENA" in conducting a Marine Weather Observing Programme under Canadian sponsorship during 1983. They were also presented with a book called "Canada - Land of Many Dreams". **Mr. Clark Broad**, who was Third Officer during most of the period, will be receiving his own personal Award from the Environmental Service when he returns to Vancouver. The competition for these Awards is very high and **Captain Baker** says there is enough space on the Certificate for seven Awards - which they hope to fill as soon as possible! Our congratulations and thanks to all Officers - past and present - who made this Award possible. Keep up the good work, folks!

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DONATIONS TO CHARITY

As readers may know, the family of the late **Captain J.B.E. Lemon** requested donations in lieu of flowers should be sent to The Missions to Seamen, Cardiff, **Captain Lemon** having been a member of the Committee. The Missions to Seamen are most grateful for the donations received, which have amounted to £609. A most generous tribute to a very interested and active Supporter and it will be used wisely in a way of which **Captain Lemon** would have approved.

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NEWS OF RETIRED STAFF

We are pleased to hear that **Mr. L.H.R. Wainwright** is progressing well, although still receiving treatment. We wish him well. We also thank **Mr. Wainwright** for the article "Tempus, Generosae, Si Vultis, which is an attachment to this Newsletter. **Mr. Wainwright** is still in hospital and would welcome visitors.

Mr. Jim Harrison is, we understand, quite recovered from his operation and quite well again.

We continue to see **Mr. John Crockett** and **Mr. Henry Crocker** from time to time. Both are well and have taken full advantage of the marvellous summer weather we have had this year.

ALL AT SEA.....

EASTERN VALLEY

Captain R. Crawford.
Deck Officers D. Toon, K. Jones, J. Townsend
Radio Officer R. Smith
Engineer Officers D. Harrison, N. Nesbitt, M. Owens,
C. Jones, T. Broughton
Electrician E. Bennington
Catering L. Rodrigues.

WESTERN VALLEY

Captain J. Birrell
Deck Officers T. Jowett, P. Coles, G. Provis,
E. Neale,
Radio Officer E. Bromham
Engineer Officers W. Gill, A. Hobin, C. Lee
M. Hopewell.
Electrician F. Brown
Catering D. Dias

NORTHERN VALLEY

Captain W.D. Jones
Deck Officers I. Stutt, N. Jerrum, R.A.Hall
Radio Officer R. Hogg
Engineer Officers R. Trigg, J. Hocking, R. Deschamps,
P. Heyman
Electrician K. Hampton
Catering T. Lobo

TACOMA CITY

Captain W. Wood
Deck Officers J. Murray, P. Bullard, R. Eacott
Radio Officer V. Cullen,
Engineer Officers R. Bell, A. Doubier, G. Ashton
A. Tuck J. Pink.
Electrician J. Fernandez
Catering R. Peach.

m.v. "SKEENA"

Ships Company:-

Captain R. Baker, I. Woollard, T. Price, J. Hudson
B. Everett, C. Burton, W. Shannon, P. Price, M. Martyn-Johns,
J. Grainger, L. Hayward, D. Sturdy, M. Bowen, F. George,
A. Viner, A. Marren, R. Wilkins, M. Beck, S. Hurrell, D. Long,
P. Jones, D. Vineham, L. Whitehead, P. Mules, K. Shire,
P. Miller, D. Phillips.

AMPARO

Captain J. Porteous
Deck Officers I.M.Stewart, J. Smith, S. Broderick
Radio Officer M. Savory
Engineer Officers W. Powell, J. Fooks, N. Millward
M. McLundie, C. Broughton
Electrician M. Burns
Catering C. Harry

BIBI

Captain A.D. Lightfoot
Deck Officer J.Dunk, G. Eyles, D. Littler
Radio Officer P. Bradley
Engineer Officers R. Chambers, P.H. Evans, M. Proccc
J. Davies, N. Griffiths
Electrician N. Padfield
Catering L. Slawinski

SILVIA SOFIA

Captain B. Boyer
Deck Officer B. Hernaman, M. Frazer, M. Cox
Radio Officer C.Macey
Engineer Officers D. Archbold, T. Graham-Russell
I. Exton, S. Rawlings, M. Adams.
Electrician K. Bean
Catering Officer P.D. Smith.

OLMECA

Captain M. Slayman
Deck Officers E. Walsley, P. Codd, P. Vaughan
Radio Officer P. Denehy
Engineer Officers R. Diamond, R. Rees, A. Brandram-Jones
Electrician M. Holman
Catering B. Batey
J. Sequeira.

YAQUI

Captain T. McNulty
Deck Officers J. Andrews, M. Scaley, S. Hombury
Radio Officers J. Mathews/D. McCrohan
Engineer Officers B. Draper, P. Prendergast, P. Collins,
A. Gaskell
Electrician N. Whitfield
Catering E. Dias

LACANDON

Captain L.R.Staines
Deck Officers D. Aubrey, E. Naughton, R. Crozier
Radio Officer P. Hodge
Engineer Officers H. Fletcher, D. Roberts
A. Keast, D. Aldus
Electrician P. Willmott
Catering O. Rebellio.

The disposition lists were correct at the time of printing.

SHIPS POSITIONS

As at 24th September, 1984

m.v. "EASTERN VALLEY" This vessel, presently operating under Time Charter, account Tokai, sailed Long Beach 1700 31st August with a cargo of 25,990.941LT Corn for discharge Japan. Vessel arrived first discharge port, Shimizu, and anchored the Quarantine Anchorage 1548 19th September. Quarantine clearance was given 1600 the 19th and vessel berthed Shimizu 1636 20th September. After discharging a cargo of 7000MT Corn, vessel sailed Shimizu 1940 21st September and anchored off port 2030 21st, awaiting Pilot. Vessel then arrived Tagonoura Pilot Station 0445 22nd and berthed Tagonoura 0545 22nd. Vessel commenced discharge 0730 22nd and after discharging 19,406MT Corn, is expected to complete and redeliver from Tokai evening 28th September. Next business has not yet been arranged.

m.v. "NORTHERN VALLEY" This vessel, operating under Time Charter account Island View Shipping, sailed Durban 1508 27th August with a cargo of 24,604.765MT Steel for discharge Mersin and Istanbul. Vessel arrived Suez 1854 10th September and after transiting the Suez Canal, sailed Port Said 1903 the 11th. Vessel then arrived first discharge port Mersin (Turkey) 2130 12th September and berthed 0725 14th. Commenced discharge 0900 14th and is expected to complete and sail 27th September for second discharge port, Istanbul, where she is due to arrive the 30th and complete discharge and sail around the 5th October. Vessel then proceeds towards Cape Passero to redeliver from Island View Shipping Time Charter on passing around 7th October. Vessel's next business has not yet been arranged.

m.v. "TACOMA CITY" This vessel, presently operating under Time Charter account Norbulk, sailed Penang 2100 14th September with a cargo of 17,727MT Forest Products for discharge Rotterdam, Antwerp and Cardiff. Vessel is presently proceeding towards Jeddah for bunkers at 14K on 29T IFO and is expected to arrive around 1600 26th September. As vessel is only calling at Jeddah for bunkers, we would expect her to sail early 27th September for the Suez Canal, where she is due to arrive 29th September and after transiting sail Port Said 30th September. Vessel will then proceed towards first discharge port, Rotterdam, arriving 10th October, sailing 13th for Antwerp, where she is due to arrive 14th and sail 15th for final discharge port, Cardiff, arriving 17th and completing and redelivering from Norbulk Time Charter around 21st October. Vessel's next business has not yet been fixed.

m.v. "WESTERN VALLEY" This vessel, operating under Time Charter account British Steel Corporation arrived Port Kelang 0235 9th September and after discharging sailed the 10th and arrived second discharge port, Singapore, 1214 11th and sailed 0330 the 15th for Muara Port, where she arrived 1312 17th. As port was congested vessel discharged at the Inner Anchorage. Vessel sailed Muara Port 0900 22nd and is presently proceeding towards final discharge port, Hong Kong, where she is due to arrive pm. 26th September. After completion of discharge, vessel will redeliver from B.S.C. Time Charter around the 30th September and proceed to drydock, which is expected to take 6/7 running days. Vessel's next business has not yet been arranged.

m.v. "SKEENA" This vessel anchored Toyohashi 1324 14th September to await berth. N.Y.K. advise that loading will not commence until 26th September, due to Manufacturers holiday, causing late delivery of Cars. Vessel is expected to berth Toyohashi 26th September to load Cars and sail 27th for second and final load port, Nagoya, arriving the 28th to again load Cars and sail same day. Vessel will then proceed towards the United States West Coast where she is due to arrive first discharge port, Long Beach, 11th October and sail 12th for Los Angeles 12/13th, Benicia 14/15th and finally Tacoma, where she is due to arrive the 17th and sail 18th October. We are awaiting future itinerary from Seaboard.

m.v. "AMPARO" This vessel, presently operating under East Coast South America Service, sailed Santos 0100 20th September, after loading 2935T Cargo. Vessel then arrived final load port, Rio de Janeiro 2011 20th September and after loading 360T Cargo sailed Rio de Janeiro 0830 22nd September with total cargo on board - 3651T. Vessel is presently proceeding towards first discharge port, New Orleans, where she is due to arrive the 8th October. We are still awaiting dates from T.M.M. for discharge ports, but can advise that vessel will discharge New Orleans, Houston, Puerto Limon (C.R.), Coatzacoalcos and Vera Cruz, after which vessel will then transfer to Mediterranean Service.

m.v. "BIBI" This vessel, operating under Voyage 24 Eastbound, sailed Nagoya (Tokai) 1600 22nd September after loading a cargo of 76 Coils = 608MT Steel. Vessel then arrived Nagasaki 0720 24th and after loading is expected to sail pm. 28th for Hiroshima. Vessel arrives Hiroshima 29th September and sails the 30th for Kobe 1st/3rd October, and finally Yokohama, arriving the 4th and sailing the 5th October. Vessel then proceeds towards Mexico, arriving Manzanillo around the 19th October, sailing 21st for Lazaro Cardenas 22/25th and finally Acapulco, arriving the 26th and sailing 27th October. We are awaiting future business from T.M.M.

m.v. "LACANDON" This vessel berthed Destrehan (New Orleans) 1400 13th September and after loading a cargo of Corn for discharge West Coast Mexico, sailed 14th September. Vessel then arrived Cristobal 0830 19th September and anchored 0900 same day to await transit. After transiting the Panama Canal, vessel sailed Balboa 0400 20th September and is at present proceeding towards Manzanillo/ Guaymas Range. We expect vessel to arrive Mazatlan 2000 25th September and complete discharge around the 10th October. No future business has yet been arranged.

m.v. "OLMECA" This vessel sailed Sacramento 0428 15th September with a cargo of 19,176MT Paddy Rice for discharge Genoa. Vessel then arrived Manzanillo for bunkers 2345 19th September and after shipping 1650T IFO/65T DO, sailed 0655 22nd September. Vessel is now presently proceeding towards Balboa, arriving 0800 27th September and after transiting the Panama Canal will sail Cristobal 28th September. Vessel will then proceed towards Genoa, where she is expected to arrive around the 12th October and after completion of discharge will sail around 20th October. No future business has yet been advised.

m.v. "SILVIA SOFIA" This vessel transferred to FESUSA Service and sailed Salina Cruz 0830 18th September. Vessel arrived San Francisco Bay (Sacramento) 0513 23rd Sept. and is presently awaiting grain inspection. After loading a cargo of 2000MT Safflower Seed vessel will sail the 24th for Long Beach, arriving 26th, sailing 27th for Oakland, arriving 28th and sailing same day. Vessel then proceeds towards Japan, arriving Yokohama 10th October and sailing the 11th. Vessel could possibly call Chiba 12/13th October, but will probably proceed direct to Osaka, arriving the 14th October, sailing 15th. Vessel then proceeds on Voyage 21 Eastbound, arriving Hong Kong 18th October, sailing 19th for Keelung 20/22nd, Busan 24/24th, Osaka 25/26th, and finally Yokohama, arriving 27th and sailing 28th October. Vessel then proceeds back to the U.S. West Coast, arriving Oakland around the 8th November.

m.v. "YAQUI" This vessel berthed Galveston 0620 19th September and after loading a cargo of 24,268.84MT Bulk Sulphur, sailed 1425 20th September. Vessel is presently proceeding towards discharge port, Safi (Morocco) where she is due to arrive around the 4th October. We are awaiting discharge prospects from T.M.M. and also future business.

POT POURRIPERSONAL MESSAGES

We have received a suggestion - and request - that we might include personal messages in the Newsletter. We are always open to suggestions - some of which "take off" and others fall on stony ground. Therefore, this month we have our first message and if anyone wishes to send one to their loved ones, we shall try to oblige, as far as space permits.

"TO M - I love and miss you lots.
 OI - B.J. xx"

THOUGHT FOR THE MONTH.....

Experience may be a good teacher, but she is a stern one, since she gives the test first and the lesson afterwards.

ANSWER TO LAST MONTH'S CROSSWORD:Across.

1. Inclination.
8. Bargemaster.
11. Hoop.
12. Nice.
13. Potting.
15. Unreeve.
16. Going.
17. User.
18. Etna.
19. Tamil.
21. Leghorn.
22. Toucans.
23. Erni.
26. Semi.
27. Gramophones.
28. Astronomers.

Down.

2. Neap.
3. Lagging.
4. Name.
5. Testing.
6. Omen.
7. Shipbuilder.
8. Bootlegging.
9. River Thames.
10. General snip.
14. Govan.
15. Unfit.
19. Trimmer.
20. Lobworm.
24. Iris.
25. Spin.
26. Beer.

BRAINTEASER

1 = 12p
 30 = 24p
 144 = 36p

A man goes into an ironmongers' shop to buy something for his house. When he asks the price of one the assistant tells him - "The price of one is 12p". When he asks her the price of thirty, the assistant tells him "Twentyfour pence". When he asks the price of one hundred and fortyfour, he is told "Thirtysix pence". What does the man want to buy?

(Answer next month)

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SHADES OF THE PAST: News in the South Wales Echo 50 years ago, reprinted recently:

The Cardiff steamer "BRADBURN" ended a 550 mile dash with fire and smoke bursting from her hatches. The ship beached near Balboa, Panama, to flood her blazing holds. The ship's cargo, which included 3000 tons of bulk phosphate and a large amount of cotton, was a complete loss! Perhaps some of our retired staff would remember the incident and could give us more details.

TEMPUS, GENERŌSAE, SI VULTIS

These notes are about marine time-keepers, but as the first book referring to these was published in Latin by a man named Gemma Frisius in 1530 entitled "De Principiis Astronomie et Cosmographie" which said that to obtain Longitude, a really accurate time-keeper would be needed.

So it seems appropriate that the title should be in Latin. No doubt fluent Welsh speakers will call it "Amser cau, gwr bonheddig os gwelwch yn dda".

There is in the U.S.A. an organisation known as the "Flat Earth Society" who think that ships sometimes fall off the edge of the earth. These people should not be encouraged to read these notes, as they will consider them to be pure blasphemy.

In the northern hemisphere latitude can be obtained by observing the angle of the Pole Star, for example, but the longitude is quite another matter.

The need for the longitude determination became so acute that the Royal Observatory was established in 1637. The growth of merchant shipping was increasing as the population grew, and it was necessary for ships to get home with their cargo, and not get stranded where there could well be Wreckers, who were usually most unsympathetic to seamen and to the cargo of the vessels.

In 1691 several ships were lost off Plymouth, when the Deadman and Berryhead were confused. During 1707 Sir Claudsley Shovel was returning from Gibraltar with his Fleet. He had heavy cloud all the way, and after twelve days on passage signalled to the navigators of the ships, who all agreed that they were some distance West of Ushant.

One of the masters Mate said he thought they were all in a dangerous position, and was promptly hanged for mutiny ! That same night four of the ships foundered on the Scillies, losing nearly two thousand men, including the Admiral. It was a pity that portable tape recorders had not been invented at the time, as some of the sailors comments would have been quite interesting, especially about the Officers.

In 1711 several transports were lost near the mouth of the St. Lawrence river, as they had erred 45' of longitude in 24 hours. Lord Belhaven was lost on the Lizard in November 1721, on the same day that he left Plymouth.

Commodore Anson tried for a month to round Cape Horn in 1743. When the weather cleared he found that he was driving ashore. His navigators had all said that he was 10' clear of the westward part of Tierra del Fuego.

A man named John Harrison was born in 1693 at a place called Foulby near Wakefield, who became a very skilled cabinet maker. His family moved to Barrow in Humber, and he there constructed a clock made almost entirely from wood, but introduced some clever details. This clock is now in the Museum in the Guildhall, London.

John became very good at making clocks, and his brother William did excellent work on temperature compensation. John made checks on sidereal time by watching a star from the side frame of a window and the corner of a chimney some distance away. He found that this was three minutes 26 seconds daily.

People were getting more and more wiser at making instruments and an Italian living in London named Facio invented jewel holes for the arbors of clocks in 1703.

A Board of Longitude was formed in 1714, and they decided to offer a prize of £20,000 for some device which could go to the West Indies and back, to get this infernal longitude problem solved once and foreall.

A number of ideas were offered, including a special chair to allow the navigator to keep a steady position, inspite of the ship rolling and pitching. Some clocks were offered, whose Designers had apparently only experienced sea life from heavy weather on Brighton Pier.

Two clergymen in 1714 named William Whitton and Humphrey Ditton proposed that ships should be moored in mid-ocean on the routes used by sailing ships. These ships should be equipped to fire a star-shell to the height of 6,400 feet every midnight. These shells could be seen and heard at a distance of 85 miles, and could be used to correct ships clocks. It would be interesting to know just how the mooring was to be done.

John Harrison soon heard about the Board of Longitude, and came to London to try to get some finance for his porposed "Sea Clock" which he realised would have to be as perfect as possible. John waited and waited in London until he met a watch-maker named George Graham who invited John to dinner, and after great discussion lent him some money.

John went back to Barrow and there constructed his clock, which was tested on a barge in the river to see how it would respond to the racking and vibration of a ship on the mechanism. He brought it to London, which was rather a job, as the clock weighed 70 lbs and in 1736 was placed on board the vessel H.M.S. Centurion.

John went away with the clock to Lisbon, and then he and the clock were transhipped to H.M.S. Orford for the next passage. When the vessel entered the Channel, one of the navigators said "we're nearly home now, there's the Start". John said that his "Sea Clock", now called Harrison No. 1, said it was the Lizard, which it certainly was.

He landed in London and tried to get some money from the Board as he wanted to start building H. No. 2, which was quite a lot smaller than H.I. and was to include a remontoire, possibly the first time it had been incorporated into a small clock. John seems to have been abrupt with the Board, but got some money and went to his home, which was now in London, and finished his smaller clock H.2 in 1740.

It did not go to sea, as there was a war with Spain, and John was very anxious to keep his secrets. He became well established in London, and had some very skilled men working for him. John Jeffries and Larcum Kendall worked for him, and in 1760 John Harrison built H.3.

The Board were still very parsimonious about parting with any money. They didn't realise that before long factories could be built which could absorb millions of pounds of tax-payers money, without showing any profit at all.

John was now living in Red Lion Square, and Thomas Mudge who invented the lever escapement, came from Bideford to talk to John and managed to get some secrets from him. Thomas Mudge gave these secrets to F. Berthoud of Paris in 1766, but Berthoud did not use any of these facts in any time-piece which he made.

John Harrison finally finished a master-piece called H.4 in 1761, which was a largish watch, and his son sailed away in H.M.S. Deptford under the command of Captain Digges, for Jamaica. He came back to the U.K. in H.M.S. Marlin in 1762, and reported that the watch H. 4 had only lost 5.1 seconds on the passage to Jamaica.

John had been awarded the Copley medal in 1749, which spoke volumes for his skill and ingenuity. His brother William came to London and worked with John for a while, but finally went back to Barrow, where he continued to make clocks.

John started to work on his last chronometer H.5 and finished it in 1770, offering it to George III to try out in his private observatory. Unfortunately it was very disappointing at first, until somebody realised that there were some samples of Lodestone right by the bench, these are not good for high grade clocks.

John got very dissatisfied with the hand-outs from the Board, and once he had the Royal Ear, he really let go. George III was horrified about this and said he'd sort that out, Board or no Board. John finally got the sum of £18,750, but his sight was failing by then, and in 1776 he died and was buried in Hampstead under the name Thomas Harrison.

Once the longitude determination was properly established, there was a rush for these time-keepers, and several Makers came on the market. Big arguments developed about the duration of the main spring, and one Makers said eight hours was quite long enough, as the Mates of a ship had nothing to do anyway during the day and night.

The alternative method of determining the longitude using Lunar Distances still found favour with some people. A lot of seamen hated the idea of a mechanical device being used for this, and no doubt Sooth-sayers near the Ports were forecasting that this could only lead eventually to boilers and triple expansion engines, and might do away with figure heads completely.

This other method was first proposed in 1752 by Leonard Euler and Thomas Meyer, who published tables of the moon's motion, which had to be measured against a fixed point. This method of Lunar Distances could be used, but it was soon found that a man skilled enough to take the observations, needed another man clever at mathematics to work out the answers. This took about four hours.

Maskelyne the Astronomer was a great believer in this method, and tables were published from 1767 to 1907. No doubt quite a number of retired Admirals, after the second bottle of Madeira, would forecast that these mechanical devices just showed what a useless lot the rising generation had become.

Larcum Kendall thought he could make chronometers a good deal cheaper than Harrison and finished K.1 in 1770, which he delivered to the Board, and Captain Cook took it away in H.M.S. Resolution and brought it back three years later full of praise for its performance.

K.2 was finished in 1772, and went to sea with Captain Bligh in H.M.S. Bounty. There was some small trouble later on, and not only did the Captain have a small boat to ride in, but the Mutineers nicked the chronometer as well.

A very brilliant man called Lieutenant Commander Rupert Gould published a book called "The Marine Chronometer", which deals brilliantly with this matter. He personally overhauled H.1 as it was lying in store, and deteriorating rapidly. Later this "Sea-clock" went to Hurstmonceaux for some further work to be done, and can now be seen in the Maritime Museum in Greenwich.

Rupert Goulds book and others by various Authors have been invaluable in preparing these notes.

As the title of these notes is in Latin, the English translation could be "Time Gentlemen, please".

LONDON OFFICE RETAIN THE GOWER CUP

In an entertaining game at the Maori Sports Ground, Worcester Park, on September 7th, London office retained the Gower Cup with an apparently easy 6-wicket win.

Whilst London deserved their success, what a different story might have been written if John Norman's bails had dropped before he scored - he went on to make a match winning 69 not out.

The facts, however, were:-

Cardiff 145 for 7 in 30 Overs, with John Jones scoring 34 and David Phillips 26 (for the sea staff - Bryan Boyer scored 7). David de Rosa taking 3-wickets for 13 and John Norman 2 for 34.

London 146 for 4 in 27.2 Overs, with John Norman 69 not out, and John Hawkes 56. Paul Beattie taking 2-wickets for 24.

On behalf of Cardiff, thank you London for a good game and a very enjoyable day.

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1984 CRICKET SEASON REVIEW

For the statistically minded, Reardon Smith Cricket Club played 24 games, won 11 and lost 13, whilst finishing a creditable third in a keenly contested Reardon Smith Invitation Cricket League.

Highlights of the season were the batting of Peter Davies, who scored 497 runs and the consistency of his opening partner John Jones, who scored 245 runs. Two bowlers took more than 20 wickets (Brian Nicholls 23 and Mark Davies 21). John Lewis continued to give sound displays as wicket-keeper, taking 15 catches and one stumping whilst suffering a fractured thumb for his efforts.

Good wins were recorded against BBC Wales, Cardiff Royal Infirmary and Companies House, both the latter two teams finishing above us in the League.

Low point of the year must be the dismissal for 20 in the second Companies House match, with Dave Phillips top scorer with 6, and no less than five 'ducks' - but it was played at the height of the holiday season.

The final League table, again for the statistically minded, was:-

	<u>P.</u>	<u>W.</u>	<u>L.</u>	<u>No Result</u>	<u>Pts.</u>
Cardiff Royal Infirmary	12	10	2	0	247
Companies House	12	9	3	0	245
Reardon Smith	12	7	5	0	198
Arthur Young	12	6	4	2	175
Chemical Bank	12	5	5	2	155
City Housing	12	2	8	2	114
Penarth Sports	12	0	12	0	57

Leading averages.

<u>Batting</u>	<u>Inns.</u>	<u>Runs.</u>	<u>H.S.</u>	<u>Not Out</u>	<u>Average.</u>
Peter Davies	13	497	82*	2	45.18
David Phillips	15	229	51*	4	20.82
Paul Colwill	9	98	37*	2	14.00
John Jones	18	245	47	0	13.61
<u>Bowling</u>		<u>Runs</u>		<u>Wickets</u>	<u>Average</u>
Brian Nicholls		186		23	8.09
Robert Corsi		152		19	8.00
Mark Davies		199		21	9.48