SHIPMATES

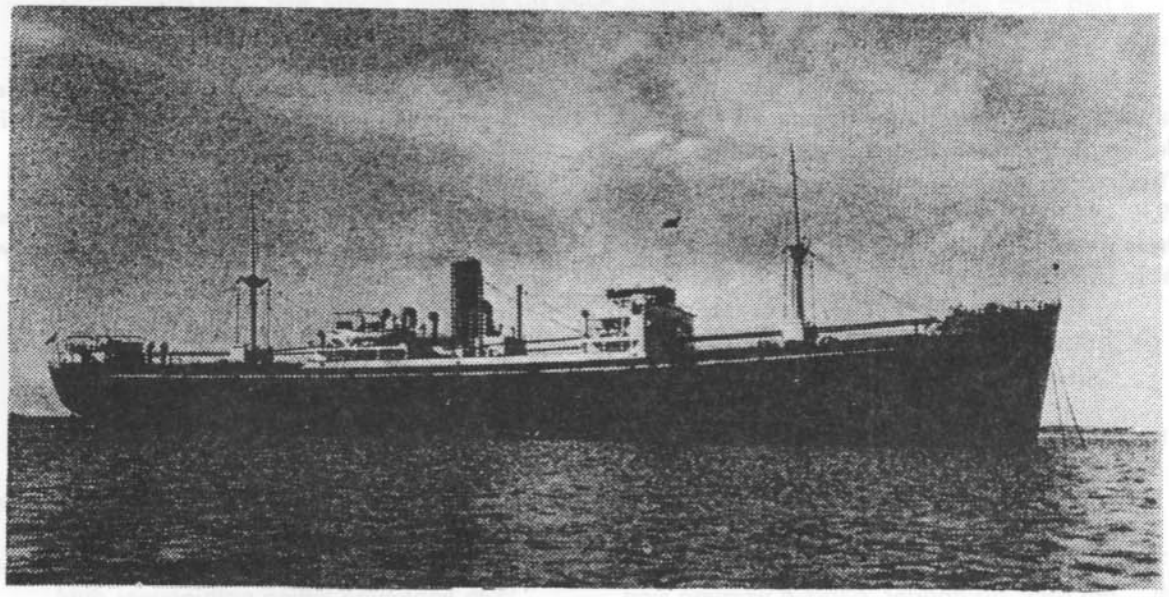
Reardon Smith Seafarer's Newsletter

Issue No.13 December 1999.

This is "Shipmates" third anniversary and this isssue is dedicated to the two ships beginning with "M", "Madras City".

"Madras City" (1) built in 1911 as the "Langholm". Vessel joined the Reardon Smith Fleet in 1917 and in 1918 was renamed the "Madras City". Vessel was sold in 1933 to new owners and served until broken up in 1959.

"Madras City" (2) (Photograph below) was built by Furness Shipbuilding Co. Ltd., Haverton Hill for the Reardon Smith Line. Vessel remained in the company until 1958. **Further details inside.**



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

All notes, articles, or short stories should be forwarded to Mr. A. F. Osborne (Shipmates), 24"E" Heol Hir, Llanishen, Cardiff. CF14 5AE

Stories from the papers.

Shipping line to beat them all. The Western Mail Monday 21st August 1995.

Of all the anecdotes about the World War II circulating in Cardiff, nothing beat this for humour.

As newly liberated prisoners were arriving in Singapore, emaciated in poor health following starvation and brutality in the camps, a freed British Lieutenant spotted a red ensign merchant ship discharging cargo. He was in rags, he needed a wash, he hungered for a square meal. That ship he knew beyond doubt, could provide all three of these things.

As he scrambled on board, a young British Officer - fresh from the U.K. immaculate - who was watching over the landing of military equipment bellowed, "Leave this ship immediately" you are a disgrace dressed like that.

"No sir, you GET off ," replied the man who had been a prisoner of war for three and a half years. "My family owns this vessel". It was the S.S. **Jersey City"** owned by the famous Cardiff based Reardon Smith Shipping Line. The gaunt Lieutenant was Alan Reardon Smith.

After the war, he rejoined the family company as a director and in 1961 became Chairman of the company. He died in 1970 aged 56 while taking the company onwards and upwards.

The authenticity of this story is irrefutable. It comes from the last Commodore of the Reardon Smith Line, Oliver Lindsay. Alan Reardon Smith was held in the highest esteem. Under his chairmanship, the company prospered and expanded. "His early death probably had a great deal to do with his treatment in the camps." he said.

REMEMBRANCE DAY 1999 LEST WE FORGET.

As is the custom at 11 a.m. on the 11th November men and women will , if possible, pause for two minutes in respect of those who gave their lives in the service of the Country in the conflicts which occurred in the 20th century.
The losses by the Reardon Smith Line were:- 1914-1918 11 Ships lost by enemy action. 1939-1945 23 owned plus 8 managed ships lost by enemy action on which 390 seafarers lost their lives. The memory of the ships and the seafarers- many our shipmates- who gave their lives on those ships live on in the minds of those of us who are fortunate to be alive.
John Masefield (Poet Laureate) poem "For All Seafarers" seems to be appropriate.

For All Seafarers.

(1) Even in peace, scant quiet is at sea,
In war, each revolution of the screw,
Each breath of air that blows the colurs free,
May be the last life movement known to you.

(2) Death. trusting up or down, may disunite,
Spirit from body, purpose from hull,
With thunder, bringing leaving of the light,
With lightening letting nothingness anul.

(3) No rock, no danger, bears a warning sign,
No lighthouse scatters welcome through the dark,
Above the sea, the bomb, afloat the mine,
Beneath the gangs of torpedo-shark.

(4) Year after year,with sufficient guard,
Often with none,you havave adventured thus,
Some, reaching harbour, maimed and battle-scarred,
Some, never more returning, lost to us.

(5) But,if you'scape, tomorrow, you will steerer,
To peril once again,to bring us bread,
To dare again,beneath the sky of fear,
The moon-moved graveyard of your brother dead.

(6) You were salvation to the army lost,
Trapped,but for you,upon the Dunkirk beach,
Death barred the way to Russia, but you cross,
To Crete and, but you succoured each.

(7) Unrecgnised, you put us in your debt
Unthanked, you enter, or escape, the grave,
Wheter your land remember or forget
You saved the land, or died to try to save.

(John Masefiield).1 *©J.Lindsay.*

An Encounter on the High Seas

From : Terry Davies.

The thought of port or island hopping cruising has never really appealed to either myself or my wife, Eira, but a nice relaxing Transatlantic voyage is something entirely different. Quite a "busman's holiday" really.

Never mind that years ago I used to be paid for doing it and now I have to pay??

Due to the "migration" of cruise vessels from the Caribbean to the Mediterranean and northern Europe from May to October of each year, a new business for cruise lines has evolved – the repositioning cruise.

We eventually decided upon a 15 day voyage on Royal Caribbean International's "Splendour of the Seas" sailing from Miami in late April and arriving in Barcelona 15 days later. The route took us via St Thomas (US Virgin Islands), Madeira, Tenerife and Malaga. In all there would be 9 days actually spent at sea.

After a day acclimatising and shopping in Miami we boarded the ship in readiness for a 1700 departure. Our cabin, situated on deck 8 was superbly equipped and even had a balcony which was later to prove a bonus, especially in the late evenings as the sun was going down.

The days were spent relaxing, sun bathing, eating, drinking, using the gym (so we could do more eating and drinking!!) and walking around the ¼ mile jogging track.

Now, it was during one of these walking sessions, when I was a few paces ahead of Eira, that someone called out "Port Alberni City". I thought that I must have misunderstood and just kept on walking. But those three little words were repeated, so I stopped and turned and there, talking to Eira, was Malcolm Raynor with his wife Mary. To say that I was shocked was an understatement --- I hadn't seen Malcolm for 25 years???
Apparently, Malcolm had recognised Eira and then spotted me and tapped her on the shoulder - what a surprise. Also, Malcolm had lost a lot of weight over those 25 years so it's not surprising that I didn't recognise him instantly.

I had sailed with Malcolm aboard the "Port Alberni City" in 1973/4 when we joined in Cardiff and sailed to the Gulf of Mexico, Japan, BC and finally back to Cardiff. I was third Engineer and Eira was with me for the whole voyage.

We had a few drinks on the balcony that evening, reminiscing and "swinging the light" and for the remainder of the voyage we spent some very pleasant times together.

It also turned out that I knew the ship's master, from when he brought the ship into Harwich on it's maiden voyage, and consequently we all were invited to the bridge for the departure from Madeira. Malcolm and I were also lucky enough to visit the engine room which was quite spectacular. A diesel electric propulsion system with 5 Wartsilla

diesels in 2 engine compartments. 1 of the engines was actually in bits and they were still able to achieve an average speed approaching 22 knots. The control room resembled something out of Star Trek with computer monitors everywhere and for everything and with only 1 watchkeeping engineer officer. The whole spaces were immaculate and were a credit to the crew.

We had a wonderful, memorable holiday, made even better by renewing old acquaintances.

Correspondence from Members.

I had a letter from David Litson who has had a busy year, working visits to Falmouth, Chiba, China, Hong Kong, South Korea, Glasgow and Montreal. He gave the following news :-
David Dyer ex Reardon Smith Chief Engineer is Technical Manager of Hoverspeed in Dover looking after high speed catamaran.
Ian Stutt ex Master Reardon Smith and C. S. M sailing as Master on Hyundia's car carrier.
David Senior ex Reardon Smith Chief Engineer is a Superintendent in Hong Kong.
James Wort ex Reardon Smith Engineer Apprentice has his own Surveying company , J. D. Wort &Co., Ltd. Hong Kong.
If any member meet up, or is in contact with the above, let them know about **"Shipmates"** .

Keith Morgan writes to say that his broken leg is still not healed, and may have to have another operation, lets hope you have better news after your next visit to the hospital Keith. Keith would like to have photographs of the following ships, Silvia Sofia, Sonia M, Josefa and the Lacandon anyone who can help, please write to him, Glen View House, Llansoy, Nr.Usk, Mon. NP15 1DT.

Brenda Vincent of Treharries, that's Alan Vincent's wife, sent a note to say that she has been in hospital in Newport, we hope you have made a full recovery Brenda. Unfortunately Alan was away at sea while she was in hospital.

Many thanks to the members who purchased the year 2000 Calendars and I thank you for your support and those who paid generously. Now that we have to pay to have "Shipmates" published etc, the profit made on the Calendars will financially help to keep "Shipmates" going until December 2000. Thank you all who sent a letter with their cheque we cannot mention them all in the newsletter

New Members.

We are pleased to welcome aboard the following new members:-

Mr.F.J.Tinsley from Barry who attended the Reardon Smith Nautical School from 1945 to 1948. and sailed on the **"Madras City"** in 1949 to 1951. the **"Tacoma City"** from 4.1951 to 12.51. and on the **"King City"** from 1952 to 1953 he then left the company and continued his sea career.

Mr. E. J. Hatcher from LLanelli who sailed with the Reardon Smith Line many years ago.

Correction:- I made a mistake in the last **"Shipmates"** No.12 the photograph on the front page was not Mr. Douglas Reardon Smith and his wife, it was Mr. Alan Reardon Smith and Miss Grace Reardon Smith. My apology to John and Richard.

S.S."Madras City (1)

Built by the Furness Shipbuilding Co., Ltd., Haverton Hill, for the Reardon Smith Line Ltd., Cardiff.

Her keel was laid in 1939. The propeller shafting having been ordered but not delivered before the onset of hostilities with Germany, other arrangements and modifications had to be made. Vessel was delivered to Owners in 1940 and chartered to the Board of Trade.(Ministry of Shipping).

An open shelter deck ship of 9,040 long tons deadweight with 5 hatches/5 holds (see photograph on the front page). Ten derricks of 5 tons S.W.L. Service speed of 10 Knots on a consumption of 17 tons fuel oil per day. Main engine was a reheated reciprocating steam engine with poppet valves, with I.H.P. 2050, with steam being supplied by two boilers.

She was a ship built for world wide tramping for which at the end of the war she proved herself ideally suited - economical, realible and a good sea ship. Popular with the personnel who served onboard her.

In 1949 considerable improvements were made to the accommodation and most of the officers were given private bathrooms, this set the standard for the ships built by the Reardon Smith Line from 1955 onwards, when all officers were given private facilities.

During the 50's the vessel was engaged on voyages of over 12 months duration. Example:- She sailed from Manchester in the March of 1951 and returned to Avonmouth in May of 1952. Most of the time was spent in the Pacific and Indian Oceans, with cargoes of grain, salt, and cotton. Whilst on this voyage late 1951 found the ship discharging part cargo of salt in Moji - the remaining cargo for Yawata. Prior to the war with Japan, Yawata was a closed port; after the war Yatawa waterway was closed to foreign shipping due to the possibility of mines remaining. The "Madras City" was the first foreign ship after the end of hostilities to enter the Yawata waterway. The cargo receivers entertained all the officers to a celebration party. (See photograph below).

In 1958 the vessel was sold for further trading to the Chittagong Shipping Corp. Ltd., of Pakistan. Eventually in 1971 she ended her days at the shipbrokers in Karachi. Truly a vessel whose 31 years of trading was a credit to the shipbuilder, Owners and the men who sailed in her.

Comm.O..J.T.Lindsay

L to R 2nd row from the bach:- No.2 Radio Officer Harrison No.4. 3rd Engineer Winter.
3rd row " " " :- No.3. Chief Officer Oliver Lindsay.
Front Row:- No.1. Chief Engineer Thomas Gray No.3. Captain Leebetter No.4. Mrs.Leebetter.

S.S."MADRAS CITY" (2).

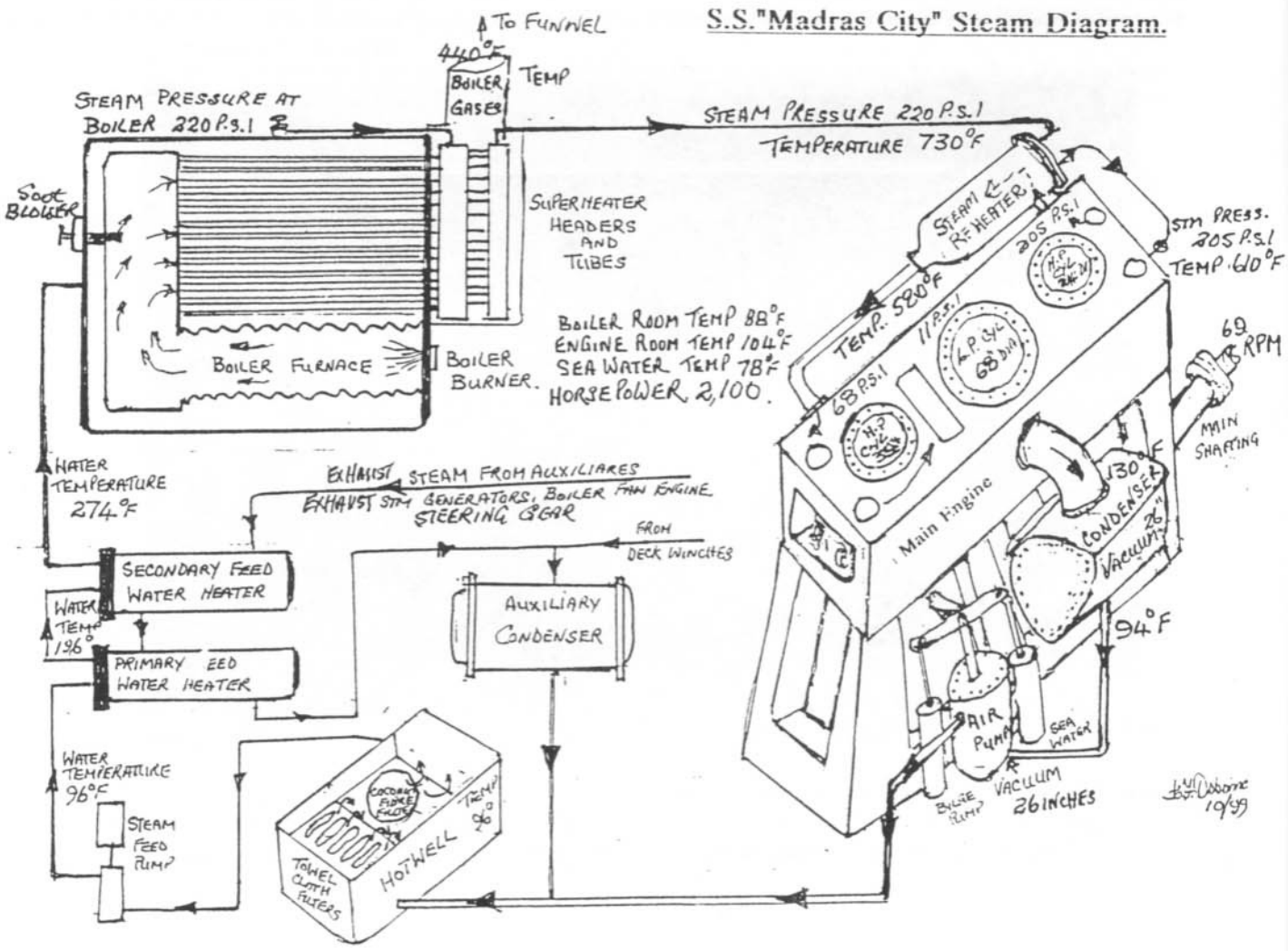
The S.S."**Madras City**" (2) was fitted with a reheated triple expansion steam engine, designed and built by the North Eastern Marine Engine Builders, at their works, in Sunderland. This steam plant was very advanced, and gave great economies compared with the single expansion type steam engine. Below is a steam diagram of the steam plant on the "**Madras City**"(2), the steam pressures and temperatures, are actual, these were taken while the Chief Engineer Mr.Thomas Gray and myself were taking main engine indicator cards to measure the horsepower of the engine, whilst the vessel was sailing in the Mediterranean Sea on loaded passage from Bailtmore, U.S.A. to Rijeka, Yugoslavia in July 1953.

Non technical members may think they cannot understand the diagram but if you follow the arrows carefully you will see how the system worked.

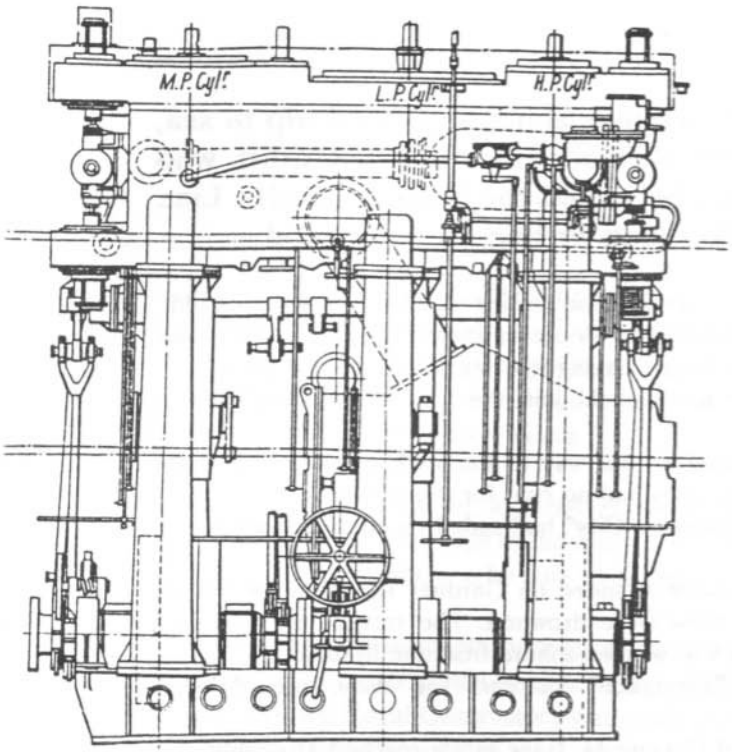
Working off the diagram the steam leaves the boiler and then enters the superheater headers, and through the superhearter tubes. These tubes are inserted in the boiler smoke tubes. The hot gases passing over the superheater tubes heated the steam inside the tubes to about 750 degrees F. The steam then passes through a steam re-heater to raise the steam temperature after it has done its work in the high pressure cylinder before going on to the medium pressure cylinder . After the M.P. cylinder the steam enters the low pressure cylinder and finally the main condenser.

The condenser is maintained at a vacuum of 26 inches of water gauge created by the air pump, this vacuum in the condenser allows more energy to be used from the steam because the pressure (2 P.S.I. absolute) is below atmospheric pressure which is 15 P.S.I. The steam is condensed to water and passes to the air pump and finally discharged into the hot well.

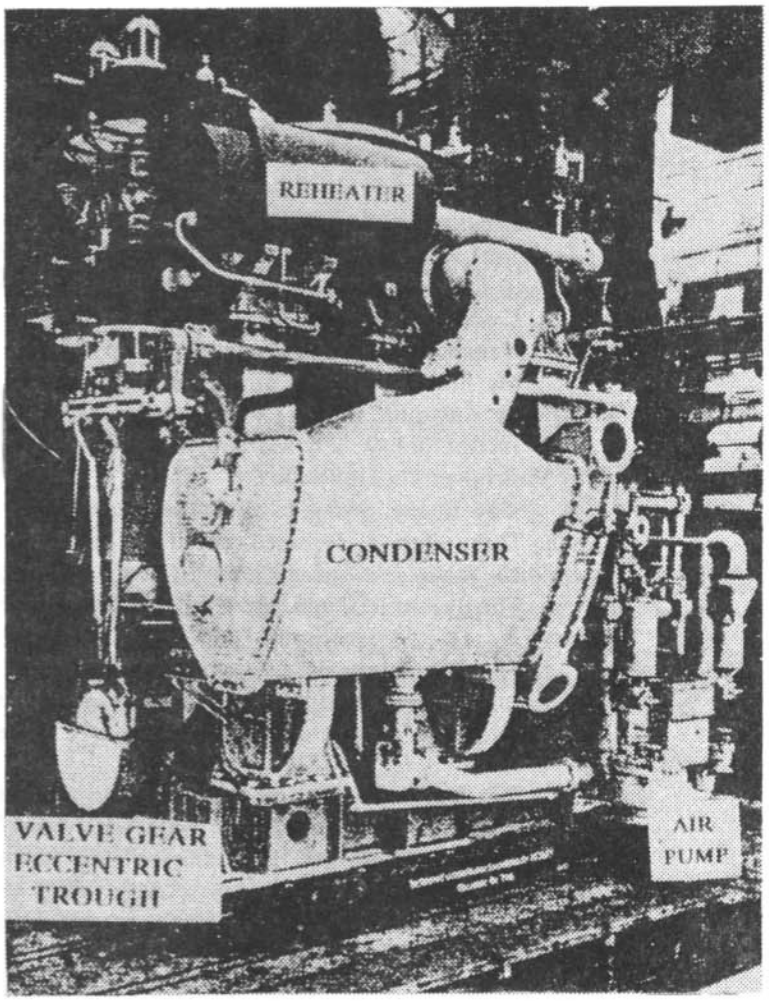
The hot well is fitted with towel cloth filters and a basket filter filled with charcoal and coconut fibre, these are used to remove the main engine cylinder lubricating oil from the boiler feed water before it is re-used. It is then drawn into the boiler water feed pump and pumped into the boiler via the primary and secondary feed water heaters to start the cycle all over again.



S.S."Madras City" (2)



General Arrangement of a Reheated engine.



BACK VIEW OF THE ENGINE

The engine fitted to the **"MadrasCity"** was a triple expansion steam engine, the superheat heated steam used, enabled an additional economy and by using live steam to reheating the steam between the high pressure and medium pressure cylinders gave further economy.

The H.P and M.P. cylinders were fitted with steam inlet and exhaust double beat poppet valves, this type of valve did not require internal lubrication and their quick action, being cam operated, minimised heat losses and leakage. The L.P. was fitted with a balanced double-ported slide valve. The crankcase was open like the engine shown in the film**"Titanic"** showing the crankshaft revolving around. The bottom end bearings, top end bearings also the main bearings were felt by hand to feel if there was any rise in the bearing temperature. The bearings were hand lubricated with an oil can, oiling was done 8 times a watch, 4 major oils on the hour and 4 minor oils on the half hour. The major oil being a number of drops of lubricating oil to each bearing, and lub oil splashed on the crosshead guides. The minor oil was half the number of drops of the major oil, top and bottom end bearings and guides would only be done on this occasion. The piston rods were swabbed with engine cylinder oil with a swab brush every half hour. The main engine cylinders were mechanically lubricated with cylinder oil, and the eccentric strap bearings ran in a bath of water and oil. Oil boxes were fitted to the major bearings with a strand of wool to give a drip feed. One gallon of oil was allowed per watch and great care had to be taken in extremely hot weather, the oil becoming so thin and runny it would soon be used up. If this happened the oiler had to go and asked the Second Engineer for some more oil, if he was in the bed, he wouldn't be very happy, you know what 2nd's are like. The oilers were two donkeymen and one of the Junior Engineers, the Junior's took turns, one oiled on one passage and the other did the next passage, I did this for a 14 month voyage, a good way to learn and know how to look after engine bearings.

A. Osborne.

We have had a few stories from our members about their first trip to sea, well, I am grateful to our member Mr.Albert Williams from Radyr, Cardiff, who is now 88 years old and tells his story when he joined the Reardon Smith Line in 1927, it was salt beef in those days. His hand writing was very good.

Quote :-

I finished my apprenticeship in 1929 so please excuse my shaky hand writing as I am now 88 years old.

As I was longing to go to sea I went along to Merther House in James Street, Cardiff to see Mr. W. G. Liley the son-in-law of Sir William Reardon Smith, having married his daughter Lilian.

I was very pleased with the visit as he told me I could join the S.S.**"Buchanness" (2)** in Salford Manchester as an Assistant Engineer.

My first voyage was down the Manchester Canal on our way to Immingham to load coal for Melbourne Australia, as there was a miners strike there, they had no coal for the gasworks

Just before we left Melbourne a sister ship **"Norwich City"** had sailed on the same voyage as us to Vancouver via Honolulu.

Sad to say, owing to very rough seas, she became stranded on Gardner Island in the Pacific Ocean. Their lifeboat capsized and 11 officers and crew were drowned. The rest of the survivors reached the island but had no food for days, only what was washed ashore from the lifeboat.

They were rescued by the British steamer **"Trongate"**, another sad story, one of many suffered by the Reardon Smith Line

The **"Buchanness" (2)** under the command of Captain H. Isaac safely reached Honolulu and Vancouver. This was my first voyage and the worst part of it was when I saw the cook open a barrel of SALT BEEF, the sight and smell of it nearly made me seasick. Remember there was no fridges in those days.

"No fridge freezer" on the voyage to Melbourne with a 24 hour stop at Durban for bunkers and fresh water and remember we were only doing eight and half knots. When we arrived at Seattle the yanks decided that the **"Buchanness" (2)** had to be fumigated. While this was going on nobody was allowed onboard for 24 hours so we were sent to some hotel for that time. It was great, lovely fresh food and then back onboard we were told to keep our portholes open the first night we slept in our cabins.

After doing most of the Pacific Coast calls we arrived at San Francisco and what a place it was then. The Golden Gate Bridge was unfinished and one of the inmates at Alcatraz Prison was Al Copone. The Chinese Quarter there was like being in Shanghai. Remember this was the end of 1929, and prohibition was all over the U.S.A. . After that we went to Los Angles and then for oil bunkers in San Diego where the American fleet were showing off their new aircraft carriers the U.S.S. "Lexinton" and the "Saratogo".

Unquote

Note:- **Caption Isaac was lost on the "Cornish City"(3) with 38 crew members when she was sunk by German submarine U177 in the Indian Ocean .**

Reardon Smith Line had two ships called **"Buchannas". "Buchannas" (1)"** was built in 1909 and Reardon Smith line acquired her in 1920, she was wrecked in 1924. **"Buchannas" (2)** was built for R.S.L in 1924, her name was changed in 1931 to the **"Imperial Valley"**. She served the Reardon Smith Line from 1924 to 1948 and then sold to new owners for further trading until 1959 when she was scrapped.

Captain or Chief Engineer.

A Captain and his Chief Engineer constantly argued about who was more important to the ship. Finally they decided they would switch places to find out. After a few hours, the Captain emerged from the Engine Room completely covered with oil and soot and confronted the Chief Engineer on the Bridge. "Chief" he yelled, wildly waving a spanner, "you'll have to come down. I can't make'er go!" "Of course you can't" replied the Chief. **"SHE'S AGROUND".**

TEMPUS, GENEROSAE, 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 Principiius 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 Gibralter 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' Mates 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 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 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 for all. A number of ideas were offered, including a special chair to allow the navigator to keep a steady position, in spite 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 <u>how</u> 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 proposed "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 lb. 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 is 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 Maker 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 Soothsayers 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 moons 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 retires 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 Capitain 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 Blight 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 brilliant man called Lieutenant Commander Rupert Gould published a book called "The Marine Chronometer", which deals brilliantly with this matter. Her personally overhalled H.1 Hurstmonceaus 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 in Latin, the English translation could be "Time Gentlemen, Please".

Survivor Mr Daniel Brosnan, 78 years old from Cardiff, writes to tell us about the **"Santa Clara Valley"** prior to her being sunk in the Nauplia Bay on 23rd April 1941, and not 24th April 1942 as published in the **"Shipmates"** year 2000 Calendar.

Quote : During the Greek campaign the **"Santa Clara Valley"** sailed in convoy, March 1941, from Alexandria to Piraeus in the company of the "British Science", "Costa Rica", "Rawslesy", and others. Escorted by anti-aircraft cruisers **"Calcutta"** and **"Carlisle".** On passage Germany invaded Yugoslavia and Greece. The vessel received news that a squadron of Stukas 87's aircraft had landed in the Dodecanese Islands. The convoy came under continuous attack from both Italian high level bombing in concert with dive bombing by Stukas, it was virtually decimated. We arrived in Piraeus where the **"Clan Fraser"** had blown up while discharging cargo and the port was unworkable. We were ordered to leave for Nauplia Bay and discharge horses and mules with 2000 tons of ammunition, a tall order, but we tried, but the odds were against us and were too great, the **"Santa Clara Valley"** went down with the red duster flying at the gaff and guns firing. A tribute to Captain Lennie. I wonder if he survived? Reardon Smith Line lost so many ships. Hope **Shipmates** can print this story. Unquote.

Captain Lennie lost his life on the **"Cornish City" (3)** in the Indian Ocean on 27th July 1943.

Obituary: Mrs Martha Lawday unexpectedly crossed the bar on Tuesday September 14th. Mrs Lawday was the wife of **Captain William (Bill) Lawday** who was the Technical Director of the Reardon Smith Line from 1963 until 1966 when he retired. Mrs Lawday's funeral service was held at Brunswick Methodist Church, Swansea, on Thursday 23rd September. Captain Lawday came from Appledore.

The Preservation of Man.

The horse and mule live thirty years, and nothing known of wine and beers,
the goat and sheep at twenty die, with never taste of scotch and rye,
the cow drinks water by the ton, and at eighteen is mostly done,
the Dog at sixteen cashes in, without the aid of Rum or Gin,
the cat in milk and water soaks, and then in twelve years it croaks,
the modest, sober, bone dry hen, lays eggs for nogs, then dies at ten,
all animals are strictly dry, they sinless live and swiftly die,
but sinful, Ginful, Rum soaked men, survive for three score years and ten,
and some of us, the mighty few, stay pickled till we're ninetytwo.

Seen in a local Hong Kong Ale House WALTZING MATILDA ARMS

"Shipmates" Members December 1999"

Mr.T.H.Ahmum	Cardiff	Capt.D.Griffiths-Jones.	Barry.	Capt.R.Newbury.	St.Nicholas.
Mr. R. Alford	Shifnal.	Mr.A.H.Hamilton	Hebburn	Mr.T.J.Newell.	Aldery
Mr.L.P.Allerton	Cardiff	Mr.K.Hampton	Shifnal	Mr.A.Nicholl.	Ottery St.Mary.
Mr.C.C.Anderson	Cwnbran	Capt.E.B.Harrison	Barry	Mr. T. Noro	Tokyo Japan
Capt J.P.Andrews	Brocton	Mr.D.Harrison	Hough le Spring	Mr.K.O'Donoghue	Graveswend
Capt R.E.Baker	Sully	Mr.K.Hart	Newton Ferrers	Mr.A.F.Osborne	Cardiff
Mrs. S. Baker	Cardiff.	Mr.D.R.Hartshore	Stone	Mr.W.J.Osborne	Plymouth
Mr.J.Barnes	Rhoose	Mrs. P. Harvey	Belfast	Mr.P.W.Ownes	Swansea
Mr.R.Bell	Berwick-on-Tweed	Mr.E.J.Hatcher	Llanelli	Mr.M.Paddock	Salisbury
Capt M.J.Belleny	Bournmouth	Capt.B.Hernaman	Blackfield	Mr. W. S. Park	Croydon
Mr.E.M.Bennington	Newhaven	Mr. P. Heyman	Cardiff	Capt.J.Pearsel	Great Bedwyn
Capt. J. Birrell	Preston	Comm.M.J.Higgins	Meols	Mr. A. Phillips	Jersey
Capt. B. Boyer	Colchester	Mr. B. J. Hill	Taunton	Mr.R.G.Pierce	Colwyn
Mrs.C.Boyer-Besant	Harwich	Mr. D. Hilton	Saltash	Capt.V.W.Pitcher	Sittingbourn
Mr. C. Boyd	Liverpool	Capt.B.Hodges	Abergele	Mr.E.W.Poingdestre	Cardiff
Mr. R. Burston	St.Nicholas	Mr.G.Hodgson	South Hetton	Capt.J.Porteous	Edinburgh
Mr. C. Burton	Isle of Man	Capt.Bill Hopper	Abergavenny	Mr.E.G.Powell	Barry
Sqd.Ldr.R.E.Britton	W.Aust.	Mr. C. Hudson	Canada	Mr. M. Rayner	Cardiff
Mr. C. Broad	Isle of Lewis	Mr. C. Huges	Llantwit Major	Mr.C.Reardon Smith	Stamford
Mr.D.Brosnan	Cardiff	Mr.J.W.Hughes	Southampton	Mr.J.P.Reardon Smith	Cardiff
Mr.F.K.Brown	Cardiff	Mr. P. Hunt	Cardiff	Mr.P.Reardon Smith	Cardiff
Mr.K.L.Brown	Penarth	Capt. M. Hurst	Plymouth	Mr.R.Reardon Smith	Crickhowell
Capt. J. Cann	Nottingham	Mrs. P. Jack	Braunton	Capt B.G.Rees	Barry
Mr. W. Carr	East Bolton	Mr. M. Jenkins	Newtown	Mr. M. Ridley	Elham
Mr.R.Chambers	Whitley Bay	Mrs. B. John	Cardiff	Mr. J. Scott	Aberdeen
Mr.R.D.Christmas	Frome	Mr. C. Jones	Durban S.A.	"Sea Breezes"	Isle of Man
Mr. M. Clark	Wellingbourgh	Mr. D. Jones	Blackwood	Mr.L.Seabrook	Swarkestone
Capt.D.H.Cobley	Leicester	Capt.D.O.W.Jones	Witham	Mr. R. Shanno	Newport
Mr.J.M.Coleman	Felixstowe	Mr. I. Jones	Bridgend	Capt.H.Shenton	Cleethorpes
Mr.H.Convery	Holyhead	Mr. K. Jones	Cardigan	Mr. P. D. Smit	Australia
Mr. J. Cotton	Dover	Capt.M.E.Jones	Lyiate	Mr.K.Smith-Jaynes	Newport
Mr. M. Cox	Marshfield	Capt.W.D.Jones	Witham	Mr. R. Smith	London
Capt.R.J.Crawford	Newport	Mr. T. Jowett	Bradford	Capt.M.Slayma	Dilwyn
Capt.A.J.H.Crowther	Canada	Mr.T.Lawrance	Beacon Park	Capt.L.Stewart	Plymouth
Mr. P. Curtis	Dinas Powys	Mrs. S.Lee	Barry	Mrs.J.Shilston	Paingnton
Mr. T. Davies	Colchester	Mrs. S. Lemon	Italy	Mr. R. Sumner	Guernsey
Mr.W.D.Davies	Pontypool	Mr.A.C.Lewis	Cardiff	Mr. P. Tate	Torquay
Mr. R. Day	Ebbw Vale	Mrs. B. Lester	Southampton	Mr. L. Taylor	Appledore
Mrs. A. Deal	Colchester	Capt.A.D.Lightfoot	Inverness	Mr.K.Terauchi	Osaka Japan
Mr.P.G.Deschamps	Deal	Comm.O.J.Lindsay	Cowbridge	Mr. Y. Teshiba	Tokyo Japan
Capt. J. Dunk	Dubai	Mr. D. Litson	Coleford	Capt. D. Toon	Newport
Mrs.M.Ellerby	Hornsea	Mr.K.Llewellyn	Cardiff	Capt.J.Thomas	Betwas-Y-Coed
Mr. P. H. Evan	Swansea	Mr. P. Mabbett	Plymouth	Capt.M.G.B.Thomas	Cardiff
Mrs. F. Evans	Denbigh	Mr.T.W.Major	Cardiff	Mrs.V.Thornhil	Radlett
Mr.J.Evans	Port Talbot	Mr.G.W.Mason	Poole	Mr. A. Vincent	Treharris
Mr. G.Eyles	Cardiff	Mr.R.Masters	Cleadon Village	Mr.J.Vincent Hemel	Hempstead
Capt. T. Field	Basildon	Mrs. K. Malpas	Newport	Mr. G. Walker	Cardiff
Mr. L. Fletcher	Stockport	Mr.C.McCarty	Cardiff	Mr. A. Westall	Cardiff
Mr. T. J. Fuller	Hassosks.	Mr.N.Millward	Darvel	Mr.C.P.White	Barnstaple
Mr. H. Gale	Chelmsford.	Mr. D. Mocket	Plymouth	Mr. A. William	Cardiff
Mr.S.B.Gillant	Woolton	Monitor(Lloyds List)	London	Mr.D.Williams	Llanbrynmair
Capt.J.Gordon	Swansea	Mr. J. J. Moor	New Zealand	Mr.H.Williams	Cardiff
Mr.D.G.Grant.	Lossiemouth.	Mr. K. Morgan	Llansoy	Capt.W.G.Wood	Shelly
Mr.G.T.Griffiths.	Glasgow	Mr.S.Morgan.	Salisbury	Mr.D.W.Yool	Carnoustie
		Mr.N.Nesbitt.	Ballynure	Capt.J.York	Northam